

# Written Answers to questions not answered at Mayor's Question Time on 18 May 2011

## **Urgent action on air pollution**

**Question No: 1244 / 2011**

[Darren Johnson](#)

Given your failure to meet the annual limit of 35 bad air days for PM10 pollutants, will you now implement the idea of a very low emissions zone for central London?

**Oral response**

## **Outer London Commission's Recommendations**

**Question No: 1386 / 2011**

[John Biggs](#)

What progress was made on the Outer London Commission's recommendations, between its publication and the appointment of the outer London Advisor?

**Oral response**

## **London Housing Company**

**Question No: 1341 / 2011**

[Mike Tuffrey](#)

When will the London Housing Company, proposed in 2009, be operational?

**Oral response**

## **Tube Strike Ballots - Minimum Support**

**Question No: 1631 / 2011**

[Richard Tracey](#)

Has the time now come for the government to introduce a bill before Parliament requiring unions, for example those that cover the London Underground, to obtain the support of over 50% of their membership in a strike ballot before industrial action can be called?

**Oral response**

## **London Plan**

**Question No: 1387 / 2011**

[Len Duvall](#)

What recommendations of the Outer London Commission made it into the London Plan?

**Oral response**

## **High Speed 2**

**Question No: 1626 / 2011**

[Brian Coleman](#)

Will the Mayor outline his attitude to HS2?

**Withdrawn**

## **Outer London Policing**

**Question No: 1388 / 2011**

[Joanne McCartney](#)

If safer neighbourhood sergeants are to be reduced in 'quieter wards' will this disproportionately affect Outer London areas?

**Oral response**

## **Outer London Regeneration Fund**

**Question No: 1637 / 2011**

[Tony Arbour](#)

What progress has been made in setting up the fund? Which outer London regeneration schemes are being considered for funding?

**Oral response**

## **Sir Paul Stephenson**

**Question No: 1190 / 2011**

[Richard Barnbrook](#)

After Sir Paul Stephenson's recent comments to the Evening Standard on Tuesday 19 April, do you not think that it is time to ask Sir Paul to step down and bring in someone more proactive to replace him?

**Oral response**

## **HGV operators**

**Question No: 1615 / 2011**

[Andrew Boff](#)

What progress has there been in raising awareness amongst HGV operators on the vulnerability

of cyclists?

**Oral response**

## **Transport Legacy**

**Question No: 1384 / 2011**

[Valerie Shawcross](#)

What do you believe the transport legacy of your Mayoralty will be in Outer London?

**Oral response**

## **Successful policing at royal wedding**

**Question No: 1619 / 2011**

[Victoria Borwick](#)

I would like to congratulate the Mayor and the Met police on the successful policing of the royal wedding and ask what lessons, if any, can be taken for policing the Olympics?

**Oral response**

## **Benefit Changes**

**Question No: 1389 / 2011**

[Joanne McCartney](#)

Can you update us as to the current and predicted impact the government's benefit changes will have on Outer London boroughs?

**Oral response**

## **EU Extension on Air Quality**

**Question No: 1635 / 2011**

[James Cleverly](#)

Do you agree with me that the EU's willingness to grant the UK a time extension for improving its air quality is, in part, down to its belief that the Mayor has an effective plan to tackle the problem?

**Oral response**

## **Cable Car (1)**

**Question No: 1283 / 2011**

[Caroline Pidgeon](#)

When will the new cable car for London be open to passengers?

**Oral response**

## **Campaign for Better Transport**

**Question No: 1643 / 2011**

[Gareth Bacon](#)

Is it the case that TfL currently gives £15,500 a year to the Campaign for Better Transport? If so, will you instruct TfL to stop doing so immediately?

**Withdrawn**

## **Cuts in London Ambulance NHS service**

**Question No: 1397 / 2011**

[Murad Qureshi](#)

On 12th April the London Ambulance Service advised it would be cutting 890 jobs. As you have a responsibility for reducing health inequality in London, when were you first advised of this cut?

**Written response from the Mayor**

As you know, I am not accountable for the NHS or London Ambulance Service.

Many organisations are facing cuts in the present climate and we all have to do better to provide quality services with less funding. However, I am assured by NHS London that the London Ambulance Service is confident that the quality of care it provides to patients will not be adversely affected as it reduces its costs over the next five years.

## **Direct Train Services from Sutton**

**Question No: 1645 / 2011**

[Steve O'Connell](#)

Will the Mayor do all he can to ensure that direct train services from Sutton to Kings Cross St Pancras and Luton Airport are not terminated in 2016, as currently planned?

**Oral response**

## **Visit London Pensioners**

**Question No: 1392 / 2011**

[Len Duvall](#)

Do you owe any duty to these unfortunate people, or have you simply asset stripped and closed down their employer and ignored their plight?

**Oral response**

## **Cycle Super Highway 2**

**Question No: 1636 / 2011**

[Roger Evans](#)

How much money has been lost to Redbridge residents, ratepayers and cyclists as a result of Newham Council's decision to block CS2?

**Oral response**

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

## **Thieves targeting Jewish artefacts**

**Question No: 1628 / 2011**

[Brian Coleman](#)

Is the Mayor concerned by the recent series of targeted burglaries of synagogues, Jewish schools and other Jewish premises in Barnet? Is the Mayor satisfied in the robustness of the Metropolitan Police's response, and will he ensure that the Met Police continues to put anti-Semitic crime high on its agenda in Barnet and other boroughs with significant Jewish communities?

**Oral response**

## **Blackfriars Bridge (1)**

**Question No: 1214 / 2011**

[Jenny Jones](#)

Are you content to give motorised traffic priority over cyclists on bridges over the River Thames?

**Oral response**

## **Outer London Fund**

**Question No: 1342 / 2011**

[Mike Tuffrey](#)

In March you announced a £50m Outer London Fund. Is it prudent for this to be funded from £40m of increased borrowing?

**Oral response**

## **Questions for Written Answer**

## **Olympic Tickets**

**Question No: 1191 / 2011**

[Richard Barnbrook](#)

A constituent has advised that LOCOG announced only one ticket will be available per family to semi finalists and finalists at the Olympic swimming event. I'm sure families would expect to pay for tickets, however, is there any way families of competitors can access tickets to events without the lottery of going into a ballot?

Sponsors and public bodies are allocated thousands of tickets for the games which has in the past lead to empty seats at events where the recipients of these tickets have not bothered to turn up. This infuriates the families of competitors who sometimes struggle to get enough tickets for the whole family to attend a particular event. Has any thought been given to mitigating this kind of problem?

Do you think that 13,000 Olympic tickets being given to public bodies is excessive?

**Written response from the Mayor**

LOCOG has created the very first Athletes' Family and Friends' programme, so that every athlete can purchase one or two tickets to watch them compete, depending on the capacity at the venue. This has never been done before at a Games. These tickets do not come from the public allocation of tickets.

Sponsors do not receive free tickets, but by contributing 1/3 of the costs of staging the Games, LOCOG allows them to purchase a small number of tickets. These will be used at Games-time. LOCOG has made available a small number of tickets for purchase to public bodies (HM Government; GLA; and London boroughs), but this amounts to less than 0.2% of the 10.8 million tickets for the Games which is not excessive.

## **Olympic Security**

### **Question No: 1192 / 2011**

[Richard Barnbrook](#)

Are you happy with London's 2012 official security firm in light of two guards from that company being caught with explosives at the Olympic site?

#### **Written response from the Mayor**

G4S were awarded the contract to be the security provider on the Olympic Park in 2008. Robust measures are in place to ensure the safety and security of the Olympic Park including person and vehicle screening. The ODA supported a Police investigation regarding an arrest outside of the Olympic Park. Work continued as normal and there was no risk to the safety or security of the Olympic Park.

## **Crossrail**

### **Question No: 1193 / 2011**

[Richard Barnbrook](#)

I understand the GLA and/or component organisations borrowing requirement for the Crossrail project is £3.5 billion. Has the borrowing been made on a fixed rate of interest?

Upon completion of Crossrail, can you advise how much money in interest payments the GLA and/or component organisations will have had to pay?

#### **Written response from the Mayor**

The GLA is required to borrow £3.5bn over 2010-15 to finance its contribution to the costs of Crossrail. To date £0.8bn has been taken out at fixed rates of interest. It is envisaged that the further borrowing required will also be taken out at fixed rates of interest. In the Crossrail prospectus the interest costs estimated to be incurred were around £4bn over the term of the Business Rate Supplement of between 24-30 years. We now anticipate that the final interest costs will be lower due to the borrowing decisions already made. However, there will still be uncertainty over the exact costs until the borrowing programme is completed in 2014-15.

## **Thames Tunnel Super Sewer**

### **Question No: 1194 / 2011**

[Richard Barnbrook](#)

Are you in broad agreement with Thames Water's choice of locations for the super sewer?

#### **Written response from the Mayor**

I responded to Thames Water's Phase 1 consultation on the initial list of preferred sites. In my response I raised a number of concerns about some of the sites but I acknowledge that there are no ideal sites and any construction project on this scale will have impacts which will need to be mitigated.

I am pleased to say that Thames Water in its report on the Phase 1 Consultation exercise has acknowledged some of the impacts and is working to find lower impact sites or construction methods. Some of the sites I was most concerned about have now got alternative proposals. We are not there yet but Thames Water is moving in the right direction and will be undertaking a further consultation round in the Autumn.

## **Crime**

### **Question No: 1195 / 2011**

[Richard Barnbrook](#)

In just one evening's reporting in the London Evening Standard on Thursday 21 April, there were no less than five articles concerning crime in London against the person, which resulted in 4 deaths and 3 rapes. Do you think your perception of a safe City is at odds with what Londoners think?

#### **Written response from the Mayor**

No I do not. Overall police recorded crime continues to fall. London now has the lowest level of crime in over a decade and the lowest murder rate since 1978.

MPS crime figures show that there has been a 5 percent reduction in the number of violence against the person offences over the past year (April-March 2009/10 compared to 2010/11).

Nevertheless, I know that these falling crime statistics will be of little solace to the individual victims of crime, and their families, especially the horrific crimes you mention in your question. I know that for these people, the crimes are life-changing and my thoughts are with them. I am absolutely committed to keeping the fight against crime as my top priority. Every violent crime is a crime too many.

## **North London Waste Authority**

### **Question No: 1196 / 2011**

[Richard Barnbrook](#)

You are no doubt aware of the strength of resident anger against the plans to build a rubbish processing plant in Pinkham Way, Haringey. I have had many constituent letters expressing deep concern about this proposal. Are you in a position to offer your thoughts on the proposals and will you give the go-ahead for its construction should planning proposals be referred to you?

#### **Written response from the Mayor**

The application will be referred to me after it has been submitted to Haringey Council and I will consider a Stage 1 report before advising Haringey Council whether the application complies with the London Plan. I cannot comment further, as to do so would fetter my discretion to determine the application. I will of course take account of all representations made to the Council or directly to me.

## **London Green Fair**

### **Question No: 1197 / 2011**

[Jenny Jones](#)

Will you consider part-funding the London Green Fair, to be held this year on the 4th and 5th June in Regent's Park, to help showcase all that is good and green about London?

#### **Written response from the Mayor**

It is with regret that during these financially difficult times I am unable to offer any funding to the London Green Fair.

However, I am committed to making London the greenest big city in world and I am delighted that such a wonderful event, to raise awareness of key environmental issues, is taking place in the heart of the city. I fully endorse and support the London Green Fair, I wish it great success and I urge Londoners to attend and embrace the environmental ethos of the event.

## **Land value taxation**

**Question No: 1198 / 2011**

[Jenny Jones](#)

Do you see a potential role for land value taxation in bringing unused and underused sites in London into their full permitted use? The Institute for Fiscal Studies' recent Mirrlees Review of the tax system suggested it would be a "neutral and efficient" replacement for business rates.

### **Written response from the Mayor**

Theoretically, yes, but such a reform would need to be considered carefully in the context of many other taxes, which is beyond my remit as Mayor of London.

## **Enterprise Zones**

**Question No: 1199 / 2011**

[Jenny Jones](#)

Do you recognise the findings of the Centre for Cities report "What would Maggie do?", specifically that with previous Enterprise Zones the "emphasis on capital subsidies meant that landowners accrued many of the benefits"? Do you see a land value tax having a role to play in ensuring that public support for Enterprise Zones benefits new enterprise rather than land and property owners?

### **Written response from the Mayor**

No. The Government has already determined the key incentives that will be available in Enterprise Zones and, while theoretically attractive, I consider that the introduction of LVT for Enterprise Zones may not be worth the costs of doing so. Government may have similar view.

## **Greenways promotion**

**Question No: 1200 / 2011**

[Jenny Jones](#)

What plans do you have to encourage Londoners to walk and cycle on Greenways and into surrounding countryside over the summer?

### **Written response from the Mayor**

Traffic free routes through parks and along tow paths are an important part of London's cycling network. The 'catch up with the bicycle' campaign encourages people who don't cycle to give it a try. The campaign promotes TfL Cycle Guides and the TfL Cycle Journey Planner. The London Cycle Guides highlight cycling friendly routes and the journey planner enables Londoners to search specifically for easy routes (quiet backstreets, canals and park routes).

Greenways also represent ideal opportunities to walk more. TfL and WalkLondon's free-led walking weekends, held on the Strategic Walk Network (SWN) routes offer great walking experiences with the support of experienced guides. In both May and September, these free walks on all seven SWN routes, including the Jubilee Greenway, will be available to all Londoners.



The newly completed eight Olympic walking and cycling routes are Greenways and sections of these routes also feature in the free-led walking weekends.

TfL and Walk England have been building a database of walking opportunities as part of my Making Walking Count programme. These walking opportunities can be accessed through the [www.walk4life.info](http://www.walk4life.info) website. Walks across all London boroughs are available for everyone to take part in and enjoy.

## **Clean air fund (1)**

**Question No: 1201 / 2011**

[Jenny Jones](#)

Will you please outline the steps you have taken towards allocating the funds made available to you by DfT for a Clean Air Fund?

### **Written response from the Mayor**

The package of measures to be funded via the Clean Air Fund has been agreed with the DfT and was developed collaboratively. A balance of measures was selected reflecting:

- The quantity of anticipated PM reduction
- The certainty and longevity of local impact
- Feasibility of implementation within the set timescale
- The opportunity to trial innovative measures

## **Clean air fund (2)**

**Question No: 1202 / 2011**

[Jenny Jones](#)

Can you provide a breakdown of what additional work & projects will be carried out as a result of this £5m?

### **Written response from the Mayor**

The £5 million grant will allow TfL to extend its local measures programme in central London. Measures that will be implemented through the Clean Air Fund include:

- Targeted cleaning at priority locations for PM10
- Increased application of dust suppressants at priority locations
- Reducing idling at priority locations through the provision of taxi marshals at central London stations and other key locations
- Reducing idling through improved signage and infrastructure, targeted interventions with specific vehicles such as taxis and coaches, awareness raising activities and enforcement
- Installing Diesel Particulate Filters (DPFs) on buses travelling along Upper Thames Street, Marylebone Road and Park Lane
- Installing green infrastructure, such as trees, green walls, green screens and green guard rail at priority locations
- Working with businesses to reduce their air quality footprint.

## **Cycle parking targets**

**Question No: 1203 / 2011**

[Jenny Jones](#)

Given the Mayoral target to increase cycle trips by 400%, will you support increasing cycle parking standards for new developments from the current 1 space per 250 square metre of office space to 1 place per 25 square metre? This would be consistent with your support for a dramatic increase in electric charging points for new developments, which is based upon a much more aspirational target.

### **Written response from the Mayor**

I agree that there is a need for cycle parking standards that address both current demands and future increases in cycling.

The draft replacement London Plan does contain minimum cycle parking standards for new developments, including offices. TfL and the GLA are currently revising these standards, with regard to the current and potential future demand for cycling in London. The revision will include consideration of the appropriate standards for offices, and other land uses across London. Once this work is complete, it is my intention that they will be given effect through a future alteration to the London Plan.

As Policy 6.13 in the draft Plan makes clear, the cycle parking standards are minima and boroughs can adopt higher standards if these can be justified locally.

## **Learning from the Olympic Walking and Cycling Routes**

**Question No: 1204 / 2011**

[Jenny Jones](#)

The Olympic Walking and Cycling Routes are nearing completion. How can their delivery example of good practice be replicated more widely?

### **Written response from the Mayor**

A formal launch is being planned with the ODA, GLA, Sustrans, local authorities and TfL, with an associated press release and photo opportunities. A paper is also being prepared for the technical press and leaflets and maps are being produced. All this will highlight the good and highly effective working relationships developed between all parties, resulting in high quality schemes and measures. Throughout the year TfL will, on behalf of all the parties, submit entries to various competitions including the New London Awards, the London Transport Awards and the European Greenways Award.

## **Consulting the public on TfL roads**

**Question No: 1205 / 2011**

[Jenny Jones](#)

Given that TfL has criticised some borough draft Local Implementation Plans (LIPs) for failing to take into account local people's views, will you allow public comment on the draft Transport for London Road Network Implementation Plan 2011/2 - 2013/14?

### **Written response from the Mayor**

TfL's Implementation Plan contains details of all the planned maintenance and improvement schemes TfL will deliver on its road network up to 2013/14. Planned maintenance work is necessary in order to keep roads in a good state of repair and does not change the fundamental nature of the network and therefore is not generally subject to consultation.

There is far greater scope for input to improvement schemes and the programme is actually developed based on feedback from the public and other stakeholders. As work progresses, TfL consults the public on a scheme by scheme basis. This allows us to provide more detailed information and tailored communications for a particular scheme, ensuring maximum awareness of a proposal amongst local residents and key stakeholders.

Given this existing work, I do not believe that a wider consultation on the entire plan is necessary or that it would represent a good use of limited resources.

## **Cycle hire at the Olympic Park (1)**

**Question No: 1206 / 2011**

[Jenny Jones](#)

Will the Cycle Hire scheme be operating at Stratford town centre when the Olympic Park opens for public usage?

### **Written response from the Mayor**

The Barclays Cycle Hire (BCH) scheme will not be operating at Stratford town centre in 2012. BCH will expand to the edge of the Olympic Park within the London Borough of Tower Hamlets by 2012. This expansion of BCH will not only provide spectators with a sustainable form of public transport during the Games period, it will also provide an additional transport option for people living and working in east London, long after the 2012 Games.

## **Cycle hire at the Olympic Park (2)**

**Question No: 1207 / 2011**

[Jenny Jones](#)

How far will the nearest cycle hire docking station be from the Olympic Velodrome when the Olympic Park opens?

### **Written response from the Mayor**

The nearest proposed Barclays Cycle Hire station to the Olympic Velodrome is located on Cadogan Close within the London Borough of Tower Hamlets. This station is subject to planning permission.

## **LEZ and vegetable oil**

**Question No: 1208 / 2011**

[Jenny Jones](#)

Are vehicles running on used vegetable oil exempt from the low emission zone?

### **Written response from the Mayor**

Vehicles converted to run on bio-diesel (e.g. vegetable oil) are not exempt from the Low Emission Zone (LEZ) and do not meet the required emissions standards.

Manufacturers are encouraged to submit any proposals for engine modifications that they believe will enable vehicles to meet the LEZ emissions criteria for testing and certification. Details of the requirements and procedure are available on the TfL website.

## **Diversions around Elephant and Castle**

**Question No: 1209 / 2011**

[Jenny Jones](#)

Will you review the guidelines on signage provided for cyclists and pedestrians where routes are disrupted by works such as those carried out at Elephant & Castle to bring them at least to the standard provided for road transport? I have received a number of complaints about the Elephant & Castle works.

### **Written response from the Mayor**

It is always TfL's aim to minimise disruption as much as is possible to all modes of transport during roadworks. TfL and its contractors recognise that good practice in designing and undertaking works is designed to ensure that signage for all modes, including cyclists and pedestrians, is sufficient without creating unnecessary street clutter. TfL with stakeholders and supply chain are working on formal guidance.

TfL will review the site specific signage for cyclists and pedestrians within the Elephant and Castle and make any improvements as are necessary. If you have any specific comments please let Greg Carstensen at TfL know on 020 3054 1359. Any lessons learnt from the review will be applied to future works and any amendments to the guidelines will be considered in light of the lessons learnt.

## **Vehicles parking in cycle superhighway 7 (1)**

**Question No: 1210 / 2011**

[Jenny Jones](#)

A constituent reports that the volume of vehicles parking in the blue cycle lane is making use of cycle superhighway 7 difficult. Do you have any proposals to improve the situation?

### **Written response from the Mayor**

Parking on Barclays Cycle Superhighway Route 7 is predominantly off-peak, whereas the routes are primarily aimed at and used by commuter cyclists. Research shows that the vast majority of cycling trips occur during the morning and evening peaks, when Route 7 is largely clear of parking and loading. However, it is planned to inset a small number of bays in order to provide a clearer cycle lane at all times.

As highway authorities, TfL and the boroughs have a duty to account for the needs of local businesses and residents, who have a right of access and a requirement to send and receive deliveries.

## **Vehicles parking in cycle superhighway 7 (2)**

**Question No: 1211 / 2011**

[Jenny Jones](#)

A constituent reports that when travelling on the Cycle superhighway 7 heading south, from just north of Elephant and Castle, a minicab company is parking in the cycle lane. Would it be possible to reconfigure the pavement or cycle lane so that there is space for parking separate from the cycle lane?

### **Written response from the Mayor**

TfL is working with the London Borough of Southwark to ensure that the mandatory cycle lanes are enforced. This will require some changes to road markings and signage in this location, along with enforcement. TfL will continue to work with the council in order to resolve the issue.

## **Parking on Waterloo Bridge**

**Question No: 1212 / 2011**

[Jenny Jones](#)

A constituent asks if anything could be done to prevent vehicles parking in the cycle lane at Waterloo Bridge?

### **Written response from the Mayor**

The Transport for London Road Network – or “Red Routes” – ends at the southern end of Waterloo Bridge by the IMAX roundabout. There are no cycle lanes on the Red Route approaches to the borough part of Waterloo Bridge. As such, it is LB Lambeth who would enforce parking at this location.

## **Poll about alcohol ban on public transport**

**Question No: 1213 / 2011**

[Jenny Jones](#)

Can you tell me how much it cost to commission the poll on the alcohol ban on public transport from ICM, and tell me the questions that were asked?

### **Written response from the Mayor**

The question was asked as part of our routine and regular polling of Londoners, there was no separate poll conducted regarding this specific subject. The cost of each survey is commercially sensitive and releasing this would be likely to prejudice the commercial interests of both the GLA and its supplier. The questions asked were;

- Are you aware or unaware that consumption of alcohol has been banned on public transport in London (buses, tube, London overground)?
- What is your attitude to this ban?

## **Blackfriars Bridge (2)**

**Question No: 1215 / 2011**

[Jenny Jones](#)

Given the high profile deaths of cyclists on Blackfriars Bridge why have you allowed Transport for London to be less than transparent by refusing to release the traffic modelling upon which its proposal to remove cycle lanes are based?

### **Written response from the Mayor**

I do not agree that TfL has been less than transparent. TfL has provided a great deal of information to assist stakeholders understand the complexity of the issues at Blackfriars junction, this includes providing traffic flow diagrams, cycle flows and pedestrian modelling reports. TfL also attended a number of meetings to further explain the issues.

## **Barclays sponsorship**

**Question No: 1216 / 2011**

[Jenny Jones](#)

Your answer to my question 2179/2010 stated that £10.9m of the Barclays sponsorship funding for hire bikes was allocated to Phase 1 of the scheme. How much has been allocated for intensification of the existing scheme and how much for the expansion of the scheme to Docklands?

### **Written response from the Mayor**

The remainder of the Barclays Sponsorship hasn't been specifically allocated between expansion, intensification and operations.

## **Cycle Hire expansion**

**Question No: 1217 / 2011**

[Jenny Jones](#)

Apart from the expansion of cycle hire to Canary Wharf and the plans for docking stations in Camden Town, is there anywhere else where Transport for London have asked local authorities to draw up plans for cycle hire to spread to new areas?

### **Written response from the Mayor**

TfL considers Barclays Cycle Hire to be an expanding programme, dependent on whether further funding becomes available. There is an enormous appetite within London's boroughs to expand the scheme further and all boroughs in the existing scheme continue to work with TfL to identify sites for further intensification. Future expansion to new boroughs is dependent on further funding and should that become available, TfL will work with local authorities to draw up plans to spread the scheme beyond Phase 2.

## **Cycling marathon**

**Question No: 1218 / 2011**

[Jenny Jones](#)

When I looked at the proposal for a cycling race in the style of the Cape Town Argus with Transport for London in 2006 we decided that it should include provision for charity donations. Will you ensure that any London 'cycling marathon' as reported in the Evening Standard will include this?

### **Written response from the Mayor**

Discussions are at an early stage for a 'cycling marathon' event in the Capital hence it is too early to confirm what format such a mass participation event might take. The options are being considered, but these will incorporate provision for charitable donations as a core component of the event.

## **Police officers patrolling parks (1)**

**Question No: 1219 / 2011**

[Jenny Jones](#)

It has been reported that Wandsworth and Redbridge Councils will be using police officers to replace current civilian park patrols. Which local authorities are you talking to about using officers in this way?

### **Written response from the Mayor**

No other Local Authority has suggested that they wish to use police officers to provide an additional policing service within their parks.

## **Police officers patrolling parks (2)**

**Question No: 1220 / 2011**

[Jenny Jones](#)

In the buy one get one free offer made to boroughs, did the Mayor or Metropolitan Police suggest that police officers could be used to replace current park patrols?

### **Written response from the Mayor**

Officers deployed under the Match Funding Scheme are being used to address local priorities as defined by the Local Authority.

### **Police officers patrolling parks (3)**

**Question No: 1221 / 2011**

[Jenny Jones](#)

Do you think that providing the free police officers to patrol what have been described as some of London's safest parks in Wandsworth and Redbridge represents good value for money for the Metropolitan Police?

#### **Written response from the Mayor**

Yes, the scheme is an excellent initiative. The Match Funded officers represent additional resources and are being deployed in partnership with those Local Authorities that wish to participate in the scheme, to address their local priorities.

### **Police officers patrolling parks (4)**

**Question No: 1222 / 2011**

[Jenny Jones](#)

Has any guarantee been given to Wandsworth or Redbridge councils that officers allocated to park patrols will not be abstracted to other duties?

#### **Written response from the Mayor**

The Match Funded officers will be dedicated to their assigned duties as agreed with the Local Authority and only abstracted in the case of an emergency for example, an act of terrorism; a fire, flood or other natural catastrophe; an accident, riot or disturbance, or public order event of exceptional magnitude or severity.

### **Use of GLA group land**

**Question No: 1223 / 2011**

[Jenny Jones](#)

Will you follow the London Borough of Islington and use land owned by the GLA group to subsidise new social rented homes in the absence of Government grant?

#### **Written response from the Mayor**

I will continue to support the principle of using public sector land to subsidise affordable house building, but the reality is often complex. This involves identifying public land which is genuinely surplus to operational requirements, where the receipts from the disposal of the land have not already been accounted for, for example to fund improvements to transport and other vital infrastructure, and considering whether any proposed scheme will in fact be viable because of its location or the quality of the land.

### **Borough housing targets**

**Question No: 1224 / 2011**

[Jenny Jones](#)

What will you do if a borough decides to lower its affordable homes target in order to focus their resources on more affordable homes let at the Social Rent level?

#### **Written response from the Mayor**

Borough-level affordable housing investment delivery targets, as set out in the London Housing Strategy, applied only to the period 2008/09 to 2010/11. From 2011/12 onwards, any changes to borough policy regarding housing targets and supply will be an issue for assessments of general conformity with the London Plan.

## **Housing statistics**

**Question No: 1225 / 2011**

[Jenny Jones](#)

Why did your office tell BBC London News that the figure of 38,840 homes was for starts and not completions? Will you now commit to the Code of Practice for Official Statistics, protecting public trust in your statistics by publishing them in full before you make any announcements based upon them?

### **Written response from the Mayor**

My office did not tell BBC London News what you claim. I have already stated that the Code of Practice for Official Statistics does not apply to GLA statistics, but that the principles of the code are already applied, where relevant, to statistics prepared by my staff.

## **Money for rough sleeping projects**

**Question No: 1226 / 2011**

[Jenny Jones](#)

Regardless of the level of funding from the Government, do you recognise Homeless Link's estimates of cuts to homelessness services in London last year, and their estimates of 23% cuts to come in 2011/12, from all funding sources?

### **Written response from the Mayor**

I am aware of Homeless Link's report and the estimates it includes. While no sector or service remains immune from difficult funding decisions in the current economic climate securing the full homeless grant is a significant achievement.

## **Self-help housing projects (1)**

**Question No: 1227 / 2011**

[Jenny Jones](#)

I understand that there have been over eighty expressions of interest from self-help housing groups for some of the £100m of empty homes funding available from the HCA. Self-help groups who receive an allocation will then have to register with the TSA and complete the pre-qualification process with the HCA. Will you ensure that these processes are proportionate so that self-help groups in London get a decent slice of the funding?

### **Written response from the Mayor**

I welcome the expressions of interest from self-help housing groups for this funding and am confident that the processes you refer to do not disbenefit any particular types of organisation.

## **Self-help housing projects (2)**

**Question No: 1228 / 2011**

[Jenny Jones](#)

Will you press for the new Temporary Empty Homes funding from the HCA to be opened up to community led self-help groups who bring local authority properties back into use? I have visited a number of self-help groups who have managed this in the past using the Temporary



Social Housing Grant, which is no longer available, and I understand that the new funding cannot be used to bring local authority owned properties back into use.

#### **Written response from the Mayor**

As in previous investment rounds, empty homes funding will not be made available to bring local authority stock back into use.

### **Supporting self builders**

#### **Question No: 1229 / 2011**

[Jenny Jones](#)

Will you be following the Housing Minister and making available publicly owned land for use by ordinary people to build their own homes? What other support will you offer them?

#### **Written response from the Mayor**

I would welcome more self build in London, but recognise that the self build model works less well in highly populated areas such as London, where development is at higher densities and is primarily flatted accommodation. Nevertheless land owned by the London HCA has been used to support the Minister's recent announcements on using public land to support development.

### **The contribution of self builders in London**

#### **Question No: 1230 / 2011**

[Jenny Jones](#)

Do you have an estimate of the number of homes built by self builders every year in London?

#### **Written response from the Mayor**

No. There is a national lack of data about the extent of home self-building, not least as this covers a wide range of circumstances from those actually building homes themselves to those who pay builders to do so for them. As self-builders do not identify themselves as such on planning application forms, the London Development Database cannot separate them out from other developers. HM Revenue and Customs collects data on the numbers reclaiming Value Added Tax on the cost of materials used for self-built homes (10-12,000 claims are made annually across the country, according to Homebuilding and Renovation magazine), but do not publish this on a regional basis. VAT data are also likely to be incomplete, as reclaims are not made in every case or are made via a builder.

### **Pinkham Way - North London Waste Authority**

#### **Question No: 1231 / 2011**

[Darren Johnson](#)

A large number of concerned constituents have contacted me about the lack of public local consultation and information on the waste plant and depot proposed by North London Waste Authority and the London Borough of Barnet at Pinkham Way, Haringey. They are also concerned about the scale of the proposal, and the adverse impact of 560 refuse carts and other vehicles arriving and departing daily on already-congested and polluted local roads. Whilst I understand that the planning application has not yet been referred to you, what are you doing to make sure that residents' concerns are fully taken account of at this stage?

#### **Written response from the Mayor**

In the first instance the concerns of local residents should be considered by the local planning authority.

I will consider any representations made to the local planning authority and those made directly to myself when the application is referred back to me at Stage II following the Council's decision on the application.

## **West London Waste Plan**

### **Question No: 1232 / 2011**

[Darren Johnson](#)

I have been contacted by a number of constituents complaining that there was inadequate informed public consultation about the plan and as a result the public were unable to register their concerns. Would you, on their behalf, be willing to request that the West London Waste Authority extend their public consultation?

#### **Written response from the Mayor**

The six boroughs of Brent, Ealing, Harrow, Hillingdon, Hounslow, and Richmond upon Thames consulted on their Joint West London Waste DPD Proposal Sites and Policy Options stage earlier this year. The 6-week consultation period set out in Regulations ended on 17 March. As that round of public consultation is closed, it is likely that it cannot be extended. The borough councils will however re-consult at the proposed submission consultation stage of the Joint Waste Plan, so the public will be able to make representations at that time.

## **Visit London and London Tourist Board pensions (1)**

### **Question No: 1233 / 2011**

[Darren Johnson](#)

After your Mayoral decision to replace Visit London with new agency London & Partners, one of the first actions of the London & Partners Board was to ditch the pension liabilities of up to 200 staff who worked for Visit London or the London Tourist Board right back to 1963. They may now lose their pensions and are seeking compensation. Do you agree with the decision and will you reverse it?

#### **Written response from the Mayor**

As I explained at Mayor's Question Time I have agreed to consider this matter again and I will listen carefully to what the Economy, Culture and Sport Committee has to say on this issue.

## **Visit London and London Tourist Board pensions (2)**

### **Question No: 1234 / 2011**

[Darren Johnson](#)

Were you aware of London & Partners' decision to ditch the pension liabilities of Visit London or the London Tourist Board staff? Which of your advisers was party to it?

#### **Written response from the Mayor**

Yes, I was aware of the London & Partners decision as primarily Sir Simon Milton, but also Anthony Browne, were handling this matter on my behalf. None of my advisers, or staff that support them, were a 'party' to the decision by the L&P board not to take on the pension liabilities of the Visit London pension scheme, as none are members of the board of directors.

## **Allotments - review of Local Authority duties**

### **Question No: 1235 / 2011**

[Darren Johnson](#)

The Department of Communities and Local Government is currently reviewing local authority

duties, including the provision of allotments under the 'Small Holdings and Allotment Act'. Do you agree with me that this duty is an essential one for Local Authorities? Will you make representation to government in support of this?#

#### **Written response from the Mayor**

I am fully supportive of the vitally-important role that allotments play across London in giving people a place where they can grow their own food, with all the environmental and health benefits that that brings. My Capital Growth programme is also helping to realise some of those benefits across London as it works to create 2,012 new urban food growing spaces in London by 2012.

### **Cleaning products used in the London 2012 Games**

#### **Question No: 1236 / 2011**

[Darren Johnson](#)

In your capacity on the Olympic Board will you press LOCOG to favour contractors who use EU Ecolabel cleaning products accredited by Defra? They would ensure a higher environmental standard than the more general standards in LOCOG's Sustainable Sourcing Code through, for example, the procurement of proven ecological super-concentrates rather than petrochemical-based super-concentrates.

#### **Written response from the Mayor**

LOCOG is currently procuring for cleaning and waste contractors for London 2012 venues. Within the tender process, potential contractors will provide details of which cleaning and consumable products they propose to use at Games-time. LOCOG is not imposing any single mandatory labelling scheme, but sustainability of products and services will be a key component of the assessment with contractors agreeing to comply with BS 8901 for sustainable management of events. All supplier materials need to adhere to LOCOG's Sustainable Sourcing Code (SSC).

### **Help for taxi drivers**

#### **Question No: 1237 / 2011**

[Darren Johnson](#)

A constituent asks whether taxi drivers wishing to convert to cleaner fuels such as LPG, CNG, or LNG could receive a refund on the so called exhaust cleaning devices, some of which have dubious worth and which you have consistently refused to test properly?

#### **Written response from the Mayor**

The abatement equipment you refer to was an initiative of the previous Mayor's Air Quality Strategy. From April 2005 and for the following three years, an environmental charge of 20p was added to all taxi journeys, paid for by passengers using London's taxis to enable owner drivers to recover the full cost of emissions reduction equipment they had fitted to taxis that they owned. As such, refunds on the cost of these systems are not appropriate.

### **Public transport fares**

#### **Question No: 1238 / 2011**

[Darren Johnson](#)

What is the average rise in all TfL fares (for users who pay them) from May 2008 until the current date? What is the average rise in Tube fares (for users who pay them) over this period? What is the average rise in bus fares (for users who pay them) over this period?

#### **Written response from the Mayor**

The average rise in all TfL fares (for users who pay them) from May 2008 until the current date is 18 per cent.

The average rise in Tube fares is 13 per cent; and in bus fares, 26 cent.

Inflation over this period was nearly 10 per cent.

These fare increases have been essential to enable services and investment to be maintained.

Ridership on both buses and the Tube are currently at record levels.

## **Scrapping of green waste collection by Merton Council**

### **Question No: 1239 / 2011**

[Darren Johnson](#)

Do you agree that the decision by Merton Council to scrap their green waste collection is short sighted as it will not only hit the most vulnerable, but is likely to lead to fly-tipping and reduce recycling and composting rates, because green waste will most probably end up black bagged as residual waste?

### **Written response from the Mayor**

The provision of waste and recycling services is a local decision. I support Merton's decision to provide subsidised compost bins to its residents in response to removing its free garden waste collection service.

My draft municipal waste management strategy expects local authorities to provide waste services that ensure as much waste (particularly food and garden waste) is diverted from landfill. In line with the waste hierarchy, reduction awareness programmes and home composting should be prioritised before green waste collection services supporting commercial composting or low carbon energy generation are considered.

The Recycle for London Programme provides direct borough service support including technical and operational advice on waste and recycling services along with communications support. Information and guidance is available on how to maximise the impact of home composting initiatives.

## **RE:NEW rollout**

### **Question No: 1240 / 2011**

[Darren Johnson](#)

Can you tell me (a) how many boroughs have agreed funding with you to roll out the RE:NEW programme since the LDA settlement was confirmed, (b) how many homes they expect to visit before the end of your current term of office, broken down by borough, (c) how many homes they expect to visit before the end of 2012, broken down by borough, and (d) how much funding they are committing, broken down by borough?

### **Written response from the Mayor**

Officers are drafting a response which will be sent shortly.

Written response received on 24 May 2011:

A RE:NEW area is being rolled out to every borough in London in 2011/12. The funding is being split broadly evenly across the boroughs. In the East London sub-region it has been allocated on the basis of an indices of deprivation, in all other sub-regions have allocated it evenly across the boroughs. On average each borough is receiving £181,250. In total this will

enable approximately 55,000 homes to be treated (again evenly split) by the end of March 2012. In addition to this, homes will be retrofitted through the RE:CONNECT programme, and through the Olympic Delivery Authority rollout of RE:NEW in four of the host boroughs during 2012. Exact details of this will be confirmed over the coming months.

RE:NEW is designed to enable external funding to be levered in to the project - the recent demonstration projects on average levered in 73% more funding (one borough achieved 123% leverage). Boroughs are also committing both funding and staff time to delivering RE:NEW.

Moving forward, we are bringing together local authorities to develop a financing mechanism to enable the delivery of Green Deal once the legislation is in place. Part of this work will establish how to ensure delivery continues beyond the current RE:NEW roll out enabling more homes to be visited before the end of 2012.

## **LDA climate change budget**

**Question No: 1241 / 2011**

[Darren Johnson](#)

As the projected LDA budget for 2012/13 is clearly too small to carry on your full range of climate change programmes, even with the London Green Fund in place, how do you expect to meet your carbon dioxide reduction targets?

### **Written response from the Mayor**

As set out in my draft Climate Change Mitigation and Energy Strategy, London's CO<sub>2</sub> emissions reduction targets can only be reached if there is action across all sectors and communities.

The levels of funding required to meet the targets are not something that can, or should, be delivered by the LDA/GLA alone. My Strategy and programmes are being designed to attract investment and catalyse action from wider sources where appropriate.

I am already attracting this funding, including nearly £5.5m over three years from the European ELENA fund to develop my RE:FIT programme and decentralised energy programmes, and over £1 million from the European Regional Development Fund. This is in addition to the £100m London Green Fund.

I am also working to develop models to attract further funding into London, including Green Deal funding from the end of 2012.

## **Warm Homes Amendment**

**Question No: 1242 / 2011**

[Darren Johnson](#)

Will you express your public support for the Warm Homes Amendment, which calls for provisions in the Energy Bill to ensure that an overall plan or strategy is published and kept under review setting out how the Green Deal and other government energy efficiency measures will contribute to its climate change and fuel poverty targets, which in doing so will better contribute to your climate change and fuel poverty targets for London?

### **Written response from the Mayor**

We support the Energy Bill, which is vital to delivering national and London CO<sub>2</sub> targets. However I welcome the Warm Homes Amendment and the Greater London Authority is signing up to support it.

It is important that government develops a Strategy for retrofitting homes and businesses through the green deal and monitors progress towards it as set out in the amendment.

## **Data on GLA group renewables**

**Question No: 1243 / 2011**

[Darren Johnson](#)

In your answer to question 689/2011 you assured me that details of Transport for London's and City Hall's low carbon energy generators would be published in the London Datastore by the end of March, but this has not yet happened. The data from LFEPA has also not been updated since November last year, in spite of a promise for quarterly updates. Can you please revisit these promises, press for the data to be released and update me with a realistic timetable?

### **Written response from the Mayor**

Data on City Hall's low carbon energy generators is available on the London datastore and LFEPA has updated its data.

## **Smog alerts (1)**

**Question No: 1245 / 2011**

[Darren Johnson](#)

Defra only issue one smog alert a year, leaving Londoners to discover the AirText service to receive further advice. To ensure the public hear about subsequent air pollution episodes, will you issue smog alerts via TfL & 'London Partners'?

### **Written response from the Mayor**

Information on air pollution is already widely available, including in most daily newspapers. In addition we actively encourage Londoners to sign up to the excellent airText service which provides free text, e-mail or voicemail alerts of elevated levels of pollution. The Government is also required by the EU Air Quality Directive to issue air quality alerts when certain limits are exceeded.

## **Smog alerts (2)**

**Question No: 1246 / 2011**

[Darren Johnson](#)

Do you support smog alerts for air pollution episodes becoming part of the London weather forecast, in the same way that we have the pollen count?

### **Written response from the Mayor**

Please see my response to MQ1245 / 2011.

## **Air pollution monitoring stations**

**Question No: 1247 / 2011**

[Darren Johnson](#)

Will the Greater London Authority and the local authorities in London be consulted as part of Defra review of air quality monitoring stations in London? How will you seek to influence this review?

### **Written response from the Mayor**

Defra is undertaking a review of the regime by which assessment against the Ambient Air Quality Directive is undertaken, in line with Article 5 of that Directive. This includes an assessment of the monitoring networks used as part of the regime. The GLA and boroughs have no formal role in assessment against the Directive. However, it is unlikely that the review will

have a significant impact on the network used by the GLA, TfL and boroughs for air quality management purposes. The GLA is being consulted in the review and will continue to make clear to Defra the need for monitoring networks in London to be maintained and enhanced.

## **Nitrogen dioxide targets**

**Question No: 1248 / 2011**

[Darren Johnson](#)

You state in your Air Quality Strategy that you have a “reasonable expectation” that the measures you recommend the Government take to reduce nitrogen dioxide will “achieve the objectives of the National Air Quality Strategy and relevant EU limit values in Greater London”. Did you do any modelling before making this assertion? Does it require all the measures to be implemented, or only some of them?

### **Written response from the Mayor**

The modelling included in my Air Quality Strategy takes into account measures in the Strategy that will be implemented by the GLA Group and natural fleet replacement. My Strategy makes clear that EU limit values for nitrogen dioxide will not be met in London by 2015 without the Government implementing national measures such as tax incentives for cleaner vehicles and vehicle scrappage and retrofit programmes. As such measures would extend far beyond London, it is not possible for the GLA to carry out accurate modelling for them. However, the Government will be consulting on its national NO<sub>2</sub> action plan later this year, which will include modelling for measures included.

## **Wind-borne pollution**

**Question No: 1249 / 2011**

[Darren Johnson](#)

Do you agree with the European Commission’s detailed assessment that “transport of air pollutants from the continent would not influence [London’s] local air quality significantly”?

### **Written response from the Mayor**

In normal years, transboundary pollution does not have a significant impact on London’s air quality. However, this spring has seen exceptional conditions, with prolonged periods of easterly winds from continental Europe. Analysis of the April pollution episode by King’s College London suggested that up to 80% of particulate matter at background locations may have come from outside London. At roadside locations, King’s estimated that around 60% of particulate matter had travelled a long distance, with the remainder from local emissions.

## **Boiler scrappage scheme**

**Question No: 1250 / 2011**

[Darren Johnson](#)

Have you had success with your efforts to get the Government to extend the boiler scrappage scheme to commercial properties? What further steps will you be taking to persuade them during the coming year?

### **Written response from the Mayor**

The Government has provided no indication that it will extend the boiler scrappage scheme to commercial properties.

## **Vehicle scrappage scheme (1)**

**Question No: 1251 / 2011**

[Darren Johnson](#)

What success have you had with persuading the Government to extend the vehicle scrappage scheme to heavier vans, minibuses and taxis?

### **Written response from the Mayor**

I have written to the Secretary of State for Transport to suggest the implementation of a Government scrappage scheme for heavier vans, minibuses and taxis and GLA officials have raised this in meetings with Government counterparts. As yet, the Government has given no indication that it intends to implement such a scheme.

I recognise that becoming compliant with LEZ Phase 3 could be difficult for some operators of heavier vans and minibuses. That is why I delayed introducing Phase 3 in the middle of the economic downturn, to give operators time to plan ahead. I have also secured discounts with vehicle manufacturers that will make it cheaper for operators to replace an older van with a new compliant one. For taxi drivers, I am establishing a financial incentive scheme that will offer a reduction on the purchase of cleaner taxis. More details of this scheme will be announced later this year.

## **Vehicle scrappage scheme (2)**

**Question No: 1252 / 2011**

[Darren Johnson](#)

Will you be meeting Ministers to discuss the Government providing additional funding for the conversion of vehicles which fail to meet the requirements of the LEZ stage 3?

### **Written response from the Mayor**

I recognise that becoming compliant with LEZ Phase 3 could be difficult for some operators. That is why I delayed introducing Phase 3 in the middle of the economic downturn, to give operators time to plan ahead. I have also secured discounts with vehicle manufacturers that will make it cheaper for operators to replace an older van with a new compliant one and I am working with the abatement equipment industry to ensure that retrofit costs are as low as possible.

GLA officials have discussed retrofit programmes to complement LEZ Phase 3 with Government counterparts. As yet, the Government has given no indication that it intends to implement such schemes.

## **Fines for vehicle idling**

**Question No: 1253 / 2011**

[Darren Johnson](#)

Are you actively lobbying the Government to implement the policy in your Air Quality Strategy which seeks to increase the £20 penalty charge for vehicle idling to bring it "into line with parking penalty charges, to provide a stronger deterrent and to encourage enforcement"?

### **Written response from the Mayor**

TfL is implementing a range of measures to make London a 'No idling zone', including awareness raising programmes, on-street information and infrastructure improvements at train stations. Issuing penalty charges would therefore be a last resort, though still needed as part of the overall anti-idling package. It is therefore important that the penalty charge for vehicle



idling is increased, and I have written to the Secretary of State for Transport expressing this view.

## **No idling zones for taxis (1)**

**Question No: 1254 / 2011**

[Darren Johnson](#)

Thank you for your answer to my question 822/2011. Can you please outline the specific actions to be taken by the end of 2011, which will reduce emissions from idling taxis by the amount required in the modelling of your air quality strategy? Specifically, how will you raise awareness? What infrastructure and signage at taxi ranks is being improved this year? What technology is being utilised and will your additional training be in place this year?

### **Written response from the Mayor**

From June 2011 a specific “Eco Marshalling” team will be introduced by TfL. This team, supported by relevant signage and literature will provide a knowledgeable and reassuring “on street presence” at key emissions hotspots across London including taxi ranks, private hire pick-up points and at other transport interchanges and connection points. This team will undertake marshalling activities and provide effective communication between passengers and drivers, whilst actively supporting and promoting non- idling, Eco Driving and other initiatives which aim to reduce harmful emissions and improve driver efficiency.

The mandatory Eco Driving training will be delivered through the DSA enhanced driving test that all taxi drivers are required to take before licensing.

In addition, working with the boroughs and key stakeholders such as Network Rail, TfL will seek to implement better taxi rank configuration that will help reduce idling and emissions as new ranks are installed or existing ones renewed.

## **No idling zones for taxis (2)**

**Question No: 1255 / 2011**

[Darren Johnson](#)

Thank you for the answer to my question 0701/2011, but can you put the expected reduction from ‘no idling taxi zones’ in tonnes per year, as measured in 2011 and 2015 from the 2008 baseline.

### **Written response from the Mayor**

The most appropriate baseline to understand the impact of taxi no idling policies is the year in which they are implemented, i.e. compared to emissions in 2011 and 2015 respectively without the policies in place. On this basis the policies to reduce taxi idling are expected to reduce taxi PM10 exhaust emissions by 6.7 tonnes in 2011 (11% reduction), and 3 tonnes in 2015 (7% reduction).

## **Hybrid taxis**

**Question No: 1256 / 2011**

[Darren Johnson](#)

In your answer to my question 0915/2010 on hybrid taxis in March last year, you hoped “to provide further details of the results of these active discussions in the next few months.” Can you please explain why you failed to take forward this excellent initiative which aimed to provide a cheap, simple solution for taxi drivers wishing to both reduce pollution from idling and to reduce costs?

### **Written response from the Mayor**

As I outlined in the response you refer to the Low Emission Taxi project was cancelled for legal reasons and the loss of specific external funding. This project was to develop a small number of prototype hybrid taxis that would utilise a specific technology solution.

Following the cancellation of this project and given the advancements being made by vehicle manufacturers it was felt that the focus of our efforts should be on the proposals in my Air Quality Strategy and working with vehicle manufacturers on a “technology neutral” solution that seeks to provide real, long term, viable and affordable solutions rather than a trail of a small number of “prototypes” that would have no real impact on emissions.

My team and TfL are currently working on the details of the Low Emission Taxi fund I announced last year. With a corporate partner I hope this scheme will provide funding to drivers for lower emission taxis as they become available.

## **Electrification of the rail network in London**

**Question No: 1257 / 2011**

[Darren Johnson](#)

What projects to electrify the rail network in London are definitely funded and will go ahead between now and 2015? What projects are you hoping will receive funding and the go ahead in time for implementation by 2015?

### **Written response from the Mayor**

As you are probably aware, electrification of the rail network is DfT and National Rail’s responsibility. However, I have made it clear in my Air Quality Strategy and elsewhere that I am very keen to see rail electrification across London. The only funded rail network electrification scheme within London is that associated with the Crossrail route to Maidenhead. The recently announced Great Western scheme outside London will also affect some services within London.

There are around 30 kilometres of un-electrified passenger routes in London. TfL is very actively lobbying to get funding for the 16 km Barking to Gospel Oak route electrified as part of the high level output specification to be announced by the Department for Transport in summer 2012.

## **Electric vehicles in the GLA group fleets (1)**

**Question No: 1258 / 2011**

[Darren Johnson](#)

What plans do TfL have to trial, or purchase, electric vehicles beyond the six Toyota plug-in hybrid Prius cars, the four Mitsubishi I-MiEV electric cars and the four Smith electric transit vans?

### **Written response from the Mayor**

TfL currently has five, not six, Toyota plug-in hybrid Prius cars; four Mitsubishi I-MiEV electric cars; and the four Smith electric vans will enter the TfL fleet in the late Spring. I apologise that my answer to question 841/2011 incorrectly suggested that TfL has six Toyota Prius cars, this was due to an isolated typographical error. TfL has also run short trials of a Citroen C-Zero car, and has recently taken delivery of a Peugeot iOn and a Citroen Nemo which will be placed in the fleet for between one and three years. It is also currently conducting a one month trial of the Nissan Leaf and further trials are planned for the Renault Kangoo this Summer.

In addition there are 14 Alke electric vehicles in use on the TfL contract with Serco, for the operation of the Barclays Cycle Hire Scheme, and 16 Modec electric vehicles in use by TfL’s Highways and Maintenance and Works contractors.

The TfL Electric Vehicle delivery team is actively working with fleet managers to increase the number of EVs in the TfL fleet.

## **Electric vehicles in the GLA group fleets (2)**

**Question No: 1259 / 2011**

[Darren Johnson](#)

Will the electric vehicles used by your contractors, such as SERCO, count towards the target of a 1,000 electric vehicles in the GLA group fleet by 2015?

### **Written response from the Mayor**

TfL's Electric Vehicle Delivery team is reviewing this target and is also working with the wider GLA group to explore opportunities to increase the number of Electric Vehicles in the fleet, including through sponsorship and leasing opportunities. There are no specific proposals yet for contractor's vehicles to be included.

## **Olympics and night time lorry ban**

**Question No: 1260 / 2011**

[Darren Johnson](#)

Can you outline the arrangements for monitoring the noise impacts of any temporary lifting of the night time lorry ban? How will you ensure that the experience of local residents will be an essential part of that process?

### **Written response from the Mayor**

TfL is working with the Freight Transport Association and the Noise Abatement Society (NAS) to implement three night time delivery trials in London in advance of the Olympics. The monitoring of these trials will be assessed by the NAS to help provide independent advice on best practice in implementing any measures to temporarily allow night time deliveries during the Games and to reflect the needs of local residents.

## **London Living Wage in boroughs**

**Question No: 1261 / 2011**

[Darren Johnson](#)

According to figures obtained by my office, only three London boroughs have agreed a contract with requirements to pay the London Living Wage, two have agreed to try and do so in future, and one has brought a contract in-house paying the London Living Wage. Are you concerned by this slow progress over a period when almost all relevant contracts in the GLA group have been negotiated with London Living Wage clauses?

### **Written response from the Mayor**

I am keen to see that all staff in low paid jobs in London receive the London Living Wage. Paying a fair wage not only fosters a loyal and motivated workforce, it also continues to help pull many Londoners out of poverty and boost the capital's economy. While I am delighted about the commitments that some London boroughs have made on the London Living Wage I do believe that more of them should follow their example and that of the GLA Group and other leading companies and universities.

## **London Living Wage in Whitehall**

**Question No: 1262 / 2011**

[Darren Johnson](#)

What progress have you made in persuading the Government to pay the London Living Wage to subcontracted workers in its London-based departments?

### **Written response from the Mayor**

The Mayor's Office with support from the Responsible Procurement Team have been in discussion with central Government on the London Living Wage. Currently the Department for Education is the only department signed up to the London Living Wage. The Houses of Parliament have also signed up to the London Living Wage. The Responsible Procurement Team London Citizens and I will continue to lobby Government departments on this issue.

## **Low paid staff at the GLA**

**Question No: 1263 / 2011**

[Darren Johnson](#)

Given the record rise in the London Living Wage this year, which you note is due to "the high level of RPI inflation" raising the cost of living, will you ask the Head of Paid Service to ensure that the lowest paid GLA staff don't also "suffer a fall in real living standards" in the pay negotiations for 2011/12? The London Assembly voted unanimously for the previous Head of Paid Service to revisit his decision to freeze their pay in the last financial year.

### **Written response from the Mayor**

The Head of Paid Service will be consulting both the Assembly and me on his proposals around the inflationary pay award for 2011/12. I will consider the position outlined by the Head of Paid Service in the formal consultation process and respond at that point. It would be premature to put forward my views at this stage.

## **Jubilee Line (1)**

**Question No: 1264 / 2011**

[Caroline Pidgeon](#)

There has been yet another series of incidents on the Jubilee Line such as the one on 19/04/2011, forcing passengers to de-train and walk through tunnels to safety. An LU driver was heard to say that the 'Jubilee Line was dead in the water'. Do you agree that Jubilee Line passengers have suffered for far too long?

### **Written response from the Mayor**

Officers are drafting a response which will be sent shortly.

Written answer received on 16 June 2011:

Both London Underground (LU) and I are keenly aware that Tube Lines' programme to upgrade the Jubilee line has been highly disruptive to London and acknowledge that Jubilee line passengers have had to endure an unacceptable level of disruption during this final phase of the signalling upgrade.

We have now virtually finished this upgrade and performance on the Jubilee line is improving already.

LU has developed robust plans to continue driving reliability improvements on the line.

With the final part of the upgrade due to be completed shortly, Londoners will finally have the faster, more frequent service that they deserve.

## **Jubilee Line (2)**

**Question No: 1265 / 2011**

[Caroline Pidgeon](#)

Given the ongoing problems with the Jubilee line and the fact that this upgrade has over run so badly, will you reconsider some kind of compensation for long suffering Jubilee Line passengers, such as a week's travelcard?

### **Written response from the Mayor**

Officers are drafting a response which will be sent shortly.

Written answer received on 16 June 2011:

I acknowledge absolutely that the closures in connection with the delayed upgrade of the Jubilee line have been painful. Of course, any customers who have been affected by unplanned disruption on the Jubilee line are entitled to claim a refund on the cost of their journey.

However, LU does not offer compensation or refunds for works that are advertised in advance. Unfortunately, given the volume of work going on to upgrade the whole Tube network, damaging this policy is not feasible.

## **Jubilee Line (3)**

**Question No: 1266 / 2011**

[Caroline Pidgeon](#)

TfL's customer charter only reimburses customers who have been delayed for 15 minutes or over at one station. What about passengers who are forced to use a complex series of alternative tubes and buses to get home, costing more than their usual journey, because the Jubilee Line has again been suspended? Will you offer refunds of this nature to the much beleaguered Jubilee Line users?

### **Written response from the Mayor**

Officers are drafting a response which will be sent shortly.

Written answer received on 16 June 2011:

London Underground's Customer Charter policy offers customers who have been delayed by 15 minutes or more a refund to the value of the full single journey. In the case of significant disruption, refunds are automatically loaded on to the Oyster cards of those customers directly affected.

If customers have faced undue hardship or incurred additional costs as a result of having to make alternative arrangements during unplanned closures, they can contact LU's Customer Service Centre who will offer additional refunds where appropriate.

## **Jubilee Line (4)**

**Question No: 1267 / 2011**

[Caroline Pidgeon](#)

Can you tell Londoners precisely when the upgrade work on the Jubilee Line will be completed?

### **Written response from the Mayor**

Officers are drafting a response which will be sent shortly.

Written answer received on 16 June 2011:

The upgrade work will be completed by the end of June, when the new signalling system will be installed and fully operational across the whole of the Jubilee line. The new timetable with increased service frequencies will be in place at the end of July.

## **Jubilee Line (5)**

**Question No: 1268 / 2011**

[Caroline Pidgeon](#)

Do you agree with Mike Brown when he said on the BBC London News that London Underground "have to do better" regarding the Jubilee Line upgrades?

### **Written response from the Mayor**

Officers are drafting a response which will be sent shortly.

Written answer received on 16 June 2011:

Yes, and I am content that significant measures have now been put in place by Mike and his team to tackle the difficulties we have had.

## **Jubilee Line (6)**

**Question No: 1269 / 2011**

[Caroline Pidgeon](#)

We have had lots of reasons out of London Underground over recent months as to why things are going wrong with the Jubilee Upgrades: signalling failures, problems with maintenance contractors, issues with the power supply. Please can you tell me what you and LU are doing to rectify these issues individually and are they linked or all separate issues?

### **Written response from the Mayor**

Officers are drafting a response which will be sent shortly.

Written answer received on 16 June 2011:

Recent incidents on the Jubilee line have been caused by a number of factors - some relate to the signalling upgrade inherited by Tubelines and others have been caused by unrelated asset failures, in particular rolling stock failures under the Alstom maintenance contract, which has now been taken in house.

London Underground (LU) has robust plans for dealing with each issue and has focused significant management resource in ensuring that all causes are identified and remedial action is taken.

## **Jubilee Line (7)**

**Question No: 1270 / 2011**

[Caroline Pidgeon](#)

Mike Brown recently stated that the recent problem on the Jubilee Line on the 19th April was the fault of the contractor Alstom. Have you sought an explanation from Alstom? Will you be seeking any compensation?

### **Written response from the Mayor**

Officers are drafting a response which will be sent shortly.

Written answer received on 16 June 2011:

The regrettable event on 19 April was caused by a loss of power on the line due to a basic train maintenance failure by Alstom. The full contractual penalties will be applied.

Alstom has now been removed from their contract and the work is being managed directly by TfL, through Tube Lines.

## **Jubilee Line (8)**

**Question No: 1271 / 2011**

[Caroline Pidgeon](#)

Do you have 100% faith in Mike Brown's statement that the Jubilee Line, in its entirety, "will be ready absolutely in time for the Olympics?"

### **Written response from the Mayor**

Officers are drafting a response which will be sent shortly.

Written response received on 27 May 2011:

Yes.

## **Jubilee Line (9)**

**Question No: 1272 / 2011**

[Caroline Pidgeon](#)

Will you publish on the TfL website a detailed Action Plan, to demonstrate exactly what steps and works TfL are undertaking to avoid any repetition the delays that have happened on the Jubilee Line recently? Will you also ensure that this plan is updated as works are completed?

### **Written response from the Mayor**

Officers are drafting a response which will be sent shortly.

Written answers received on 16 June 2011:

In February, London Underground launched a new communications campaign to improve visibility of ongoing upgrade works on the Tube network.

At the core of this is a section of the TfL website dedicated to the Tube Upgrade Plan, including the Jubilee line. This includes regular updates on progress from managers and those closest to the works. It will continue to be updated as the final stages of the Jubilee line upgrade are completed, and to reflect progress on other lines and projects.

This can be found at [tfl.gov.uk/tubeupgradeplan](http://tfl.gov.uk/tubeupgradeplan).

## **Yellow Box Junctions (1)**

**Question No: 1273 / 2011**

[Caroline Pidgeon](#)

How many yellow box junctions are there in total across the red-route network?

### **Written response from the Mayor**

Transport for London is responsible for the management and enforcement of 450 yellow box junctions across the Transport for London Road Network.

## **Yellow Box Junctions (2)**

### **Question No: 1274 / 2011**

[Caroline Pidgeon](#)

Please provide figures to show how many fines have been issued to motorists entering box junctions annually, since January 2008 up to and including April 2011, broken down by month.

### **Written response from the Mayor**

TfL uses a network of CCTV cameras, monitored by trained camera operators, to enforce moving traffic contraventions on the Transport for London Road Network.

From 1 January 2008 to 30 April 2011, TfL issued a total of 334,645 Penalty Charge Notices to vehicles contravening yellow box junction restrictions. A breakdown of numbers issued per month is attached as Appendix A.



## **Yellow Box Junctions (3)**

**Question No: 1275 / 2011**

[Caroline Pidgeon](#)

Please provide the total revenue generated from such fines, again, since January 2008 up to and including April 2011, broken down per month.

### **Written response from the Mayor**

The total value of payments received by TfL, in respect of Penalty Charge Notices issued to vehicles contravening yellow box junction restrictions on the Transport for London Road Network between 1 January 2008 and 30 April 2011, is just over £19.5m. A breakdown of the value of payments received per month is attached as Appendix B.

## **Yellow Box Junctions (4)**

**Question No: 1276 / 2011**

[Caroline Pidgeon](#)

How many motorists appealed their fines during this period and how many were successful? Please provide all figures from January 2008 up to and including April 2011, broken down by month.

### **Written response from the Mayor**

The total number of representations received by TfL (in respect of PCNs issued to vehicles contravening yellow box junction restrictions on the Transport for London Road Network between 1 January 2008 and 30 April 2011) is 39,806. Of those, 12,797 were accepted.

In the same period, a total of 2,644 appeals were lodged at the Parking and Traffic Appeals Service (PATAS). Of those, 1,050 were allowed by PATAS or not contested by TfL.

A breakdown of the number of representations received and appeals lodged per month is attached as Appendix C.

## **Blackfriars Bridge Layout**

**Question No: 1277 / 2011**

[Caroline Pidgeon](#)

Do you think that the plans for re-designing the junction to the north of Blackfriars Bridge, which has received widespread criticism from transport campaigners for its poor consideration of cyclists, undermines your pre-election promise of a 'golden age for cyclists' and creating an 'Elysium of cycle lanes'? Will you personally review these plans?

### **Written response from the Mayor**

The success of the ongoing Cycling Revolution cannot be predicated solely on the conditions for cyclists at one junction.

TfL has reviewed the proposals in light of the feedback and revised the designs to reflect concerns.

## **Accessibility of Bus Stops in London**

**Question No: 1278 / 2011**

[Caroline Pidgeon](#)

Over half of all bus stops in London are not properly accessible. When will you ensure that every bus stop in London is fully accessible to all Londoners? Please provide a timetable.

## **Written response from the Mayor**

Officers are drafting a response which will be sent shortly.

Written answer received on 5 August 2011:

It is important to improve the accessibility of the public transport network so that as many Londoners as possible can enjoy the benefits of greater mobility. In the last three years there has been a large increase in the number of accessible bus stops. Latest assessments indicate that 52 per cent of bus stops are accessible (up from 29 per cent in April 2008). To be classified as accessible, and meet statutory guidance, a stop must have among other things:

- A suitable kerb height to enable access for mobility impaired persons (in combination with low-floor bus equipped with access ramp)
- Clearway markings and time plates to prevent obstructive parking and enable buses to manoeuvre close to the kerb
- Removal of footway obstructions at the boarding and alighting areas.

The distinction between an accessible and non-accessible bus stop can, in some instances, be quite small. Therefore, a number of stops that are not classified as accessible by statutory guidance are still accessible to the majority of users, including people with sensory or mobility impairments. Data reveals that 73 per cent of bus stops throughout London meet the standard for required kerb height, 78 per cent have a clearway and time plate and 81 per cent have an unobstructed area.

Bus stop accessibility is a priority and TfL is working towards a bus stop accessibility level of 67 per cent or better by 2015, through focussed investment on the TLRN and, borough expenditure through the LIPs programme.

## **Recent M1 Incident and Safety**

**Question No: 1279 / 2011**

[Caroline Pidgeon](#)

Given the very serious events that have taken place recently on the M1 Motorway, what steps have you taken to ensure that dangerous materials, such as acetylene, are prevented from being used under, or in close proximity to tube stations and other TfL operated facilities?

## **Written response from the Mayor**

TfL has long recognised the risk posed by dangerous material, such as acetylene, and some 2-3 years ago carried out a review to ensure that such materials were not stored on TfL premises. When it is necessary to bring such materials onto TfL property for a particular use then procedures are in place to ensure that the risks are managed so that they are as low as is reasonably practicable. The review also addressed TfL tenanted property (eg railway arches) where there are rigorous requirements concerning the storage and use of such materials and a regular inspection regime to ensure compliance.

Following the M1 Motorway incident all the operational areas within TfL were rechecked for the storage of such materials and reviews of compliance will continue to be carried out.

## **The 232 Bus**

**Question No: 1280 / 2011**

[Caroline Pidgeon](#)

The 232 bus performs a vital service to the people of Neasden and Cricklewood, many of whom live a long distance from their nearest tube station. Will you consider making the service more

frequent?

### **Written response from the Mayor**

Route 232 (St Raphael's Estate-Turnpike Lane) runs every 20 minutes between around 6.30am and midnight (every 30 minutes in the late evening). Unfortunately, the benefits of a frequency increase would not justify the extra cost involved. Therefore TfL has no plans to change the frequency.

## **Fare Evasion Figures**

### **Question No: 1282 / 2011**

[Caroline Pidgeon](#)

Further to MQ 3209/2010, you stated that fare evasion for 2009/2010 was £55.3 million, yet on the 18th March 2011 TfL issued a press release where you were quoted as saying the cost was almost £75 million. Please can you explain these two very different figures provided on fare evasion?

### **Written response from the Mayor**

The calculation of fare evasion figures is based on a large number of factors including estimates of potential lost revenue based on the types of tickets and journeys undertaken by passengers, the records of revenue enforcement officers, the number of penalty charges issued, patronage figures and levels of detected evasion.

The latest figure of £75 million is based upon estimates of around £40 million for buses, around £25 million for the Tube, and around £8 million for our other modes including London Overground and Tramlink. This reflects the near record ridership figures across all modes, the latest figures on fare evasion and travel patterns.

The previous estimate of £55.3 million was based on historical data and has been superseded by the latest figure.

## **Cable Car (2)**

### **Question No: 1284 / 2011**

[Caroline Pidgeon](#)

Please can you provide a breakdown of the full costs for the cable car project, how much has been spent to date and by which organisation, and how much of the project you anticipate will be covered by sponsorship?

### **Written response from the Mayor**

£2.9m has been spent on areas such as technical and advisor costs associated with securing planning, undertaking design work, procurement of the contractor and legal advice. TfL is forecasting to spend around £54m over the next two years. This includes construction, land and delivery costs.

TfL is seeking to recover as much of this cost as possible from a commercial sponsorship arrangement and funding from the European Regional Development Fund. I am unable to confirm the amount expected through sponsorship as this is still subject to commercial negotiations.

## **Accumulative maps of Air Flight Noise**

### **Question No: 1285 / 2011**

[Caroline Pidgeon](#)

Will you publish the response you received from Andrew Haines, Chief Executive of the Civil Aviation Authority, following your letter sent on 14th September 2010?

**Written response from the Mayor**

Yes, I will arrange for a copy of the letter to be sent to your office.

**TfL Busker Phone Line**

**Question No: 1286 / 2011**

[Caroline Pidgeon](#)

I have heard reports that the 0845 TfL busker phone line has long waiting times, and is costing buskers a lot of money just to get through. What are you doing to try to keep these costs to a minimum?

**Written response from the Mayor**

The majority of calls involve short waiting times and therefore do not cost a lot of money. Even so, LU is working with the buskers' forum to find a ways to reduce phone waiting times further.

**Streatham High Road**

**Question No: 1287 / 2011**

[Caroline Pidgeon](#)

Streatham High Road has for some ten years been promised significant improvement in its traffic flows and aesthetic by removing and recasting the central reservation, new lane markings and street furniture. Only one phase has ever been completed and much of the High Road remains in need of serious attention to improve the area for residents and to attract new business and investment. Given that this scheme has been planned for years, why is a new concept study now required to complete it? Will you now review the decision to delay these vital improvements still further?

**Written response from the Mayor**

Streatham is identified as a Major Centre in the draft replacement London Plan and it is recognised that additional improvements to the road network and public realm would contribute to the projected employment and population growth in this area.

Over the past few years, TfL has implemented an improvement scheme on Streatham High Road between the borough boundary and Streatham Hill station to provide a marked difference in the quality of public realm, lighting, crossing movements and vehicle loading access. These improvements have been implemented in a phased approach since 2004. Benefits resulting from the scheme include a reduction in street clutter, improved pavement materials, and streetscape enhancements.

As a method of consolidating resources and limiting duplicative work, TfL is currently providing input into a concept study being developed by Lambeth Council for Streatham Town Centre, which has a specific focus on the role of Streatham High Road. The development of this study has not delayed improvements to the remainder of Streatham High Road. It has however enabled the Borough to provide a crucial input into how Streatham Town Centre can be regenerated and consequently which improvements to TfL's highway are considered to be a priority and catalyst for change. This seems a useful approach so I have no plans to review the decision.

**Bus Announcements On Terminated Routes**

**Question No: 1288 / 2011**

[Caroline Pidgeon](#)

When buses have to terminate their routes early for whatever reason, why is there an absence of any announcement from drivers about transfer tickets being available, which would allow people to continue their journeys without paying twice? Will you look into using the iBus technology to instruct passengers about how to transfer their tickets?

**Written response from the Mayor**

If a bus driver is instructed to terminate early they should announce this to passengers using the PA system and ensure that passengers can get on another bus without the need to pay another fare.

**Air Pollution Trial Update**

**Question No: 1289 / 2011**

[Caroline Pidgeon](#)

Please can you update us on how the innovative trial is going to reduce London's air pollution, launched on the 12th November 2010?

**Written response from the Mayor**

The trial of targeted cleaning and application of dust suppressants has been ongoing throughout the winter and recently concluded. Operationally the trial went well, with no problems reported, although it was severely disrupted in November and January due to the weather conditions.

TfL also evaluated the impact of application at different times of the day, increasing the number of applications per week and varying the coverage over lanes. The approach to testing reflected the fact that this is a new process in the UK, and results will allow optimisation of the process in the future.

TfL is currently analysing the air quality data for the period of the trial and correlating this with weather patterns, traffic flows and street works in the area of the monitors. It is anticipated that findings will be published in the Summer.

**Gyratory in Archway**

**Question No: 1290 / 2011**

[Caroline Pidgeon](#)

TfL has stated that the removal of the unwanted gyratory in Archway will cost around £7 to £9 million, and there simply isn't the money to do it. However, TfL has recently announced £7.6 billion in efficiency savings, almost 1000 times the amount needed to remove the gyratory. Given the huge safety and environmental concerns at this junction will you reconsider TfL's decision and reprioritise the removal of this gyratory for local residents in Archway?

**Written response from the Mayor**

A previous feasibility study identified an option to remove the gyratory and the provisional estimate at that time was that it would cost between £7M and £10M. In line with other public bodies TfL has made significant efficiency savings in order to remain within its overall budget due to the current financial climate. TfL currently does not have the funding to invest in a major gyratory removal scheme at this location.

**Idling Buses at Level Crossings**

**Question No: 1291 / 2011**

[Caroline Pidgeon](#)

What steps are you taking to ensure all buses switch off their engines at level crossings across London to help to improve the terrible air quality?

**Written response from the Mayor**

Bus drivers should switch off the engine if it is clear that the bus will be stationary for some time and are instructed to do so.

The same is of course true for all drivers. TfL is developing a plan to reinforce this message for example through targeted messages for drivers of specific vehicle types such as taxis, other awareness-raising activities, and enforcement.

**Wembley Central Station Step Free Access**

**Question No: 1292 / 2011**

[Caroline Pidgeon](#)

I have been informed that Network Rail is bidding for funding from the new DfT programme to enable step free access to Wembley Central Station from pavement to platform for platforms 1 to 6. Will you use your influence to support this proposal?

**Written response from the Mayor**

Officers are drafting a response which will be sent shortly.

Written answer received on 16 June 2011:

TfL itself has recently submitted a bid for funding under this programme and I have written to the Secretary of State in support of all such improvements in London under this scheme.

## Query from the Recent TfL Business Plan

**Question No: 1293 / 2011**

[Caroline Pidgeon](#)

On page 11 of the TfL business plan, in the table under the Reliability section (LU: lost customer hours), please state, per line, what estimations you have made regarding planned closures?

### **Written response from the Mayor**

Officers are drafting a response which will be sent shortly.

Written response received on 27 May 2011:

The KPI projections for excess journey time and lost customer hours on page 11 of the Business Plan exclude the impact of planned closures. This is because they are, as indicated, designed to measure the reliability of the scheduled service.

Of course, the service volume KPI (train kilometres) does reflect the impact of planned closures.

## Congestion Charging in London

**Question No: 1294 / 2011**

[Caroline Pidgeon](#)

Have you considered linking congestion charging in London with actual congestion based on time, date, location and context?

### **Written response from the Mayor**

Congestion Charging in London already reflects 'actual congestion' in that the scheme covers the most congested area of central London and the fixed charge reflects the relatively constant traffic and congestion levels which prevail there throughout charging hours. Moreover, scheme operational hours reflect the different conditions outside those times.

TfL has in the past examined the implications of more variable charges and concluded that in the context of the central London Congestion Charging zone they would be less effective in controlling congestion, while being at the same time more costly and complicated to administer and less easy to use.

## Oil Dependency in London

**Question No: 1295 / 2011**

[Caroline Pidgeon](#)

With the price of oil continuing to rise and becoming a real burden financially for Londoners, as well as it having detrimental effects on the environment, what steps are you taking over the next 5 years to help London move away from oil dependency?

### **Written response from the Mayor**

My draft Climate Change Mitigation and Energy Strategy outlines measures I propose to take to reduce our carbon emissions, including from transport and energy supply.

My main transport policies to reduce CO2 emissions are:

- Minimising CO2 emissions through a shift to more carbon efficient modes of transport
- Minimising CO2 emissions through more efficient operation of transport
- Minimising CO2 emissions from transport through the use of low carbon vehicles, technologies and fuels

In addition, as gas and electricity prices are closely linked to the oil price, it is essential that we localise and decarbonise London's energy supply. My decentralised energy programme is designed to facilitate the delivery of local energy supply infrastructure that makes efficient use of fuels and so provides for greater resilience to fuel price rises and fluctuations.

Further details are set out in the Strategy.

## **Primary School Journeys (1)**

**Question No: 1296 / 2011**

[Caroline Pidgeon](#)

What proportion of London's primary school children are driven to school?

### **Written response from the Mayor**

Almost a third of London's primary school children are driven to school. TfL's London Travel Demand Survey in 2009/10 (the latest available data) reported that 31 per cent of children aged between 5 and 10 were car passengers as their usual main mode of travel to school.

TfL has run and continues to run school travel planning programmes that have been effective at reducing the number of children being driven to school at those schools.

## **Primary School Journeys (2)**

**Question No: 1297 / 2011**

[Caroline Pidgeon](#)

What is the average distance of a school journey for primary-aged children in London?

### **Written response from the Mayor**

In 2009/10, the average distance of a school journey for primary aged children in London was 1.25 kilometres (0.8 miles).

Primary school children who were driven to school had average journeys of 2 kilometres (1.2 miles).

## **Use of Statistics**

**Question No: 1298 / 2011**

[Caroline Pidgeon](#)

Why do you refuse to comply with the United Kingdom's Statistics Authority's Code on the release of statistics by Transport for London? Do you not believe that voluntarily meeting this Code would help restore trust in the statistics that you publish?

### **Written response from the Mayor**

I have written to Sir Michael Scholar of the United Kingdom's Statistics Authority's Code on this matter. Statistical data for London is regional level data and therefore should not form part of national statistics. I see no good reason to change current arrangements.

I am satisfied that Transport for London releases statistics based on the principles of relevance, integrity and quality.



## **Crime on Buses**

**Question No: 1299 / 2011**

Caroline Pidgeon

Please publish a table showing the level of crime committed on buses for every month since May 2008 to April 2011, with the figures broken down by each London borough.

### **Written response from the Mayor**

TfL cannot yet provide this data as the figures for Quarter 4 2010/11 are still being collated. TfL will reply to you directly by the end of May.

## **South East Airports Taskforce**

**Question No: 1300 / 2011**

Caroline Pidgeon

Why do you think it is that Theresa Villiers will not allow you onto the South East Airports Taskforce?

### **Written response from the Mayor**

Given the key role of TfL for surface access, the importance of the airports in the South East to the Capital's economy, and the significance of the London market to the airports, I was originally concerned that London should have a strong representation on the South East Airports Taskforce. However, I am reassured that London's voice is being heard, both through the membership of London First and the regular and constructive dialogue between my office, Theresa Villiers and the Secretary of State. In addition, much of the evolving remit of the Taskforce is focused on how the aviation industry must improve delivery concerning issues such as border controls, security, resilience, punctuality and delay – matters better addressed by the airports, airlines and relevant government agencies.

## **Bus Waiting Times**

**Question No: 1301 / 2011**

Caroline Pidgeon

In the TfL Finance Update for April 2011, it states that "excess wait time is on target but this represents a 6 second increase to wait times for high frequency routes since the equivalent period for 2009/2010." Can you please provide the bus routes this is referring to and explain why this is?

### **Written response from the Mayor**

Officers are drafting a response which will be sent shortly.

Written response received on 24 May 2011:

The result quoted in your question is for all high-frequency routes, that is, routes with five or more buses an hour.

The question refers to the result for period 10 of 2010/11. Excess wait time in this period was 1.1 minutes, on target and 0.1 minutes longer than the same period in 2009/10.

However, across the 2010/11 year as a whole, excess wait time was 1.0 minutes, an improvement from 1.1 minutes for 2009/10 as a whole.

The result quoted is for the network. TfL also publishes quarterly route-level performance statistics on its website:

<http://www.tfl.gov.uk/tfl/businessandpartners/buses/boroughreports/>.

## **Cycle Hire Number of Journeys (1)**

**Question No: 1302 / 2011**

[Caroline Pidgeon](#)

From November to January there were 15,600 cycle hire journeys per day on average, compared with TfL's 30,000 anticipated journeys in the original business case. It was a similar story for the first three months as well. Why do you think actual cycle hire journeys since its launch, compared with TfL's anticipated journeys in the original business case are so different? What will you do to try to increase cycle hire usage?

### **Written response from the Mayor**

The spreadsheet attached as Appendix D shows the average number of cycle hires per day, since the beginning of the scheme, through April 2011.

TfL always expected usage to be lower over the winter months, due to inclement weather and fewer hours of daylight. The attached figures demonstrate that with warmer weather and longer days, usage is growing month on month.

This growth is also enabled by the availability of casual user functionality, since December, and the ever growing number of docking stations on London's streets.

TfL will continue to promote awareness of the scheme, and that fact that one need not be a member to use Barclays Cycle Hire, to Londoners and visitors as a fun, healthy, inexpensive way to move about the capital.

## **Cycle Hire Number of Journeys (2)**

**Question No: 1303 / 2011**

[Caroline Pidgeon](#)

Does it worry you that there has been a dramatic drop in the number of cycle hire journeys, despite the weather improving and the launch of the casual users scheme?

### **Written response from the Mayor**

Please refer to my response to MQ1302 / 2011.

## **Cycle Hire Number of Journeys (3)**

**Question No: 1304 / 2011**

[Caroline Pidgeon](#)

Since the Cycle Hire Launch please provide month by month the TfL projected income and expenditure from the original business case and the actual income and expenditure.

### **Written response from the Mayor**

TfL officers will write to you shortly with a full response.

## **Northern Line Extension**

**Question No: 1305 / 2011**

[Caroline Pidgeon](#)

I understand that there is a £58 million funding gap in the Vauxhall Nine Elms Battersea Northern Line extension scheme. How do you plan to fund this? Do you anticipate any public sector funding for this scheme? Will the project end if no further funding is found?

### **Written response from the Mayor**

The statement that there is a £58m funding gap for the Northern Line Extension (NLE) is not accurate. The £58m figure is the scale of the gap between the costs of all of infrastructure (not just transport) that is needed to develop fully the Vauxhall Nine Elms and Battersea opportunity area and what can be generated from s106 income from all of the development sites in the area.

The cost of the NLE project is estimated to be between £560m and £660m, depending on how it is delivered, and we are currently assessing all of the funding and financing options. A study of these options will be reported to the Strategy Board in mid July and this Board is made up of representatives from GLA, TfL, the Housing & Communities Agency, the Boroughs of Lambeth and Wandsworth, and several of the major landowners. They will assess all of the options and come to a view as to the most credible way forward.

At present our view is that the extension would need to be privately-funded since there is no provision for it in TfL's Business Plan.

There is currently a consultation on the NLE project and this is the next step towards an application for a Transport and Works Act Order (TWAO), which could be submitted in late 2011. Subject to securing a TWAO and securing the funding required, work could start in 2013 at the earliest.

### **Pedicabs in London (1)**

**Question No: 1306 / 2011**

[Caroline Pidgeon](#)

Why have you decided to opt for the easy route of a "volunteer" registration scheme and not force the registration of pedicabs across London, for the safety of Londoners and other road users?

### **Written response from the Mayor**

I do not believe that forced registration and associated enforcement is the most appropriate first option available to TfL and the London boroughs in relation to pedicab issues.

My view is that the pedicab industry should first be given the opportunity for self regulation through participation in voluntary registration schemes; so that operators may be allowed to demonstrate responsible charging and road user behaviour and that they take the safety of their customers and other road users seriously.

Legislation already exists that allows the police to enforce against careless and dangerous road user behaviour by cyclists, which includes Pedicab riders.

As I have stated previously, in the event that a voluntary registration scheme fails to address issues relating to pedicabs, I will consider pressing the Government to allow the boroughs to license pedicabs.

### **Pedicabs in London (2)**

**Question No: 1307 / 2011**

[Caroline Pidgeon](#)

What conversations have you had with the Secretary of State for Transport regarding pedicabs in London? What conclusions were drawn from these conversations?

### **Written response from the Mayor**

The London Local Authorities and Transport for London (No.2) Bill, which contains provisions relating to pedicabs, is jointly promoted by Westminster City Council and Transport for London. It has had a third reading in the House of Lords and is currently awaiting a second reading in the House of Commons. TfL and the Department for Transport have discussed technical and legal aspects of the Bill.

It is my view that the pedicab industry should be given the opportunity for self regulation through participation in voluntary registration schemes.

## **Royal Wedding gift (1)**

**Question No: 1308 / 2011**

[Caroline Pidgeon](#)

Can you please list the “ third parties” that paid for the wedding gift given by you as Mayor of London to Prince William and Kate Middleton ? What was the cost of making the YouTube video that accompanied the gift , or were these costs too met by third parties?

### **Written response from the Mayor**

The third parties were Serco and Barclays who paid for both the wedding gift and the cost of the YouTube video.

## **Royal Wedding gift (2)**

**Question No: 1309 / 2011**

[Caroline Pidgeon](#)

Do you think it was appropriate to give to Prince William and Kate Middleton a gift emblazoned with the names of a commercial sponsor right across it?

### **Written response from the Mayor**

Yes. We should be encouraging all our corporations to invest in and to donate to our society. Not only will the Royal couple find the tandem Barclays Cycle Hire bike very useful on Anglesey but it also helped to promote further the Cycle Hire scheme.

## **Chief of Staff and Deputy Mayor for Planning (1)**

**Question No: 1310 / 2011**

[Caroline Pidgeon](#)

Were any other people interviewed for the above position before you appointed Edward Lister?

### **Written response from the Mayor**

I appointed Edward Lister as Chief of Staff and Deputy Mayor for Planning in accordance with the terms of the Protocol on Mayoral Appointments. The Protocol was updated earlier this year following a review by the Standards Committee and published on the GLA website through MD748 on 23 February 2011.

Paragraphs 24 - 25 of the Protocol provide for Section 67(1)(b) appointments to be recruited on merit. To demonstrate that an appointment is based on merit, a job description and a candidate CV is required. There is also an interview process with a Selection Panel.

The appointment process for Edward Lister met the terms of these requirements. He was the only person I interviewed for the role which I conducted with the Assistant Director for Human Resources.

## **Chief of Staff and Deputy Mayor of Planning (2)**

**Question No: 1311 / 2011**

[Caroline Pidgeon](#)

Was the post of Chief of Staff and Deputy Mayor for Planning advertised before you made an appointment?

### **Written response from the Mayor**

I appointed Edward Lister as Chief of Staff and Deputy Mayor for Planning in accordance with the terms of the Protocol on Mayoral Appointments. The Protocol was updated earlier this year following a review by the Standards Committee and published on the GLA website through MD748 on 23 February 2011.

Paragraphs 24 - 25 of the Protocol provide for Section 67(1)(b) appointments to be recruited on merit. There is no requirement to advertise unless I wish to do so. Edward Lister was the only person interviewed and the post was not advertised.

## **Edward Lister**

**Question No: 1312 / 2011**

[Caroline Pidgeon](#)

Edward Lister was a member of your Forensics Audit Panel. What parts of the report of that panel do you wish him to take forward now you have appointed him as your Chief of Staff?

### **Written response from the Mayor**

The Mayor's Forensic Audit Panel reported on 15 July 2008. All the recommendations I thought appropriate have been or are being implemented. My new chief of staff therefore does not need to take any part of it forward.

## **Trixi cycle safety mirrors**

**Question No: 1313 / 2011**

[Caroline Pidgeon](#)

On the 6th July 2010 you announced that 39 Trixi mirrors would be installed at traffic signals on London's roads for a six-month trial period. Can you please state (a) what has been the outcome of this trial and (b) whether Transport for London has any plans to roll out the provision of these mirrors at additional junctions across London?

### **Written response from the Mayor**

Since June 2010, TfL has been trialling 37 blind spot safety ('Trixi') mirrors on traffic signals at junctions on the two pilot Barclays Cycle Superhighways routes in London.

The relatively low rate of conflicts between cyclists and HGVs means that statistically reliable data regarding the effectiveness of the mirrors is not yet available. However, the mirrors have been well-received by LGV drivers and cyclists, and the Department for Transport has now granted approval for TfL to install them on all future Barclays Cycle Superhighways.

This means that blind spot safety mirrors will be installed at appropriate signalised junctions on routes 2 and 8 (which are due to be launched this summer), and will also become standard on all future Barclays Cycle Superhighways.

## **Death of cyclists**

**Question No: 1314 / 2011**

[Caroline Pidgeon](#)

How many cyclists have been killed by lorries in London for each year since 2008?

### **Written response from the Mayor**

TfL receives details of all road traffic collisions reported to the police in the Greater London area that occurred on the public highway and resulted in injury to one or more person.

In 2008 there were nine Pedal Cycle fatalities that involved a Heavy Goods Vehicle (HGV).

In 2009 there were six Pedal Cycle fatalities that involved a HGV. There were also two other fatal collisions involving a refuse lorry and a cement mixer. Under the DfT's guidance on recording collision data, refuse lorries and cement mixers are classed as "other" motor vehicles, and not as HGVs. There was also one fatality involving a medium goods vehicle.

In 2010 there were two Pedal Cycle fatalities that involved a HGV. There were also two other fatal collisions involving a skip lorry and a cement truck, classed as "other" motor vehicles.

## **Cycle Hire Scheme (1)**

**Question No: 1315 / 2011**

[Caroline Pidgeon](#)

At Transport for London's Surface Transport Panel held on the 19th May 2009 it was stated in relation to the cycle hire scheme (Agenda Item 12) that, the "Scheme will be Oyster compatible". Can you please explain why this pledge has not yet been delivered?

### **Written response from the Mayor**

TfL chose not to proceed with Oyster integration due to the prohibitive cost and insufficient time given to deliver it to schedule. This was communicated to the TfL Board on 29 July 2009 following the conclusion of the competitive procurement process.

## **Cycle Hire Scheme (2)**

**Question No: 1316 / 2011**

[Caroline Pidgeon](#)

Are you able to provide Londoners with a specific deadline by when the cycle hire scheme will be Oyster compatible?

### **Written response from the Mayor**

TfL chose not to proceed with Oyster integration due to the prohibitive cost and insufficient time given to deliver it to schedule. Whilst we have not ruled out the option for integration with Oyster in the future we do not currently have a timescale for doing so.

## **Cycle Hire Scheme (3)**

**Question No: 1317 / 2011**

[Caroline Pidgeon](#)

Prior to your announcement in October 2010 that the cycle hire scheme would be expanded eastwards what evaluation was carried out by Transport for London into these proposals? Please state (a) the specific reports that went before Transport for London's Surface Transport Panel, or the Board of Transport for London to justify this specific expansions, as opposed to alternative expansion schemes to other parts of London; and (b) the dates that the Transport

for London's Surface Transport Panel and the Board of Transport for London discussed and approved this specific expansion of the scheme?

**Written response from the Mayor**

A number of alternatives were considered in the development of options for expanding London's cycle hire network, for example expansion to Outer London boroughs such as Croydon or other areas of Inner London. These were discussed at the Cycle Revolution forum and at individual meetings with the relevant boroughs and the Mayor's office. Following demand analysis in the eastern expansion area an option was developed for Phase 2, with coverage up to the Olympic Park. An expansion encompassing a greater area and boroughs new to cycle hire, would risk not being delivered by March 2012 in time for the Olympics and would pose a greater burden on limited resources.

The project approval request was provided to the TfL Board on 22 September 2010 and the expansion eastwards was approved at this meeting. The project approval was not taken to Surface Transport Panel.

**Cycle Hire Scheme (4)**

**Question No: 1318 / 2011**

[Caroline Pidgeon](#)

Are you satisfied that the Barclays sponsorship of the cycle hire scheme was the best deal secured for Londoners?

**Written response from the Mayor**

Yes. TfL made it clear from the initial invitation to tender that bids would only be judged on their cash value, in order to offset the scheme's infrastructure costs. Some bids did include a value in kind element, but the Barclays bid, which represented the highest cash value, was accepted because it was in TfL's best commercial interests.

**Cycle Hire Scheme (5)**

**Question No: 1319 / 2011**

[Caroline Pidgeon](#)

In previous answers to questions about the sponsorship of the cycle hire scheme you have stated that sponsorship by Barclays bank has provided "up to £25 million". While recognising that some parts of the sponsorship contract cannot be published, can you ensure that Londoners are at least informed of the exact amount of revenue that Transport for London has received from Barclays so far in 2010, and any subsequent payments that will take place in 2012?#

**Written response from the Mayor**

The Barclays Cycle Hire sponsorship is worth up to £25 million over five years. The amount received to date and the phasing of the funding is commercially sensitive.

**Unpaid Congestion Charge by embassies (1)**

**Question No: 1320 / 2011**

[Caroline Pidgeon](#)

Please state the specific activities that your office and Transport for London have undertaken since May 2008 to persuade embassies and diplomatic missions that evade the Congestion Charge to change their policy and pay the fines they have incurred for paying the Congestion Charge.

**Written response from the Mayor**

Two thirds of all foreign missions do pay the Congestion Charge. The Foreign and Commonwealth Office, Transport for London and I all continue to press any non-paying embassies to live up to their obligations to their host city and pay the Congestion Charge.

On an annual basis (twice since May 2008) the Foreign and Commonwealth Office (FCO) communicate with any diplomatic missions that owe money for non payment of Congestion Charging.

In October 2010, TfL wrote to all diplomatic missions in London confirming changes to the Congestion Charging scheme. TfL has had additional written communication with the embassies of Oman, Qatar, Macedonia and Ukraine, Malaysia, Kuwait, Uruguay, Mongolia, Turkmenistan, Netherlands, Ireland, Tazikstan, Argentina, Mexico, International Maritime Organisation. TfL has also contacted the embassies of Zambia, Jamaica, United States and Turkey.

TfL staff have held direct meetings with embassy staff including: Embassy of Switzerland (December 2008), Embassy of Senegal in their role as region representatives for the African embassies (February 2009), Embassy of Estonia (January 2011), and the Embassy of Mexico (April 2011).

## **Unpaid Congestion Charge by embassies (2)**

**Question No: 1321 / 2011**

[Caroline Pidgeon](#)

Please list those embassies and diplomatic missions that since May 2008 you have managed to persuade to stop evading payment of the Congestion Charge?

### **Written response from the Mayor**

Two thirds of all embassies pay the congestion charge. Since 2008, the following embassies have contacted TfL direct to confirm they are now paying: Embassy of the Republic of Senegal, Embassy of the Argentine Republic and the Embassy of Mexico.

However, most diplomatic missions simply pay their charge directly. The Foreign and Commonwealth Office, TfL and I continue to press any non-paying embassies to live up to their obligations to their host city and pay the Congestion Charge.

## **Dial-a-Ride (1)**

**Question No: 1322 / 2011**

[Caroline Pidgeon](#)

Please provide for each borough, broken down per period, how many trips were made, refusals, cancellations and service cancellations there were for all periods since May 2008.

### **Written response from the Mayor**

This is set out in the tables attached as Appendix E. The Dial-a-Ride service was impacted by the effects of very heavy snow fall during period 10, hence the proportion of service cancellations increased slightly.

In 2010/11, Dial a Ride completed 1,345,152 trips, which was 90,406 (7.2%) trips more than in 2009/10 – the highest yearly total recorded by the service since it began in the 1980s. Year end performance was within 0.36% (4,848 trips) of target (1,350,000 trips). Trips completed would have exceeded this target but for the severe snow and icy conditions at the end of 2010.



## **Dial-a-Ride (2)**

**Question No: 1323 / 2011**

[Caroline Pidgeon](#)

How many hours of downtime of the Dial-a-Ride centralised computer system have taken place since April 2011?

### **Written response from the Mayor**

Dial a Ride's computerised system for allocating bookings and scheduling trips operates 24 hours a day, seven days a week, except for weekly planned downtime in the early hours of Sunday mornings. Unplanned downtime is rare and there were no instances in April 2011.

On 3 and 4 May, there were two instances totalling seven hours. However, these were predominantly outside booking hours. Dial a Ride was unable to take next day and same day bookings for 75 minutes on May 3 and for 90 minutes on May 4. All other customer services including regular bookings were unaffected during these periods and were managed through back up records.

On both days, staff within the booking centre stayed beyond the end of their shifts to assist members who could not book during the downtime periods. It is not possible to identify if any individual member was unable to achieve a booking due to these periods of downtime as completed trips on both days were significantly more than for the comparable days in 2010; an extra 376 (+9.9%) on 3 May and 265 (+5.1%) on 4 May.

Overall the system is performing well, with the service delivering 90,000 more trips in 2010/11 than the previous financial year – the highest recorded number of annual trips since the service began.

## **Courthill Road junction Lewisham**

**Question No: 1324 / 2011**

[Caroline Pidgeon](#)

Further to your answer to question number 3876/2010 please provide an update on Transport for London's plans to improve the safety of this junction? Will a detailed design now start in the summer of 2011 with works commencing in early 2012?

### **Written response from the Mayor**

Due to the complexity of the scheme proposed, further internal work has been necessary to ensure the proposals are right. Given no further unexpected delays or issues with the design, consultation with key technical stakeholders is now planned to commence June 2011 and with external stakeholders later in the summer.

Given the above dates and no fundamental issues occur with the safety audits, consultation or internal approvals, detailed design is now programmed to commence early 2012 with works commencing later in 2012.

## **MPS response officer pilot schemes**

**Question No: 1325 / 2011**

[Caroline Pidgeon](#)

The Metropolitan Police Service are currently running two pilots in Lambeth and Brent, with a third due to commence in Harrow, to use response officers in different ways. For each borough, please can you provide the following:

the total number of response officers redeployed, or planned to be redeployed

the number of response officers redeployed, or planned to be redeployed, to work in/with local Safer Neighbourhood Teams

the number of response officers redeployed, or planned to be redeployed, to work in detention and front counter duties

the number of response officers redeployed, or planned to be redeployed, for any other purpose

### **Written response from the Mayor**

The 'Response' pilots at Lambeth, Brent and Harrow have been designed to test options for the future structure and function of Response Teams, to deliver a focussed capability to respond to 'Immediate' and 'Soon' calls only. Response Teams currently undertake other functions; Response Team sizes at the pilot sites are smaller, enabling additional Local Policing Teams (LPTs) to be established to manage the non-emergency functions and work alongside Safer Neighbourhood Teams addressing local problems.

Each Borough Commander exercises his or her operational discretion daily to deploy or redeploy officers into areas of need, based upon analysis of both intelligence and demand. Consequently, the number of officers in the response teams and local policing teams may vary.

The pilots are being tested at three widely differing locations. Each borough has retained the same number of police officers in front line policing.

## **MPS Paladin Team**

### **Question No: 1326 / 2011**

[Dee Doocey](#)

How many times has the MPS's Paladin Team carried out operations, or been called to assist in operations, at each of the following London terminals, for each of the last three financial years:

Victoria Coach Station

St Pancras International Station

London City Airport

### **Written response from the Mayor**

I have been informed by the MPA/MPS that both St. Pancras and Victoria are the jurisdiction of the British Transport Police. There were 3 referrals in FY08-09, 7 in FY09-10 and 4 in FY10-11 from the juxtaposed border control points in France and Belgium and, at Victoria, Paladin participated in 30 multi-agency Operation Sharvor deployments during the financial year 10-11.

Paladin undertakes bi-annual operations at London City Airport to provide safeguarding screening to arrivals from the Common Travel Area. In addition there were 6 referrals from UKBA at London City Airport in FY08-09, 7 in FY09-10 and 9 in FY10-11.

## **Ticketshare tickets**

### **Question No: 1327 / 2011**

[Dee Doocey](#)

What is the deadline for schools to register with 'Get Set' in order to qualify for Ticketshare tickets for the London 2012 Games?

### **Written response from the Mayor**

Schools must join the Get Set Network by 16 December this year to secure their allocation of Games tickets.

## **Get Set**

### **Question No: 1328 / 2011**

[Dee Doocey](#)

What are the GLA and LOCOG doing to encourage the remaining schools in London to register for 'Get Set'?

#### **Written response from the Mayor**

Since announcing the Ticketshare scheme we have undertaken a variety of activities to encourage schools to get involved in the programme. I am determined that every London school receives the tickets to which their students are entitled.

Earlier this week Seb Coe and I attended a successful event to promote further the Ticketshare scheme.

In February I wrote directly to every school in London explaining the programme and urging them to join the network, LOCOG will send another set of correspondence to schools this week.

I have written to borough leaders about the scheme and my officers regularly provide an update on registrations at their meetings with the boroughs' 2012 officers.

LOCOG have a dedicated Get Set team and a full time member of staff working on the Ticketshare programme to ensure there is sufficient resource to manage and promote the programme.

I hope that I can rely on my assembly member colleagues to spread the word in their constituencies. Get Set network promotional material and registration forms can be obtained from my 2012 Team.

## **Hotel standards**

### **Question No: 1329 / 2011**

[Dee Doocey](#)

What steps have been taken by the GLA and other bodies under the Mayor to improve the standard of hotels in London, particularly around some of the key transport hubs (e.g. Paddington and Earl's Court)?

#### **Written response from the Mayor**

Intervention in hotels which fall below certain minimum standards is not a matter for the GLA. There are currently two national assessment schemes run specifically to increase the quality of hotels – a scheme run by Visit Britain and another run by the AA. However, Visit London and the London Development Agency have supported a successful programme to ensure minimum quality standards in London's hotels were met. The scheme particularly focused on engaging accommodation providers around London's national transport hubs.

## **Hotel standards – London & Partners**

### **Question No: 1330 / 2011**

[Dee Doocey](#)

Do London & Partners have any authority to intervene when 'hotels' fall below a certain minimum standard?

#### **Written response from the Mayor**

No, legal intervention relating to the regulatory aspects of hotel accommodation is a matter for Local Authorities. There are currently two national assessment schemes to promote the quality of hotels - a scheme run by VisitBritain and a scheme by the AA.

## **Accommodation needs during the Games**

**Question No: 1331 / 2011**

[Dee Doocey](#)

What analysis have you made of the accommodation needs of visitors to London during the 2012 games?

### **Written response from the Mayor**

The accommodation requirements of spectators will depend on the length of their stay, which at this pre-ticket allocation stage it is difficult to ascertain. The Office of National Statistics has carried out some research on this matter and found that whilst there is likely to be an increase in visitors during the summer of 2012 the numbers will not be unmanageable and overall numbers will not often peak above the normal weekday average outside of the summer period.

The scale of London's accommodation stock is significant and we estimate that there will be around 150,000 serviced and non-serviced accommodation rooms in London by 2012.

## **Quality Assessed hotel rooms in London**

**Question No: 1332 / 2011**

[Dee Doocey](#)

How many Quality Assessed hotel rooms are there in London? How many of these Quality Assessed hotel rooms have been contracted to LOCOG?

### **Written response from the Mayor**

There are currently approximately 100,000 hotel rooms in London, of these 65% are quality assessed. LOCOG has made arrangements with accommodation providers to secure 48,000 rooms that meet its criteria for client groups.

## **Hotel rooms for the 2012 Games**

**Question No: 1333 / 2011**

[Dee Doocey](#)

Do you have any concerns about reports that certain hotel chains are in dispute with LOCOG about the use of their hotel rooms during the 2012 Games? What contingency plans are there if any of these hotel chains withdraw their rooms from use by LOCOG?

### **Written response from the Mayor**

There is no issue around LOCOG hotel rooms being withdrawn by hotel groups. LOCOG is currently clarifying contracts and room allocations covering a small number of hotels and rooms connected to the Thomas Cook sponsorship deal which will be resolved shortly. London's hotel industry came together in a fantastic way to support the bid and remain keen supporters of the Games.

## **GLA tickets for the 2012 Games**

**Question No: 1334 / 2011**

[Dee Doocey](#)

I note the fact that the GLA will only be receiving between 450 and 500 tickets from LOCOG, that your assurance that all of these will be allocated to external organisations and people, and

that they will be entirely funded by sponsorship, with no public money spent on such tickets. Will you set up an online register now, and enter into this each ticket as it is allocated, saying which organisation/group it has been allocated to, the reason for the allocation, and who is paying for the tickets?

#### **Written response from the Mayor**

I have already agreed with members of the Assembly that, with respect to any tickets allocated to external organisations or persons, we will provide details of who has received a ticket and why published on the GLA website after the Games.

### **7/7 Inquest**

#### **Question No: 1335 / 2011**

[Caroline Pidgeon](#)

What actions are TfL taking to urgently implement the recommendations made by the coroner at the 7/7 inquest?

#### **Written response from the Mayor**

Both TfL and I have welcomed the recommendations of the Coroner, and TfL is now studying them in detail. Although a great deal has already been done since 7 July 2005 to improve TfL's equipment, capabilities and preparedness for such major incidents, everything should be done to ensure that, should similar events ever happen again, TfL and all its partner agencies are in a position to respond in the most effective way possible.

TfL will respond to the Coroner's recommendations within 56 days as required.

### **TfL's Computer Systems**

#### **Question No: 1336 / 2011**

[Caroline Pidgeon](#)

Has any customer data been put at risk by any attempted hacking of TfL's computer systems in the last 12 months? If yes please provide details.

#### **Written response from the Mayor**

Neither TfL data nor its systems have been accessed or compromised by unauthorised persons via a hacking attempt in the last 12 months.

TfL operates multiple security controls across its systems to prevent unauthorised access, viruses and 'phishing' which can lead to data being compromised.

### **Sports Legacy Plan**

#### **Question No: 1337 / 2011**

[Dee Doocey](#)

Can you please update me on the budgets within the £15.5 million sports legacy plan, specifically how much has been budgeted, allocated, and spent within each of the three streams: Facility Investment Programme, Participation Programme, and Investment in Training and Skills? Where possible please give details of the specific projects on which money has been spent.

#### **Written response from the Mayor**

£7 million has been budgeted for the Facility Fund. Of this, £3.5 million has been allocated, of which £272,591.77 has been spent.

£3 million has been budgeted for the Skills Fund. Of this, £588,080.16 has been spent.

£4 million has been budgeted for the Participation Fund. Of this, £2.3 million has been allocated, of which £585,978 has been spent.

With most projects running over two years, and payments made in arrears, this is broadly in line with expectations.

In addition to the three main funding streams:

- £321,000 has been spent on the Mayor's mobile pools programme, with a further £700,000 allocated;
- £535,000 has been spent on the Freesport small grants programme, with a further £575,000 allocated;
- £110,000 has been spent on the Inclusive Fitness Initiative;
- £303,526 was spent on four pilot projects (Street Athletics, Panathlon, London Boxing Academy, Beyond Sport).

Details of the 12 facility projects, the 18 participation projects, the pilot schemes are all other funded projects are available at [www.london.gov.uk/priorities/sport](http://www.london.gov.uk/priorities/sport).

## **Rhythm of London week**

**Question No: 1338 / 2011**

[Dee Doocey](#)

How many people took part in events during the Rhythm of London week in April, and how much did the GLA spend on these events?

### **Written response from the Mayor**

Rhythm of London Week events involved:

- 514 - Participants / performers
- approx 97,780 - Audience (all events free and un-ticketed)
- 28 - Creative industry apprentices

The GLA spent:

- £8,965 - Production
- £7,367 - Marketing and communications
- £1,120 - Coaches for young performers and their instruments
- **TOTAL £17,452**

## **Mayor's Cultural Strategy**

**Question No: 1339 / 2011**

[Dee Doocey](#)

How will you be monitoring the success of your cultural strategy, in particular elements of it such as "improving access and participation in high quality arts and cultural activities" and "increasing access to cultural education"?

### **Written response from the Mayor**

The Cultural Strategy contains a list of policy actions against which progress can be monitored. Projects relating to this have specific measurable targets - for instance, the GLA Music

Education Fund aims to reach 5000 children; and the Mayor's Fund for Young Musicians aims to provide four years of instrumental tuition and support for 400 7-11 year olds. Ongoing monitoring of the Strategy's implementation is the responsibility of the London Cultural Strategy Group, a collection of senior figures in the sector, which meets on a regular basis and contains members with a particular interest and expertise in access and educational issues. The GLA is intending to publish a short report charting progress against all of the policy actions in due course.

## **Your final year**

**Question No: 1340 / 2011**

[Mike Tuffrey](#)

As you enter your fourth and final year, what manifesto promises do you still intend to fulfil before you face the electorate again?

### **Written response from the Mayor**

I have delivered over 80 percent of my manifesto pledges. In less than a year Londoners will give their verdict on whether I have made London safer, cleaner, greener, easier and more convenient to get around, maintained our competitiveness and keeping costs down as much as possible.

## **Academies**

**Question No: 1343 / 2011**

[Mike Tuffrey](#)

Why are you disregarding your own appointees on the LDA board and forcing the LDA to spend its limited remaining resources on the academies programme?

### **Written response from the Mayor**

Officers are drafting a response which will be sent shortly.

Written response received on 24 May 2011:

The decision to support the Academies programme was debated at length at the LDA Board and in line with the original Mayoral Direction MD379, the LDA has taken forward a programme of work which has seen us successfully open two academies in the London Borough of Enfield. Investment to support the work around skills for employability in these academies is in line with my commitment to invest in youth opportunities for London's young people.

The academy programme budget going forward has been subject to scrutiny and revision as have other remaining LDA commitments, within the overall budgetary constraints of the LDA settlement.

## **Phone Surveys**

**Question No: 1344 / 2011**

[Mike Tuffrey](#)

Will you publish on the GLA website the full results of all the phone surveys of Londoners which have been carried out by ICM for the GLA since May 2008?

### **Written response from the Mayor**

Yes. The reason that some surveys remain unpublished at present is that these surveys are to be published as a group to identify any trends and to prevent surveys in the series that have still to be conducted being skewed by the premature publication of results.

## **Annual London Survey 2011**

### **Question No: 1345 / 2011**

Mike Tuffrey

On what dates was the Annual London Survey 2011 carried out? When did the GLA receive the results of the Survey? When will the results of the Survey be published on the GLA website?

#### **Written response from the Mayor**

A total of 1,406 residents of Greater London were interviewed, face-to-face, during February and early March 2011. The final dataset was provided to the GLA mid-April. The results will be published on the website in June.

## **Outer London Fund (2)**

### **Question No: 1346 / 2011**

Mike Tuffrey

Further to your announcement of the Outer London Fund on 28 March please provide details of where this £50m funding is coming from, and how it will be broken down across 2011-12, 2012-13 and 2013-14?

#### **Written response from the Mayor**

The Outer London Fund will receive £10m funding from the LDA in 2011-12, £15m from the GLA in the 2011-12, £15m from the GLA in 2012-13 and £10m from the GLA in 2013-14. The LDA funding will be provided from the grant settlement the LDA receives from the Government and the GLA funding will be provided from Prudential borrowing. The GLA's borrowing costs – both the principal and the interest repayments – will be met from the Authority's contingency. Boroughs will not be expected to repay any funding they receive to the LDA or the GLA.

The objective of the Outer London Fund is to strengthen the vibrancy and growth of high streets and their environs. Given the slow pace of economic recovery, I believe that action and expenditure should start swiftly, with tangible outcomes to be achieved in the first year of the initiative. Support will therefore be allocated in two rounds, rolled out over three years.

The first round will provide an immediate opportunity to access funds and advice for clusters of readily deliverable projects. These should make a visible, if in some cases temporary, contribution to the vibrancy and self-confidence of high street places in the near future. The second round will continue the package of support, adding more places and shifting the balance towards more substantial physical projects that can deliver lasting improvement and economic uplift.

I plan to launch the Fund in early June and take a decision on Round One bids in the summer. Round Two will be launched in the meantime with a decision later in the year.

There is flexibility about what actions and projects the initiative can support, as long as they are part of a coherent package focused on the uplift of high street places that are most deserving and will clearly benefit from this initiative; helping their self-confidence, vibrancy and economic growth.

I have taken on board the views of the Outer London Commission in developing the criteria for the Fund which will focus on deliverability, vibrancy and growth, placeshaping and collaboration and support as well as the extent to which the place benefits from Crossrail and other major investments.



## **Outer London Fund (3)**

**Question No: 1347 / 2011**

[Mike Tuffrey](#)

Further to your announcement of the Outer London Fund on 28 March, when will more details of the fund be available and when will it be open for bids from boroughs?

### **Written response from the Mayor**

Please see my response to MQ1346 / 2011.

## **Outer London Fund (4)**

**Question No: 1348 / 2011**

[Mike Tuffrey](#)

MD771 suggests that £40m of the £50m you have announced for the Outer London Fund will come from Prudential Borrowing. What schemes will be eligible for the Outer London Fund and will you be asking them to cover the costs of borrowing?

### **Written response from the Mayor**

Please see my response to MQ1346 / 2011.

## **Climate Change Mitigation and Energy Strategy**

**Question No: 1349 / 2011**

[Mike Tuffrey](#)

When will your final Climate Change Mitigation and Energy Strategy be published?

### **Written response from the Mayor**

The Strategy will be published late summer 2011.

## **Municipal Waste Management Strategy**

**Question No: 1350 / 2011**

[Mike Tuffrey](#)

When will your final Municipal Waste Management Strategy be published?

### **Written response from the Mayor**

The final Municipal Waste Management Strategy will be published in Summer 2011.

## **Affordable housing target**

**Question No: 1351 / 2011**

[Mike Tuffrey](#)

In their report on your draft replacement London Plan, the Planning Inspectorate recommends that you "should aspire towards securing 50 per cent of all new housing as affordable housing across London as a whole". Will you take forward their recommendation for a percentage target in the final version of the London Plan?

### **Written response from the Mayor**

Officers are drafting a response which will be sent shortly.

Written response received on 25 May 2011:

I have carefully considered all the Panel's recommendations, and have submitted the London Plan as I intend to publish it to the Secretary of State for his consideration. In accordance with the legislation governing the process for preparing the London Plan, I will publish my detailed response to the Panel's recommendations when I formally publish the Plan. I expect to be able to do this later in the summer.

## **Affordable Homes Programme 2011-15**

**Question No: 1352 / 2011**

[Mike Tuffrey](#)

Now that the deadline for the submission of offers to the HCA for the for the 2011-15 Affordable Homes Programme has passed, do you have an indication of whether there were sufficient offers from providers in London to deliver on your targets for new affordable homes?

**Written response from the Mayor**

It is too early to make that assessment.

## **Affordable Homes Programme 2011-15: family homes**

**Question No: 1353 / 2011**

[Mike Tuffrey](#)

Now that the deadline for the submission of offers to the HCA for the for the 2011-15 Affordable Homes Programme has passed, do you have an indication of whether there were sufficient offers from providers in London to deliver three-bed and larger units?

**Written response from the Mayor**

Please see my response to MQ1352 / 2011.

## **Housing Investment Taskforce**

**Question No: 1354 / 2011**

[Mike Tuffrey](#)

Will you be taking up the recommendation of the Housing Investment Taskforce to create a Mayor's Housing and Property Company to use public sector land to boost construction? If so, how will you put this recommendation into practice?

**Written response from the Mayor**

I refer you to my oral response to MQ1341 / 2011.

## **Shared services (1)**

**Question No: 1355 / 2011**

[Mike Tuffrey](#)

Appendix F of your Draft Consolidated Budget 2011 outlined savings and efficiencies to be achieved from shared services across the GLA Group. Please provide an update on the plans for shared services for the following workstreams, which were due to be scoped from January-March 2011:

- Procurement
- Planning & Performance Management
- Customer Services
- Communications & Marketing

- Websites
- Human Resources
- ICT

### **Written response from the Mayor**

The plans for the workstreams listed are:

- Procurement: consultation paper to be issued this summer on proposal to provide a shared service across the GLA Group;
- Planning & Performance Management: no immediate plan to share services;
- Customer services: no immediate plan to share services;
- Communications & Marketing: no immediate plan to share services;
- Websites: will be addressed within the ICT workstream;
- Human Resources: consultation paper to be issued this summer on proposal to provide a shared payroll service across the GLA Group;
- ICT: consultation paper to be issued this summer on proposal to provide a shared service across the GLA Group;

## **Shared Services (2)**

### **Question No: 1356 / 2011**

[Mike Tuffrey](#)

What were the findings of the “interim progress report” delivered to the meeting of the Mayor and the Chief Executives/ Commissioners of the GLA and its functional bodies in February 2011 to monitor the progress of the savings and efficiencies programmes?

### **Written response from the Mayor**

A progress report was given to me and my Chief of Staff on 2 March 2011 prior to scheduling the next six-monthly meeting. My Advisor for Budgets & Performance was asked to work up these options.

My Advisor subsequently briefed the GLA’s Head of Paid Service, Executive Director of Resources and new Chief of Staff.

A report will go to the Business Management and Administration Committee on 25 May, asking the committee to note the intention to issue a consultation paper on the sharing across the GLA group of Procurement, Information Technology and Payroll services.

## **SportAccord – cost to GLA**

### **Question No: 1357 / 2011**

[Mike Tuffrey](#)

Mayoral Decision 249 outlined the funding arrangements for the SportAccord Convention in April 2011. The GLA was to manage the “budget of £1.753 million for this project, and enters into funding agreements and receive sponsorship and funding in respect of this”. The GLA was also to make “provision to underwrite £330,000 from 2010-11 GLA Programme budget...in the event that full budgeted commercial sponsorship is not achieved, and the LDA has already contributed £345,000 towards the shortfall”.

Now that the event has taken place, can you confirm the total amount the GLA spent on the event in cash and in value-in-kind?

### **Written response from the Mayor**

At this stage the total value of this event was £1,712.00.00 of which £165,000 was Value in Kind and £1,547,565 was cash.

## **SportAccord – cost to LDA**

**Question No: 1358 / 2011**

[Mike Tuffrey](#)

Further to MD249, which stated that the LDA had agreed funding of £650,000 towards the SportAccord Convention 2011 and “should full budgeted commercial sponsorship not be achieved, then an approach would be made to the LDA to cover any shortfall up to £345,000”, how much did the LDA in fact spend on the event in total and what, if any, shortfall did it cover?

### **Written response from the Mayor**

The LDA provided total grant funding of £650,000 to the GLA to plan, stage and manage the Sports Accord Convention. No further funding was provided by the LDA in 2010/11 to the GLA in respect of the event.

## **SportAccord – sponsorship raised (1)**

**Question No: 1359 / 2011**

[Mike Tuffrey](#)

MD249 outlined that £475,000 was being sought in sponsorship for the event (£300,000 New cash sponsors; £110,000 Technology partner; £25,000 Airline partner; £40,000 Hospitality partner). How much sponsorship was secured, both in cash and in kind?

### **Written response from the Mayor**

£190,000 was secured in Cash and £165,000 was received in Value in Kind - although a further £60k value in kind was secured to reduce management company costs which therefore reflected on the overall cost to the GLA.

## **Sport Accord – sponsorship raised (2)**

**Question No: 1360 / 2011**

[Mike Tuffrey](#)

In December 2010 DD398 appointed the company Red Torch to assist the GLA with Sponsorship Activities in relation to the SportAccord Convention, as up to that point only 58% of the sponsorship target had been reached. How much was finally raised in sponsorship and how much did this represent of the original target?

### **Written response from the Mayor**

75% was eventually raised in sponsorship which amount to £355,000 with a further 12% £60,000 value in kind received towards Management Company costs which in turn reduced costs to the GLA.

## **Sport Accord - income generated**

**Question No: 1361 / 2011**

[Mike Tuffrey](#)

What income for the GLA, LDA, and London more broadly was generated by the Sport Accord Convention in April 2011, for which the GLA family budgeted nearly £1 million?

### **Written response from the Mayor**

Although it is too early to assess the amount of money Sport Accord will generate to London, first signs are very positive with the agreement of the 2015 World Canoeing Championship being held at Lee Valley.

## **Climate change projects**

**Question No: 1362 / 2011**

[Caroline Pidgeon](#)

Back in May 2009 you tweeted "Have persuaded Clinton to visit Elephant & Castle with me which is now at the cutting edge of combatting climate change".

Both the Elephant and Castle regeneration programme and the Albert Basin site are currently listed as part of the Clinton Foundation's Climate Positive Development Program. How will you ensure that London projects such as these continue to be at the cutting edge of combating climate change?

### **Written response from the Mayor**

I am continuing to drive forward major development sites and regeneration programmes such as the one at Elephant and Castle to deliver exemplar low carbon energy solutions. In particular, the London Plan is prioritising the development of decentralised energy infrastructure that usually provides the appropriate low carbon energy supply solution for such schemes.

We have successfully applied for EU ELENA funding for a team to support the commercialisation and delivery of large-scale decentralised energy projects. This team will be available to support London boroughs in the development of projects that justify investment from the private and/or public sectors.

## **Elephant and Castle MUSCo**

**Question No: 1363 / 2011**

[Caroline Pidgeon](#)

Further to the announcement that the planned Multi Utility Services Company (MUSCo) in Elephant and Castle will not be going ahead, what steps will you take to ensure that the regeneration of the area demonstrates that it is "climate positive" and that the amount of on-site CO2 emissions are reduced to below zero?

### **Written response from the Mayor**

My draft replacement London Plan, as underpinned by the relevant Mayoral strategies, sets out a clear framework for minimising carbon dioxide emissions in new development towards zero carbon and will be applicable to any regeneration proposal in Elephant and Castle.

## **Decentralised energy**

**Question No: 1364 / 2011**

[Caroline Pidgeon](#)

Your draft Climate Change Mitigation and Energy Strategy aims for a "secure supply of low and zero carbon energy, including 25 per cent from decentralised energy by 2025", and cites as a case study the decentralised energy scheme at Elephant and Castle. How can you use your planning powers, the Green Fund and LWARB to ensure that planned decentralised energy schemes actually get built?

### **Written response from the Mayor**

I am supporting the roll-out of decentralised energy programmes through a number of policies and programmes.

Through my planning powers I require all strategic applications to undertake an energy assessment. As part of that assessment I expect developers to look at opportunities for decentralised energy and implement them where feasible.

My draft replacement London Plan also states that boroughs Local Development Frameworks should develop policies and proposals to identify and establish decentralised energy network opportunities.

I am also helping identify opportunities through the London Heat Map for developers, generation companies and boroughs. My decentralised energy masterplanning programme has also offered a comprehensive support package to help boroughs identify and take forward projects.

I have also successfully applied for Elena funding to support the commercialisation and delivery of large-scale decentralised energy projects. The GLA has successfully applied for 2.9 million euros that will support the development of projects to market.

The London Green Fund and the LWARB funds, coupled with private finance offer opportunities to take projects forward.

Further details of my programmes are set out in Chapter 4 of my draft Climate Change Mitigation and Energy Strategy.

## **Earl's Court and West Kensington Supplementary Planning - Consultation**

**Question No: 1365 / 2011**

[Mike Tuffrey](#)

The Earl's Court and West Kensington Opportunity Area Joint Supplementary Planning Document was open for public consultation between 11 March and 26 April. At over 250 pages in length what more accessible information will you be making available to local residents who wish to comment on the next draft of this document?

### **Written response from the Mayor**

The recent public consultation included provision of copies of the document, a leaflet drop to all local residents and five public consultation 'drop in' events for local residents and the general public to view summaries of the document and discuss it with officers. Future consultations will employ similar methods.

## **Earl's Court and West Kensington Supplementary Planning - Air Quality**

**Question No: 1366 / 2011**

[Mike Tuffrey](#)

What steps will you take to ensure that developments in the Earl's Court and West Kensington Opportunity Area will not increase air pollution or emissions and what mechanism will be put in place to monitor and reduce pollution within the area?

### **Written response from the Mayor**

The Earl's Court and West Kensington Opportunity Area Joint Supplementary Planning Document sets out policy guidance on air quality and stipulates that applications for major schemes will need to be accompanied by a Low Emission Strategy to address this matter.

## **Earl's Court and West Kensington Planning - impact assessments**

**Question No: 1367 / 2011**

[Mike Tuffrey](#)

Please provide details of what technical studies and impact assessments have been carried out in relation to the Earl's Court and West Kensington Draft Joint Supplementary Planning Document to examine what the effects the proposed developments will have on existing infrastructure (e.g. roads, utilities, schools)?

### **Written response from the Mayor**

The draft document is supported by various studies relating to sustainability appraisal, equality impact assessment, transport, townscape, viability (including planning obligations), retail, offices, and energy. It is also informed by evidence prepared in relation to the local development frameworks at the borough level and the draft replacement London Plan.

## **Earl's Court and West Kensington Draft Planning - transport impacts**

**Question No: 1368 / 2011**

[Mike Tuffrey](#)

What measures are being put in place to deal with:

The increase of traffic on already congested roads;

The saturation of the tube station, and can it realistically accommodate the increased capacity of 31,000 residents plus the office and retail staff.

### **Written response from the Mayor**

Officers are drafting a response which will be sent shortly.

Written answer received on 16 June 2011:

The planning and technical work is ongoing and the issues you raise, such as traffic congestion and public transport capacity / demand, are being assessed. Transport is a key factor in the development of the Opportunity Areas identified in the London Plan and I will need to be satisfied that these issues have been addressed.

When the planning applications and associated transport assessments for the sites are submitted, these will need to comply with the recommendations contained within the Earl's Court and West Kensington Draft Joint Supplementary Planning Document and must demonstrate that any development impact is able to be accommodated by both the local highway and public transport network.

## **Air Quality Monitoring**

**Question No: 1369 / 2011**

[Mike Tuffrey](#)

What steps have you taken to improve the monitoring network for particulates and NO2 in London, particularly in areas with poor air quality?

### **Written response from the Mayor**

The GLA recently published a report into the monitoring network in London. This report identifies the sites that provide the most useful data for air quality management purposes and also gaps in the current network. The GLA will use this report as the basis for discussions with boroughs and Defra regarding development of the monitoring network in London.

## Air pollutant concentrations

### Question No: 1370 / 2011

Mike Tuffrey

Further to MQ936/2011, which gave the changes in PM10 and NO2 concentrations expected to be achieved by your Air Quality Strategy between 2008 and 2011 and between 2008 and 2015, what are the corresponding starting and ending concentrations for each of PM10 and NO2 in each of 2008, 2011 and 2015?

#### Written response from the Mayor

The maps in my Air Quality Strategy illustrate the considerable variation in pollutant concentrations across London, depending on proximity to sources, weather conditions and local geography. These maps show concentrations across the whole of London in 2008, 2011 and 2015 (Figures 2.4, 2.5, 5.3, 5.5 – pages 29, 30, 148, 150). It is preferable to refer to these maps, rather than generalising pollutant concentrations across the whole of London with a single average figure as the latter ignores the large variations between locations of different characteristics, and can mask air pollution ‘hotspots’.

In order to provide a single figure, it is marginally more appropriate to take an average view of sites in similar locations. The table below provides the average of modelled concentrations at a sample of roadside and kerbside locations (where concentrations are generally highest) in 2008, 2011 and 2015.

µ/m3	2008	2011	2015
PM10	25	23	21
NO2	57	50	38

These locations do not necessarily reflect the worst or best performing areas of London, or the locations where the greatest number of people are exposed but are a sample of the roadside and kerbside locations where there are air quality monitors with good data coverage.

## Bus retrofit (1)

### Question No: 1371 / 2011

Mike Tuffrey

Which technologies will you be trialling in the programme of retrofitting 18 buses to tackle NOx emissions, announced on 15 April? What is the timetable for the trial and when will findings be announced?

#### Written response from the Mayor

TfL will pilot NOx selective catalytic reduction abatement technology from a range of suppliers on 18 buses and upgrade a small number of buses with Euro III engines to Euro IV or Euro V. The pilot is being finalised and will start in the latter half of 2011/12. It is expected to last one year after which the findings will be reported.

## Bus retrofit (2)

### Question No: 1372 / 2011

Mike Tuffrey

The Mayor's Air Quality Strategy proposes that by 2015 all buses in London will meet the Euro IV standard for NOx, which will require around 2,700 buses to be retrofitted or replaced. How many buses will be retrofitted or replaced in 2011, 2012, 2013, 2014, and 2015 to ensure that they meet the Euro IV standard for NOx?

#### Written response from the Mayor



The purpose of the pilot (MQ1371 / 2011) is to determine the most appropriate means of retrofitting or upgrading buses in the fleet. Once the most suitable technology has been selected, a modification and upgrade programme will be worked out with phasing and timescales. TfL envisages the scope and pace of the programme to be achievable well within the proposed LEZ timeframe in 2015. TfL's finances are constrained as you know, and their ability to retrofit existing buses is largely dependant on the availability of Government funding.

## **Dust suppressants**

### **Question No: 1373 / 2011**

[Mike Tuffrey](#)

When will the trial of using dust suppressants to improve air quality, which began in November 2010, be completed? What results have been achieved so far? Will TfL continue to use the dust suppressants this summer and will there be any expansion to the area covered?

#### **Written response from the Mayor**

The initial trial of targeted cleaning and application of dust suppressants is now completed. The results of the initial trial will be used to inform further expansion and optimisation of the measure. As part of the wider local air quality measures supported by DfT's Clean Air Fund, cleaning and application of dust suppressants has been extended and is continuing through 2011 to help minimise PM10 levels in central London.

TfL is currently analysing the air quality data collected during the trial and plans to publish the results in the Summer.

## **Short term measures**

### **Question No: 1374 / 2011**

[Mike Tuffrey](#)

In answer to MQ0929/2011 you stated that "other measures will be introduced over the next few months" to ensure that London meets the EU limit value for PM10 in 2011 beyond those already underway. What are these other measures and when will they be introduced?

#### **Written response from the Mayor**

As a result of the £5m grant from DfT to TfL, the local measures programme is now being extended. Measures to be implemented through the Clean Air Fund over the next year include:

- Targeted cleaning and application of dust suppressants.
- Creating a No Idling Zone.
- Retrofitting older buses.
- Installing green infrastructure.
- Working with businesses to reduce their air quality footprint.

## **Funding for air quality measures**

### **Question No: 1375 / 2011**

[Mike Tuffrey](#)

Further to the announcement on 4 April of £5m of funding from the Department for Transport for local measures to improve air quality in London, can you provide a breakdown of how this 'Clean Air Fund' will be spent? Please also detail the level of funding TfL have already committed to localised measures.

#### **Written response from the Mayor**

The Clean Air Fund will allow TfL to extend its local measures programme in central London, including:

- Targeted cleaning at priority locations for PM10
- Increased application of dust suppressants at priority locations
- Reducing idling at priority locations through the provision of taxi marshals at central London stations and other locations
- Reducing idling through improved signage and infrastructure, targeted interventions with specific vehicles such as taxis and coaches, awareness raising activities and enforcement
- Installing Diesel Particulate Filters (DPFs) on buses travelling along Upper Thames Street, Marylebone Road and Park Lane
- Installing green infrastructure, such as trees, green walls, green screens at priority locations
- Working with businesses to reduce their air quality footprint.

Local measures already underway and funded by TfL include trials of dust suppressant technology at MAQs priority locations – supported by a budget of £300,000. In addition, TfL is working with bus operators, taxi drivers and coach companies to raise awareness of the air quality impacts of vehicle idling with costs absorbed within existing resources.

TfL has also received a total of £13 million from the Green Bus Fund in the past two years. The first allocation of £5 million has enabled the deployment of 50 hybrid buses in central London and a further 90 will be deployed by March 2012. The buses will operate in some of central London's air quality hotspots (including Marylebone Road) as part of efforts to improve the capital's air pollution.

## **Point of contact to report idling**

**Question No: 1376 / 2011**

[Mike Tuffrey](#)

How will you be publicising the new email address to which members of the public can report locations where vehicle idling is a problem?

### **Written response from the Mayor**

TfL is currently developing a comprehensive approach to tackling idling in London through a combination of improved signage and infrastructure, targeted interventions with specific vehicles such as taxis and coaches, awareness raising activities and enforcement. The new [noidling@tfl.gov.uk](mailto:noidling@tfl.gov.uk) email address will be promoted as part of this activity.

## **Air Quality in the London Plan**

**Question No: 1377 / 2011**

[Mike Tuffrey](#)

Will you accept in full the recommendations relating to Air Quality in the Report of the Panel on the Draft Replacement London Plan?

### **Written response from the Mayor**

I have carefully considered all the Panel's recommendations, and have submitted the London Plan as I intend to publish it to the Secretary of State for his consideration. In accordance with the legislation governing the process for preparing the London Plan, I will publish my detailed response to the Panel's recommendations when I formally publish the Plan. I expect to be able to do this later in the summer.

## **Tackling air pollution**

**Question No: 1378 / 2011**

[Mike Tuffrey](#)

Will you consider banning the most polluting vehicles (ie pre-Euro 4 diesel vehicles) from inner London through a Clean Air Zone during the Queen's Diamond Jubilee and the 2012 Olympic and Paralympic Games?

### **Written response from the Mayor**

From January 2012, the Low Emission Zone (LEZ) standard for Heavy Goods Vehicles (HGVs), buses and coaches will become Euro IV for PM10. At the same time, larger vans and mini buses will be included in the LEZ. These changes to the scheme will deliver significant air quality benefits across London.

You are suggesting an additional scheme from 2012 that would effectively ban vans and cars over 5 years old from inner London. I believe the social and economic cost to drivers and vehicle would outweigh the environmental benefits. Furthermore, the legal and procedural processes and operational requirements to implement such a scheme, in addition to the communication for operators of the changes, could not be delivered before June 2012.

## **Clean Air Zone**

**Question No: 1379 / 2011**

[Mike Tuffrey](#)

Further to MQ 4173/2010 where have TfL got to in considering an inner or central London Clean Air Zone and what is the timetable and process for concluding and publishing your analysis?

### **Written response from the Mayor**

TfL is examining the feasibility and effectiveness of a central or inner London low emission zone. When it has completed its work the report will be made available.

## **PM10 limit value**

**Question No: 1380 / 2011**

[Mike Tuffrey](#)

What exactly is required by 11 June 2011 if the UK is to obtain an unconditional time extension to comply with the PM10 daily limit value in London?

### **Written response from the Mayor**

The European Commission has granted the UK a conditional time extension for London for the PM10 daily limit value. However, the Commission requires the Government to adjust its plan for London by 11 June so that it includes short-term measures to reduce the risk of the limit value being exceeded. This adjusted action plan must be communicated to the Commission by 30 November 2011 at the latest. The GLA is working with the Government on the necessary adjustments to the plan.

## **Taxi emissions**

**Question No: 1381 / 2011**

[Mike Tuffrey](#)

Are you going to arrange for licensed taxis affected by the 2012 age limit as you did similarly for vehicles affected by the implementation of Phase 3 of the low emission zone: (a) a scrappage

scheme; (b) discounts on new vehicles; and/or (c) an incentive scheme? If not, why not for each?

#### **Written response from the Mayor**

Officers are drafting a response which will be sent shortly.

Written response provided on 3 June 2011:

Whilst no funding has been identified from TfL, the Government or the EU, TfL and my team continue to have productive dialogue with the existing taxi manufacturers with regards to possible discounts on the price of new taxis. In addition my Lower Emission Taxi Fund is seeking to provide additional funding of the cost of newer, lower emission taxis and I will announce more details of this in due course.

I welcome the extension the Government has already made to the scrappage scheme and have urged further extensions. London taxis represent a particularly good case for such an extension, as a relatively small amount of support could help many British businesses while enabling significant improvements in air quality. I am hopeful that the Government will respond positively to these arguments. TfL continue to investigate and explore opportunities for other grants and incentives that would support the introduction of newer, cleaner taxis to London.

### **Jubilee Line Upgrade - slipped another month?**

#### **Question No: 1382 / 2011**

[Caroline Pidgeon](#)

TfL issued a press release on the 28th April stating that the new timetable with increased capacity will commence "from July." However, TfL Board Papers from Thursday 5th May state "It is planned to introduce the first timetable changes on 31 July 2011." Therefore will you be honest with Londoners and tell them they won't actually feel the benefits of this extra capacity until August, instead of July, and that this is yet further slippage on the Jubilee line upgrade?

#### **Written response from the Mayor**

Officers are drafting a response which will be sent shortly.

Written answer received on 16 June 2011:

There is no further slippage. The new timetable will be introduced on Sunday 31 July and the April statement was based on this date.

### **Defective trains on the District and Metropolitan Line**

#### **Question No: 1383 / 2011**

[Caroline Pidgeon](#)

Please list all the defects found on the rolling stock on the District and Metropolitan lines, as pointed out on page 2 of the Managing Director's report, Rail and Underground Panel, made to the TfL Board on the 5th May.

#### **Written response from the Mayor**

Officers are drafting a response which will be sent shortly.

Written answer received on 16 June 2011:

The Metropolitan and District Line rolling stock is 40 – 50 years old, which is why the upgrade of the rolling stock which is now in train is so critical.

The defects referred to are as follows:

- Routine inspection of District line trains revealed that some cracks in the shoe beams, which transfer power from track to train, had grown. All trains were checked and this led to some being unavailable for service for a few days.
- Routine examination of Metropolitan line trains identified wheel “pitting”, which creates a rough surface on train wheels which then need to be re-profiled on a wheel lathe to avoid the track being damaged. Trains need to be taken out service while this is done, which again affects availability.

These routine maintenance issues were exacerbated by industrial action by the RMT at the time, in the form of an overtime ban on both lines, which meant that repairs could not take place as quickly as would normally be the case.

## **Outer London Advisor**

**Question No: 1385 / 2011**

[John Biggs](#)

How many Outer London boroughs has your Outer London advisor visited up to this point?

### **Written response from the Mayor**

As the leader of an outer London borough, Cllr Teresa O'Neill has frequent and regular contact with leaders across all of London. In addition to meetings held at London Councils and elsewhere she has visited LB Waltham Forest and LB Bromley. Visits are in her diary for LB Enfield, LB Redbridge, LB Sutton, LB Kingston, LB Merton, LB Richmond and LB Croydon. Cllr O'Neill is also meeting regularly with my advisors, representatives from the LDA and TfL and Will McKee, chair of the Outer London Commission. I am extremely grateful for all the hard work she is undertaking in her capacity as my Outer London advisor.

## **The London Suburbs**

**Question No: 1390 / 2011**

[John Biggs](#)

Is neglect a policy?

### **Written response from the Mayor**

No, “neglect” is a noun or verb. London’s suburbs have not been neglected by me, unlike under the former Mayor, who visited Havana more than Havering. For example, I have rolled out Oyster Pay as You Go on National Rail services and driven down crime, especially on the buses, which outer London is most dependent on. Traffic flow is being smoothed and outer London’s open spaces and parks are being restored and thousands of trees are being planted. London’s back gardens, the Green Belt and historic views from the suburbs have been protected.

## **School Places**

**Question No: 1391 / 2011**

[Joanne McCartney](#)

What is being done to ensure families have sufficient number of school places for their children in outer-London?

### **Written response from the Mayor**

The provision of sufficient school places is the statutory responsibility of local authorities. The GLA provides data to support London Councils in planning school places and I see this as a strategic issue for London as a whole.

I agreed to support London Councils on this issue some time ago and am meeting with Jules Pipe at the end of May to discuss practical ways to tackle this important concern going forward.

## **K&C PCSOs**

### **Question No: 1393 / 2011**

[John Biggs](#)

Kensington & Chelsea Council have availed themselves of your 'buy-one-get-one-free' police offer by deleting PCSO posts and replacing them, at roughly twice the cost, but only half of which they will bear, with a similar number of police officer posts. While this probably represents Value for Money for K&C, and helps to meet the cost of a dozen police officers employed by the MPS, in what way does this represent wider value for money?

#### **Written response from the Mayor**

The scheme is designed to ensure best value through achieving an efficient and effective police force. The Match Funding Scheme has, as detailed in the Policing London Business Plan 2011-14, facilitated an increase of 230 officers to the MPS's Deployment Plan.

As Police Officers are granted greater police powers to that of a PCSO, they are therefore a more flexible and versatile resource. Working with the Local Authority on meeting local priorities with an increased borough wide policing presence will benefit the whole of the local community in relation to the prevention and detection of crime, law and order and public protection.

## **Cable Car**

### **Question No: 1394 / 2011**

[John Biggs](#)

In July 2010 you said, "The aim is to fund the construction of the scheme entirely from private finance". In April 2001 you announced that TfL would be providing "up front funding" for the cable car, estimated to cost £50.5 million. Why have you broken your promise to Londoners?

#### **Written response from the Mayor**

I made the decision to go ahead with 'up front funding' to enable the project to start as soon as possible.

TfL is seeking to recover as much of this cost as possible from a commercial sponsorship arrangement and funding from the European Regional Development Fund.

## **TfL crime figures**

### **Question No: 1395 / 2011**

[Murad Qureshi](#)

When will TfL figures for crime become official statistics?

#### **Written response from the Mayor**

Officers are drafting a response which will be sent shortly.

Written response provided on 24 May 2011:

Annual crime figures for the transport system are not classified by the Cabinet Office as official statistics within the *Code of Practice for Official Statistics* and any amendments would be for the Home Secretary and the Minister for the Cabinet Office to consider.

TfL supports the principles of the Code of Practice for Official Statistics and seeks to follow the code in any case when announcing and publishing end of year crime figures.

## **Building new homes**

**Question No: 1396 / 2011**

[Murad Qureshi](#)

Could you please clarify, when is a start on home building an actual start building-wise?

### **Written response from the Mayor**

The definition that the HCA uses for the purposes of issuing grant is the date when the building contractor takes possession of the site or property and the building contract has been signed. The definition used by the GLA for planning purposes is when the planning permission is technically implemented by the developer carrying out a "material operation" as defined in the Town and Country Planning Act 1990, such as digging a trench to form part of a foundation, laying in a pipe etc".

## **A Good Day for Bad News**

**Question No: 1399 / 2011**

[Navin Shah](#)

When did it become clear the upgrade works on the Jubilee line would go on beyond Easter Monday? I have repeatedly tabled questions asking if this would be the case, yet I received no notification before the 28th of April, and I have seen no explanatory materials, or your standard apologetic letter, on London Underground property. Were you hoping this would be overshadowed by the Easter holidays and the collective effervescence of the Royal Wedding? Were you hoping that Londoners wouldn't notice your lack of grip over this project and is this emblematic of your attitude towards your constituents?

### **Written response from the Mayor**

Officers are drafting a response which will be sent shortly.

Written answer received on 16 June 2011:

Once we realised the state of the upgrade programme inherited from Tubelines, it was always the case that our programme to complete the upgrade would require some weekend closures beyond Easter – the timing and extent of those closures depending upon the progress made in the period up to Easter. I was pleased to announce – as soon as possible after Easter – the final stage of work, and the limited closures needed, to complete the upgrade in June.

## **UKUncut Fortnum and Mason Protest**

**Question No: 1400 / 2011**

[Navin Shah](#)

I have been contacted by a constituent who was confused about your response on Question Time on 1st April. You said that the Fortnum and Mason protesters (part of UKUncut) did £15,000 worth of damage whilst occupying the shop. However, a spokesperson for Fortnum & Mason confirmed at the time that the damage was minimal. How can your claim of £15,000 be substantiated?

### **Written response from the Mayor**

Revised written answer received on 24 May 2011:

There were 148 people arrested at Fortnum & Mason on 26 March because of the UK Uncut action. Fortnum & Mason estimates the cost of the damage done at tens of thousands of pounds in addition to lost earnings of £80,000. Food and wine was also stolen and consumed, one assumes by the “activists”.

Those who support UK Uncut’s action, such as the Labour candidate for Mayor of London and a number of Labour MPs, clearly have not considered the economic damage such direct action does to the UK economy. In addition, the fact that Fortnum and Mason is owned by a charitable foundation, provides many jobs and pays its taxes is clearly lost on these “activists” and the politicians who support them. Their justification is best summed up by UK Uncut’s press release on the action, which stated that Fortnum & Mason is “a symbol of wealth and greed. It is where the Royal Family and super-rich do their weekly shop.”

[Note: The following written answer had been provided on 23 May 2011:

The point that I was making was that the occupation of Fortnum and Mason was pure vandalism and that UK Uncut is an organisation that is supported by the Labour Party’s candidate for Mayor of London as well as a number of Labour MPs. UK Uncut’s press release about this action stated that Fortnum and Mason was occupied because it is “a symbol of wealth and greed. It is where the Royal Family and super-rich do their weekly shop.” The fact that Fortnum and Mason is owned by a charitable foundation, provides many jobs and pays its taxes was clearly lost on these “activists”.]

## **Olympic Tickets**

### **Question No: 1401 / 2011**

[Navin Shah](#)

Thank you for your reply to Question No: 1050 / 2011. Unfortunately my constituent feels that £20 each for a ticket, at least, means that it is still very expensive for an average London family of four, especially in this time of austerity when the Coalition has raised VAT and is cutting benefits. Do you not agree that ordinary London families cannot afford to go to the Olympic events?

#### **Written response from the Mayor**

I am incredibly keen that ordinary London families have the chance to be part of the Games. I hope that Londoners will take full advantage of LOCOG’s innovative Pay Your Age scheme which is available for one third of sessions; children under the age of 16 literally pay their age for a ticket and those over 60 pay £16.

There are of course a number of road events that Londoners can watch free of charge such as the marathon and road cycling.

LOCOG recently announced ticket prices for the Paralympic Games, adult tickets start at £10 and children’s tickets just £5 making the Paralympics an attractive option for London families.

## **The Low Emissions Zone and Specially Adapted Vehicles**

### **Question No: 1402 / 2011**

[Navin Shah](#)

I have been contacted by a constituent who owns a highly adapted van for the transport needs of his disabled son. Adapted vehicles for disabled people are very expensive to replace, as is the cost of conversion, and the constituent is concerned the £100/day charge introduced by the Low Emissions Zone could considerably impact upon his son’s quality of life. I understand the



LEZ consultation also received concerns about discrimination from certain mobility charities. How many Londoners own specially adapted vehicles that will be affected by the LEZ by 2012, and how does the Mayor propose to accommodate ordinary people facing this extraordinary cost?

### **Written response from the Mayor**

I realise that the new Low Emission Zone (LEZ) requirements will be difficult for some organisation to comply with, which is why I delayed the latest phase of the scheme by fifteen months, to give people more time to prepare. Yet the Low Emission Zone (LEZ) is critical to improving air quality and the health of everyone in Greater London.

There is no data available on the numbers of specially adapted vehicles that may be affected by the LEZ, however it is recognised some individuals may be affected in this way.

In this case, the most appropriate option is likely to be fitting an approved abatement filter and I would urge your constituent to speak to TfL to look at the available options.

## **Cuts to the NHS**

### **Question No: 1403 / 2011**

[Murad Qureshi](#)

Are you concerned at the announcement of 890 job losses at the London Ambulance Service? Bearing in mind your responsibility to reduce health inequality in London, what did you do, if anything, to try to mitigate these cuts?

### **Written response from the Mayor**

As you know, I am not accountable for the decisions of the London Ambulance Service. However, I am assured by NHS London that the London Ambulance Service is committed to managing these reductions so that the impact on staff is minimised whilst at the same time maintaining a high quality service for patients.

Through the Health Inequalities Strategy, I have highlighted the importance of access to good quality health services for all Londoners. I would expect any proposed changes would be accompanied by a full impact assessment to determine the likely impact on access to quality health services.

## **Andrew Lansley's Listening Exercise**

### **Question No: 1404 / 2011**

[Navin Shah](#)

Now that Andrew Lansley is listening, have you started talking? What conversations have you or your Mayoral advisor had with the Department of Health about health inequalities in London?

### **Written response from the Mayor**

My Health Advisor has been having ongoing discussions with officers in the Department of Health especially relating to the establishment of the London Health Improvement Board.

## **2012 Health Legacy**

### **Question No: 1405 / 2011**

[Navin Shah](#)

Are you concerned the Secretary of State for Culture, Media and Sport's announcement of the merger of Sport England into UK Sport, and his assertion "I do think it's reasonable to ask whether, with resources as constrained as they are, if it's an appropriate use of taxpayers money

to be focusing on adult participation when really what we want is to be getting young people into a habit for life”, means a dilution of the health benefits promised for London’s adults as part of the Olympic health legacy? What meetings with the DCMS, Department of Health and sporting bodies have you had in regard to a post-Olympic drive to reduce health inequalities since the beginning of your Mayoralty?

### **Written response from the Mayor**

I support the planned merger of UK Sport and Sport England and believe that the opportunities for greater efficiency and shared services will ensure a better, more effective service is provided.

My Commissioner for Sport and her team are working with all relevant stakeholders to help deliver a legacy programme that will ensure that participation in sport and physical activity will continue to grow post-2012.

Through my Health Inequality Strategy, I have highlighted the importance of physical activity for all Londoners across age groups. My Health Advisor has met with NHS London to discuss the health legacy of the Games, which I understand remains focused on adult participation in physical activity as well as children and young people.

## **Library Trusts**

### **Question No: 1406 / 2011**

[Navin Shah](#)

What progress have you made with London Councils in regard to your concerns at library closures? Is this actually an issue where disgruntled Londoners can expect action from the Mayor, or just a press release?

### **Written response from the Mayor**

I have liaised with the boroughs via London Councils and although they are ultimately responsible for the library services they deliver, they have indicated clear support for the GLA to investigate ways to safeguard London’s library services, including the idea of a Cultural Trust. I am currently looking at how best to take this work forward. In the short-term, I continue to liaise with the boroughs on this important issue and have written to the relevant cabinet members across London to champion libraries and raise my concern over closures. My officials have also met with local library campaigners to ensure we understand their position and are kept up to date.

## **Wealdstone Police Station**

### **Question No: 1407 / 2011**

[Navin Shah](#)

Are you happy with the decision to close Wealdstone Police Station?

### **Written response from the Mayor**

Let's be clear - the closing of a police station is always a very difficult decision. People understandably are reassured by the physical presence of a corner police station. But the Met's real estate portfolio is ageing, and modern policing is these days more reliant on resources other than just bricks and mortar.

Wealdstone police station was built in 1905 and was designed to meet policing needs for that era which is not conducive to modern day policing requirements. I am assured that the MPA and MPS will ensure that the operational needs of LB Harrow are met prior to any final decision on this police station being made. My priority has always been to get as many police officers as possible out from behind desks in stations and out onto the streets. My single patrolling policy will result in one million more visible police patrols during this Mayoral term.



## **NHS Reforms**

### **Question No: 1408 / 2011**

[Navin Shah](#)

In regard to my question 1047/2011, I think it is fairly clear my proposal was in relation to the changes your letter proposed to the Health Bill and Local Government Act. My question is thus if you would prefer to see the new powers accorded to the GLA codified in a specific GLA bill?

#### **Written response from the Mayor**

We expect the Department for Communities and Local Government and the Department of Health to satisfy themselves that the GLA has the necessary powers relating to take on additional health responsibilities and to determine any necessary legislative vehicles.

## **Alexandra Avenue Polyclinic**

### **Question No: 1409 / 2011**

[Navin Shah](#)

Will you join the campaign to save the Alexandra Avenue Polyclinic, opened in 2009 with the longest opening hours in Harrow, as you stated in a written answer "What is important to me is the outcomes of the system. I want to see an improvement in health outcomes and a reduction in health inequalities for the Capital as a whole"?

#### **Written response from the Mayor**

As you know, I am not accountable for such reconfiguration decisions. However, through my Health Inequality Strategy, I have highlighted the importance of all Londoners having access to a good quality health system.

I am advised by NHS London that no decisions have been taken regarding the future of any of the walk in centres in Harrow, and that there are a number of options likely to be considered. I have been assured via NHS London that the PCT and GPs will engage in a meaningful way with all interested parties, including local residents, prior to any decisions being taken.

## **Work in Outer London**

### **Question No: 1410 / 2011**

[Joanne McCartney](#)

What is the GLA doing to support parents back into work in Outer London?

#### **Written response from the Mayor**

Parents, and particularly lone parents, form a large part of London's long-term unemployed problem. Through the London Development Agency I have worked with boroughs, including those in Outer London, to develop a range of programmes targeted at reducing long-term unemployment. This support has been focused on supporting Londoners not eligible for mainstream provision. As the Coalition Government's new Work Programme starts to deliver on the ground I will be working to ensure that the needs of priority groups, including those of parents are reflected in provision being delivered.

## **Tottenham Hotspur FC**

### **Question No: 1411 / 2011**

[Joanne McCartney](#)

What support are you giving Haringey Council in their work to keep the THFC in the borough?

#### **Written response from the Mayor**

My officers have recently worked with the Haringey Council to ensure the full planning permission, agreed in September, is deliverable at Northumberland Park.

## **N17 Enterprise Zone**

**Question No: 1412 / 2011**

[Joanne McCartney](#)

N17 Tottenham is an area in need of regeneration opportunities and to be designated an Enterprise Zone would attract new businesses and create jobs in an area of high unemployment. Will you make representations to government to designate N17 an Enterprise Zone?

### **Written response from the Mayor**

An expression of interest in the next round of Enterprise Zones has been submitted to the government covering the Upper Lea Valley, the submission includes the Tottenham area.

## **Victoria Line Extension to Northumberland Park**

**Question No: 1413 / 2011**

[Joanne McCartney](#)

Will you please ask TfL to conduct a feasibility study to for extending the Victoria Line to Northumberland Park? This extension would bring enormous regeneration benefits to the wider N17 area and would be widely welcomed by local residents.

### **Written response from the Mayor**

London Underground has already evaluated the business case to extend the Victoria line to Northumberland Park. The outcome (weighing up the benefits, demand and costs) indicated that the investment would not represent value for money and could not be justified when compared alongside other projects which would deliver greater benefits to London.

I am aware you have had recent correspondence with Peter Hendy on this subject.

## **Alexandra Palace**

**Question No: 1414 / 2011**

[Joanne McCartney](#)

A resident has written with concerns about Alexandra Palace and asks that you “assist in getting the Palace for the People up and running as a going concern that is fit for the purpose for which it was built.” Do you intend to take a role in the future?

### **Written response from the Mayor**

Officers are drafting a response which will be sent shortly.

Written response received on 25 May 2011:

This is a matter for Haringey Council, which took over the trusteeship of Alexandra Palace from the GLC in 1980. I have no plans to take a role in its future.

I do, though, welcome proposals to gain the world heritage status for the eastern part of the building, acknowledging that it was the birthplace of television, as the BBC's first live broadcast was transmitted from one of the studios there on November 2, 1936.

## **Spitting bylaw**

**Question No: 1415 / 2011**

[Joanne McCartney](#)

The London Borough of Enfield have written to the Justice Secretary asking for a new bylaw to ban spitting in parks and public places? Will you support this request? If so, what assistance are you able to offer to support this local, or indeed a wider, campaign?

### **Written response from the Mayor**

Spitting in parks and public places is a matter for local authorities. Many people find spitting offensive and so do I. I am also aware that some local authorities have made effective use of relevant byelaws to ban spitting in cabs and theatres.

## **Buy One Get One Free**

**Question No: 1416 / 2011**

[Joanne McCartney](#)

The criteria for the MPA match funding scheme for additional officers is clear that it is not intended to replace existing local Police. Can you explain to me how proposals put forward by the London Boroughs of Wandsworth and Redbridge proposals to replace sworn constables employed as Parks Police with officers under the BOGOF meets the above criteria?

### **Written response from the Mayor**

I have been informed by the MPA/MPS that the proposals put forward by the London Boroughs of Wandsworth and Redbridge do not replace existing Metropolitan Police Officers. The scheme is for match funding and does not restrict London boroughs limiting the number of parks police that it employs.

The Parks Police at those boroughs are officers employed by the Local Authority. A Local Authority has the power to appoint officers who can be sworn in as constables for the purpose of enforcing byelaws and any legislation relating to the open spaces under the Local Authorities control. Their powers of arrest are therefore limited to enforcing the byelaws and can only be exercised within the designated open space/park area under the Local Authorities control. MPS officers have powers of arrest and detention for a range of criminal offences and can exercise these powers beyond the curtilage of the park/open spaces which will benefit the wider local community.

The match funding scheme allows the Local Authority to fund additional MPS officers.

## **Apprenticeships**

**Question No: 1417 / 2011**

[Joanne McCartney](#)

What were the target figures for apprenticeships for each of the GLA family? Can you also provide the figures for apprentices in place in each body?

### **Written response from the Mayor**

Targets for the functional bodies for the year April 2010 to March 2011:

TfL - 850

MPA/MPS -150

LFB - 3

GLA - 5

LDA - 3

**Total: 1011**

The current figures for apprentices in each body are:

TfL - 876

MPA/MPS - 185

LFB - 47

GLA - 5

LDA - 7

**Total: 1117**

## **London Councils: Young People's Education and Skills**

**Question No: 1418 / 2011**

[Joanne McCartney](#)

Following the renaming of the London 14-19 Regional Planning Group, please can you explain what role you have in the renamed strategic body?

### **Written response from the Mayor**

I am represented on this Board by Pamela Chesters, my Advisor on Health and Youth Opportunities, whose role it is to promote my priorities for young Londoners with Local Authorities and other stakeholders. Additionally, our role is to support collective lobbying to guarantee the best results for young Londoners, and to work in partnership with key stakeholders to develop and promote the strategic vision of the market for 14-19 provision in London, and seek to ensure it provides sufficient diversity and specialism to promote full participation.

The role of the newly re-named Young People's Education and Skills Board (YPESB) is to provide pan-London leadership for 14-19 education and training provision in relation to the current and future needs of learners and employers, support local authorities in undertaking their statutory functions, and assist other stakeholders in planning, policy and provision.

## **£50m Outer London Fund**

**Question No: 1419 / 2011**

[Joanne McCartney](#)

Following your announcement on 28th March 2011, is your Outer London Commission yet in a position to advise how Councils and communities can bid for funding? When will the bidding process open? What criteria will apply?

### **Written response from the Mayor**

Please see my response to MQ1346 / 2011.

## **Cuts to youth offending teams (1)**

**Question No: 1420 / 2011**

[Joanne McCartney](#)

Have you added your voice to London Councils' plea to the Government to reverse the planned funding cuts to youth offending teams, which will see funding reduced by as much as 30% for some boroughs?

### **Written response from the Mayor**

The current spending environment has affected funding for a full range of services including youth offending teams. My understanding is that reductions will be considerably lower than 30% in most London boroughs. We are working in a challenging environment to improve outcomes with constrained resources and are committed to supporting local authorities to do this.

## **Cuts to youth offending teams (2)**

### **Question No: 1421 / 2011**

Joanne McCartney

How will the Government's cuts to youth offending teams impact on the work of the GLA family?

#### **Written response from the Mayor**

The cuts to youth offending teams highlight the importance of GLA family activity. The LDA has funded the provision of Resettlement Brokers who work with all Youth Offending Teams. Resettlement Brokers play a key role in improving resettlement outcomes for young offenders leaving custody.

As well as this Project Oracle will provide a valuable resource in developing a stronger sense of effective practice for addressing youth crime and offending.

## **Rise in complaints to the IPCC**

### **Question No: 1422 / 2011**

Joanne McCartney

What factors contribute to the 163% increase in complaints relating to the MPS over the past seven years?

#### **Written response from the Mayor**

The biggest contributor to the rise in complaints during that period was the reform of the police complaints system, with the new system implemented in 2004. Within one year of being introduced there was a national increase of almost 45%, followed by a more gradual increase as the system became embedded.

The factors identified by the IPCC and the MPS for this increase include: greater access to the complaints system (e.g. introduction of customer service teams, multiple ways to make a complaint, third party reporting etc), increased public confidence in the system, and a more open system of recording potential complaints. Another possible factor in relation to the MPS is the significant increase in the number of officers and PCSOs over that period.

More detailed information can be found in the IPCC statistical report for Police complaints (2009/10) - <http://www.ipcc.gov.uk/en/Pages/stats.aspx>.

## **London Serious Youth Violence Board**

### **Question No: 1423 / 2011**

Joanne McCartney

How do you think the 99% campaign led by the London Serious Youth Violence Board will change following its recent handover to the Independent Academic Research Studies? Do you envisage a change of emphasis and/or approach?

#### **Written response from the Mayor**

The London Serious Youth Violence Board has published its final report in March 2011, following 2 years of activity to address serious youth violence in London.

The Institute of Academic Research Studies (IARS) has assumed responsibility for the 99% campaign as part of the LSYVB legacy programme. The IARS is well placed to continue this work



given their recent involvement in the Youth Advisory Board which involved young Londoners in discussions around tackling serious youth violence.

## **London Serious Youth Violence Board**

### **Question No: 1424 / 2011**

[Joanne McCartney](#)

Please can you provide a schedule explaining which organisations have inherited which work streams of the London Serious Youth Violence Board, following its closure in March?

### **Written response from the Mayor**

In April 2011 the London Serious Youth Violence Board published a final report setting out their key recommendations from the past two years, and broad proposals on how they should be taken forward and by who. The report can be found at <http://www.lsyvb.org.uk/pdfs/lisyvb-final-report/index.html>.

## **Youth Justice Board**

### **Question No: 1425 / 2011**

[Joanne McCartney](#)

In your response 1188/2011 you replied that the Government had “not specifically assessed the effect that disbanding the YJB and cuts to the early intervention grant will have on levels of youth offending in London.” Given this was your understanding, please can you explain to me what interventions you surely made to ensure that the effects on London would be assessed? If you have not yet asked for such assessments, do you plan to do so?

### **Written response from the Mayor**

The decision to abolish the YJB is a matter for the Justice Secretary. The Ministry of Justice has made it clear that abolishing the YJB will not impact on the delivery of youth justice on the ground. The MoJ fully intend to retain Youth Offending Teams which are well embedded in local structures.

I am informed that the Justice Secretary’s view is that the youth justice system has changed considerably since the YJB was created in response to a lack of cohesion and collaborative working that often left youth justice as a ‘Cinderella service.’ Over the past twelve years an effective system of multi-agency local Youth Offending Teams has developed alongside a secure, distinct estate for young people. Given these changes, I understand that he does not believe that a separate body is required to provide oversight of the youth justice system.

## **Knife Crime**

### **Question No: 1426 / 2011**

[Joanne McCartney](#)

Further to your response to my question 1108/2011 in March, can you update me on the GLA/MPA’s joint work plan that was due to be agreed last month?

### **Written response from the Mayor**

The GLA has been engaged in ongoing discussions with the MPS and Home Office and action plan on the CAGGK Programme (Communities Against Gangs, Guns and Knives) will be agreed in June.

## **Pinkham Way**

**Question No: 1427 / 2011**

[Joanne McCartney](#)

Many residents have written to me with their serious concerns about the proposals to build a waste facility at Pinkham Way. People are very worried about environmental damage, increased traffic pollution, congestion, noise and odours. What role do you have in this scheme and how will you be responding to the NLWA's proposals?

### **Written response from the Mayor**

Officers are drafting a response which will be sent shortly.

Written response received on 25 May 2011:

The application will be referred to me after it has been submitted to Haringey Council and I will consider a Stage I report before advising Haringey Council whether the application complies with the London Plan. I cannot comment further, as to do so would fetter my discretion to determine the application. I will of course take account of all representations made to the Council or directly to me.

## **EMA replacement scheme (1)**

**Question No: 1428 / 2011**

[Joanne McCartney](#)

What is your view of the proposed 16-19 Bursary Fund? Following your public admittance of concern about the impact on London of scrapping the EMA, do you share the concern in the Equality Impact Assessment that individual colleges could unintentionally discriminate when allocating funds? What sort of central arbitration would you like to see that will ensure young Londoners do not lose out?

### **Written response from the Mayor**

I am supportive of London Councils approach to seek (through the 14-19 Regional Planning Group) a Londonwide framework which looks to establish common principles across London colleges and sixth forms for the distribution of the Bursary Fund. It is important that the devolution of financial support to providers does not have the unintended consequence of distorting student choices of course or college. We will continue to work closely with London Councils and the Association of Colleges to ensure young Londoners are able to choose the course best suited to their needs.

## **EMA replacement scheme (2)**

**Question No: 1429 / 2011**

[Joanne McCartney](#)

Are you disappointed that the EMA replacement will see funding dramatically reduced?

### **Written response from the Mayor**

My paramount concern in this area is that the most disadvantaged young Londoners are not deterred from continuing their education. I am liaising with the Department for Education to seek to ensure that the funding formula for the new arrangements takes account of the high levels of child poverty and youth unemployment in London. In addition I continue to protect free bus and tram travel (and provide discounted travel on tube, DLR and London overground) for those young Londoners in education and training.

## **EMA replacement scheme (3)**

**Question No: 1430 / 2011**

[Joanne McCartney](#)

At Mayor's Question Time in March you said that you wanted to make sure any EMA replacement was discretionary towards those who need it most. What other universal benefits that effect Londoners do you believe should be replaced by discretionary or means tested allocation?

### **Written response from the Mayor**

As you know the original Educational Maintenance Allowance was not a universal scheme. As I emphasised in my reply to MQ 1429 my paramount concern for the EMA replacement scheme is to ensure that the most disadvantaged young Londoners are not deterred from continuing their education. I am continuing to make representations to the Government alongside London Councils on this.

## **318 bus route**

**Question No: 1431 / 2011**

[Joanne McCartney](#)

My residents and I were sorely disappointed with TfL's decision to not extend route 318 for patients and their relatives in Winchmore Hill, Grange Park and Highlands Village to reach North Middlesex Hospital. At the moment residents have to pay in inconvenience, extra time and money of doing this journey to the hospital on two separate buses. Please can you urge TfL to look again at this much needed bus route extension?

### **Written response from the Mayor**

Officers are drafting a response which will be sent shortly.

Written answer received on 16 June 2011:

TfL receives a large number of submissions to extend or provide new bus services each year, and although as many proposals as practicable are accommodated, unfortunately it is not possible to meet all requests.

TfL did examine the proposal to extend route 318 to Winchmore Hill in detail. Unfortunately the demand on that section would not be sufficient to justify that extension.

TfL also investigated the potential for any lower-cost options, following your meeting with them of 4 March, but unfortunately no suitable alternative was found and it remains the case that TfL is not able to implement this suggestion. I do understand the frustration this causes for residents, so the aspiration for enhanced services to the hospital from Winchmore Hill will be kept in mind during future bus network reviews.

## **Fairtrade**

**Question No: 1432 / 2011**

[Joanne McCartney](#)

How many London Boroughs are now Fairtrade Boroughs? What have you done to encourage those remaining boroughs to adopt Fairtrade status?

### **Written response from the Mayor**

Officers are drafting a response which will be sent shortly.

Written response received on 24 May 2011:

Twenty two boroughs in London have achieved Fairtrade Borough status. They are: Camden, City of London, Croydon, Ealing, Enfield, Greenwich, Hackney, Hammersmith & Fulham, Haringey, Hounslow, Islington, Kingston, Lambeth, Lewisham, Merton, Newham, Redbridge, Richmond, Southwark, Sutton, Tower Hamlets and Waltham Forest

Of the remaining boroughs four are progressing well. These are Barking & Dagenham, Brent, Harrow and Hillingdon. I understand that Brent and Harrow are likely to achieve Fairtrade Borough status in 2011.

The remaining seven boroughs of Barnet, Bexley, Bromley, Havering, Kensington & Chelsea, Wandsworth and Westminster have not passed council motions in support of becoming a Fairtrade Borough. Wandsworth however has a functioning borough-wide Fairtrade group.

My staff have continued to support the London Fairtrade Steering Group which meets at City Hall, through planning, attending and facilitation of meetings. The Fairtrade London Steering group and the Fairtrade London campaign are actively encouraging those remaining boroughs to adopt Fairtrade status.

In addition The London Food Board's borough food activity map is due to be published in July, which will graphically compare all London boroughs on a range of different food indices, including Fairtrade Borough status, which will help to raise awareness.

## **Mayor's Office for Police & Crime (MOPC) (1)**

**Question No: 1433 / 2011**

[Joanne McCartney](#)

Will you guarantee that the MOPC will ensure full disclosure of all information necessary in order that the London Assembly's Police & Crime Panel can ensure effective scrutiny of the MOPC?

### **Written response from the Mayor**

Yes.

## **Mayor's Office for Police & Crime (MOPC) (2)**

**Question No: 1434 / 2011**

[Joanne McCartney](#)

Are you planning to create an advisory board for the MOPC? If so, how many members will it have, how and when will they be selected?

### **Written response from the Mayor**

It is too early to comment on the organisational structure of the proposed new office. The relevant Bill creating the MOPC is yet to pass through Parliament and amendments are still being debated. It seems sensible for MOPC to have some kind of advisory board, but the precise nature of such a group is yet to be determined.

## **Mayor's Office for Police & Crime (MOPC) (3)**

**Question No: 1435 / 2011**

[Joanne McCartney](#)

In setting up the MOPC, what provision and structures are you considering in order to ensure that there is adequate community engagement? Are you committed to keeping local borough

police consultative groups?

### **Written response from the Mayor**

Community engagement and consultation will be a vital part of what the MOPC does. It is too early to comment on the precise structure of the consultation mechanisms, as the relevant Bill creating the MOPC is yet to pass through Parliament and amendments are still being debated.

## **Victoria Line Disruption**

### **Question No: 1436 / 2011**

[Joanne McCartney](#)

A constituent has written to me outlining his horrendous journey to work on the morning of the 29 March on the Victoria line. He describes long delays and conflicting messages as his driver announced that there were problems with the track in the Euston area, that trains would be moving very slowly and would remain at platforms. He asks that I bring this to your attention and ask you why problems are still ongoing, despite your earlier promises that improvements would be made?

### **Written response from the Mayor**

Officers are drafting a response which will be sent shortly.

Written answer received on 16 June 2011:

On the morning of 29 March, a track circuit (signal) failure in the Euston area caused delays for the Victoria line. When a signal fails, trains have to proceed at very slow speed through the affected area so they are able to stop at short notice if necessary.

The issue on 29 March was in fact with the old signalling on the line, which is being replaced as part of the Victoria line upgrade. The project is on budget, on schedule and due to be delivered in 2012 – capacity will then increase by 21%.

## **Air Quality**

### **Question No: 1437 / 2011**

[Joanne McCartney](#)

Given the European Commission's demand that you revise your air quality strategy and consider short term measures to improve air quality in London, what actions are you taking in respect of each of these demands?

### **Written response from the Mayor**

The European Commission has not required any changes to my Air Quality Strategy, but rather requires the Government to adjust its plan for London by 11 June so that it includes short-term measures to reduce the risk of the PM10 daily limit value being exceeded. We are working with the Government to update their plan so that it includes the many PM10 reduction measures that were included in my Strategy which were not included in the Government's time extension notification to the Commission, as well as details of measures we are now implementing through the Clean Air Fund.

## **Network Rail – Deforestation**

### **Question No: 1438 / 2011**

[Joanne McCartney](#)

I was extremely disappointed with your reply to my question 1109/2011. Although you don't have control over Network Rail, I had hoped you would have agreed to write to Network Rail

and express concerns over their cavalier attitude to local communities when carrying out de-forestation of railway banks. Will you now agree to write to Network Rail and expressing concern and request that they consult appropriately with local communities and local councils when carrying out drastic works such as that undertaken at Grange Park? This is a London wide issue and your input would be greatly appreciated.

#### **Written response from the Mayor**

Officers are drafting a response which will be sent shortly.

Written answer received on 16 June 2011:

I appreciate your concerns and have asked my officers to raise this issue with their counterparts at Network Rail at their next regular meeting.

### **Costs to London Taxpayers of aborted 101 Single Telephone Number project**

#### **Question No: 1439 / 2011**

[Valerie Shawcross](#)

I note from your report that you have consented for a final payment from the GLA of £350,000 and a capital grant of £200,000 to TfL to pay for the 2010-11 costs of the 101 Single Telephone Number for London project. How much funding in total has been paid by the GLA/TfL/MPS/MPA and LDA towards this project between April 2009 and today's date ? Which of your Mayoral advisers and staff has been the most senior person responsible for overseeing the GLA involvement in this project?

#### **Written response from the Mayor**

The case for potential commercial support for Access for London Project is currently being reviewed by TfL. This is likely to be completed by late-May. We will then assess the costs and benefits of the business case in order to make an informed decision on the project's future.

In 2010-11, the project produced a detailed business case including the vision and scope for simplified access to public services. This included a review of relevant services currently provided by GLA Family and London Councils. Strategic partners on the project include GLA Family members MPS, TfL & LFEPA and many London boroughs including Westminster Council, Croydon, Barking & Dagenham and Wandsworth.

BMAC approval was given in October 2010 to proceed after hearing the progress to date from Anthony Browne and Emer Coleman.

Funding has been provided by MD567 and we have also had contributions from Capital Ambition. Costs incurred in 2010-11 was £550,000 for which MD674 was for a transfer to TfL who incurred the project costs.

The advisor leading on the project was Anthony Browne. Kulveer Ranger has now taken charge of my digital agenda.

### **DLR to Dagenham Docks**

#### **Question No: 1440 / 2011**

[John Biggs](#)

Your transport strategy states that TfL will investigate the feasibility of the DLR extension to Dagenham Docks as part of the housing proposals for Barking Riverside. Can you confirm when the study will be made publically available?

### **Written response from the Mayor**

Officers are drafting a response which will be sent shortly.

Written answer received on 16 June 2011:

No new work has been undertaken on the extension since November 2008, as the Government decided not to fund the scheme. Since then TfL has been working with the Government and boroughs to safeguard the scheme and to keep abreast of progress with the Barking Riverside housing development. We will do the detailed work when we know the scheme can be funded.

### **Royal Docks Enterprise Zone**

**Question No: 1441 / 2011**

[John Biggs](#)

Will you consider an extension of the Enterprise Zone into the South of Barking and Dagenham where there is a plentiful supply of employment land and where the stimulation of investment to provide employment would be massively helpful?

### **Written response from the Mayor**

Enterprise Zones are geographically defined areas agreed between the local enterprise partnership and the government. They are subject to boundary limitations and it is therefore impossible to extend the Royal Docks Enterprise Zone to include Barking and Dagenham.

### **Blackfriars Station**

**Question No: 1442 / 2011**

[John Biggs](#)

Why will the reopening of Blackfriars Tube station be delayed by approximately six months under your Mayoralty? Given that this follows the late opening of the DLR extension to Stratford International and the continuing catastrophe of the signalling upgrade on the Jubilee Line should Londoners draw conclusions about your lack of leadership?

### **Written response from the Mayor**

The work to upgrade Blackfriars Tube station is not being undertaken by TfL, but by Network Rail (NR), over which I have no authority.

TfL is in regular dialogue with NR on this matter and our understanding is that NR expects to be able to re-open the station in December 2011.

### **LEZ next phase**

**Question No: 1443 / 2011**

[John Biggs](#)

Given that you agree that roughly 4,500 Londoners die prematurely each year due to poor air quality, by how many would this number decrease once the next phase of the Low Emission Zone has been implemented?

### **Written response from the Mayor**

The next two LEZ phases will commence on 3 January 2012. Larger vans and minibuses will be included in the scheme and must meet the Euro 3 standard for particulate matter (PM) emissions to drive in London without charge (phase 3). In addition, the emissions standard for lorries, buses and coaches will tighten to Euro IV for PM emissions (phase 4).

Health benefits modelling of the LEZ scheme during its development estimated that, from 2005 to 2015, the emissions benefit in London from all four planned phases of the LEZ scheme would lead to 5,200 years of life lost gained.

## **Clean Air**

### **Question No: 1444 / 2011**

[John Biggs](#)

On a like for like basis with similar studies for air pollution episodes in 2003 and 2006, what is your estimate for the number of premature deaths in Greater London during the air pollution episodes that occurred during March and April this year that were attributable to short-term exposure to (a) ozone and (b) dangerous airborne particles (PM10)?

#### **Written response from the Mayor**

I am committed to promoting research into the causes and effects of air pollution in London. In 2010 the GLA published a report into the health impacts of long-term exposure to poor air quality in London. The study concluded that in 2008 PM2.5 pollution contributed to over 4,000 premature deaths in London. That is why the priority of my Air Quality Strategy is to reduce levels of the pollutants that cause most harm to health in London.

I am not intending to undertake a study into the health impacts of short-term exposure to ozone and particulate matter during the air pollution episodes in March and April this year.

## **West Ham United**

### **Question No: 1445 / 2011**

[John Biggs](#)

What risks does the Tottenham Hotspur Judicial Review place to the West Ham United & Newham Council proposals for the Olympic Stadium? Do you recognise that a JR may present a delay of up to 18 months and would this jeopardise the plans?

#### **Written response from the Mayor**

I was advised and believe that my decision that the West Ham and Newham proposal for the Olympic Stadium should be taken forward as the preferred bid was entirely lawful. As the process is subject to litigation it would be inappropriate to comment further at this time.

## **Tottenham Hotspur**

### **Question No: 1446 / 2011**

[John Biggs](#)

What steps are you taking to help Tottenham Hotspur secure a new ground?

#### **Written response from the Mayor**

My role is to ensure regeneration proposals are the best they can be and comply with my London Plan. It is for Tottenham Hotspur FC to resolve issues concerning their securing a new ground.

## **City Airport Policing**

### **Question No: 1447 / 2011**

[John Biggs](#)

When do you anticipate City Airport will start paying towards their policing costs? Will you ensure that regardless of any challenge collection is backdated to April 1st?



### **Written response from the Mayor**

On 4 May 2011, the Metropolitan Police Authority requested that London City Airport pays £172,000 per month to the MPA, as an interim arrangement until the negotiations concerning the new Police Service Agreement are concluded.

This figure represents full cost recovery of non-Counter Terrorism funded policing services. This would be effective from 1 April 2011. A response to the letter has not been received yet.

### **East London Mail Centre**

#### **Question No: 1448 / 2011**

[John Biggs](#)

Will you join me in challenging Royal Mail's proposed mail centre closures in London, including that of the East London Mail Centre, unless and until we are satisfied that the mail service to Londoners will not suffer?

#### **Written response from the Mayor**

I shall write to the Royal Mail seeking assurance that services to Londoners will not suffer as a result of any proposed mail centre closures. Where there is strong evidence to suggest that the mail service to Londoners and London's businesses will suffer as a result I will take forward those concerns directly.

### **Business Confidence**

#### **Question No: 1449 / 2011**

[John Biggs](#)

What lessons do you draw from the recent LCCI survey indicating a serious decline in business confidence in London since the turn of the year? What steps need to be taken to address this?

#### **Written response from the Mayor**

No single survey should be used in isolation, but it shows that I am right to continue to promote, and improve the competitiveness of, London's economy.

### **Open Air Escalators**

#### **Question No: 1450 / 2011**

[John Biggs](#)

Do you share my concern that the open air escalators at Stratford City, as part of the 'land bridge' spanning the station, risk serious repetitive malfunction unless covered? If not, why are you reassured and if so what should be done to address this?

#### **Written response from the Mayor**

Officers are drafting a response which will be sent shortly.

Written response received on 25 May 2011:

I do not share your concern. Open air escalators elsewhere that are designed for open air use, are maintained satisfactorily. I have no reason to doubt that the owners, Westfield, will maintain the escalators at Stratford City.

### **Potential £175m Olympic Air Quality Fine**

#### **Question No: 1451 / 2011**

[John Biggs](#)

Can you comment on this risk, and the steps you are taking to avoid it? Would you consider steps similar to those taken in Beijing? Or alternative steps, and if so what would these be?

**Written response from the Mayor**

Modelling shows that in a normal meteorological year, the measures that are underway in London would allow the capital to be compliant with PM10 limit values in 2011. I am also working with the Government on an action plan to ensure that NO2 limit values are met in London by 2015. I am therefore confident that the IOC will be content that air quality will not present a significant risk to the health of spectators or competitors during next year's Olympic Games and Paralympic Games.

## **NHS Funding Crisis**

**Question No: 1452 / 2011**

[John Biggs](#)

Given your responsibilities in relation to health inequalities in London and anticipating a funding crisis in the autumn for the NHS in London, what steps are you taking to head this off?

**Written response from the Mayor**

I am not accountable for the NHS. The funding challenge is one which was identified by the previous government and addressing it has been made more difficult because of the economic legacy the Coalition Government inherited.

I meet regularly with the Chair & CEO of NHS London to review the NHS role in reducing health inequalities and I expect this to be a key consideration in their strategic and financial planning.

## **University Cull of Courses**

**Question No: 1453 / 2011**

[John Biggs](#)

Are you concerned at the cull of university courses at certain London Universities or does this represent the healthy operation of the market? Will such closures be bad news for London's economy and if so what steps are you taking to address them or encourage others to do so?

**Written response from the Mayor**

As the national funding regime for the higher education sector changes it is expected that there will be an adjustment process as some universities change the number or type of courses they run to better fit market demand.

In most cases this should represent the workings of the market. It is, however, too early to assess what impact this will have on London's economy as these changes are only just materialising.

## **Kettling**

**Question No: 1454 / 2011**

[John Biggs](#)

If kettling is potentially unlawful, why should the Metropolitan Police continue to intend to use it in potentially unlawful situations?

**Written response from the Mayor**

Almost anything is potentially unlawful. We can only concern ourselves with what is lawful and what is unlawful. And until the various proceedings in court reach a conclusion, the practice of

kettling remains a lawful technique for the police to use in a very limited set of circumstances, to avoid violence and damage to property.

## **Street Party Ambassador**

**Question No: 1455 / 2011**

[John Biggs](#)

How many events has your ambassador attended in this role since her appointment? Or was her 'appointment' simply a photo-opportunity?

### **Written response from the Mayor**

Barbara Windsor has made three visits to date in her capacity as the Mayor's Street Party Ambassador to promote street parties for the Royal Wedding and Big Lunch.

These visits were to the Hollybush and Teesdale Estate in Bethnal Green on 9 March, Fieldway community centre in Croydon on 24 March, as well as Glentworth Street in Marylebone for her local street party for the Royal Wedding celebrations on 29 April.

In addition Barbara Windsor will be doing two more visits in the next month in her role as Street Party Ambassador.

## **Renwick Road potential C2C station**

**Question No: 1456 / 2011**

[John Biggs](#)

Do you support the idea of exploring once again the potential for a new station at Renwick Road, in Barking, to improve transport access to new housing in the area in advance of a potential DLR link? It has previously been argued that only one new station, at Beam Reach, could be added on the line, in preference to Renwick Road. Would you agree also to recommend re-examining this decision - and the potential that two new stations could ultimately, be provided?

### **Written response from the Mayor**

Transport for London is not responsible for the London, Tilbury and Southend (c2c) rail corridor; the franchise is managed by the Department for Transport.

Any decision to develop an additional station would have to be supported by Network Rail and be capable of attracting third party funding.

The principle of an additional station or stations on this line to support new development is a sound one, subject to having a positive business case, being acceptable to the rail authorities and attracting sufficient third party funding.

## **LDA/HCA**

**Question No: 1457 / 2011**

[John Biggs](#)

How many staff/posts will transfer to City Hall from the LDA in the coming year? How many will transfer to City Hall from the London HCA?

### **Written response from the Mayor**

Officers are drafting a response which will be sent shortly.

Written response received on 25 May 2011:

There were 8 LDA staff/posts that transferred at the beginning of May. We expect 31 staff/posts to move over in early July, with around 30 staff/posts transferring over to the GLA once the LDA closes in March 2012. In all we are anticipating around 70 staff/posts to transfer between LDA and GLA this year.

Currently we expect about 45 staff/posts to transfer to the GLA from the HCA. The numbers here are currently approximations as exact organisational arrangements and resource needs are under review.

## LDA/HCA 2

### Question No: 1458 / 2011

John Biggs

What is the LDA/GLA budget in 2011/12 for LDA activities? What is the HCA London budget for 2011/12?

#### Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Written response received on 27 May 2011:

As part of the transfer of responsibility for economic development from the LDA to the GLA, some programmes will be funded and run by the GLA from 2011/12. For this reason, analysis of economic development project funding in London needs to look at the GLA and LDA's combined budgets from 2011/12.

The split between LDA and GLA budgets for 2011/12 in the attached table is only indicative at this stage. As projects are transferred to the GLA from the LDA their associated budgets will transfer as well.

The HCA London Business Plan is still being finalised, following approval of the HCA budget by DCLG on 21 April. The indicative programme budget for 2011-12 (excluding Decent Homes funding) is approximately £760m and is subject to change. The London allocation of the Decent Homes funding is decided by Ministers, acting upon HCA recommendations.

2011-12 indicative budget			
			£m
<b>Funding</b>			
LDA			63 <sup>2</sup>
GLA			56
Other sources <sup>1</sup>			9
<b>Total programme funding</b>			<b>128</b>
<b>Expenditure</b>			
<u>Old categories</u>			
Regeneration			
Climate change			
Sustained employment			
Business support			
International promotion			
Olympics legacy			
<u>New categories</u>	<b>LDA</b>	<b>GLA</b>	<b>Total</b>
Regeneration	27	20	47
Climate change	8	2	10

Skills and employment	6	1	7
Youth and volunteering	7	-	7
Business support	6	-	6
International promotion	1	19	20
Olympic legacy	22	10	32
<i>rounding differences</i>		-1	-1
<b>Total</b>	<b>77</b>	<b>51</b>	
<b>Total expenditure</b>			<b>128</b>
<b>Notes:</b> <sup>1</sup> Other sources is funding given to the GLA by the DCMS. <sup>2</sup> This includes transitional revenue of approximately £12m which may be carried forward to 2012/13 and hence the actual split between LDA and GLA funding may change. Figures do not include £4 million of slippage from the LDA 2010-11 programme.			

## Olympics Cycling Legacy

### Question No: 1459 / 2011

[John Biggs](#)

Will you personally investigate the adequacy of the proposed legacy cycling facility? It is a wide view of users and supporters that a track is being provided which is not suitable for its purpose and that this is being driven more by the property development opportunities than the needs of cyclists for a fit legacy use.

### Written response from the Mayor

The OPLC's alternative Velopark proposal seeks to deliver a cycling legacy with a like for like cycle circuit whilst also significantly improving the coherence and integrity of the northern parkland, and access to, and through, the north park for a wide range of Park users. It has received strong support from London Borough of Hackney and CABE.

The scheme is subject to normal planning processes and will be determined by the ODA's Planning Committee. They will consider the concerns of users when they assess whether the scheme is acceptable in its revised form.

## **Cycle Superhighway (CS2)**

**Question No: 1460 / 2011**

[John Biggs](#)

Further to your answer to MQ 1072/2011 can you inform me if the LB of Newham will lose any funding as a result of the delay in implementation the CS2 from Aldgate to Ilford. If so, can you quantify what they lose from the implementation budget and how much from cycle training?

### **Written response from the Mayor**

If Barclays Cycle Superhighway Route 2 had continued to Ilford, the London Borough of Newham would have been given the opportunity to bid for up to a further £20,000 of cycle training funding. Newham would have also been able to bid for up to around £100,000 for residential and estate cycle parking, and around £5,000 for bicycle safety checks. In addition there would have been the value of the infrastructure improvements brought about by the introduction of the Cycle Superhighway itself.

## **The Olympic Stadium**

**Question No: 1461 / 2011**

[John Biggs](#)

A Londoner has contacted me and asked me to raise the following issue with you. As taxpayers, mostly funded the Olympic Stadium with Londoners bearing the greater share, his would imply that the Stadium therefore belongs to the people who financed it. Why, then, was there no "consultation" on the sale - or otherwise - of the Stadium, and should we not be compensated from the proceeds of the sale? In addition, we were told that the Stadium would be a "legacy" to the nation. Once sold to a Football club it ceases to be a legacy. Your views on this, please.

### **Written response from the Mayor**

The Stadium is not being sold but will be leased to the successful bidder on terms which will provide the best overall legacy solution. However, as the process is subject to litigation it would be inappropriate to comment further at this time.

## **The Big Society**

**Question No: 1462 / 2011**

[John Biggs](#)

My constituents who work in the Voluntary Sector found your response to 1071/2011 was inadequate. Can you tell me what exactly is the "significant GLA funding that already supports voluntary sector work in areas such as sport and culture". Are you able to quantify the figures involved?

### **Written response from the Mayor**

There are thousands of voluntary groups and charities in London and thousands of individuals offering their time for free. We support these organisations and individuals, through the type of direct funding listed here and by offering a wealth of in-kind support on a daily basis. Through our work we also facilitate and challenge the private sector to do the same

During 2010/11 through our sports programme we calculate that we have committed £2,423,606 to the voluntary sector via the three main strands and £171,600 via the Freesports small grants programme.

The total funding for the voluntary sector, from the culture budget in £2010/11 is £166,000. We also directly fund a range of cultural events across the city. We calculate that the total

amount of the funding in place is £450,000. This is on top of the in-kind support we give to these events.

As you know from my answer to 1071/2011 I have also recently launched Team London, pledging over £4million of support for volunteering activity in London. We are currently in the process of seeking partners, including those from the voluntary sector, to help us utilise this funding to deliver high impact volunteering activities that will improve quality of life, provide youth opportunities and cut crime.

## **Bow Flyover**

**Question No: 1463 / 2011**

[John Biggs](#)

What progress has been made to provide safe pedestrian crossings at the Bow Flyover/roundabout on the A12?

### **Written response from the Mayor**

TfL has spent substantial effort looking at options for pedestrians crossings in this location and modelling various possible solutions. TfL have been unable so far to find an immediate solution for providing controlled at-grade pedestrian crossings at Bow Roundabout that does not push the junction over capacity and introduce significant delays to traffic. The feasibility of providing pedestrian crossings at the roundabout will continue to be investigated for the future. In the shorter term, TfL is providing on-highway facilities for cyclists at the roundabout, as part of Barclays Cycle Superhighway Route 2, and proposing to improve the urban realm in partnership with LB Tower Hamlets.

## **Blue Cycle Lanes**

**Question No: 1464 / 2011**

[John Biggs](#)

Thank you for your written answer to MQ1148/2011. I continue to be told of cyclists' concerns about some of the blue surfaces becoming slippery when wet. Are you confident that they are not an accident risk?

### **Written response from the Mayor**

TfL will continue to investigate isolated incidents where cyclists feel that the blue surfacing has been responsible for accidents. Officers will be happy to investigate any such reports that you have received. However, we do believe that the blue surfacing provides an excellent surface for cyclists in both the dry and wet.

## **Active Travel (1)**

**Question No: 1465 / 2011**

[John Biggs](#)

What is the budget of the London 2012 Active Travel Programme?

### **Written response from the Mayor**

TfL is working with partners to deliver the 2012 Active Travel Programme. The ODA holds a budget of £400,000 which is specifically allocated to the promotion of walking and cycling during Games time, with legacy aspirations. In the lead up to the Games, the Active Travel Programme will aim to maximise the benefits to promote walking and cycling of existing parallel programmes, including: 2012 Travel Demand Management, the Mayor's Cycling Revolution, programmes to promote walking, and the walking and cycling route enhancements.

## **Active Travel (2)**

**Question No: 1466 / 2011**

[John Biggs](#)

When will delivery of the 8 walking and cycling routes to the Olympic park be complete?

### **Written response from the Mayor**

All eight routes will be substantially complete by the end of May 2011. This means that all routes will be open at this time, though there are a small number of outstanding schemes which will be completed in August, for example the new footbridge over the River Lee near the A11 Bow flyover.

## **Active Travel (3)**

**Question No: 1467 / 2011**

[John Biggs](#)

Will you be investing in joining-up links from London communities to the 8 routes so that people choosing to walk and cycle to the games are able to do so from their front door?

### **Written response from the Mayor**

The eight Olympic Cycling and Walking routes extend into local residential areas where conditions on most roads should be suitable for cycling. The routes also link with the existing cycle network and advisory cycling routes which are shown on the TfL Cycle Guide maps. If boroughs consider that local areas need improved conditions for cycling they can implement schemes using the funding they receive from TfL for their Local Implementation Plans.

## **Active Travel (4)**

**Question No: 1468 / 2011**

[John Biggs](#)

Given that a travelcard is included in the price of a ticket to the Games, do you think alternative modes such as walking and cycling to the Games will be discentivised?

### **Written response from the Mayor**

The introduction of a day travelcard for spectators is critical in encouraging travellers to access their chosen venue using public transport. Cycling and walking to venues will also be strongly promoted through the London 2012 Active Travel Programme, and the benefits of doing so will be promoted. This will highlight the opportunity when walking and cycling to enjoy the atmosphere of the city; to avoid congested public transport routes; and to enjoy the health benefits. The investment in new Olympic walking and cycling routes around the Olympic Park, the provision of way finding and walking maps, as well as cycle parking at venues will further enhance the opportunity for spectators to walk and cycle to the Games.

## **Active Travel (5)**

**Question No: 1469 / 2011**

[John Biggs](#)

Of the 2 million people you aim to get more physically active as a result of the Games, is there a proportion you expect will be doing so through walking and cycling for their everyday journeys? And if so, what is it?

### **Written response from the Mayor**



I believe you are referring to the target set out in June 2008 by the Department of Culture, Media and Sport, to ensure two million people in the UK are more physically active as a result of the 2012 Games. London is well placed through our current walking and cycling programmes and the 2012 Active Travel programme to promote this goal as part of people's everyday journeys before, during and after the Games. I intend these programmes to contribute in delivering increases to cycling and walking as set out in my Transport Strategy.

## **London Living Wage**

**Question No: 1470 / 2011**

[John Biggs](#)

What are your thoughts on cleaners working for the Royal family asking for a pay increase from £6.45ph to the level of the London living Wage, £7.85?

### **Written response from the Mayor**

Clearly it is for the Royal Household to speak for themselves on questions about their own employment practices. I am on record as being a strong supporter of the London Living Wage and I encourage all London employers to explore the strong case for implementing this for all of their staff.

## **Inclusive London**

**Question No: 1471 / 2011**

[John Biggs](#)

Why does [www.inclusivelondon.com](http://www.inclusivelondon.com) not provide details of what tube/railway stations are wheelchair accessible on the front page?

### **Written response from the Mayor**

I am not convinced that a list of accessible stations would help in the detailed planning of an individual's trip to one of the 20,000 accessible destinations included on the inclusive London website. This is why we have provided a direct link to the TfL journey planner on the result pages so that bespoke accessible journeys can be planned for the desired trip in question.

## **School Sports**

**Question No: 1472 / 2011**

[John Biggs](#)

Do you agree that each of your Academy Schools should hold a sports day, in which children of all abilities can take part?

### **Written response from the Mayor**

Both of my academies hold annual Sports Days. These enable all students to participate in a wide range of athletic events, with an inter-college competition providing competitive and leadership opportunities for these young people.

All students (unless taking public examinations) attend and take part in this successful event which also serves as the trials for the Borough Inter-School Athletic Championship.

This year's events will take place in May and June.

## **Step Free Access**

**Question No: 1473 / 2011**

[John Biggs](#)

Only 23% of London underground stations have step free access. How do you think this lack of access will affect the ability of Londoners to access the venues for the Olympic Games?

### **Written response from the Mayor**

The delivery of step-free access has been carefully targeted to support the delivery of accessible Olympic transport, giving visitors to the Games the best possible access within current funding constraints.

62 stations on the London Underground (LU) network are now step-free which includes those of key importance for the Olympic and Paralympic Games such as Stratford, West Ham, King's Cross St. Pancras, the Heathrow terminals and Southfields. Three more will be delivered before the Olympics: Blackfriars, Farringdon and Green Park, which has been prioritised as the key hub station for accessible transport linked to the Olympic access plan.

## **Blackwall tunnel tidal flow**

**Question No: 1474 / 2011**

[John Biggs](#)

Further to your answer to Val Shawcross in MQ 444 / 2011, can you explain why smoke/fumes ventilation doesn't affect two-way working in the Rotherhithe tunnel but does in Blackwall tunnel?

### **Written response from the Mayor**

The characteristics of Rotherhithe Tunnel differ from those of Blackwall and TfL has undertaken stringent assessments of both tunnels to ensure potential risks are removed, or minimised as far as reasonably practicable, to protect both the travelling public and to ensure the continued operation of the tunnels themselves.

The risks associated with two way traffic in Rotherhithe are considered to be lower than in the Blackwall Tunnel for the following reasons:

- Rotherhithe Tunnel accommodates significantly less traffic than Blackwall Tunnel. Two-way flow in Rotherhithe is on average 33,000 vehicles a day compared with 100,000 a day in Blackwall Tunnels.
- The traffic speed in Rotherhithe Tunnel is 20mph and 30 mph in Blackwall (the layout at Rotherhithe discourages speeds above 20mph).
- Heavy Goods Vehicles (HGVs) are prevented from using Rotherhithe Tunnel (by width control gates) but can use Blackwall. The intensity of the heat and smoke generated by a fire involving an HGV could be up to 20 times greater than that involving a car.
- The approach roads to Rotherhithe are designed for two way flow whereas implementing two way flow at Blackwall involves complex traffic management arrangements that bring additional risks.

For these reasons, the risks associated with two way traffic in Rotherhithe are deemed to be considerably lower than in the Blackwall Southbound bore. The risks associated with two way flow at Rotherhithe are considered acceptable and there are no plans to discontinue this operation.

## **Travel during the Olympics.**

**Question No: 1475 / 2011**

[John Biggs](#)

A member of the Government has said, "It is crazy that we all travel on the same train on the same day at the same time. We should be able to spread the peak across different times...workers could delay travel to the office until mid-morning, when journey times are likely to be reduced, and work from the office only when necessary before leaving at a convenient time." I would appreciate your thoughts on this statement as it seems to me that people who work in shops or in manual jobs will not be able to come to work mid-morning and such flexi-working will not apply to all Londoners.

### **Written response from the Mayor**

You are absolutely right that managing demand on the transport network and influencing behaviour to enable all who will use the network during the 2012 Games to reach their destinations on time, is complex and challenging.

I agree flexible working is not a viable option for all businesses and their employees. However, re-timing or reducing the need to travel, for example through flexible and home working by those who can, is an important component of the Olympic travel demand management programme.

TfL seeks to provide options and information for Londoners to help them plan their journey through travel demand management schemes, off-peak fares and Journey Planner.

## **Blackfriars Bridge Crossing (1)**

**Question No: 1476 / 2011**

[John Biggs](#)

The proposed changes to the Blackfriars Bridge junction have been formulated by TfL using data on cycling from 2007. Will you commit TfL to use data that is no more than 12 months old when modelling traffic flow?

### **Written response from the Mayor**

Officers are drafting a response which will be sent shortly.

Written answer received on 16 June 2011:

Wherever possible TfL uses the most recent flow data available. However, some schemes require slightly older flows to be used. For the scheme at Blackfriars station, detailed traffic surveys conducted in 2007 have been used and whilst TfL would have preferred to use more recent flow data this was not possible due the construction of the temporary highway layout to accommodate construction working. Flows at this junction currently are therefore not reflective of normal flow at the locations.

It is worth pointing out that by far the most significant flow at this junction will be pedestrians – 10,000 per hour at the peak – and this was the dominant consideration in designing the junction.

## **Blackfriars Bridge Crossing (2)**

**Question No: 1477 / 2011**

[John Biggs](#)

Will you re-open the public consultation on the changes to the junction once up-to-date traffic flow figures have been produced by TfL?

## **Written response from the Mayor**

Officers are drafting a response which will be sent shortly.

Written response provided on 24 May 2011:

TfL received around 560 responses to its engagement on the proposed changes to Blackfriars junction. The engagement demonstrated very clearly what concerns cyclists and other road users had, and for this reason I do not believe that there will be any benefit in re-engaging. Of course we will be monitoring the impact of the scheme closely once it has been put in place and if any changes are necessary we will make them.

## **Victims of Crime**

### **Question No: 1478 / 2011**

[John Biggs](#)

I am sure that Londoners will see the offer of free Olympic tickets for the family members of those killed in the London bombings as rightly generous but I have been asked by a Londoner who was the victim of a terrible and life-changing, crime what signal this gives to other victims of crime in London. Is there a risk that by publicly signaling our compassion for a high profile group in this way we risk marginalising the wider concerns of victims, many of whom have suffered great trauma too. The correspondent wrote:

"I have every sympathy with 7/7 victims but I do not understand why they are given so much extra support and help than any other victim of crime. All crime victims should be treated equally.

In February 2005 I applied to CICA for compensation for an attempted rape. It took 18 months for CICA to deal with my claim, with necessary intervention on my part because they addressed enquiries to Scotland Yard rather than the case officers etc. During the last six months of my claim, the awful atrocity on 7/7 occurred. Within weeks, victims of 7/7 were getting interim payments (not done for any other victims, irrespective of how serious the offence/injuries) and had their claims handled and settled within months.

Now, they are to get free Olympic tickets. I am a Londoner and as such pay the sub for the Olympics, through Council Tax but get no preferential treatment for the allocation of Olympic tickets, let alone free ones."

Can you respond to this particular message but also highlight the priority your policies give to the protection of and advocacy for victims of crime?

## **Written response from the Mayor**

Our successful Olympic and Paralympic bid will, sadly, always be connected in my mind and the minds of Londoners to the atrocities that occurred in our city the very next day. The former Mayor rightfully made a commitment to honour those who were seriously injured and those who lost their lives in the events of July 7<sup>th</sup> during the Olympic Games. Providing tickets to those that suffered is a small gesture but one that I feel incredibly strongly about.

I have prioritised policies to assist victims of serious youth violence and to combat all forms of violence against women and girls. My Time for Action strategy aims to tackle serious youth violence by equipping young people for the future in order to prevent and reduce the propensity to violence. It is intended to address the complex long-term root causes of teenage violence by improving opportunities for young people.

The main focus of the violence against women programme is to prevent violence and provide better support for victims. The new Rape Crisis Centres across London are an example of just that.

## **Heliport**

**Question No: 1479 / 2011**

[John Biggs](#)

Will you confirm that you will support East London residents in opposing the latest proposal for a floating heliport in the Thames? And that you will oppose any such application in London unless it is strongly supported by its local community and those who would be overflowed?

In so doing your officers will be aware that this is a proposal which appears, in one form or another, every few years. Given that there is clearly a demand for further helicopter landings in London, how do you think this should be best dealt with?

### **Written response from the Mayor**

Officers are drafting a response which will be sent shortly.

Written response received on 25 May 2011:

Although I would obviously have to consider any planning application for a heliport on its merits, the draft replacement London Plan sets a clear policy direction. Policy 6.6 E of the draft Plan states that: "Development proposals for heliports should be resisted, other than for emergency services." This is supported by paragraph 6.26: "The noise impacts from helicopters can be considerable in an urban environment like London, where there are few locations where a heliport could be located without having major impacts on residents. Accordingly, proposals for new heliports should be resisted." I am considering recommendations by the Panel that conducted the examination in public of the draft Plan regarding this policy, and I will announce my conclusions in due course.

I remain to be convinced that there is sufficient demand for further helicopter movements in London to justify a new heliport. The current version of the London Plan leaves open consideration of the need and practicality of identifying sites in east London for an additional heliport to support London's economy (Policy 3C.7), and to the best of my knowledge no proposal backed by robust evidence of need has been brought forward.

## **Croydon Tramlink – Crystal Palace Extension**

**Question No: 1480 / 2011**

[Valerie Shawcross](#)

A Croydon resident has asked that the following question be put to you:

'Before the last election, Mr. Johnson talked down the then planned extension. Last week, he came to Croydon, leapt on a tram and said that the Crystal Palace extension met his approval and would go ahead. The latest document published by Transport for London makes no mention of it.

Is the Mayor correct and going to override TfL or is he just hunting for votes?'

### **Written response from the Mayor**

I am supportive of potential extensions to the very popular Tramlink system. To this end, the Mayor's Transport Strategy published in May 2010 states (in proposal 16, page 130) that 'the Mayor will review potential extensions of the system'.

An extension to Crystal Palace is something that is currently being investigated as part of a wider long term strategy for enhancing Tramlink in outer London.

## **Problems with the Barclays Cycle Hire Scheme**

**Question No: 1481 / 2011**

[Valerie Shawcross](#)

A Londoner has asked me to put the following question to you:

‘Can the Mayor please tell us how many cycles fail to be released due to system failures? If the technology supplier is meeting its service level agreement, can the Mayor tell us whether he is concerned about the dreadful service offered by a scheme with which he has so closely personally associated himself? If the supplier is not meeting its agreements then what are his plans to manage an improvement to this situation?’

**Written response from the Mayor**

The Barclays Cycle Hire system does not record the number of cycles which fail to be released due to system failures. However, since the scheme began in July of last year, Transport for London has issued 839 refunds to customers who have had this experience. While I am indeed sorry people have been unable to hire a bike on these occasions, in the context of over more than 4.3 million journeys taken, I believe this represents a good level of service.

TfL enforces a strict performance regime with Serco, the service provider for Barclays Cycle Hire, and where Serco’s performance falls short of these measures, financial penalties are applied. These penalties apply across the range of services provided by Serco, including the technology underlying the scheme performance.

**Cycling in London****Question No: 1482 / 2011**

[Valerie Shawcross](#)

Further to your response to my question number 1022/2011 please could you answer the following question:

‘Table 2 of the TfL Business Plan sets out the Quality of Life key performance indicators in which the TfL road network cycling index is projected to increase from 262 in 2011/12 to 305 in 2014/15, representing a 5% increase year on year. Previously the Mayor stated that he was anticipating - “boosting cycling in London by 10 per cent a year” (People’s Question Time, 2nd November, 2010).

Can you confirm that you still expect to boost cycling in London by 10% a year? Can you please detail how and when TfL will measure this 10% growth rate.’

**Written response from the Mayor**

My target is to increase the number of cycle trips by 400% by 2026 compared to 2001 levels. TfL reports progress towards this target on an annual basis in the Travel in London report. Travel in London 3 was published in December 2010 and estimates that cycling across London has increased by 61% since 2001 and increased by 5% between 2008 and 2009. These estimates are based on counts of cyclists on the road network, expressed in terms of total cycle kilometres travelled, from which aggregate numbers of cycle journey stages and trips are derived using data from the London Travel Demand Survey.

**Safety Measures for Cyclists****Question No: 1483 / 2011**

[Valerie Shawcross](#)

A Londoner has asked me to put the following question to you:

‘The number of bicycle casualties occurring on the Thames Crossings has continued to rise under this administration. Can the Mayor please provide an update on its work with the DfT on performance led innovation at traffic signals? Does the Mayor feel that an advanced green phase for cyclists on the Thames Bridges would provide a safer environment for those crossing

the river, for example by giving cyclists the time needed to cross several lanes of traffic?’

### **Written response from the Mayor**

Officers are drafting a response which will be sent shortly.

Written answer received on 16 June 2011:

While the overall number of collisions resulting in an injury to a cyclist on London’s bridges has risen slightly over the last three years the proportion of these collisions resulting in serious injury to cyclists has fallen from 19% in 2008 to 13% in 2010.

Performance Led Innovation at Traffic Signals (PLlaTS) is an ongoing programme of works to ensure efforts to improve the network are performance focussed and co-ordinated, involving both the Department for Transport (DfT) and Highways Agency (HA). However this does not include testing of the provision of an advanced green phase for cyclists as it is not permitted under the current Traffic Signs Regulations and General Directions (TSRGD) 2002, either as a permanent feature or on a temporary experimental basis to allow for a trial. The DfT is however currently reviewing the TSRGD and TfL is feeding in to this review.

## **Cycling on London’s Bridges**

### **Question No: 1484 / 2011**

[Valerie Shawcross](#)

Further to your answer to my question 1025/2011, my constituent who originally raised this issue with me has asked the following further question:

‘This does not answer the question. TfL uses sophisticated modelling techniques to predict the number of motor vehicles crossing the Thames in future years. Are TfL able to provide a forecast for the number of cyclists crossing the Thames in these years, specifically for the AM peak period?’

### **Written response from the Mayor**

Officers are drafting a response which will be sent shortly.

Written answer received on 16 June 2011:

Due to historically low levels of cycling and less emphasis on cycling, TfL’s historical data on cycling is not as detailed or robust as it is for other forms of transport. As a result, detailed forecasting of specific flows is not possible at the moment although of course a best estimate is made.

TfL is working actively to improve this situation so that the type of detailed modelling your constituent describes becomes possible.

## **TfL Board Allowances**

### **Question No: 1485 / 2011**

[Valerie Shawcross](#)

Please publish a breakdown of the pay and allowances for each member of the TfL Board for the current financial year.

### **Written response from the Mayor**

The remuneration of TfL’s Board members is as outlined in the Annual Report. With effect from 1 August 2004, the basic fee was £18,000 per annum. Members who act as Chair, or as a member of a committee or panel, receive additional fees of £4,000 per annum (as a Chair) and £2,000 per annum (as a Member) for each appointment. The maximum payment in aggregate is

£24,000 per annum, except for the position of Deputy Chairman. The annual fee was payable at the rate of £60,000 per annum. The amount paid to the Deputy Chairman was increased in April 2011 to £115,000 reflecting an increase in his workload from two days to four days a week.

No allowances are paid to Members, although expenses can be claimed.

## Tube complaints

### Question No: 1486 / 2011

[Valerie Shawcross](#)

Please advise how many complaints were received about London Underground services – by line and in total – for the latest available reporting periods.

### Written response from the Mayor

The number of complaints received during period 13 (6 March to 31 March) and period 1 (1 April to 30 April) are detailed below.

Line	Complaints
Non line specific	726
Bakerloo Line	38
Central Line	107
Circle Line	21
District Line	127
Hammersmith & City	30
Jubilee Line	163
Metropolitan Line	69
Northern Line	87
Piccadilly Line	122
Victoria Line	171
Waterloo and City	5
<b>P13 Total</b>	<b>1,666</b>

Line	Complaints
Non line specific	741
Bakerloo Line	41
Central Line	132
Circle Line	24
District Line	151
Hammersmith & City	20
Jubilee Line	312
Metropolitan Line	49
Northern Line	99
Piccadilly Line	100
Victoria Line	98
Waterloo and City	1
<b>P1 Total</b>	<b>1,768</b>

During Period 13 London Underground (LU) carried 83.5 million passengers. Therefore there were 2.0 complaints for every 100,000 journeys. This figure compares with an average of 66 complaints per 100,000 journeys on National Rail, according to the latest data available from the Office of the Rail Regulator (Q3, 2010/11).



Journey data for period 1 is not yet available.

## Bus complaints

### Question No: 1487 / 2011

[Valerie Shawcross](#)

Please list the ten most complained about bus routes in London for the latest available reporting period.

#### Written response from the Mayor

The table below shows the routes with the highest number of complaints received during April 2011. Clearly bus routes which are used by a greater number of passengers will be subject to more complaints than routes used by fewer passengers. TfL monitors feedback and takes appropriate actions with operators and others. For example the most common cause of delays is roadworks: TfL works with operators and others to ensure that the appropriate means are in place to mitigate this disruption.

bus route	complaints	complaints per ten thousand passenger journeys
49	26	0.61
73	26	0.20
19	21	0.34
140	20	0.24
25	20	0.11
C2	19	0.55
W3	18	0.29
X68	18	6.02
188	17	0.30
29	17	0.15
38	17	0.16
94	17	0.21

## Bus complaints 2

### Question No: 1488 / 2011

[Valerie Shawcross](#)

Which are the ten most complained about bus routes in terms of a) overcrowding, b) unreliability and c) in general. Please give details for the most recently available reporting period.

#### Written response from the Mayor

Please refer to my answer to 1487/2011 for a list of the routes where the most complaints were received during April 2011 (item c). Assigning complaints to individual causes (items a and b) is a matter of judgment as there are often overlapping causes for the matter which prompted the complaint. TfL will contact your office to discuss the most helpful way of taking your query forward. As you know TfL monitors feedback closely to ensure that most appropriate actions are being taken in each case.

## Tramlink accidents

### Question No: 1489 / 2011

[Valerie Shawcross](#)

Please give a breakdown of the numbers of accidents involving a) pedestrians and b) other vehicles for each of the previous five years.

#### Written response from the Mayor

	2006/7	2007/8	2008/9	2009/10	2010/11
Pedestrians	12	15	9	5	11
Cyclist	0	1	3	0	1
Vehicle	19	22	18	12	17
Total	31	38	30	17	29

These figures include all incidents reported, irrespective of their severity, including incidents where there was no personal injury.

## P12 bus

### Question No: 1490 / 2011

[Valerie Shawcross](#)

I continue to receive complaints about overcrowding on this route, which uses small single door vehicles. This is a particular problem at the beginning and end of the school day. TfL are aware of the issues. Please give an update on a possible proposal to introduce larger two-door vehicles on this route?

#### Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Written answer received on 16 June 2011:

As you say, TfL is aware of this issue and is already planning a route test to see if longer buses, with a capacity of 55 passengers and two doors, can operate satisfactorily on the route. If this is successful, the larger vehicles would be introduced from October 2011.

## HS2

### Question No: 1491 / 2011

[Valerie Shawcross](#)

Are TfL engaged in any discussions with Network Rail/DfT on the possibility of HS2 being extended further south to a terminus at Waterloo and connecting with Tottenham Court Road Crossrail via a cross London tunnel. Would this be a proposal TfL would consider?

#### **Written response from the Mayor**

Officers are drafting a response which will be sent shortly.

Written response provided on 24 May 2011:

TfL has been working closely with HS2 Ltd on their plans for a high speed line connecting London with the Midlands and North of England. This has focused on a number of specific issues affecting London including the dispersal of high speed rail passengers and has identified a set of specific measures that would have to be incorporated within the current HS2 proposals for it to be acceptable.

Prior to HS2 proposals being formalised, TfL had looked at a range of possible termini for a new high speed link to the north. It considers Euston offers the best potential. We are not aware of any work being undertaken by Network Rail or DfT on an alternative alignment serving Waterloo. On the face of it, a tunnel for high speed trains connecting Tottenham Court Road with Waterloo would be a major engineering challenge and a major expense, requiring extensive tunnelling and construction works across huge swathes of central London. In addition, this would require additional platform capacity at Waterloo.

## **Ryanair views on Thames Estuary Airport**

### Question No: 1492 / 2011

[Valerie Shawcross](#)

The BBC report that Michael O'Leary, Chief Executive of Ryanair has described your proposals for a new hub airport in the Thames Estuary as 'absolutely nuts'. What is your response?

#### **Written response from the Mayor**

Ryanair's business model is to provide cheap fares for 'point to point' short haul journeys and to maintain the necessary low cost base they typically use smaller airports in dispersed locations. Low cost carriers have delivered benefits to consumers in recent years with this model. However other sectors of the industry which support more economically vital functions have suffered far more from the acute shortage of capacity which exists at our existing hub airport (Heathrow) because they are more dependent on being part of a network of services which operate from a hub airport.

Having a hub airport allows London to maintain a global network of direct long haul routes supported by excellent short haul routes. A hub's ability to consolidate demand means a bigger network of routes with more attractive frequencies can be supported. In the future it will be more difficult to maintain such a network since the number of cities involved in the global economy is expected to grow. In China alone there will be at least ten 'mega cities' of over ten million people by 2025. However Heathrow is already struggling to perform its hub role and is operating at 99 per cent capacity. In the coming decades the UK economy will suffer if a new, bigger, more efficient airport is not provided.

## **DLR extensions**

**Question No: 1493 / 2011**

[Valerie Shawcross](#)

My attention has been drawn to some very interesting maps on the DLR section of the TfL website which show potential extensions southwards from Lewisham to Catford and Forest Hill and even westwards to Victoria and north to St Pancras. What funds have been allocated to developing these proposals so far and how much funding do you intend to allocate in total? When do you envisage these proposals being included in the TfL Business Plan?

### **Written response from the Mayor**

The proposals for potential DLR extensions are included in the November 2010 Sub Regional Transport Plans and support the policies in my Transport Strategy. In accordance with the MTS, Transport for London is constantly planning for future development of the transport network to accommodate the Capital's continuing growth and needs.

These extensions are aspirations, albeit with strong business cases, but there is currently no funding available.

## **Thames Cable Car**

**Question No: 1494 / 2011**

[Valerie Shawcross](#)

Please provide an update on the timescales for the installation and completion of the Thames cable car? Are you confident that it will be completed by the Olympics?

### **Written response from the Mayor**

It has always been an aspiration to deliver the cable car by the Olympics, but this is not a 2012 Transport delivery commitment and I am not making any promises that it will be open in time for the Games.

TfL is working to very tight timescales for what is a unique and challenging project. To open the cable car in time for the Olympics will be a bonus but will not be essential for moving spectators during the Games period.

## **Thames Cable Car 2**

**Question No: 1495 / 2011**

[Valerie Shawcross](#)

Please provide an update on how much TfL have spent thus far on developing the cable car. How much money is likely to be spent by a) TfL and b) other sources, by the time the cable car is up and running?

### **Written response from the Mayor**

£2.9m has been spent on areas such as technical and advisor costs associated with securing planning, undertaking design work, procurement of the contractor and legal advice. TfL is forecasting to spend around £54m over the next two years. This includes construction, land and delivery costs.

TfL is seeking to recover as much of this cost as possible from a commercial sponsorship arrangement and funding from the European Regional Development Fund.

## **Thames Cable Car 3**

**Question No: 1496 / 2011**

[Valerie Shawcross](#)

What were the criteria used when selecting the route and termini for the cable car? What were the reasons for choosing the Greenwich peninsula and Excel? Which other routes were considered/shortlisted and why were they rejected?

### **Written response from the Mayor**

As part of TfL's review of river crossing issues, the Greenwich Peninsula was highlighted as an area which is growing rapidly, with significant numbers of new residents and employees in the area with much development still to come, but which is surrounded by the Thames on three sides and is highly dependent on a single station and railway line.

A cable car solution was identified as offering a new river crossing from the Greenwich peninsula to the northern side of the Thames at a significantly lower cost than a footbridge. Bridge and ferry options have to contend with poor walking routes from the riverbank to the destinations on the northern side, while a cable car can take passengers across the industrial zones to areas closer to the DLR or other destinations on the northern side.

By linking the peninsula with the ExCeL area, there are added benefits of linking two major visitor attractions which should help tourism and therefore employment in these Opportunity Areas, and with a short walk at the northern end it will also link the peninsula with Crossrail from 2018.

Other route options considered included routes towards Canary Wharf and East India, but these did not prove practicable due to the presence of existing or proposed developments along the line of route.

## **Crossrail Train Frequencies**

**Question No: 1497 / 2011**

[Valerie Shawcross](#)

Please confirm how many trains per hour will be running a) along the central section of the Crossrail line and b) to each of the termini.

### **Written response from the Mayor**

Crossrail will be delivered with a service capacity based on its current track access rights which will support the following maximum level of services across the network:

For the Central Section - 24 trains per hour

For the south-east branch to Abbey Wood - 12 trains per hour

For the north-east branch to Shenfield - 12 trains per hour

For the western section – 10 trains per hour with;

4 trains per hour to Heathrow, and;

4 trains per hour to Maidenhead (two trains will terminate at West Drayton).

Fourteen of the 24 trains per hour entering (exiting) the Central Section will originate (terminate) at Paddington using the turnback facility to be provided at Westbourne Park.

A less frequent service will be provided during off-peak periods.

## **Jubilee Line**

**Question No: 1498 / 2011**

[Valerie Shawcross](#)

When can Londoners expect the long promised additional journeys and enhanced capacity on the Jubilee Line to be in place?

### **Written response from the Mayor**

Officers are drafting a response which will be sent shortly.

Written answer received on 16 June 2011:

London Underground will introduce a new timetable on 31 July as the first phase of increasing capacity, with more frequent trains and quicker journeys.

## **Health & Safety during tube evacuations**

**Question No: 1499 / 2011**

[Valerie Shawcross](#)

When Assembly Members have made visits to view engineering works taking place on the tube – for example on overnight visits – we receive a health and safety briefing and protective clothing. Transport for London's own staff training material also warns staff of the dangers of, in particular, Leptospirosis (or Weils disease), which can be caught from, for example, coming into contact with infected rats' urine in tunnels. Staff are advised to use appropriate protective clothing. What advice and protective measures have TfL provided to those passengers who have had to be evacuated along tunnels following service failures, who presumably do not have such protective clothes?

### **Written response from the Mayor**

LU staff are trained to evacuate customers safely in all circumstances. There is no record of injury ever occurring to any customer during an evacuation. Likewise there are no known instances of LU Operational staff or customers contracting Weil's disease.

LU staff who are required to undertake work on the railway have a low risk of exposure to a number of risks, including Weil's disease. LU therefore provide such staff with protective clothing to minimise the risks involved. Visitors to work sites are given appropriate briefings and protective clothing for simplicity and consistency. This further reinforces the message to LU's staff and contractors that when on site one must always wear protective clothing.

It is not necessary for LU's customers (nor indeed LU customer service staff) to be provided with protective clothing during evacuations as the risks are assessed as negligible.

## **Vauxhall Gyratory**

**Question No: 1500 / 2011**

[Valerie Shawcross](#)

There is a widespread belief that the Vauxhall Gyratory needs a total overhaul and a return to two-way working. Is it therefore sensible to run a new and costly Cycle Superhighway through what is currently a deeply unsatisfactory road junction in need of complete reconfiguration in the not-too-distant future?

### **Written response from the Mayor**

Vauxhall Gyratory is on a popular commuter route and is currently well-used by cyclists. There are currently no firm proposals for a large-scale reconfiguration of the junction. As Barclays Cycle Superhighways aim to improve conditions for existing and new cyclists, TfL believes that investing in Vauxhall Gyratory now represents good value.

## **New Bus for London**

**Question No: 1501 / 2011**

[Valerie Shawcross](#)

Further to my question 1005/2011, what is the cost-benefit ratio for the New Bus for London?

### **Written response from the Mayor**

This will be evaluated following results from the current development phase. It is not meaningful to apply a cost-benefit ratio to the development phase only.

## **New Bus for London 2**

**Question No: 1502 / 2011**

[Valerie Shawcross](#)

How much funding have TfL set aside to fund the second staff members on the New Bus for London, whose presence will be necessary for the operation of the open rear platform? Please provide a year-by-year breakdown to cover the roll out of the new vehicles.

### **Written response from the Mayor**

It is anticipated there will be five prototypes in service towards the end of the current financial year. The budget includes an annualised allowance of approximately £360,000 in total for the cost of the second crew members. Funding requirements in future years will be reviewed as part of TfL's normal business planning process.

## **Taxicard Funding**

**Question No: 1503 / 2011**

[Valerie Shawcross](#)

Please confirm how much each London Borough has received from TfL this financial year for the Taxicard scheme? Will this level of funding continue in future years?

### **Written response from the Mayor**

TfL made just under £13.4 million available to the Borough Taxicard scheme administered by London Councils for 2011/12. The distribution of the TfL funding top up is determined by London Councils' Transport & Environment Committee and that forum would need to be approached to provide an up-to-date breakdown of planned distribution of funding for this financial year.

The current TfL business plan provides a similar level of funding to the borough scheme over subsequent years.

## **Clapham Common Tube Station**

**Question No: 1504 / 2011**

[Valerie Shawcross](#)

A Clapham commuter has asked me to put the following comment to you and ask for your response - the date of this incident was Tuesday 3rd May 2011:

'Clapham Common tube station was closed by staff this morning at about 7.50am to customers

travelling north into London. The reason given by staff was that they were short of staff. Passengers were extremely angry, and rightly so. Some passengers told me they had been waiting for northbound trains for more than 20 minutes, while northbound trains passed through the station without stopping, before staff asked people to vacate the station. You can imagine what it was like outside the station trying to get on buses going north. I arrived at work 45 minutes later than usual, and it cost me more as I was involved in travelling on buses, rather than my usual 3 tube journeys. I thought the misery on the northern line was a thing of the past.'

### **Written response from the Mayor**

London Underground has no record of an incident of this sort occurring on 3 May. An incident did occur the week before on 28 April where a northbound train unfortunately became defective between Morden and South Wimbledon at around 7.15am, which led to a 20 minute gap in the northbound service. This resulted in stations up to Kennington experiencing high levels of congestion and Clapham Common had to be closed for a short time for this reason. There were no similar disruptions recorded on 3 May.

I am sorry that your constituent was affected by this incident. Customers affected by this incident can claim a refund, or if they faced additional charges for using alternative routes, contact LU's Customer Service Centre.

## **Crystal Palace Station access works funding**

### **Question No: 1505 / 2011**

[Valerie Shawcross](#)

Please give an update on TfL's efforts to secure DfT funds for completion of the Crystal Palace Station accessibility works.

### **Written response from the Mayor**

Transport for London (TfL) is due to issue a bid for the Crystal Palace station improvement works to the Department for Transport (DfT) to seek funding from the "Access for All Mid-Tier Programme".

TfL will make its submission this month and expect the DfT to confirm the funding allocation this summer.

## **Mobile Telephones on the Tube**

### **Question No: 1506 / 2011**

[Valerie Shawcross](#)

On February 20th the Sunday Times newspaper reported that Chinese telecoms firm Huawei were offering TfL significant funds to install mobile telephony equipment on the London Underground in time for the 2012 Olympics. Please tell us what the latest situation with regards to Huawei's offer is. In addition, do you believe it appropriate for transport scrutineers, not to mention members of the public, to learn of such a substantial and high impact proposal with potentially far reaching consequences for London transport from a newspaper?

### **Written response from the Mayor**

Earlier this year, mobile phone operators and other suppliers held preliminary discussions with TfL about the potential provision of mobile phone services on the deep Tube network. As part of these discussions Huawei made an offer to provide some of the equipment required. However this depended upon achieving a viable proposition that - given the pressure on TfL's budget - would have to be at no cost to TfL.

Despite much constructive effort, the parties were not able to agree a viable proposal and the project is therefore not being progressed at this time.



Of course had it been possible to develop a viable proposal then key stakeholders would have been properly briefed at the right time. It is unfortunate that some details of the commercial discussions were leaked to the press by persons unknown.

## **Meetings with RMT, ASLEF and TSSA**

**Question No: 1507 / 2011**

[Valerie Shawcross](#)

Please list the dates and attendees of meetings you personally have held with officials from the above named unions, not including discussions with union umbrella body SERTUC.

### **Written response from the Mayor**

I have excellent teams of negotiators in [TfL](#) and I am not going to undermine their work by becoming personally involved in individual disputes. There has been almost no occasion when one of the trades unions has not been in dispute or threatening industrial action. Therefore I have not met representatives of these unions outside of SERTUC.

Once ASLEF dropped its threat to take strike action I invited them in to see me. ASLEF refused.

## **Jubilee Line Weekend Closures**

**Question No: 1508 / 2011**

[Valerie Shawcross](#)

Customers on the Jubilee Line are currently faced with weekend closures for the next two months. The last scheduled closure is for the 25/26th June. Can you guarantee that this will be the last weekend closure in relation to the current line upgrade works?

### **Written response from the Mayor**

Officers are drafting a response which will be sent shortly.

Written answer received on 24 June 2011:

There is one remaining closure to complete the Jubilee line upgrade (Saturday 25 June and Sunday 26 June).

There are also six confirmed closures between now and February 2012 to carry out key enabling works for the Sub Surface upgrade and essential track replacement works. A small number of further closures for similar works may be required. None of these closures are linked to the signalling upgrade.

The further six confirmed closures are on the following dates:

Sunday 03 July 2011

Saturday 23 July 2011 - Sunday 24 July 2011

Saturday 03 September 2011 - Sunday 04 September 2011

Saturday 03 December 2011 - Sunday 04 December 2011

Saturday 21 January 2012 - Sunday 22 January 2012

Saturday 11 February 2012 - Sunday 12 February 2012

All these closures will affect only the northern part of the line between West Hampstead / Willesden Green / Wembley Park and Stanmore.

## **Causes of tube delays**

**Question No: 1509 / 2011**

[Valerie Shawcross](#)

Please provide a breakdown of the cause of disruptions on the tube – which resulted in partial or complete line suspensions – for the most recently available reporting periods, whether the cause was strike action or not.

Officers are drafting a response which will be sent shortly.

Written answer received on 16 June 2011:

The information you have requested is attached as Appendix J.

Overall, the volume of delays (as measured by Lost Customer Hours) has reduced significantly (by more than 50 per cent from Period 9 to Period 13).

Of the disruption which did occur, around half was caused by train and signal problems. This continues to emphasise the need to maintain and upgrade the ageing assets on which much of the Tube relies.

Of course, the data will reflect some of the initial difficulties experienced this year with the new signalling system on the Jubilee line. There have also been a number of other unrelated incidents on that line. However, it is fair to point out that recent performance of the Tube has been good – culminating, at the end of the period covered by these figures, with the delivery of an excellent service across the whole network to support the Royal Wedding.

This improved performance is reflected in the fact that, as stated above, since the last instance of industrial action by RMT and TSSA, the overall volume of delays has reduced very significantly.

**Tube evacuations****Question No: 1511 / 2011**

[Valerie Shawcross](#)

Please provide, by tube line, a list of all occasions for each of the previous five years whereby passengers have had to be evacuated from trains through tunnels, along with the cause of the service failure.

**Written response from the Mayor**

The information you have requested is set out in Appendix F – both by line, and also by cause.

There have been 49 such incidents since 2004. This includes 21 incidents resulting either from persons under trains or from trespass.

Evacuations therefore remain very rare. However, London Underground has reviewed its approach in recent years and in some cases it will now evacuate passengers earlier than might have been the case in the past, to avoid leaving people in discomfort on trains in hot tunnels.

**Warranted Police Officer numbers****Question No: 1512 / 2011**

[Valerie Shawcross](#)

Thank you for your answer to my question number 1015/2011, which appears to give the budget for warranted police officers for each London borough. The question asked for the actual numbers of full time warranted police officers employed by each borough command, rather than budget allocation. Please will you now provide this information and also how many

FT warranted police officers you expect each borough command to be employing and in post at March 31st 2012 and at March 31st 2013.

### **Written response from the Mayor**

The response to MQ1015 / 2011, provided in March 2011, included actual full-time equivalent warranted officers at January 2011. Details of the full time equivalent warranted police officers, by borough, as at end of April 2011 are attached as Appendix G.

I am unable to provide further information on the full-time equivalent warranted police officers each borough expects to employ and be in post at 31 March 2012 and 31 March 2013. The TP Development Programme is not sufficiently advanced to yet determine the overall impact on officer numbers. At present, the predicted numbers are those provided in response to MQ1015 but attached again for ease of reference, being the budgeted position as part of the 2011-14 Medium Term Financial Plan.

## **20mph limit on bridges**

### **Question No: 1513 / 2011**

[Valerie Shawcross](#)

There is a 20mph limit on Tower Bridge. Will the Mayor consider imposing a limit of 20mph on other river crossings such as Blackfriars Bridge and Vauxhall Bridge?

### **Written response from the Mayor**

Officers are drafting a response which will be sent shortly.

Written answer received on 16 June 2011:

All of London's bridges vary widely in terms of configuration and traffic composition and TfL does not manage every river crossing. The responsible borough highway authorities would need to consider whether to amend speed limits on the bridges that they manage.

As regards the examples you cite, Tower Bridge is substantially narrower than the other two; TfL don't consider 20mph to be necessary on the other two bridges for this reason. In any case, for example on Blackfriars, peak time speeds are expected to be below 20mph anyway following the implementation of the new junction design.

## **Penalty Charge Notices**

### **Question No: 1514 / 2011**

[Valerie Shawcross](#)

Can the Mayor please tell us if TfL has currently experiencing a staff shortage at the Penalty Notice Charge (PCN) section in TfL? I have recently been experiencing a number of constituents contacting me about PCNs they have received incorrectly and that they have had problems getting TfL to respond and investigate their concerns.

### **Written response from the Mayor**

TfL does not have any problems with staff shortages across any of its Penalty Charge processing services. Service levels are being adhered to and TfL is unaware of any increase in either representations or complaints. All enquiries are investigated and TfL aims to give a full response to any enquiry. If a mistake has occurred then TfL will cancel the PCN.

TfL would encourage the recipient of any PCN to follow the advice given and make a representation if they feel it has been issued incorrectly. If TfL does not cancel the PCN then the customer may appeal to an independent adjudicator. TfL also operates a complaints process should the customer be dissatisfied with the quality of service they have received.



## **249 bus stand in Clapham Old Town and Clapham Gateway Project**

**Question No: 1515 / 2011**

[Valerie Shawcross](#)

As you may be aware, there have been long term problems with the 249 bus stand in Clapham Old Town. A number of local residents, shops and businesses are concerned about this and TfL's proposals for the new Clapham Gateway Project.

I understand bus routes 88, 322 and 417 currently use the existing stands in Clapham Old Town. TfL have stated that to allow for a Lambeth-led scheme to regenerate the Old Town, these routes will be moved to join the 249 on The Pavement, where seven new bus stands will be created.

Can the Mayor please ask TfL to consider moving the terminus for these buses to Rookery Road as suggested by a number of constituents? This would reduce the issues at the Pavement, while still allowing enhanced services to bus passengers.

### **Written response from the Mayor**

Officers are drafting a response which will be sent shortly.

Written response received on 24 May 2011:

TfL recognises the strength of feeling of the residents of The Pavement, and as you know has been working closely with Arriva, the operator of route 249, to resolve the reported complaints. It has been suggested that the additional stands could be located instead at Rookery Road, and TfL has set out its concerns with this proposal in detail.

I am aware that TfL has recently written to you to suggest a meeting is arranged with LB Lambeth and a representative of local residents. I think it would be useful to consider whether a third alternative is available.

## **Kings Cross Station entrance on Pentonville Road**

**Question No: 1516 / 2011**

[Valerie Shawcross](#)

I understand that TfL are in negotiations with Network Rail to take over the responsibility of King Cross Station and that there is a possibility of closing the entrance to Kings Cross Station on Pentonville Road? Is this correct and could consideration be given to keeping this entrance open?

### **Written response from the Mayor**

I understand that LU has confirmed to you that it is in negotiations with Network Rail to take over the Pentonville Road ticket hall at King's Cross St. Pancras Underground station, not King's Cross National Rail station.

LU is looking at how this entrance can be more fully integrated into the main LU station and is committed to working with Network Rail to keep the entrance open.

## **Hail and Ride bus service on Downton Avenue**

**Question No: 1517 / 2011**

[Valerie Shawcross](#)

Will you ask TfL to consider reinstating the hail and ride bus service along Downton Avenue, Streatham (served by route P13)? The presence of a bus stop at the close to end of Downton Avenue has attracted a great deal of anti-social nuisance for local residents. I'm told this ranges from a great deal of rubbish being thrown around the street and into gardens, to gardens being

used as public toilets and residents being verbally abused on their way home by people congregating at the bus stop. This clearly is not an acceptable state of affairs for local people. Can TfL look at options for reinstating hail and ride along this stretch or relocating the bus stop, and taking steps to try to tackle the anti-social behaviour?

### **Written response from the Mayor**

Fixed stops were introduced to increase accessibility. They enable better control of parking around the places where buses stop, so ensuring the bus can pull up closer to the kerb. TfL works closely with the relevant boroughs when conversions to fixed stop are being considered.

I would not wish for this benefit to be lost due to the actions of an anti-social minority. The absence of fixed stops would also not resolve this behaviour; relocating it would simply move the problem elsewhere. I would encourage residents to report any instances of criminal or anti-social behaviour to the police.

## **Cycle Hire Scheme**

### **Question No: 1518 / 2011**

[Valerie Shawcross](#)

Please answer the following questions in relation to the Cycle Hire Scheme:

- a. How much money has the Cycle Hire Scheme cost broken down by set up, launch and running costs?
- b. How much money did Barclays Bank contribute towards this total?
- c. How much money has Serco made to date in operating the Cycle Hire Scheme contract?
- d. What is the net annual revenue surplus / subsidy requirement of the Cycle Hire Scheme projected to be for 2010/11 and 2011/12?
- e. Who uses the Cycle Hire Scheme (please provide breakdown by age and gender and also state the split between regular and one off users)?

### **Written response from the Mayor**

(a) TfL is currently reviewing revenue and costs for Barclays Cycle Hire 2011/12 and is in the process of negotiating Phase 2 costs and expenditure with Serco. For this reason the information is currently commercially confidential. User income figures for 2010/11 will be released in TfL's annual accounts towards the end of June 2011.

(b) £25 million over 5 years (please refer to my response to 1319/2011).

(c) TfL is unable to comment on another company's accounts.

(d) Please refer to point (a).

(e) During the Member registration process, TfL does not require people to specify either their age or sex. However, TfL carried out the first tranche of the Barclays Cycle Hire Customer Satisfaction research last autumn, with 3,754 Members being interviewed between 20 September and 4 October 2010. Of the research participants, the age breakdown was as follows:

16-24	4%
25-34	35%
35-44	33%
45-54	21%
55-65	6%
65+	1%

Of these, 75% were male and 25% female. The second tranche of research is due to take place in June 2011. With regards to the split between regular and one-off users, this is not something that TfL monitors. Indeed, by the very nature of casual users, TfL does not retain payment details and a different payment card may be used each time. However, TfL can confirm that since launching to Members on 30 July 2010, the 120,653 Members have made 3,848,063 trips and since launching to casual users on 3 December 2010, 505,288 such trips have been made (as at 8 May 2011).

## **Upgrading Twickenham station**

**Question No: 1519 / 2011**

[Murad Qureshi](#)

What have you done to re-vamp Twickenham Station before the rugby world cup in 2015?

### **Written response from the Mayor**

I am extremely supportive of the Rugby World Cup and am keen to ensure we secure the maximum benefits for the event for the local Boroughs and London as a whole. Twickenham Station is not my responsibility – it is managed by South West Trains and Network Rail own the infrastructure. I would have thought it would be a priority for both these organisations to look at this station in particular to see how they could improve it to ensure it provides the best possible gateway for this international event in 2015. I am very happy to lend whatever support I can to this and press both organisations to develop a suitable plan.

## **Police numbers and bus related crime figures I**

**Question No: 1520 / 2011**

[Murad Qureshi](#)

According to TfL figures, violence against the person for bus-related crime was up by 42% in Hounslow April - December 2010, while police numbers came down in Hounslow from January 2010 to January 2011. Do you think there may be a correlation?

### **Written response from the Mayor**

Officers are drafting a response which will be sent shortly.

Written answer received on 27 July 2011:

Figures show that there was a 42% increase in bus-related violence against the person offences in Hounslow between April and December 2010 – compared with the same period in 2009 – an additional 47 offences. This increase is largely due to an increase in harassment offences which includes low level public order offences. There were 69 harassment offences recorded between April and December 2010 - 39 of these offences resulted from proactive police activity.

There have been no significant reductions in officer numbers in the Borough Operational Command Unit or the Safer Transport Team which is primarily responsible for policing the bus network in the Borough.

## **Police numbers and bus related crime figures II**

**Question No: 1521 / 2011**

[Murad Qureshi](#)

To clarify my question 1146 / 2011, I was referring to bus related crime figures.

However, in reference to your previous answer (to 1146 / 2011) please clarify which category of violence against the person increased by 4.2% in Hounslow?

### Written response from the Mayor

In terms of serious violence, Hounslow borough has achieved a significant reduction in most. The rise in overall violent crime of 4.2% came from increased offences within the categories of Common Assault and Assault with Injury. Cross allegations of assault, alcohol related crime and youth crime account for most but not the entire increase.

	12 months to April 11 (year)		12 months to April 10 (year)	
Number of Offences	Hounslow	Met Total	Hounslow	Met Total
Total Crimes	23,815	820,603	23,237	830,162
Violence Against the Person (Total)	5,662	164,956	5,610	174,811

### Slow response to Mayor's Questions

#### Question No: 1522 / 2011

[Murad Qureshi](#)

All questions that are not dealt with at the meeting receive written answers; In accordance with s45(4) the GLA Act 1999, written answers to questions submitted to Mayor's Question Time for written answer must be provided within 3 working days of the meeting – usually, therefore, on the Monday following a Wednesday meeting. However, colleagues and I regularly have to wait considerably longer than this for answers – frequently a month or more over the statutory deadline, which is quite unacceptable. Can you explain why this is the case, and assure me this seemingly deliberate strategy of delay will cease immediately?

### Written response from the Mayor

Members should be assured that there is absolutely no deliberate strategy of delaying written answers. Of course, I regret that some answers are being received by members after the statutory deadline. My officers are working to draft the questions within the deadline but I have passed on the views of members and have asked them to try harder.

### Costs of protecting former dictators

#### Question No: 1523 / 2011

[Murad Qureshi](#)

I am concerned at the number of armed police officers that patrol London's streets in areas frequented by former dictators. Apart from the obvious unpleasantness of such a sight, this special police presence costs a considerable amount of money. I appreciate you will not reveal the cost of protecting individuals, but can you assure me that the cost of providing police protection to high profile individuals living in London does not come out of London's policing budget, but rather the national purse?

### Written response from the Mayor

It is a long standing policy not to provide detailed information on the security arrangements for protected individuals or sites. To do so would compromise the integrity of the security arrangements of the individuals or sites concerned.

The MPS take protective security arrangements very seriously and are committed to ensuring that protective security is kept under constant review and that protection arrangements are proportionate and reasonable.

### Progress on RE:NEW for 2011 / 2012

#### Question No: 1524 / 2011



[Murad Qureshi](#)

In March you advised that me 8,936 homes had been treated under your RE:NEW programme. Can you now please advise for 2011 / 2012:

What is the current total of homes treated?

What is the breakdown of the current total by borough?

Are you still on target to meet your programme of treating 200,000 homes by 2012?

**Written response from the Mayor**

Officers are drafting a response which will be sent shortly.

Written response received on 24 May 2011:

Following confirmation of the LDA's budget settlement as a result of the Comprehensive Spending Review, £5.9m has been allocated to continue the rollout of the award-winning RE:NEW programme to an area in every borough in London.

In addition to the 8,936 homes already treated, work will commence from July 2011 and it is expected an additional 55,000 homes will be retrofitted by the end of March 2012. In addition to this, homes will also be retrofitted under the RE:CONNECT programme and in conjunction with the Olympic Delivery Authority.

I am actively seeking other funding sources to reach even more homes to reach the 200,000 target. The relevant officers are working closely with the Department of Energy & Climate Change to ensure that the Green Deal home retrofit funding mechanism will deliver for London.

**New bus for Twickenham to Kingston**

**Question No: 1525 / 2011**

[Murad Qureshi](#)

Residents in west London have been making a compelling case for a new bus route to run between Twickenham and Kingston to assist commuters, shoppers and children travelling to and from school. Will you instruct TfL to establish such a route and when can it open?

**Written response from the Mayor**

Route 281 already provides a link between Twickenham and Kingston via Teddington. The suggested service would run via a different intermediate routeing, however all the roads concerned already have bus services. In these circumstances the extra benefit of the new service would not justify the additional cost involved.

**Shanghai Expo Expense 2009/10**

**Question No: 1526 / 2011**

[Murad Qureshi](#)

How much in total was spent on promoting London in the Shanghai Expo in 2009/10 and how much has been spent in total leading up to the event, including a breakdown of spend for previous years.

**Written response from the Mayor**

Officers are drafting a response which will be sent shortly.

Written response received on 27 May 2011:

The total gross expenditure in respect of promoting London at the Shanghai Expo by the LDA was £1,160,214.

This can be broken down by year as follows:

2008/09

De minimus

2009/10

Gross expenditure	£564,717
-------------------	----------

Income	£5,000
--------	--------

Net expenditure	£559,717
-----------------	----------

2010/11

Gross expenditure	£595,497
-------------------	----------

Income	£60,000
--------	---------

Net expenditure	£535,497
-----------------	----------

## **Carbon Trust Standard**

### **Question No: 1527 / 2011**

[Murad Qureshi](#)

City Hall's certificate of achievement from the Carbon Trust expired in March 2011 yet its renewal is still pending in May. Has there been a problem obtaining the renewal?

#### **Written response from the Mayor**

No. Officers are engaged in the process of compiling the necessary information and data to support the application, which will be submitted in the near future.

It is not expected that there will be any issues that will prevent the GLA achieving a renewal of the certificate of achievement for the period 1 April 2011 to 31 March 2013.

## **Air pollution blowing into London**

### **Question No: 1528 / 2011**

[Murad Qureshi](#)

You regularly make the point that air pollution blows on the wind and claim that much of London's problem is caused elsewhere. Are you able to quantify how much pollution blows in to London from outside?

#### **Written response from the Mayor**

In a normal meteorological year, around 40% of PM10 pollution in central London originates from outside London. A similar proportion of London-wide NO2 pollution comes from outside the capital.

Analysis of the April pollution episode by King's College London suggested that up to 80% of PM10 at background locations may have come from outside London. At roadside locations, King's estimated that around 60% of PM10 had travelled a long distance, with the remainder from local emissions.

## **Air pollution blowing out of London**

### **Question No: 1529 / 2011**

[Murad Qureshi](#)

You regularly make the point that air pollution blows on the wind and claim that much of London's problem is caused elsewhere. However, London also generates pollution which blows out across the GLA boundary. Can you quantify how much how much pollution blows out from London to other areas?

**Written response from the Mayor**

It is inevitable that some London-generated emissions will affect air quality in areas outside London. However, the amount is dependent on meteorological conditions and it is not possible to make an accurate assessment of the volume. I am confident that implementation of the measures in my Air Quality Strategy to reduce emissions will result in health benefits inside as well as beyond London.

## **Smog Alert in London**

**Question No: 1530 / 2011**

[Murad Qureshi](#)

How would you assess the success of your temporary measures taken to stop London exceeding the EU air quality limits?

**Written response from the Mayor**

Due to the impact of the weather, external pollution sources and local circumstances, it is difficult to monitor the direct impact of individual local measures. Wherever practicable, TfL will undertake individual monitoring programmes for measures. For example, a report on the trial of dust suppressant technology in central London will be published shortly.

Using monitoring data from the London Air Quality Network, TfL will include information on the overall impact of local measures in its final report on implementation of the Clean Air Fund, which will be published after April 2012.

## **Possible Disbandment of Redbridge Parks Police**

**Question No: 1531 / 2011**

[Murad Qureshi](#)

I note with some concern that at least one borough is proposing to use the MPA's buy one police officer get one free scheme to replace existing officers rather than provide new ones. LB Redbridge has proposed that their existing Parks Police Unit, which is funded and managed locally, should be disbanded to provide funding for additional Metropolitan Police Officers, who could be called away when central. So a dedicated local service will be withdrawn and the community will not benefit in the way the scheme intends.

Is this a correct use of the match funding scheme, and even if it meets the letter of the rules of the scheme, do you believe it adheres to the spirit of them?

**Written response from the Mayor**

The decision to disband the Parks Police Unit is outside the remit of the MPA/MPS and is a decision for the Local Authority.

The match funding scheme allows the Local Authority to fund additional MPS officers to work in partnership with the MPS to address local priorities. As MPS officers have greater powers than the local authority employees currently patrolling the open spaces/parks, an increased MPS policing presence will benefit the wider community in the fight against crime and disorder. As such it absolutely adheres to the spirit of the scheme.

Rest assured that match funded officers will be dedicated to their assigned duties as agreed with the Local Authority and only abstracted in the case of an emergency, defined as an act of war; an act of terrorism; a fire; flood or other natural catastrophe; an accident, riot or disturbance, or public order event of exceptional magnitude or severity.

## **Charging for using Royal Parks**

**Question No: 1532 / 2011**

[Murad Qureshi](#)

If and when the Royal Parks come over to you, can we expect you to charge for trainers using the parks in a similar way to what is proposed by Hammersmith and Fulham?

**Written response from the Mayor**

The Royal Parks Agency already charges for group fitness activities and is currently considering whether to extend this to personal trainers.

## **West London Waste Plan**

**Question No: 1533 / 2011**

[Murad Qureshi](#)

I've received a letter from a constituent who lives in the London Borough of Ealing. He is concerned that under the West London Waste Plan, a disproportionate number of waste recycling plants are proposed in the Park Royal area. In fact a total of 7 out of the 14 proposed sites are all within the Park Royal area (five fall within the London Borough of Ealing and two in the London Borough of Brent). What will you do to stop residents in Park Royal bearing a disproportionate burden of these proposals?

### **Written response from the Mayor**

Officers are drafting a response which will be sent shortly.

Written response received on 25 May 2011:

I want London to manage as much of its waste as practicable within London to reduce the environmental impacts waste presents, and to reduce the burden currently placed on surrounding regions that manage most of our waste. To achieve greater self-sufficiency I have policies in my London Plan requiring local authorities to identify suitable sites for waste to be managed within local boundaries.

The London Plan identifies Strategic Industrial Land (SIL) as being suitable for the location of waste management sites. The Park Royal area has been designated as SIL and I have supported it as being suitable for waste management as set out in the West London Waste Plan.

When the planning applications come forward for the development of the sites for waste management, the impact on residential amenity will be considered and conditions will most likely be placed on the operations of the sites to protect residential amenity for local people.

Managing more waste locally will also deliver benefits to local communities in the form of new products, employment, and heat and power. Clearly these benefits need to be realised with minimal impact on the local environment and on Londoners' quality of life.

## **Monitoring of PM10 particles**

**Question No: 1534 / 2011**

[Murad Qureshi](#)

The London Air Quality Network has recorded the 36th occurrence of PM10 particles exceeding the legal limit permitted by the EU. The maximum number of breaches permitted for each monitoring station for the full year is 35. Can you confirm exactly when the legal limit was exceeded and what you are doing to mitigate the affects of this breach before 11th June when you are required to submit a revised air quality plan to the EU?

### **Written response from the Mayor**

It is the responsibility of the Government to assess and report on compliance with EU limit values, not the Mayor or the GLA. An assessment of compliance in 2011 is not expected until autumn 2012, as monitoring data must be ratified. It should be noted that as a result of the European Commission's conditional time extension for the PM10 daily limit value for London, until 11 June, the daily limit is 75µg/m<sup>3</sup>, not 50µg/m<sup>3</sup>.

The European Commission has asked the Government to adjust its plan for London by 11 June so that it includes short-term measures to reduce the risk of the PM10 daily limit value being exceeded. We are working with the Government to update their plan so that it includes the

many PM10 reduction measures that were included in my Strategy which were not included in the Government's time extension notification to the Commission, as well as details of measures we are now implementing through the Clean Air Fund.

## **Dust Suppressant Trial I**

**Question No: 1535 / 2011**

[Murad Qureshi](#)

When the dust suppressant trial was launched last November we were told it had a total budget of £300,000. How much of this budget has been spent to date?

### **Written response from the Mayor**

The dust suppressant trails were initially budgeted at £300,000 p/a, over a three year trial period. In the year ending March 2011, including setting up and mobilisation costs, cleaning and dust suppressant application, which did not start until November and all related monitoring activity, the costs amounted to £141,000.

## **Dust Suppressant Trial II**

**Question No: 1536 / 2011**

[Murad Qureshi](#)

The monitoring station which recorded the exceedance of polluted air above the levels accepted by the EU is located on Marylebone Road. This is also one of the two sites treated under the dust suppressant trial. Do you consider that this trial which you described as a "wonderful contraption that tackles air quality head on" and which you expected to have an "immediate impact on air quality" was successful?

### **Written response from the Mayor**

TfL is currently analysing outputs from the trial and a report on the trial of dust suppressant technology in central London will be published in the Summer, including a review of its effect on Marylebone Road.

Whilst I am confident that this innovative technology has reduced air pollution on the roads where it has been applied, levels of particulate matter in London this year have been exceptionally influenced by pollution from Europe due to prolonged periods of easterly winds. In a normal meteorological year, around 40% of PM10 pollution at Marylebone Road originates from outside London. However, analysis of the April pollution episode by King's College London suggested that up to 80% of particulate matter at background locations and 60% at roadside locations may have come from outside London. Despite this, we will continue our efforts to reduce London's contribution to the pollution levels at Marylebone Road.

## **Cycle Super Highway from Mile End to Aldgate I**

**Question No: 1537 / 2011**

[Murad Qureshi](#)

The cycle super highway from Mile End to Aldgate takes up half of one of the two traffic lanes, so consequently cars, lorries and coaches have no idea if they should be in the lane or not. Therefore the cycle lane has little function. The pavements are very wide all along this route and so it would have made far more sense to put the superhighway along the pavement.

What is the accident rate along this stretch of cycle superhighway, and specifically at the Mile End junction with Burdett Road, and what plans does TfL have to make it safer there for pedestrians, cyclists and vehicles?

Will you please ask TfL to look into the feasibility of putting the route on the pavement at this

stage and advise me of their findings?

#### **Written response from the Mayor**

The wide footways along Mile End Road and Bow Road were considered during the planning stages of Barclays Cycle Superhighway Route 2. However, providing a fast and continuous off-road facility would not have been possible for a number of reasons. These included the high number of side roads and the volume of pedestrians (particularly near schools and underground stations). The presence of mature trees, high levels of utility equipment and varying existing footway materials would have all presented further challenges to introducing Route 2 along the footway.

There were 40 personal injury collisions at the junction with Mile End Road and Burdett Road in the 36 months leading up to 31 December 2009 (this data was used during the design phase of the scheme). Route 2 will provide continuous blue surfacing through the junction to help raise driver awareness of the presence of cyclists. New blind spot safety mirrors will be installed to help HGV drivers see cyclists on the approaches to the junction. Minor kerb works on the eastbound and westbound exits of the junction will also provide additional space for cyclists. In addition, TfL's Traffic Directorate has reviewed the traffic signal control at the junction and will be introducing timing improvements designed to improve safety. A new pedestrian crossing facility was also recently introduced by TfL outside Mile End Underground station, just to the east of the junction.

### **Cycle Super Highway from Mile End to Aldgate II**

#### **Question No: 1538 / 2011**

[Murad Qureshi](#)

The cycle super highway from Mile End to Aldgate stops before Aldgate and the stretch between Aldgate East and Aldgate is very dangerous for cyclists. The traffic is nearly always at a standstill with cyclists weaving in and out of the traffic on the left and right as well as the pavement. It would be far safer to extend the super highway at this point. Are there currently any plans to do so, when might they be implemented and if not why not?

#### **Written response from the Mayor**

Barclays Cycle Superhighway Route 2 will continue beyond Aldgate East station and will end at the junction with Mansell Street, just east of Aldgate station. Changes have also been made in conjunction with the City of London to resurface and widen the bus lane westbound outside Aldgate station in order to better provide for cyclists. Much of the Barclays Cycle Superhighway Route 2 has yet to be introduced through Whitechapel High Street and Aldgate, and this work will be completed ahead of its launch in July 2011.

### **UEFA Champions League Final**

#### **Question No: 1539 / 2011**

[Murad Qureshi](#)

Given your support of the UEFA Champions League Final, which is to be held at Wembley this month, do you consider the price of tickets - e.g. adult & child (under 13) youth package is £338 plus £26 administration charge - to be reasonable?

#### **Written response from the Mayor**

Officers are drafting a response which will be sent shortly.

Written response received on 25 May 2011:

Along with the NFL's Super Bowl, the UEFA Champions League Final is the biggest annual sporting event in the world with worldwide TV audiences of 100m+ globally and the price of

tickets largely reflects this as well as the fact that demand outstrips supply. Ticket prices for the UEFA Champions League Final are still much less than the equivalent for the NFL Super Bowl for which the face value of general admission tickets range between US\$800 and US\$1,000. The President of UEFA, Michael Platini has recognised the issue, has publicly apologised and promised to consider cheaper options for families in future years. See <http://news.bbc.co.uk/sport2/hi/football/9463735.stm>.

## **GLA Family Land (1)**

**Question No: 1540 / 2011**

[Nicky Gavron](#)

How much land (in hectares) did the GLA family own in 2008 when you took office as Mayor?

### **Written response from the Mayor**

Officers are drafting a response which will be sent shortly.

Written answer received on 20 October 2011:

#### LDA response

The LDA owned a total of approximately 430 hectares of land when I took office in May 2008, excluding Olympic land acquired through CPO and 101 hectares of Royal Docks waterways.

#### GLA response

None

#### MPA response

The operational estate was 10.4m sq. ft in 2008.

#### TfL response

In 2008, TfL recorded ownership of 1409\* hectares of land.

\*This information is extracted from an historical copy of TfL's Property Asset Register and provides the area in hectares of FREEHOLD land for Transport for London and its subsidiary companies. At that time, data was still being assembled for the Property Asset Register in terms of Docklands Light Railway Limited and highway land that may have vested in TfL by the GLA Roads and Side Roads (Transfer of Property) Order 2000)

#### LFEPa response

The LFEPa estate in 2008 consisted of approximately 31.5 Hectares.

## **GLA Family Land (2)**

**Question No: 1541 / 2011**

[Nicky Gavron](#)

How much GLA family land (in hectares) has been (a) put up for sale since you took office, (b) how much of this has actually been sold, (c) how much related profit has been accrued as a result of GLA Family land sales and (d) how has this money been used?

### **Written response from the Mayor**

Officers are drafting a response which will be sent shortly.

Written answer received on 20 October 2011:



#### LDA response

The LDA is always open to discussing the potential sale of land holdings if the buyers intentions are deemed to fit with my strategic aims. Since I took office in 2008:

- a) 257 hectares of land has been put up for sale. This figure includes land that has undergone formal tendering processes, land that has been marketed by our commercial partners and land that has been marketed in other ways, to ensure maximum exposure to the market.
- b) 134 hectares of land has been disposed of. Very few of the land transactions undertaken by the LDA are straightforward freehold disposals – more common is the disposal of land on a long leasehold, following a development agreement or joint venture. As a result, this figure includes land where the LDA retains a residual freehold interest but has disposed of the asset in any practical sense following development.
- c) The role of the LDA is to address market failure by bringing land that would otherwise lie dormant into a state such that it is fit for development through investment in remediation, infrastructure and other necessary measures. As such, in monetary terms, the LDA has not made a profit through its activities in the property market.
- d) n/a

#### GLA response

None.

#### MPA response

- a) 8 operational buildings were put up for sale; in addition, 0.45 hectares of land were marketed for sale.
- b) A total of 10,000 sqm has been sold. The 0.45 hectares remains under offer.
- c) £22.3m of capital receipts has been generated from 10,000 sqm. An additional £50m has been generated through the sale of residential property. The MPA hold property for operational use, not investment purposes. All properties were sold on the open market/based on market valuations, the concept of profit does not, therefore, apply.
- d) Capital receipts have been reinvested in the MPA Capital Programme.

#### LFEPA response

- a) + b) Since 2008 only one Authority site has been sold comprising an area of some 0.559 hectares.
- c) + d) The sale generated a capital receipt of £3,000,332.70, which will be used to support the Authority's 2011/2012 capital programme.

#### TfL's response

- a) Since 2008, a number of properties have been marketed, although we have not kept a comprehensive record of the site areas reflecting the nature of many being either small units or as air rights opportunities or sites having a complex interrelationship with operational infrastructure.

- b) Sales of 56 individual properties have been achieved, in many cases on a leasehold rather than freehold, basis reflecting the often close interrelationship between the interest being sold and retained operational infrastructure. The sites have mainly been small, under 1 ha, although 3 exceeded 1 ha and these totalled some 18.9 ha
- c) Since 2008 £163.33m of receipts have been generated alongside, in 3 cases, significant third party investment in operational infrastructure such as station improvements.
- d) These receipts have been used to support TfL's investment plans, as set out in its published business plan.

## GLA Family Land (3)

### Question No: 1542 / 2011

[Nicky Gavron](#)

How many new homes have been completed on GLA family land since 2004, broken down by (a) year, (b) site and (c) tenure?

### Written response from the Mayor

Updated response received on 17 June 2011:

On LDA owned land, 3,410 homes were completed since 2003/04, and the table below shows these broken down by site and year. The final column shows the proportion of completions on each site that consisted of affordable housing, but a full tenure breakdown by year is not available.

	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	Total completed	Affordable housing
St Andrew's Hospital, Tower Hamlets							126	135	261	50%
West Silvertown Urban Village (Britannia Village)	73								73	22%
Gallions One (Royal Quay), Newham			153	123			112	41	429	6%
Royal Arsenal - Freehold SOLD	332	98	380	120	531				1520	25%
Warren, Woolwich - Freehold SOLD							200	159	359	30%
Thames Barrier Park East, Newham										40%
Walden Street, Whitechapel									4	100%
Excel Estate, Royal Docks, Newham		176	294	0	294				764	Not known
									3410	

No new homes have been completed on any LFEPA owned land since 2004.

The MPA are not willing to share information on sites in their possession due to security and confidentiality considerations.

No homes have been completed on TfL-owned sites since 2004, and TfL do not monitor housing outputs on sites where they no longer own the land.

## GLA Family Land (4)

### Question No: 1543 / 2011

[Nicky Gavron](#)

How many new homes have been started on GLA family land since 2004, broken down by (a) year, (b) site and (c) tenure?

### Written response from the Mayor

Updated answer received on 17 June 2011

There are 304 homes on LDA sites that have been started but not yet completed. The attached table breaks down this total by site. Details of year started or tenure are not available.

	Total completed	Under Construction	Affordable housing
St Andrew's Hospital, Tower Hamlets	261	100	50%
West Silvertown Urban Village (Britannia Village)	73		22%
Gallions One (Royal Quay), Newham	429		6%
Royal Arsenal - Freehold SOLD	1520		25%
Warren, Woolwich - Freehold SOLD	359		30%
Thames Barrier Park East, Newham		200	40%
Walden Street, Whitechapel	4	4	100%
Excel Estate, Royal Docks, Newham	764		Not known
	3410	304	

No new homes have been started on any LFEPA owned land since 2004.

The MPA are not willing to share information on sites in their possession due to security and confidentiality considerations.

No homes have been started on TfL-owned sites since 2004, and TfL do not monitor housing outputs on sites where they no longer own the land.

## GLA Family Land (5)

### Question No: 1544 / 2011

[Nicky Gavron](#)

How many new homes are in the pipeline to be delivered on GLA family land, broken down site by (a) site and (b) tenure?

### Written response from the Mayor

Updated answer received on 17 June 2011:

There are 304 homes on LDA sites that are under construction. The attached table breaks down this figure by site, but no breakdown of the pipeline units by tenure is available.

	Total completed	Under Construction	Affordable housing
St Andrew's Hospital, Tower Hamlets	261	100	50%
West Silvertown Urban Village (Britannia Village)	73		22%
Gallions One (Royal Quay), Newham	429		6%
Royal Arsenal - Freehold SOLD	1520		25%
Warren, Woolwich - Freehold SOLD	359		30%
Thames Barrier Park East, Newham		200	40%
Walden Street, Whitechapel	4	4	100%
Excel Estate, Royal Docks, Newham	764		Not known
	3410	304	

There are no new homes planned to be delivered on any LFEPA owned land.

The MPA are not willing to share information on sites in their possession due to security and confidentiality considerations.

No homes are in the pipeline on TfL-owned sites since 2004, and TfL do not monitor housing outputs on sites where they no longer own the land.

## **Planning Applications for Green Belt Developments**

**Question No: 1545 / 2011**

[Nicky Gavron](#)

Please answer question 0482/2011, asked in February (Planning Applications for Green Belt Developments): Can the Mayor provide a list of all planning applications for developments in the green belt that have been referred to him since he took office and give his recommendation for each?

### **Written response from the Mayor**

Officers are drafting a response which will be sent shortly.

Written response received on 25 May 2011:

I apologise for the long delay in answering your question. Compilation of this list is almost complete and will be sent under separate cover.

Further information received on 13 July 2011:

Please find the list attached as Appendix K.

## **Affordable Housing Starts (1)**

**Question No: 1546 / 2011**

[Nicky Gavron](#)

You still have not answered question 0191/2011 (Housing): How many affordable homes have been started in each year since you were elected? Could you please provide an answer? Please also break down by (a) year, (b) borough and (c) type of tenure and quote sources.

### **Written response from the Mayor**

MQ191/2011, which asked for the total number of affordable starts each year since I was elected, was answered as an oral question on 26 January 2011. The table attached as Appendix H shows affordable housing starts in London recorded by the Homes and Communities Agency is included as an appendix to this response. These figures are similar to data published in a written parliamentary answer of 8 July 2010 (link below), with some slight differences due to being extracted from HCA systems at different dates.

<http://www.publications.parliament.uk/pa/cm201011/cmhansrd/cm100708/text/100708w0001.htm#10070876001102>

As I said in January, housing delivery statistics (sourced mainly from HCA records) give a fuller picture of affordable housing supply than do the house building figures published by DCLG which you quoted. This position has recently been confirmed by DCLG (see Hansard, 10 May 2011, c1186W – link below).

<http://www.publications.parliament.uk/pa/cm201011/cmhansrd/cm110510/text/110510w0006.htm#1105116000990>.

## **Affordable Housing Starts (2)**

**Question No: 1547 / 2011**

[Nicky Gavron](#)

How many homes were started in London between 2000 and 2008? Please break down by (a)

year, (b) borough and (c) type of tenure. Please also provide a source.

**Written response from the Mayor**

Please see my response to MQ1546 /2011.

**Safety of Cyclists on Camden Road (1)**

**Question No: 1548 / 2011**

[Nicky Gavron](#)

What safety improvements have been put in place on Camden Road to protect cyclists following the safety review undertaken by Transport for London in 2004?

**Written response from the Mayor**

Officers are drafting a response which will be sent shortly.

Written response received on 2 June 2011:

Following the public consultation carried out in 2004 after the safety review, improvements were made at Camden Road / Camden Park Road / Torriano Avenue which altered the junction layout to permit left turning, local traffic to exit Camden Park Road onto Camden Road (Southbound), avoiding the need to proceed down Torriano Avenue and back onto Brecknock Road to turn right onto Camden Road (Southbound). Improvements are proposed at Camden Road / St Pancras Way and Camden Road Station / Royal College Street which will both provide a safer environment for cyclists by the provision of advanced cycle stop lines on the approaches to the junctions.

**Safety of Cyclists on Camden Road (2)**

**Question No: 1549 / 2011**

[Nicky Gavron](#)

When will the new review of safety on Camden Road be completed and how will it differ to that undertaken in 2004?

**Written response from the Mayor**

Officers are drafting a response which will be sent shortly.

Written response received on 2 June 2011:

A review of safety on Camden Road/Camden Park Road/Torriano Avenue is programmed for this financial year following representation from a nearby school. The study will investigate the left turn from Camden Park Road into Camden Road, it is understood heavy goods vehicles and buses make this movement and as a result the pavement on this corner of the junction needs regular repair and is proving to be a maintenance liability. The study will explore making better provision for the left turners through altering the traffic lane markings and the provision of a cast iron bell bollard to improve the perception of safety and safeguard the highway infrastructure.

## **Safety of Cyclists on Camden Road (3)**

**Question No: 1550 / 2011**

[Nicky Gavron](#)

How many accidents have there been involving cyclists on Camden Road since 2000? Please break down by year.

### **Written response from the Mayor**

Officers are drafting a response which will be sent shortly.

Written answer received on 16 June 2011:

The breakdown year on year is:

2000 = 8  
2001 = 10  
2002 = 14  
2003 = 12  
2004 = 15  
2005 = 14  
2006 = 9  
2007 = 7  
2008 = 10  
2009 = 9  
2010 = 17

Please also refer to my answer to MQ1548 / 2011.

## **First Steps**

**Question No: 1551 / 2011**

[Nicky Gavron](#)

Could you tell me (a) how many people are living in a First Steps property and (b) how many are planning to buy their property?

### **Written response from the Mayor**

There are three elements to my First Steps programme:

- Widening eligibility: through raising the upper income threshold to £74,000 for households with dependents, through new policies in my Housing Strategy and replacement London Plan
- Developing products to reflect London's specific needs: through, for example Up to You, a Rent to Buy product which has helped households who need to save a deposit before they can buy
- Improving information to customers: through, for example, my recent launch of the new improved First Steps website.

In line with my manifesto commitment, and the recent launch of the First Steps website, First Steps includes all starts, completions, sales and lets of intermediate housing made since I was elected.

An estimated 13,360 people moved into First Steps homes since my election up to the end of February 2011.

It is not possible to say how many are planning to buy their property as this would require a knowledge of people's as yet unstated intentions.

## **Department of Work and Pensions Targets**

**Question No: 1552 / 2011**

[Nicky Gavron](#)

Will the Mayor join me in denouncing the alleged targets set by the Department of Work and Pensions, which gave many Jobcentre staff a target to refer three claimants a week for sanctions (losing their benefits for up to six months), resulted in many staff “tricking” claimants and could have had a devastating impact on many Londoners if the practice is found to be wide-spread in the capital (source: The Guardian, Friday 8 April 2011)? Does the Mayor hold information in relation the number of Londoners who lost their benefits as a result of sanctions (a) since May 2010 and (b) between May 2009 and May 2010, and, if so, will he publish it?

### **Written response from the Mayor**

Benefit sanctions form an important part of the Department for Work and Pensions approach to reducing benefit fraud. However, subsequent clarification from the Department for Work and Pensions indicates that no such targets exist. I do not hold information in relation to the number of Londoners who have lost their benefits as a result of sanctions.

## **Islington Housing Policy**

**Question No: 1554 / 2011**

[Nicky Gavron](#)

Will the Mayor join me in congratulating Islington’s decision to reject the Affordable Rent model in the borough?

### **Written response from the Mayor**

While there are a number of issues to be resolved through the current negotiations on the government’s new Affordable Rent product, I am determined that London should make the best of this opportunity and urge boroughs to work with me to ensure that the capital receives its fair share of funding.

## **Social Rent to Affordable Rent**

**Question No: 1555 / 2011**

[Nicky Gavron](#)

Can the Mayor give a cast-iron guarantee that none of the social rented homes created – but not yet occupied, with money from the 2008-11 National Affordable Housing Programme will be converted to the new Affordable Rent product?

### **Written response from the Mayor**

The HCA national guidance states that providers can, as part of their overall offer to deliver new affordable homes, convert existing vacant homes to the Affordable Rent product. Any such proposals would need to be in the provider’s expression of interest and we have yet to see the detail on any of these.

## **Enterprise**

**Question No: 1556 / 2011**

[Nicky Gavron](#)

Are London planning officers the “enemies of enterprise”?

### **Written response from the Mayor**

No.

## **Housing Statistics**

### **Question No: 1557 / 2011**

[Nicky Gavron](#)

On 11 April you issued a press release ('Mayor steps up help to get more Londoners on to property ladder') announcing the completion 38,000 affordable homes without making the data publicly accessible. As this does not aid transparency, please would you quote your source and please would you release the interim affordable housing delivery statistics used and ensure they are broken down by tenure?

#### **Written response from the Mayor**

The total of 38,840 is comprised of 13,070 affordable homes delivered in 2008/09, 13,570 in 2009/10 (from all sources), and a provisional estimate of 12,200 HCA-funded homes delivered in 2010/11.

The 13,070 homes delivered in 2008/09 comprised 6,310 social rented and 6,770 intermediate (note, these do not sum to quite the same total due to rounding).

The 13,570 homes delivered in 2009/10 comprised 7,080 social rented and 6,490 intermediate.

These figures are available from DCLG Housing Live Table 1000 and had been previously announced.

The HCA will publish a breakdown of delivery statistics for 2010/11 in June 2011, once verified by ONS, including a breakdown between social rented and intermediate housing.

## **Rent Levels**

### **Question No: 1558 / 2011**

[Nicky Gavron](#)

In answer to questions about survey data suggesting landlords will not reduce rents as a result of housing benefit changes, you have consistently replied that the data is based on too small a sample. What sample size would be appropriate?

#### **Written response from the Mayor**

Given that we know there are around 160,000 LHA claimants in London, and that most landlords have a relatively small portfolio of properties, a survey based on the responses of 270 landlords, from what is not a representative base sample, is clearly deficient.

## **National Indicators on Climate Change**

### **Question No: 1559 / 2011**

[Nicky Gavron](#)

In response to question 0328/2011 on the withdrawal of National Indicators on climate change (NI 185: CO2 reduction from Local Authority operations, NI 186: Per capita reduction in CO2 emissions in the Local Authority area and NI 188: Planning to adapt to climate change) you said you are "working with London Councils and the London Climate Change Partnership to undertake a survey of boroughs to determine how they will be affected" by their removal. You said the survey will assess how you "can best support the boroughs to continue their efforts on adaptation". What developments and outcomes have resulted from your survey across the range of National Indicators?

#### **Written response from the Mayor**



The results of the London Climate Change Partnership's survey have not been published yet, but I understand that the majority of borough officers felt that the removal of the requirement to report on NI188 was one of a number of factors that may lead to less borough engagement on climate change adaptation.

My officers are already working on a number of programmes with London boroughs including Drain London, RE:CONNECT, RE:NEW and my urban greening programme, and will work with the London Climate Change Partnership and London Councils to identify how we can best support boroughs in continuing their own action on climate change in response to the needs they identified in the survey.

## **Green Grids**

**Question No: 1560 / 2011**

[Nicky Gavron](#)

What progress has been made on securing the future of the Green Grids programme and the retention of existing staff?

### **Written response from the Mayor**

Officers are drafting a response which will be sent shortly.

Written response received on 24 May 2011:

The East London Green Grid concept is currently being extended across London. Area frameworks are currently being prepared for the whole of London and are due for completion in Autumn 2011. Existing area frameworks in east London are also being reviewed and updated. All London Green Grid Supplementary Planning Guidance is also being prepared.

To deliver the ALGG Design for London and the GLA are working with the London Boroughs and established partnerships across London. Within each area framework, stakeholders are including plans identifying how prioritised projects can be delivered and funded.

In respect of retention of key staff, the successful confirmation of my settlement from central Government means that key staff in the LDA have currently been retained to progress the above tasks, working closely with staff at the GLA. They are also being supported by staff from key stakeholder organisations including Environment Agency and Natural England.

## **Olympic Health Legacy**

**Question No: 1561 / 2011**

[Nicky Gavron](#)

Is there any funding in place for a last push on the delivery of the Olympic campaign to get people healthier?

### **Written response from the Mayor**

My £15.5 million sports legacy programme is in full swing and is focused on increasing participation in sport and physical activity amongst Londoners, thereby helping to improve standards of health and fitness and reduce health inequalities across London.

In addition, both my Health Advisor and my sports team are working closely with NHS London to assist in delivering a health legacy from London 2012, which I understand remains focused on both adult and children and young people's participation in physical activity.

## **Pedestrians on Pavements**

**Question No: 1562 / 2011**

[Valerie Shawcross](#)

A concerned pedestrian – who also cycles and drives – has been in touch about the issue of cyclists riding on pavements after almost being in a collision with a cyclist while walking and having witnessed other collisions and near misses. He states 'In addition to cycling around London we should want to be encouraging people to walk, but in order to do this we need to make it safer first', and asks:

- 'Should the Thames Path be used by cyclists as it very frequently is? If yes, can the paths be split into pedestrian users and cyclists so as to avoid future incidents? If not can this be enforced either with the assistance of Police who don't frequent these footpaths or with barriers

- I've noticed cyclists riding on pavements even alongside existing cycle lanes. How can this offence be better enforced Can this be better enforced, either through better notices of penalties or street furniture being better placed to prevent this and asking for police or other intervention where possible?

### **Written response from the Mayor**

Officers are drafting a response which will be sent shortly.

Written answer received on 6 June 2011:

Much of the Thames Path is authorised for cycling as well as walking and forms part of National Cycling Route 1, which was implemented in 2000. Changes and enhancements to the route would be the responsibility of the boroughs through which it passes.

The Metropolitan Police Service enforces against anti-social and illegal road-user behaviour, including cycling on pavements, undertaking intelligence-led operations at hotspot locations. Information and intelligence from members of the public is always welcome; if members of the public are aware of any particular issue they can report it via the MPS Road Safe London online reporting form (<http://www.met.police.uk/roadsafelondon/>).

The MPS Cycle Task Force will continue to address the issue of anti-social road user behaviour, and they will work with borough Safer Transport Teams and the MPS Safer Neighbourhood team continue to undertake numerous local operations to target key problem areas and junctions.

## **Cycle Hire bikes on pavements**

### **Question No: 1563 / 2011**

[Valerie Shawcross](#)

I have been contacted by a Londoner who recently encountered a number of people using Barclays Hire bikes, and riding them on the pavement on Tower Bridge. This was during a busy Sunday afternoon and these cyclists were impeding pedestrians attempting to walk on the footpath, including a number of families with small children. I support the cycle hire scheme but this does not give a good impression of it – is there any measures which could be taken to ensure people choosing to use the hire bikes do so in a safe and appropriate manner?

### **Written response from the Mayor**

Officers are drafting a response which will be sent shortly.

Written answer received on 6 June 2011:

A series of operations are planned using education and enforcement to bring about a change in the behaviour of the minority of cyclists who disobey the rules of the road and to encourage safer, more considerate cycling. This will complement other activities to encourage responsible and respectful behaviour from all road users. In addition, TfL has produced a short animated video which is available to view at [www.youtube.com/user/BarclaysCycle](http://www.youtube.com/user/BarclaysCycle). The MPS Cycle Task Force will continue to address the issue of anti-social road user behaviour, and they will work with borough Safer Transport Teams and the MPS Safer Neighbourhood team continue to undertake numerous local operations to target key problem areas and junctions.

We also invested a record £3 million in cycle training last year for Londoners of all ages in which cyclists learn more about staying safe on London's roads and being aware of other road users.

We believe that the vast majority of users will ride responsibly and get the greatest possible benefit from the scheme. However, under certain circumstances it will be possible to suspend a user from the scheme if it has been shown that they have been deliberately cycling dangerously.

Furthermore, all users must agree to abide by the terms and conditions of the scheme, which include a Code of Conduct. This Code of Conduct provides a few guidelines aimed at keeping users and other road users safe on London's streets. There are also 'do's' and 'don'ts' at every docking station. One of the 'don'ts' states that users must not cycle on pavements unless it is signed as a shared use path.

## **Banking Outlook**

**Question No: 1564 / 2011**

[Len Duvall](#)

An 18 January Evening Standard article entitled 'The City's Still Hiring' stated that "2011 looks like business as usual in the City". Do you agree with this statement?

### **Written response from the Mayor**

The determination of London's financial services sector to innovate and grow is something which I believe no other city can emulate, but it would be complacent not to acknowledge that there are risks to the competitiveness of London's financial services sector. The success of the sector should therefore not be taken for granted.

## **Banking Outlook #2**

**Question No: 1565 / 2011**

[Len Duvall](#)

An 18 January Evening Standard article entitled 'The City's Still Hiring' stated that "a lot of banks did a huge amount of recruitment in 2010". Do you agree with this statement and what does it say about the accuracy of your predictions of a 'mass exodus' from London?

### **Written response from the Mayor**

It would be complacent not to acknowledge that there are risks to the competitiveness of the financial services sector. A recent report published by the City of London Corporation suggests that amongst other factors uncertainty over tax and regulation have affected London's attractiveness in the international business community.

## **Income Inequality**

### **Question No: 1566 / 2011**

[Len Duvall](#)

In answer to Question No: 384/2011 you stated that “because of the progressivity of the tax system, tax revenues would be lower if incomes were more equal and London’s tax export to the rest of the UK economy would be correspondingly smaller”. When you refer ‘tax revenues’ being lower under lower levels of income inequality, are you referring specifically income tax or are you also including V.A.T and other sales taxes in this calculation?

#### **Written response from the Mayor**

In the case that income inequality is reduced through the restriction of higher level incomes then tax revenues would be lower. In this situation I am referring to the tax system as a whole (including VAT and other sales taxes).

## **Income Inequality #2**

### **Question No: 1567 / 2011**

[Len Duvall](#)

In answer to Question No: 384/2011 you stated that “because of the progressivity of the tax system, tax revenues would be lower if incomes were more equal and London’s tax export to the rest of the UK economy would be correspondingly smaller”. In Freefall: Free markets and the sinking of the global economy, Joseph Stiglitz contradicts this view, stating that “for...[pre crash]...consumption to be restored on a sustainable basis, there would have to be a large redistribution of income, from those at the top who can afford to save, to those below who spend every penny they can get”. Is lower income inequality expansionary or contractionary?

#### **Written response from the Mayor**

Policy that brings about lower income inequality can be either expansionary or contractionary depending on the circumstances. For instance, in the case that income inequality is reduced through the restriction of higher level incomes then it could be contractionary, whereas if income inequality is reduced through an increase in lower level incomes then it could be expansionary.

## **Articulated Bus Routes**

### **Question No: 1568 / 2011**

[Len Duvall](#)

In answer to Question No: 543/2011, you stated that “TfL has...not incurred any costs in respect of the disposal of these vehicles”. What has been the average increase in the cost of contracts (where new contracts have been issued) on those bus routes that no longer employ articulated buses?

#### **Written response from the Mayor**

Officers are drafting a response which will be sent shortly.

Written response received on 24 May 2011:

For those bus routes, the total cost of contracts after articulated bus removal is actually lower by £275,000 per annum than before with the articulated buses.

## **Former Economics Adviser**

### **Question No: 1569 / 2011**

[Len Duvall](#)

In answer to Question No: 1184 / 2011 you stated that “among the possible causes [for the financial crisis] are the negative impact of well-intentioned measures such as the Community Reinvestment Act in the USA which requires banks to lend to less creditworthy homeowners and businesses”. This is patently untrue. Default rates on CRA lending were comparable to other areas of lending. Moreover, community-banking institutions, such as building societies, mutuals, and credit unions, were far less exposed to the crisis than other purely commercial institutions. Is your support for the view that “causes that were morally worthy but not creditworthy” were one of the causes of the financial services crisis just another exercise in ‘muddying the waters’ to obfuscate the fact that people who did not gain from the financial services bubble are now expected to pay for its consequences?

#### **Written response from the Mayor**

As set out in my previous answers on this issue, there are many reasons that have been given for the causes of the recent financial crisis and I am clear that we are all having to deal with its consequences.

## **Mobility Vehicles**

### **Question No: 1570 / 2011**

[Len Duvall](#)

You failed to answer Question No: 544/2011. Has TfL ever investigated the possibility of allowing disabled passengers with specially adapted cars to use bus lanes and, if so, what are the barriers to this?

#### **Written response from the Mayor**

Officers are drafting a response which will be sent shortly.

Written answer received on 27 July 2011:

Disabled passengers with specially adapted cars would be required to display a blue badge. Blue badge holders are allowed to stop on red routes, to pick up and drop off passengers, and to access designated parking bays, some of which are in bus lanes. Allowing adapted vehicles further access to bus lanes would cause significant disbenefits to other users. Every additional vehicle on a bus lane has impacts to passengers and bus operating companies. Also, additional vehicles on bus lanes may have safety implications to other users (cyclists, motorcyclist and pedestrians).

Bus lanes are provided to enable buses (which operate on fixed routes and timetables) to bypass queuing traffic to ensure that a reliable, attractive service is provided to Londoners. There are constant request for different vehicles to access bus lanes. All requests are reviewed based on potential benefits against expected impacts.

## **Arts Council**

### **Question No: 1571 / 2011**

[Len Duvall](#)

Does the Mayor believe the Arts Council found the right balance between funding large arts organisations in Central London which have a record of high philanthropic support, such as the Whitechapel and the Serpentine Galleries, and smaller, locally focused provision in Outer London?

### **Written response from the Mayor**

The Arts Council has made very difficult decisions on its new national portfolio of funded organisations. I am broadly supportive of the decisions to ensure that investment in world class venues is maintained and that outer London artists and venues also receive support they need.

### **Outer-London**

#### **Question No: 1572 / 2011**

[Len Duvall](#)

Will you be using your recently announced £50m of funding to Outer London to explore culture-led regeneration in the suburbs? Could these funds be used to support existing arts organisations to “shape places in London through culture”?

### **Written response from the Mayor**

Please see my response to MQ1346 / 2011.

### **Arts Council #2**

#### **Question No: 1573 / 2011**

[Len Duvall](#)

The reduction of £102m in the Arts Council England budget for the whole of England is equivalent to 10% of the Royal Bank of Scotland's bonus pool this year. With the benefit of hindsight, do you believe you have campaigned for all the victims of the economic crunch in your Telegraph column over the last 3 years?

### **Written response from the Mayor**

The whole of society has suffered as a result of the economic crisis. In my role as Mayor of London I have argued that the capital is the engine of the UK economy and it is our region, which has the most capacity for growth and increased future tax receipts that will address the current debt crisis. I therefore constantly campaign for London to receive its fair share of investment from Government and also to defend and encourage businesses to come and to stay in the capital.

### **Arts Council Cuts 3**

#### **Question No: 1574 / 2011**

[Len Duvall](#)

Does the mayor have confidence in the London Chair of the Arts Council England following the cuts to grants announced in the latest round of funding decisions?

### **Written response from the Mayor**

Yes, I have complete confidence in the London Chair of the Arts Council England. Most of the public sector is facing budget reductions and is having to do more with less and the Arts Council is not immune.

### **Arts Council #4**

#### **Question No: 1575 / 2011**

[Len Duvall](#)

Are you concerned the Arts Council England and local authority cuts to the arts in London could affect the ability of providers to lever in further funding from other sectors? What can the Mayor do to encourage a wide distribution of arts funding?

## **Written response from the Mayor**

I am an ardent proponent of the mixed funding model for the arts. However, with a shrinking public purse, it is vital that the private sector and wealthy individuals play their part. I made several public calls for more euergetism among bankers and businesses encouraging them to give more to the arts. I am also leading by example - raising private funding for my cultural projects such as the ArcelorMittal Orbit and the Mayor's Fund for Young Musicians.

## **Art School Funding**

**Question No: 1576 / 2011**

[Len Duvall](#)

Art schools in London face high running costs in terms of technology and space. The University of the Arts London, which according to its rector, Nigel Carrington "will have virtually no public funding by 2015", have recently announced fee levels of £9,000 per annum, as has Kingston University. Are you concerned these fee levels will hurt the arts in London and the capital's place in the international creative economy in the long run?

## **Written response from the Mayor**

I have been lobbying national government to take into account the specialised needs of arts colleges and the higher running costs London universities face. It is, however, too early to gauge the long run impact of charging top level fees on the international creative economy. In many cases higher fee levels are required in the arts sector in order to maintain the quality of course provision. Increased aid and bursaries will be available to students from lower-income families.

## **Art School Fees**

**Question No: 1577 / 2011**

[Len Duvall](#)

As art school fees increase to £9,000, is the Mayor concerned that the variety of socio-economic backgrounds of British artists, and therefore London's cultural gift, will decrease?

## **Written response from the Mayor**

I want to ensure that higher education in London for all subjects remains accessible to people from a variety of socio-economic backgrounds. I have discussed this issue with Government and been reassured that universities will need to demonstrate their efforts to increase access for those from disadvantaged backgrounds. I have also reinforced to Ministers the need to protect the 'exceptional funding' received by HE institutions with a world class reputation for the arts and music, as many of these are based in London and have been instrumental in London's status as a cultural capital.

I continue to keep this communication open with Government and the HE sector.

## **Bus routes 202 & 181**

**Question No: 1578 / 2011**

[Len Duvall](#)

I have recently been contacted by a Catford resident who regularly uses routes 181 and 202 to travel from home in the Perry Hill area to the Sandhurst Road area. My constituent reports that both services have become increasingly overcrowded in the morning peak, and while the 202 sometimes runs double decker buses, this is not the case nearly enough at this time of day. These routes are neighbourhood services and are heavily used by people travelling to Catford and Catford Bridge stations as well as to change to other bus services in Rushey Green. Will you instruct TfL to assess passenger numbers on this service and provide additional services, if



necessary?

#### **Written response from the Mayor**

TfL will investigate as you request and will respond when the investigation is completed.

### **Public Carriage Office**

#### **Question No: 1579 / 2011**

[Len Duvall](#)

I have been informed that the Public Carriage Office has recently conducted a review of its complaints procedure. Will you make the review's findings available to me?

#### **Written response from the Mayor**

During 2010 London Taxi and Private Hire (formally the PCO) undertook a review of its internal policy and processes which included the drafting of internal "business rules". These rules seek to outline how London Taxi and Private Hire will deal with a wide range of activities including licensing decisions, compliance activities and responding to complaints. The purpose of these "business rules" is to implement clear, open and pragmatic policy and processes and provide transparency to licensees, the public and staff. The business rules will be published in due course and TfL will provide you with a copy directly.

### **Public Carriage Office (2)**

#### **Question No: 1580 / 2011**

[Len Duvall](#)

Does the Public Carriage Office place positive (in addition to negative) feedback of drivers' permanent records?

#### **Written response from the Mayor**

Yes, in addition all drivers receive a personal letter of commendation from the Director where appropriate.

### **City Airport Policing**

#### **Question No: 1581 / 2011**

[Len Duvall](#)

What services does the Metropolitan Police Service provide to London City Airport and, if any, what was total monetary value of these services in 2010?

#### **Written response from the Mayor**

The Metropolitan Police Service provides general policing duties to London City Airport including crime prevention, reporting and investigation activity, public order relating to environmental protests and regulation and enforcement on the airport roads and forecourts. The MPS also provide Counter Terrorism Protective Security and deliver the United Kingdom strategy to mitigate against the threat from Man Portable Air Defence Systems.

The staffing levels for London City Airport for 2010/11 were 68 Police Officers, 10 PCSOs and 7 Police Staff.

The cost of policing the airport during 2010/11 was £6.4m.

### **Visit London**

#### **Question No: 1582 / 2011**

Len Duvall

What was the total monetary value, if any, of redundancies for Visit London staff in the 12 months prior to its closure?

**Written response from the Mayor**

Visit London is an independent company. Decisions relating to financial matters are made by its board of directors – I am not consulted on such matters and have not been provided with any such information.

## **Southeastern Olympics Timetable**

**Question No: 1583 / 2011**

[Len Duvall](#)

What is the rationale behind changes to Southeastern Trains' timetable (imposed as a condition of their franchise) during the Olympics?

### **Written response from the Mayor**

I am not responsible for Southeastern's train planning during the Olympics (or indeed at any other time), however, I have set out our understanding below.

Southeastern is one of the train operators with the greatest challenge in terms of its requirement to carry a very large number of spectators, many of whom will be unfamiliar with the public transport network, to venues on its network. It believes that some reduction in service levels at some stations is necessary due to crowd control and safety issues having undertaken risk assessments with the police. One factor is the need for more time for passengers to board and alight trains at the busiest stations. As a result, other station calls have been reduced to ensure that a reliable timetable can be maintained for all passengers.

Southeastern believe it will still provide a good level of service sufficient for commuters. It has been consulting stakeholders about the timetable. It will investigate whether it is able to make changes as a result of the feedback received, including that from London TravelWatch which says that some of the suggestions are 'unacceptable'. Overall it is very important that a reliable, high capacity transport service is provided to serve the Games venues whilst still maintaining sufficient services for non-Olympics passengers.

## **UEFA Champion League Fan Fests**

**Question No: 1584 / 2011**

[Murad Qureshi](#)

With a huge number of fans expected to come to London for the Champions League final on the 28th of May without tickets, what arrangements are being made for them to watch the game?

### **Written response from the Mayor**

Officers are drafting a response which will be sent shortly.

Written response received on 25 May 2011:

The FA and UEFA have never encouraged fans without tickets to attend. Inevitably there will be some but neither team is known to have the biggest tendency for ticketless fans to travel to big games. The free Champions Festival in Hyde Park will welcome both ticketed and non-ticketed fans in the week building up to the Final and up until 5pm on the day of the Final. A public screening was never planned as part of the Event programme, however the Festival closing time on match day of 5pm allows any ticketless fans nearly 3 hours to travel home, or to find a suitable pub to watch the Game. As per the FIFA World Cup in 2010, London & Partners (then Visit London) will promote the best places to watch the Final across London on its website.

## **7/7 Inquests – Transport for London**

**Question No: 1585 / 2011**

[Joanne McCartney](#)

Will you ensure that all recommendations arising from the 7/7 Inquests that pertain to Transport for London will be accepted in full and implemented as a matter of urgency?

### **Written response from the Mayor**

Both I and TfL have welcomed the recommendations of the Coroner, and TfL is now studying them in detail. Although a great deal has already been done since 7 July 2005 to improve TfL's equipment, capabilities and preparedness for such major incidents, everything should be done to ensure that, should similar events ever happen again, TfL and all its partner agencies are in a position to respond in the most effective way possible.

TfL will respond to the Coroner's recommendations within 56 days as required.

## **7/7 Inquests – London Fire Brigade**

**Question No: 1586 / 2011**

[Joanne McCartney](#)

Will you ensure that all recommendations arising from the 7/7 Inquests that pertain to the London Fire Brigade will be accepted in full and implemented as a matter of urgency?

### **Written response from the Mayor**

There are no individual recommendations for the London Fire Brigade arising from the Coroner's Rule 43 report. However, there are four recommendations for the London Resilience Team (LRT) that may impact on the Authority's procedures. Officers will therefore work with the other agencies in the resilience partnership as necessary in order to support LRT in responding to these recommendations.

## **7/7 Inquests – Metropolitan Police Service**

**Question No: 1587 / 2011**

[Joanne McCartney](#)

Will you ensure that all recommendations arising from the 7/7 Inquests that pertain to the Metropolitan Police Service will be accepted in full and implemented as a matter of urgency?

### **Written response from the Mayor**

As described under MQ1588 / 2011 the London Resilience Partnership, which includes the Metropolitan Police Service, will be, as a matter of urgency, implementing a review of the recommendations arising out of the 7/7 Inquests.

## **7/7 Inquests – London Resilience Team**

**Question No: 1588 / 2011**

[Joanne McCartney](#)

Will you ensure that all recommendations arising from the 7/7 Inquests that pertain to the London Resilience Team will be accepted in full and implemented as a matter of urgency?

### **Written response from the Mayor**

Officers are drafting a response which will be sent shortly.

Written response provided on 26 May 2011:

I welcome the report of Lady Justice Hallett. The recommendations of the report are a priority for my team and the London Resilience Partnership.

Recommendation 9 is outside the scope of the London Resilience Team. We accept all other recommendations of the report and a review is being implemented as a matter of urgency.

The London Resilience Team is in the process of establishing a methodology by which a formal response can be provided to the Coroner's report.

## **7/7 Inquests – London Air Ambulance**

**Question No: 1589 / 2011**

[Joanne McCartney](#)

The Coroner, Lady Justice Hallett D.B.E., in her report into the 7/7 Inquests states that the likely current capability of London Air Ambulance would fall “ woefully short of the response that LAA was able to muster on 7/7 and this gives me cause for grave concern.” She recommends that you, together with other agencies, review the capability and funding of London Air Ambulance. Will you ensure that this recommendation is acted upon immediately?

### **Written response from the Mayor**

I welcome the report of Lady Justice Hallett. The recommendations of the report are a priority for my team and the London Resilience Partnership. A formal response to her recommendations is being worked upon by the London Resilience Team and will be provided to the Coroner within the timescale set.

## **The London Housing Company (1)**

**Question No: 1590 / 2011**

[Nicky Gavron](#)

How much money has been spent by the London Development Agency on the London Housing Company to date? Please include all consultants' fees and all related projects and internal staff resources?

### **Written response from the Mayor**

Officers are drafting a response which will be sent shortly.

Written response received on 27 May 2011:

Non-staff costs to date total £294k for externally resourced support and expenses. Additional staff resource was recruited to work primarily (but not exclusively) on the London Housing Company and the cost of this additional resource is estimated at an additional £62k to date.

## **The London Housing Company (2)**

**Question No: 1591 / 2011**

[Nicky Gavron](#)

How many new homes has the London Housing Company completed since it was first announced in 2009 and how many of these are affordable?

### **Written response from the Mayor**

The London Housing Company is still at a development stage.

## **The London Housing Company (3)**

**Question No: 1592 / 2011**

[Nicky Gavron](#)

How many new homes has the London Housing Company started since 2009 and how many are affordable?

### **Written response from the Mayor**

The London Housing Company (LHC) is still at a development stage.

## **The London Housing Company (4)**

**Question No: 1593 / 2011**

[Nicky Gavron](#)

How many new homes are in the pipeline as a result of the work of the London Housing Company (and of these how many are affordable)?

### **Written response from the Mayor**

The London Housing Company is still at a development phase.

## **First Steps (2)**

**Question No: 1594 / 2011**

[Nicky Gavron](#)

What is the total cost of the Mayor's First Steps Programme?

### **Written response from the Mayor**

In line with the definition of the First Steps programme set out in MQ1551 / 2011, a total of £926,557,864 of Social Housing Grant was allocated to the First Steps programme between 1 April 2008 and the end of February 2011.

## **First Steps (3)**

**Question No: 1595 / 2011**

[Nicky Gavron](#)

How many new homes have been completed as a result of the First Steps Programme?

### **Written response from the Mayor**

In line with the definition of the First Steps programme set out in MQ1551 / 2011, a total of 8,350 First Steps homes were completed between 1 April 2008 and the end of February 2011.

## **First Steps (4)**

**Question No: 1596 / 2011**

[Nicky Gavron](#)

How many new homes have been started as a result of the First Steps Programme?

### **Written response from the Mayor**

In line with the definition of the First Steps programme set out in MQ1551 / 2011, a total of 11,875 First Steps homes were started between 1 April 2008 and February 2011.

## **First Steps (5)**

**Question No: 1597 / 2011**

[Nicky Gavron](#)

How many new homes are in the pipeline as a result of the First Steps Programme?

### **Written response from the Mayor**

In line with the definition of the First Steps programme set out in MQ1551 / 2011, a total of 3,525 homes are in the pipeline at the end of the previous investment round as a result of my First Steps Programme. Further homes will come forward in the new investment round.

## **First Steps (6)**

**Question No: 1598 / 2011**

[Nicky Gavron](#)

What is the average household income of occupiers of the First Steps Programme?

### **Written response from the Mayor**

In line with the definition of the First Steps programme set out in MQ1551 / 2011, the average household income of First Steps purchasers was £37,183 in 2009/10.

## **First Steps (7)**

**Question No: 1599 / 2011**

[Nicky Gavron](#)

How many homes have been purchased by occupiers of the First Steps Programme to date?

### **Written response from the Mayor**

In line with the definition of the First Steps programme set out in MQT1551/2011, a total of 8,455 First Steps homes have been purchased between 1 April 2008 and end of February 2011.

## **First Steps (8)**

**Question No: 1600 / 2011**

[Nicky Gavron](#)

What assumption has been made for planning purposes about the projected level of ownership after 5 years of the First Steps Programme?

### **Written response from the Mayor**

Assumptions about projected ownership levels in the future vary significantly between products and providers. There is no single programme wide assumption.

## **Housing Benefit**

**Question No: 1601 / 2011**

[Jennette Arnold](#)

A Race Equality Foundation study in partnership with 'Inside Housing' concludes that BME families will be affected disproportionately by housing benefit cuts as a result of larger family sizes and a concentration in areas, such as London, where there is a wide margin between rents and the housing benefit cap.

a) Are you aware of this development?

b) What, if any, actions can these communities expect you to take on their behalf?

### **Written response from the Mayor**

I am aware of this study.

I have made a strong case for mitigating measures on changes to housing benefit. My discussions with Government have already secured more time for boroughs to help existing claimants find alternative accommodation, more money to help some households stay in their home and incentives for landlords to reduce their rents. These measures will benefit many Londoners affected by the cuts, including families from BME communities.

## **Trafficking Roundtable Event**

**Question No: 1602 / 2011**

[Jennette Arnold](#)

In the 2009 draft version of 'The Way Forward' you said that you would work in partnership with the Equality and Human Rights Commission to convene a trafficking roundtable event. Did this event take place and, if so, what were the findings and recommendations to come out of this event?

### **Written response from the Mayor**

The Human Trafficking and London 2012 Roundtable took place in April 2009, chaired by the United Nations Special Rapporteur on Trafficking in Persons, Joy Ngozi Ezeilo.

Approximately 35 agencies attended the event and recommended that the GLA and Equality and Human Rights Commission establish a Human Trafficking Network to coordinate activities to prevent and respond to a potential increase in trafficking ahead of London 2012.

The Human Trafficking and London 2012 Network has now been established and will continue to work with partners to ensure that agencies are aware of the risks and take the necessary precautions to mitigate these.

## **Reaching Minorities**

**Question No: 1603 / 2011**

[Jennette Arnold](#)

I have been asked to submit the following question by one of my constituents:

"What are you doing to reach minorities in the run up to the Olympics? What media is produced to get them on board?"

### **Written response from the Mayor**

On 23 May I launched the London 2012 Equality and Diversity Annual Report at the National Centre for Autism Education in Muswell Hill. This media and stakeholder event highlighted work underway across the 2012 programme to engage minority groups.

Particular examples include the Gamesmakers and London Ambassador programmes, launched at the end of last year which targeted diverse groups. The OPLC regularly meets with local community groups and I continue to hold community receptions to which London 2012 representatives are invited. My 2012 culture diary helps to raise awareness of diverse cultural organisations throughout London and my Sports Participation Fund continues to support organisations working at the grass roots.

## **Monitoring minicab driving standards**

**Question No: 1604 / 2011**

[Jennette Arnold](#)

A constituent from Hackney asked me to table the following question:

"The Co-op has recently introduced a scheme for young motorists where a smartbox is fitted to their car which monitors acceleration and braking. The insurance company then calculates insurance premiums based on how customers drive. Having suffered a recent alarmingly irresponsible drive in mini cab, it occurred to me that these boxes should be fitted to all licensed minicabs to encourage more responsible and safer driving. "

"Would the Mayor consider insisting that all minicabs in London are required to have insurance premiums determined by monitored driving standards?"



### **Written response from the Mayor**

I am aware of such schemes and whilst they are interesting I do not feel it is appropriate to dictate which insurance company a private hire driver or operator can use. Clearly driving standards are an important matter for passengers and pedestrians alike and responsible private hire operators recognise this and already invest a significant amount of money in driver skills and customer service training.

### **Cycle provision during engineering works**

**Question No: 1605 / 2011**

[Jennette Arnold](#)

One of my Hackney constituents asked me to table the following question:

“Why is it that, when there are road or other civil engineering works, provision for cyclists is the first casualty? For example, cycling from Stoke Newington to Stratford yesterday, I found that the Lea Navigation path was blocked at Hackney Wick (for works in connection with the Olympic Park). No diversion for cyclists was signposted. Eventually one is forced to emerge on the dual carriageway section of the A11 leading from the Bow flyover to Stratford -- not a safe route for cycling. There are numerous road works surrounding the Stratford Shopping Centre and all the provision for cyclists has been eliminated.”

“If the Mayor is serious about encouraging cycling as a means of transport as opposed to a gimmick, will he ensure that temporary provision for cyclists is provided just as it is for motor vehicles and pedestrians?”

### **Written response from the Mayor**

TfL is not undertaking works at this site. Nevertheless, TfL recognises that roadworks can impinge on cycle facilities or routes and is currently developing a guidance document in conjunction with its contractors, internal cycling promoters and stakeholder groups to promote good practice in the planning and design of roadworks.

### **Bounds Green Escalator**

**Question No: 1606 / 2011**

[Joanne McCartney](#)

The ‘down’ escalator at Bounds Green tube station has not been working for a considerable time. During the last two years for what period has the escalator been out of action? When will the current repairs be finished and the escalator be back in working order?

### **Written response from the Mayor**

There are two escalators at Bounds Green Tube station, which have both been worked on over the past two years. While one is being serviced the other is run in the ‘up’ direction, potentially giving rise to the perception that it is always the same ‘down’ escalator which is out of service which is not the case.

Although there have been a small number of ‘short duration’ failures on both escalators since May 2009, the major pieces of work have been refurbishment of one escalator between April and October 2010 and the recent refurbishment of the second which started in January 2011 and was completed earlier this month (May). Both escalators are now in customer use.

### **Health Protection Agency and the 2012 Games**

**Question No: 1607 / 2011**

[Navin Shah](#)

Are you concerned by the plan to abolish the Health Protection Agency a month before the

Olympics?

### **Written response from the Mayor**

I have been assured by NHS London that business continuity will be ensured during the transfer of the Health Protection Agency's functions to Public Health England.

In addition, the Department of Health has established an Emergency Preparedness, Resilience and Response Team to ensure that the response to major emergencies continues to be robust during the 2012 Games.

### **Look and feel programme on Transport network.**

#### **Question No: 1608 / 2011**

[Valerie Shawcross](#)

You have agreed to award a contract to Jack Morton Worldwide for £106,773.60 to "scope in LOOK & FEEL programme" across London's transport network. What is the purpose of this project? What additional later expenditure is planned as a result of this scoping project? Why and in what way is the contract to Jack Morton Worldwide exempted from the requirements of the GLA's Contract and Funding Code? Why is this funding coming from the GLA and Olympics budgets rather than from TfL?

### **Written response from the Mayor**

The scoping of Look and Feel on the transport network is intrinsically related to that undertaken by Jack Morton for City Dressing Zones, for which a competitive procurement process was run. Given the very close interface with that work and the time constraints to deliver the project it was recognised that running a competitive procurement would not be practicable.

The work is about delivering a fantastic look to the transport system during the Games, and is not about the operation of the transport system. It is therefore appropriate that this is funded from the main Olympic budget of £9.3billion.

### **Cash fares on Buses**

#### **Question No: 1609 / 2011**

[Murad Qureshi](#)

I have become aware of bus drivers refusing to allow passengers on the bus who offer to pay for their fare with a bank note rather than the exact fare, claiming that they have no change. What is yours & TfL's policy on people seeking to pay their fare on the bus with a bank note rather than the exact fare? Should they be refused carriage?

### **Written response from the Mayor**

Drivers should provide change where it is reasonable to do so. If they cannot, it may be possible for other passengers to help. If not, the driver should issue an "Unpaid Fare Notice" and allow the passenger to travel.

The passenger must then pay their fare within five working days and ways to do this are listed on the Notice.

### **Letter to Eighteen Year Olds**

#### **Question No: 1610 / 2011**

[Len Duvall](#)

You have recently written to all 18 year olds. When was the decision taken to do this? Who are you sending the letters to - is it all voters coming onto the register at 18 or was it limited to

some areas of London? If limited, from which areas? What was the cost and which budget was it paid from? What legal advice did you receive?

#### **Written response from the Mayor**

These letters are not being sent from the Mayor of London's office and no public money is being spent on them.

### **Rugby World Cup 2015 (1)**

**Question No: 1611 / 2011**

[Andrew Boff](#)

How much public money will be spent on hosting the Rugby World Cup in 2015? How much will come from the GLA?

#### **Written response from the Mayor**

There is an agreement between the UK Government and the Rugby Football Union to support the staging of the Rugby World Cup in England during 2015.

No financial commitment has been made by the GLA towards the cost of hosting this event.

### **Employing ex-offenders**

**Question No: 1612 / 2011**

[Andrew Boff](#)

The ODA was involved in a pilot scheme that provided work placements for ex-offenders on the Olympic Park. Are there any more plans to involve ex-offenders in work programmes during the Olympics?

#### **Written response from the Mayor**

In February the ODA successfully delivered a pilot scheme which matched suitably screened ex-offenders to training and employment opportunities on the Olympic Park, in line with my commitment to reduce re-offending rates in London.

I do want to see further work of this sort and will be hoping to see additional projects delivered by the ODA, LOCOG, Crossrail and TfL.

### **Youth crime in Waltham Forest**

**Question No: 1613 / 2011**

[Andrew Boff](#)

What progress has the Met Police made in its work with Waltham Forest Council in regard to Operation Connect?

#### **Written response from the Mayor**

Operation connect is a live MPS operation and I am constrained from commenting on it. But I want to assure the people of Waltham Forest that we are doing all we can to keep crime in their borough on a downward trajectory.

### **East Marsh**

**Question No: 1614 / 2011**

[Andrew Boff](#)

Planning condition LTD.9 of the Olympic 'Facilities and their Legacy Transformation' permission

states: "Before 31 December 2011, details of the layout and provision of pitches and the design of changing facilities to be provided at East Marsh shall be submitted to and approved by the Local Planning Authority." However, it has since transpired that no changing rooms will be provided at East Marsh. How will the Sunday League footballers who use East Marsh be compensated for this loss of facilities?

#### **Written response from the Mayor**

The Olympic Delivery Authority (ODA) has contributed to the provision of a new facility at South Marsh being built by the London Borough of Hackney which includes 33 modern changing rooms meeting current FA/RFU requirements. The proximity of these facilities to East Marsh has led the ODA's Planning Decisions Team to conclude that the ODA is not required to provide changing facilities at East Marsh as part of the reinstatement works. However, as you know following our recent meeting, Hackney has agreed to meet with League representatives on site to discuss future changing room and car park provisions

### **Devolved Delivery Agreements**

#### **Question No: 1617 / 2011**

[Andrew Boff](#)

What is your assessment of the Devolved Delivery Agreements pilot and the benefit being part of the pilot has brought to housing delivery in the three boroughs involved?

#### **Written response from the Mayor**

The Devolved Delivery pilot outlined my commitment to placing boroughs at the heart of the decision-making process on housing investment. I am working closely with the HCA and the boroughs on the new Affordable Rent model to ensure that the negotiations on this new model deliver the aims of my devolved delivery pilots.

### **Devolved Delivery Agreements (2)**

#### **Question No: 1618 / 2011**

[Andrew Boff](#)

Please will you give me an update on the progress of negotiating Devolved Delivery Agreements across London and how many boroughs you expect to sign-up to take more responsibility for delivering homes in their areas?

#### **Written response from the Mayor**

Please see my response to MQ1617 / 2011.

### **Haringey Mayoral Development Corporation**

#### **Question No: 1620 / 2011**

[Victoria Borwick](#)

What progress is being made in establishing a new Mayoral Development Corporation in Haringey?

#### **Written response from the Mayor**

I am in discussion with the London Borough of Haringey on the appropriate solutions to tackle deprivation in the Tottenham area.

## **Western Extension**

**Question No: 1621 / 2011**

[Victoria Borwick](#)

Will you provide me with a complete list of all the Western Extension Zone cameras that have not been removed?

### **Written response from the Mayor**

Of the 135 Western Extension Zone camera sites, 85 were scheduled to be removed between 31 January and 27 April 2011. Of these, 71 were successfully removed and 14 have been delayed for various reasons relating to road works, obstructions and permitting issues. These are expected to be removed between 20 June and 20 July 2011.

Of the remaining 50 sites, 45 are scheduled to be removed between 20 June and 20 July. Of the remaining five, four will have only the cameras removed; the poles will be retained for use by the Metropolitan police, or for installation of CCTV cameras, which will be connected to TfL's London Traffic Control Centre for traffic surveillance purposes.

The final camera site had both Western Extension and Low Emission Zone cameras affixed to it. The Western Extension cameras have been removed from this site but the pole and the Low Emission Zone cameras will remain for the purpose of enforcing the Low Emission Zone.

A complete list showing the Western Extension Camera Sites that are due to be removed is attached as Appendix I.

## **Barrier work – A1**

**Question No: 1622 / 2011**

[Brian Coleman](#)

What is the cost of the barrier works currently being undertaken on the A1 between Apex Corner and Stirling Corner and in these stressed economic times are they not a complete waste of public money?

### **Written response from the Mayor**

The new safety barriers being installed on the A1 between Stirling Corner and Apex Corner are fully funded by a road safety charity and are therefore being delivered at no cost to the public purse.

## **David Bedford**

**Question No: 1623 / 2011**

[Brian Coleman](#)

Will the Mayor pay tribute to David Bedford and the work that he has done for Londoners, in particular on the London Marathon? Will he comment on Mr Bedford's reported remarks on the "appalling" behaviour of LOCOG when changing the Olympic marathon route, and that the London Marathon is "a professional business run by professionals and it was very difficult to work for another organisation who in the main have never organised an event of their own"?

### **Written response from the Mayor**

The fantastic work that Dave Bedford has done for the London Marathon has benefited many thousands of people from London, across the UK and beyond. His work has helped the London Marathon to become the hugely important event that it is today.

It was Dave Bedford's own decision not to work on the Olympic and Paralympic Marathons. It has not affected the strong working relationship that the London Marathon has with LOCOG.

Both organisations continue to work closely together on the Test Events later this month, and on the delivery of first class Olympic and Paralympic marathons in 2012.

## **Olympic Peers**

**Question No: 1624 / 2011**

[Brian Coleman](#)

In the Olympic battle of the peers, which peer of the realm does the Mayor support – Lord Coe or Lord Moynihan? Will the Mayor knock their lordships’ heads together?

### **Written response from the Mayor**

I am happy that the issue has now been resolved.

## **Tessa Sanderson**

**Question No: 1625 / 2011**

[Brian Coleman](#)

Why does the Mayor think that Tessa Sanderson has resigned from the board of the OPLC?

### **Written response from the Mayor**

I cannot speak on Tessa’s behalf, but I would refer you to an extract of the statement she made on 28 March when she announced her decision to resign her role from the OPLC Board. She stated that she wished to channel her energies towards developing and growing her sports foundation as part of her ambition to inspire youngsters to achieve through sport. She added that she would continue to be involved in the legacy of the 2012 Games through the Tessa Sanderson Foundation and Academy.

## **Student extremism**

**Question No: 1627 / 2011**

[Brian Coleman](#)

Could the Mayor outline what he is doing to tackle extremism on some of our universities and college campuses in London?

### **Written response from the Mayor**

Whilst the vast majority of students in London’s colleges and universities are law abiding citizens and making positive contributions to our communities it is important for the police and partners to address potential violent extremist activity which may take place.

The Metropolitan Police Service Specialist Operations Department is working with further and higher education establishments to address any violent extremist activity that may target vulnerable students.

Police officers are responsible for engaging with these institutions, to encourage a partnership approach to this issue. Working groups with both academics and students are supporting this work. This programme of joint working builds resilience through the raising of awareness amongst staff and students of the dangers presented by those individuals who are intent on radicalizing others.

Existing safeguarding structures already in place may be used to tackle these issues internally at first and, where appropriate, the assistance of the MPS can be called upon.

Examples of this engagement work include a multi agency Prevent conference examining issues around violent extremism for key university staff, engagement with student bodies and students

(particularly during Freshers's Week), presentations to staff and students covering subjects such as radicalisation and internet abuse and the creation of Prevent Working Groups in certain institutions.

## **Moving Camden Town Junction**

**Question No: 1629 / 2011**

[Brian Coleman](#)

Camden Council is planning to proceed with a £1.3m scheme to move Camden Town Junction six feet to the right. £600,000 of the budget will be from TfL. Allowing this completely unnecessary project to proceed will inconvenience tens of thousands of Camden residents as they sit in gridlock, whilst simultaneously wasting their money. Therefore, for the sake of Camden residents, will the Mayor commit to withdrawing £600,000 of LIPs funding from Camden?

### **Written response from the Mayor**

The Britannia Junction scheme was promoted by the London Borough of Camden and will create much needed additional public space adjacent to Camden Town Underground station, together with a significantly better public realm, direct pedestrian crossings and removal of all street clutter.

The scheme is one of my *Better Streets* flagship projects, which aims to deliver public space improvements across London to ensure that London's streets, squares, parks and green and water spaces are fit for a great world city, are enjoyed by everyone who visits them and most importantly, help improve the quality of life in the Capital. For this reason I have no plans to withdraw the funding.

The traffic impacts of the scheme have been carefully modelled and indicate that the junction will operate effectively following its construction. The scheme is due to be completed by January 2012 in preparation for the 2012 Games. This really is a great scheme and I've asked TfL to send you some images to show what the benefits will be.

## **Removing masks during marches**

**Question No: 1630 / 2011**

[Brian Coleman](#)

Following my December 2010 MQT question - when I asked for a tightening of laws around wearing masks at protests - does the Mayor welcome Theresa May's announcement that police should have the power to remove face-coverings during marches?

### **Written response from the Mayor**

Yes, in principle I do support the Home Secretary's proposal. I am advised by the Commissioner that implementing such a power does present some practical challenges, including establishing what purpose an article is to be used for, also whether it is being used to conceal an identity or an alternative motive.

Current legislation under Section 60aa Criminal Justice and Public Order Act 1994 allows police officers to both remove face coverings and seize articles believed to be used to conceal a person's identity.

## **Boris Bikes**

**Question No: 1632 / 2011**

[Richard Tracey](#)

When do you intend to expand the Cycle Hire Scheme further south and west? Will TfL conduct a feasibility study into the expansion of the Cycle Hire scheme into Wandsworth and Merton?

### **Written response from the Mayor**

I consider Barclays Cycle Hire to be an expanding programme. One of the basic premises of the scheme is that a dense network of docking stations needs to be in place, located every 300 metres or so, throughout the cycle hire zone, as users rely on the expectation that there will be a docking station close to their desired origin/destination. This means that to expand the scheme to Merton from the current zone, for example, would require a large number of docking stations through all of Wandsworth and Lambeth to reach Merton.

Whilst I would certainly be keen to take cycle hire to other parts of London, all future expansion is dependent on whether further funding becomes available and whether a successful operational network for the scheme can be created.

## **Battersea Rise Junction (1)**

**Question No: 1633 / 2011**

[Richard Tracey](#)

How much money has TfL raised in fines from the intersection at Battersea Rise and Northcote Road since a yellow box was introduced at this junction? How many motorists have been fined as a result of this yellow box?

### **Written response from the Mayor**

In order to keep traffic flowing, TfL issues Penalty Charge Notices to vehicles contravening this junction. TfL endeavours to make its enforcement fair and reasonable.

As of 8 May 2011, TfL has issued a total of 32,494 PCNs since enforcement commenced at this location in 2004. The total value of payments received by TfL in respect of those PCNs is some £1.95m.

## **Battersea Rise Junction (2)**

**Question No: 1634 / 2011**

[Richard Tracey](#)

What plans are there to improve this junction at Battersea Rise and Northcote Road, and how soon can motorists expect to see these improvements implemented?

### **Written response from the Mayor**

It is planned to install a new diagonal pedestrian crossing and adjust the position of an existing crossing and kerbline, de-clutter street furniture, adjust signal phases to smooth traffic, resurface, and upgrade cycling facilities. I envisage this will be completed by March 2012 subject to co-ordination with other works and further consultation with stakeholders.

## **Police training**

**Question No: 1638 / 2011**

[Tony Arbour](#)

I am very concerned by the idea of introducing university qualifications for Met Police recruits, as proposed in Peter Neyroud's 'Review of police leadership and training'. Do you share my



concerns that this could have all sorts of unintended consequences on the police force and should not be recommended?

**Written response from the Mayor**

I am confident that the Government will explore the ramifications of the recommendations of the Neyroud review to avoid any unintended consequences on the police force.

**District Line**

**Question No: 1639 / 2011**

[Tony Arbour](#)

What would the impact of re-instating District Line trains to Hounslow West be on existing Underground Services?

**Written response from the Mayor**

There would be a significant negative impact on existing District line users in west London caused by the need to cut trains to Richmond and Ealing Broadway in order to accommodate this service. Operating a mix of District and Piccadilly line services over this section of track would reduce reliability on both lines and would also reduce Piccadilly line services to Heathrow airport causing significant disbenefits to the large number of Heathrow users.

In any case Hounslow residents can easily change from the Piccadilly to the District line at Acton Town, Hammersmith or Barons Court.

**District Line**

**Question No: 1640 / 2011**

[Tony Arbour](#)

What would the cost be of re-instating the District Line to Hounslow Central?

**Written response from the Mayor**

London Underground (LU) has no plans to extend the District line to Hounslow so the detailed costs of such a scheme are not known.

However, to operate such a service a new siding would be required at Hounslow West so District line trains could turn around and return east. This would present a significant engineering challenge and thus be very costly.

Quite apart from these factors, there would be a significant negative impact on existing District line users in west London caused by the need to cut trains to Richmond and Ealing Broadway in order to accommodate this service. Operating a mix of District and Piccadilly line services over this section of track would reduce reliability on both lines and would also reduce Piccadilly line services to Heathrow airport causing significant disbenefits to the large number of Heathrow users.

In any case Hounslow residents can change from the Piccadilly to the District line at Acton Town, Hammersmith or Barons Court.

**District Line**

**Question No: 1641 / 2011**

[Tony Arbour](#)

Would re-introducing the Hounslow West extension on the District Line affect services at Ealing, Richmond or Wimbledon?

### **Written response from the Mayor**

There would be a significant negative impact on existing District line users in west London caused by the need to cut trains to Richmond and Ealing Broadway in order to accommodate this service.

### **District Line**

#### **Question No: 1642 / 2011**

[Tony Arbour](#)

Why was the Hounslow West extension scrapped in 1964?

### **Written response from the Mayor**

There were only about six District line trains to London in the morning peak, and the same in the evening from London. The capacity on the Piccadilly line was adequate to carry the passengers, and thus they were withdrawn. Although service frequencies have increased in the last forty years, the fundamental rationale still holds.

### **Sprinklers**

#### **Question No: 1644 / 2011**

[Gareth Bacon](#)

Recent London Fire Brigade figures reveal that six out of 10 schools that have proposed building work in the last three years did not have plans to install sprinklers. What more can be done to encourage sprinkler installations in London?

### **Written response from the Mayor**

London Fire Brigade (LFB) actively promotes the use of sprinklers – they save lives, prevent injuries and protect property. Information on the benefits of sprinklers has recently been sent to Approved Inspectors for building control, housing associations in London and over the next month all Local Authorities will be contacted. The LFB does press work to promote sprinklers at every opportunity, particularly following significant incidents where they could have made a difference. Though disappointed, that in December 2010, the Government decided against reviewing the Building Regulations that cover use of sprinklers, the LFB continues to call for changes in regulation to encourage the wider installation of sprinklers.

### **Housing Benefit Cuts**

#### **Question No: 1646 / 2011**

[Len Duvall](#)

In answer to Written Question No: 3737/2010 you stated that you “support the reform of Housing Benefit but believe that transitional arrangements are essential in order to mitigate any unintended consequences on London of the imminent changes”. What transitional arrangements do you believe are required for London and in what specific ways have you conveyed this message to the Government?

### **Written response from the Mayor**

I, my housing advisor and my officers have had a number of meetings with Ministers and government officials to discuss transitional arrangements, and I have also written to Ministers about this issue. As a result, I have secured more time for boroughs to help existing claimants find alternative accommodation, more money to help some households stay in their home and incentives for landlords to reduce their rents.

## WEZ Update

Question No: 1647 / 2011

Valerie Shawcross

It is now three months since the WEZ was removed. Since then, how many more vehicles have been recorded in the former western zone? What has the initial impact been on air quality in the area?

### Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Written response provided on 3 June 2011:

I promised in my Manifesto to consult on the future of the Western Extension of the congestion charging zone (WEZ). This exercise demonstrated that WEZ (which was unpopular when it was introduced) had remained unpopular, did not fully achieve all it set out to do, and was (and was perceived to be) a disincentive to businesses which deserve encouragement, particularly in the current difficult economic climate. On 20 October 2010, I confirmed my proposal to remove the scheme – the final charging day in the Western Extension was 24 December 2010.

I published a summary of the expected impacts of removal as part of the consultation, and I do now have results from TfL's monitoring of traffic conditions for the first 12 weeks of this year in the former WEZ area. However, these are initial impacts: it is still early days and it will take some further time before we can be certain of the longer-term 'settled' effects.

The removal itself was implemented successfully, and all the indications are that the road network in the former western extension zone is functioning better than expected. These initial results show a lower than expected increase in the amount of traffic driving both into and within the former zone and no discernable impact on air quality, when the former zone is compared with the rest of London.

- Traffic coming back into the area is at the lower end of our expected range. In the first 12 weeks of this year, traffic entering the former western extension zone during charging hours increased by 8 per cent, compared with the same period in 2010. That figure is at the lower end of TfL's forecast increase of 8 to 15 per cent and means that, to date, there has been less pressure on the road network than was expected.
- Traffic within the former western extension area increased by an estimated 6 per cent, again representing the lower end of the expected range of 6 to 12 per cent.
- Average traffic speeds in the former western extension are estimated to be up to 3 per cent slower than the same period in 2010, compared with TfL's expectation that (without mitigation and with traffic increases in the predicted range) average traffic speeds would have fallen by between 6 and 12 per cent – meaning that the road network is performing better than forecast. The measures put in place by TfL to deal with this extra traffic, such as extra SCOOT traffic signal control, are also clearly having a beneficial effect.
- In terms of air quality, TfL modelling showed that WEZ removal would lead to a very small impact on pollution concentrations. The available data so far for 2011 shows that air quality in the former Western Extension zone has behaved in the same way as that in the rest of London and there has not been a discernable 'WEZ removal effect'. Concentrations of NO<sub>2</sub> have actually fallen, both inside and outside the former Western Extension. The first few months of this year have seen adverse particulate pollution episodes affecting the whole of London, but these are not linked to the removal of the former Western Extension. Instead they are caused largely by the weather and from pollution from the continent, which worsened concentrations of PM<sub>10</sub> across London.

## **Ticket office opening hours reduction**

**Question No: 1648 / 2011**

Valerie Shawcross

Since the changes were made to ticket office opening hours on the underground in February, please give an update on a) how much income from ticket sales TfL have made compared to before the changes and b) any impact on fare evasion.

### **Written response from the Mayor**

As expected there has been no change in ticket sales income that can be attributed to the reduction of ticket office opening hours. This is because the change affected a very small proportion of London Underground customers who can in any case still easily buy tickets from any of the wide range of alternative ticket-buying options available.

The vast majority of London Underground stations are gated and customers require an Oyster or paper ticket to gain entry. The availability of a ticket office does not directly affect this requirement and we have not detected any rise in fraud levels. We will of course keep this under review through our regular surveys of ticketless travel.

## **Pedestrian crossing removal**

**Question No: 1649 / 2011**

Valerie Shawcross

Please give an update, by borough, of the current status of your, in my view, misguided proposals to remove traffic signals, including pedestrian crossings. How much money have TfL spent on removing signals so far? What do you predict the total expenditure to be?

### **Written response from the Mayor**

The current status of suggested locations for traffic signal removal by Borough is posted on the TfL website at <http://www.tfl.gov.uk/corporate/projectsandschemes/11351.aspx>.

TfL has spent just under £50,000 on the removal of five TLRN traffic signal locations in 2010/11, including staff costs, signal equipment removals and civil engineering to make good the kerbs and highway etc.

Until the detail of alternative measures is known, it is not possible to predict what the total expenditure might be. The cost of removals within the borough schemes depends entirely on what alternative measures are being constructed. With regards the TLRN, the civil construction and traffic management measures will make up the majority of the expenditure.

As you know, I have set TfL the target that there should be no net growth in new traffic signals on the TLRN. Removing those signals which are no longer useful on the TLRN allows TfL to introduce new signals that would provide benefits and for which there is a strong case whilst delivering my target.

## **South Kentish Town Station**

**Question No: 1650 / 2011**

Valerie Shawcross

I have read reports that local people in Kentish Town and Camden are calling for the abandoned South Kentish Town tube station to be reopened to reduce pressure on other nearby stations and in light of a new development in the area. This would seem to be a positive move; will you use your good offices to ask TfL to look into this idea and examine options for how the

significant funding involved could be achieved?

### **Written response from the Mayor**

Please see my response to MQ0020/2011.

There are no plans to re-open South Kentish Town station on the Northern line, which was closed in 1924 due to very low passenger usage.

On a practical level, while there are some elements of the old station structure and tunnels still in place, re-opening South Kentish Town would not be a simple project and it would be prohibitively expensive to reinstate the station to modern day standards. It is extremely unlikely that any contribution from external parties would change this given the costs involved.

While re-opening South Kentish Town station would benefit those who live and work in the immediate vicinity, the station isn't well located in terms of a larger catchment area. The majority of those who would be in the catchment area are also within a 10-15 minute walk of Camden Town, Kentish Town or Chalk Farm stations, the first two of which are also connected by a high frequency bus service.

## **Olympic safety planning and delivery - TfL**

### **Question No: 1651 / 2011**

[Valerie Shawcross](#)

Who within TfL is responsible for the delivery of safety and security during the Olympics? What has TfL Surface Community Safety, Enforcement and Policing done to date to deliver the Olympics project and what stakeholder consultations have taken place? Please publish a progress report on TfL's delivery of safety and security for the Olympics

### **Written response from the Mayor**

The success of the London 2012 Games is dependent on the secure and safe travel of the athletes, media, sponsors and Games family, spectators and the public. As the lead transport delivery partner, Transport for London (TfL) has a crucial role to play in ensuring this happens on its network and in areas where it has been given primary responsibility.

Transport security planning for the Games takes place within the overall safety and security framework for the 2012 Games and is led by an Assistant Chief Constable from the British Transport Police supported by the Metropolitan Police Service (MPS) Safer Transport Command, TfL and other transport operators. The TfL approach builds upon the existing security regime with each of the operational businesses having an internal lead with activities co-ordinated at a TfL wide level. In support of this, the TfL Community Safety, Enforcement and Policing Directorate (CSEP) is specifically leading on five key work streams in conjunction and consultation with internal stakeholders, policing partners and Olympic partner agencies. These activities include the development of a detailed operational plan outlining where officers will be deployed during the games themselves. Consultation on a wider scale is carried out by TfL Consultation and Engagement Centre.

A key part of the current activities is a series of London Olympic Venue Transport Security Risk Assessments workshops organised by the TfL funded MPS Safer Transport Command (STC) as 'venue' police force and CSEP. This programme includes workshops focused on the operations of the Olympic Road Network, demonstrations and crime and will incorporate Movement Management Area (MMA) considerations. CSEP, in conjunction with the STC will coordinate the identified risks and progress mitigations relevant to TfL and the transport network in order to inform the Olympic Venue Transport Security Plans. This process fully involves the operational business leads who will take a number of these issues forward.

Additionally, under the overall games transport delivery framework CSEP continues to support the modal security working groups for the Rail, Road and Maritime sectors.

## **Delroy Grant**

### **Question No: 1652 / 2011**

[Richard Barnbrook](#)

It is widely accepted that the Metropolitan Police made errors in the handling of the Delroy Grant rape attacks investigation. Does the Mayor believe that unwillingness to recognise a racial motivation, due to a fear of being accused as racist when investigating ethnic crime, was a factor in this?

### **Written response from the Mayor**

No, I refer you to the findings of the Independent Police Complaints Commission investigation.  
[http://www.ipcc.gov.uk/news/Pages/pr\\_240311\\_delroygrant.aspx](http://www.ipcc.gov.uk/news/Pages/pr_240311_delroygrant.aspx).