

Written Answers to questions not answered at Mayor's Question Time on 26 January 2011

Threat of Tube Strike on the Royal Wedding day

Question No: 61 / 2011

[Richard Tracey](#)

Given that ASLEF agreed with London Underground to work on bank holidays, will you join me in condemning ASLEF's threatened strike action and all the disruption it would cause Londoners and visitors alike on the day of the Royal Wedding (29 April)?

Oral response

Cycle funding

Question No: 24 / 2011

[Jenny Jones](#)

Will you correct the official record regarding the Transport for London press releases of 16th June 2008 and 28th May 2009 relating to investment in cycle funding?

Oral response

High pay

Question No: 198 / 2011

[Len Duvall](#)

Are you comfortable with levels of pay in your administration?

Oral response

The lot of rail commuters

Question No: 151 / 2011

[Caroline Pidgeon](#)

Has the lot of rail commuters improved during your time as Mayor?

Oral response

Police bonuses

Question No: 65 / 2011

[Tony Arbour](#)

Does the Mayor agree with me that it is quite wrong to offer bonus payments to police officers for performing tasks which one might reasonably expect them to perform as part of their duties? Can he confirm that the bonus sum paid out by the Met this year, reported in the press, was £28million and that he is doing to tackling this?

Oral response

Bankers

Question No: 194 / 2011

[John Biggs](#)

How many banks have left London in the last year?

Oral response

Eviction of Squatters

Question No: 60 / 2011

[Steve O'Connell](#)

It is estimated that there are 20,000 squatters in the country, the majority of whom are in London. Despite recent Government advice, law-abiding home owners still have no option but to go through complex and expensive legal proceedings to evict trespassers from their homes. Will the Mayor join with me in calling on the Government to grant the police greater powers to evict squatters without a court order?

Oral response

Mayors Transport Strategy and TfL Business Plan

Question No: 201 / 2011

[Valerie Shawcross](#)

What is your main worry with regards to London's current and future Transport needs?

Oral response

Rail Operating Companies

Question No: 63 / 2011

[Gareth Bacon](#)

Does the Mayor believe that the inability of the rail operating companies to cope with snow and poor weather during the last two months of 2010 means the time has come for London government to take a lead on commuter rail lines?

Written answer from the Mayor

While I cannot banish the impact of snow and ice on railway operations, I do believe there remains a pressing need to better integrate National Rail services with TfL's services, improve quality to a consistent standard around London, and increase cost effectiveness.

In short, this would offer better value for the taxpayer. Time and again, local accountability has been shown to bring greater focus to achieving policy goals, as set out in my Transport Strategy.

The impact of TfL's focus on the quality of London Overground services is already apparent. TfL's submissions to the recent DfT franchise reform consultation and also the McNulty Rail Value for Money study set out the case for greater devolution through a number of features, such as:

- The Mayor being allocated a rail budget for London for inner suburban passenger services, with which TfL can specify levels of service;
- These services franchised to higher and consistent standards of quality, with the same performance indicators to allow for comparison;
- More cost effective gross cost contracts operated by the private sector, specified by TfL, with enhancement projects sponsored more cost effectively.

The ability, or not, of train companies to cope with snow is not the substantive point. Rather, the Secretary of State has set out his rail franchise policy that will mean, in summary:

- Longer duration franchises to increase train operators' incentives to invest, with exceptions related to infrastructure projects
- Less prescription in the content of franchises, and use instead of higher level quality measures, such as customer satisfaction scores
- Continued specification of core service levels to protect social benefits

The DfT recognises the impact on customer satisfaction and patronage of devolution of rail services. This is therefore a timely moment to address this issue to ensure the railways play a full role in achieving goals common to both London and nationally.

Homeless

Question No: 1 / 2011

[Richard Barnbrook](#)

According to CHAIN there was a 6% increase in people sleeping rough at some point on the streets of London last year. With this mind is your target to end rough sleeping in London by the end of 2012 achievable?

Oral response

Rob Holden resignation

Question No: 59 / 2011

[Andrew Boff](#)

Does it concern the Mayor that the resignation of Rob Holden, one of the country's most widely respected engineers, as Crossrail chief executive, was brought about in part by the reportedly "hands-on" approach of Transport for London?

Oral response

Housing

Question No: 191 / 2011

[Nicky Gavron](#)

How many affordable homes have been started in each year since you were elected?

Oral response

BAA snow response

Question No: 62 / 2011

[Victoria Borwick](#)

What representations has the Mayor made to BAA in regard to their poor response to the heavy snow fall at Heathrow during December, resulting in misery to the travelling public and loss of revenues for business?

Written answer from the Mayor

I spoke to Colin Matthews, the Chief Executive of Heathrow, when the extent of the disruption at Heathrow became evident. I expressed my severe disappointment at the length of time it was taking for Heathrow to recover from the effects of the snowfall of the 18 December.

Heathrow must do better. It is London's and the UK's gateway to the world and its underperformance reflects on the Capital and the country as a whole.

One of the problems is that Heathrow operates at 99% capacity and only the slightest operational problem can cause lasting disruption. That is why I think it is critical that London has a new hub airport with more capacity and better resilience than can ever be achieved at Heathrow.

In response to my call, BAA wrote to me setting out the measures they had taken to bring the airport up to full operation. BAA also confirmed that they had appointed an independent panel of experts, chaired by Professor David Begg, to undertake a review of their operations during this period. This review will report in March.

Strikes

Question No: 197 / 2011

[Joanne McCartney](#)

Has the number of Tube strikes gone up since you were elected?

Written answer from the Mayor

Based on a simple comparison of the numbers of days on which some form of strike action has taken place, there have been 21 since my election in 2008, compared with 17 during the previous Mayor's time in office.

These facts perhaps underline the differences in approach - my predecessor apparently took the view that it was expedient, in response to their threats of strike action, to submit to the unsustainable and often spurious demands of the union leaderships. I take a different view, which is that we should not be swayed from well thought through plans or properly taken decisions simply because some union leaders seek to obstruct them.

This may have led to more strikes, but they have been utterly pointless, have achieved nothing, and in many cases have had little or no impact on services. I strongly urge the trades unions'

leaders to recognise this and commit to resolving issues through discussion and negotiation in future; will you do the same?

It is also worth noting that more than three-fourths of the strikes have not had the support of a majority of those who were balloted, with fewer than 50% of the trades union members concerned having voted yes to strike action. In some cases, much fewer - the recent strikes by RMT and TSSA members were supported by fewer than a third of those balloted. I believe that is unacceptable and that there is a real case for the Government to take action to ensure strikes cannot proceed without majority support.

Olympic rail travel

Question No: 64 / 2011

[James Cleverly](#)

Will the Mayor do all in his power to persuade London commuter rail firms to offer fare discounts to Olympic Games ticket holders?

Oral response

10:10

Question No: 169 / 2011

[Mike Tuffrey](#)

Did City Hall cut its emissions by 10% in 2010?

Oral response

Increase in Congestion Charge

Question No: 199 / 2011

[Murad Qureshi](#)

Do you anticipate raising the congestion charge above £10?

Oral response

Climate change funding

Question No: 50 / 2011

[Darren Johnson](#)

Will you state, for the public record, the amount you now expect to spend in your term of office on direct climate change programmes following delays and cuts?

Written answer from the Mayor

Between 2008/09 and 2009/10 I spent £42 million on direct climate change programmes (including £15 million invested in the London Green Fund), and a further £190 million on programmes with climate change benefits, including walking and cycling.

I am still in negotiations with government over the final settlement on LDA funding and my administration is focusing its efforts on securing a deal for London and until a decision is made I am not able to comment on my expected funding in these areas. Once I have an agreed settlement I will be able to give you further details as to how that budget will be allocated.

Irrespective of these discussions, the London Green Fund will continue to provide £100 million to invest in waste, energy efficiency and decentralised energy. I am working with Government to ensure that London does not lose out on investment through the Green Investment Bank and the Green Deal and also looking to identify other potential sources of funding including Europe to ensure they support delivery of my programmes.

My officers continue to work hard to secure funding to deliver my priorities, such as the £25 million secured with London partners from the Ofgem's low carbon network fund. We are also working to secure funding from other sources including the European Investment Bank and the European Union to support other priorities areas.

Affordable housing

Question No: 153 / 2011

[Mike Tuffrey](#)

Your housing manifesto pledged to "work with the boroughs to build 50,000 more affordable homes by 2011". How many affordable homes will you have delivered by 31 March 2011?

Written answer from the Mayor

I anticipate that approximately 40,000 homes will be delivered by March 2011.

26,640 affordable homes have already been delivered in 2008/09 and 2009/10, the HCA is forecasting 12,500 completions by March 2011 and there will be a small number of non-HCA funded completions in addition.

This means that around 10,000 homes will be needed in March 2012 to hit the 50,000 target, which would be the highest level of affordable housing delivery in any single Mayoral term, and during the most difficult economic circumstances since the Great Depression.

Questions for Written Answer

Clearing the air

Question No: 2 / 2011

[Richard Barnbrook](#)

Your strategy will seek to stop black cabs of over 15 years of age and PHV's over 10 years of age. There appears to be no strategy on illegal cabs many of which are older vehicles. Whilst it is acknowledged that policing this activity is difficult, do you think the regulated taxi industry would welcome a crackdown on illegal minicabs and would such a crackdown also aid your cleaner air policy?

Written answer from the Mayor

Following a consultation on my Air Quality Strategy, which looked at how harmful emissions can be reduced and air quality in London improved for everyone, I announced a number of new initiatives covering taxis and private hire vehicles on Tuesday 14 December. Taxi and Private Hire services play a major role in the Strategy and age limits for licensed taxis and private hire vehicles will be introduced alongside a number of other initiatives.

There is no age limit for illegal cabs because these should not be operating on London's streets. TfL and the Police use a broad range of tactics to crackdown on illegal cabs and will continue to

do so. In addition, TfL is seeking powers to seize and dispose of any vehicle used in touting offences.

The Safer Transport Cab Enforcement Unit has made over 6,000 arrests for touting since its inception in 2003. As part of Operation Safer Travel at Night which ran over the festive period 177 touts were arrested, over 50,000 Londoners were warned about the dangers of using illegal cabs.

Weather patterns

Question No: 3 / 2011

[Richard Barnbrook](#)

Is there a reason why in this strategy you state London will experience colder, wetter winters whilst in your Climate change Mitigation and Energy Strategy the emphasis is on milder wetter winters, does this give Londoners the perception that you are making it up as you go along?

Written answer from the Mayor

In June 2009, the Government published the UKCP09 climate change projections, which are widely accepted as the best climate projections in the world. As they project the climate, rather than the weather, this means that they project a trend over a 30 year period. The projections state that we should expect a trend of warmer, wetter winters and hotter, drier summers, with more frequent and extreme weather. This means that cold winters will occur, but that over a 30 year period, they will become less frequent.

The error in the draft Air Quality Strategy has been rectified in the final Air Quality Strategy and is now consistent with the draft Adaptation Strategy, the draft Climate Change Mitigation and Energy Strategy and the Government's climate projections.

Climate change Mitigation and Energy Strategy (1)

Question No: 4 / 2011

[Richard Barnbrook](#)

In your various Climate Change Mitigation papers you state "the UK will experience progressively warmer and drier summers, wetter and milder winters" at what point will this be re-considered in light of the last two fairly unremarkable summers and freezing cold winters?

Written answer from the Mayor

In June 2009, the Government published the UKCP09 climate change projections, which are widely accepted as the best climate projections in the world. As they project the climate, rather than the weather, this means that they project a trend over a 30 year period. The projections state that we should experience a trend of warmer, wetter winters and hotter, drier summers, with more frequent and extreme weather. This means that cold winters will occur, but that over a 30 year period, they will become less frequent.

Climate change Mitigation and Energy Strategy (2)

Question No: 5 / 2011

[Richard Barnbrook](#)

If future winters follow this year and last year in being extremely cold for long periods will this distort your CO2 emission projections due to increased energy use in heating homes and places of work?

Written answer from the Mayor

Tackling climate change is a global priority. There is now strong scientific consensus that emissions of greenhouse gases as a result of human action are causing the climate to change at an unprecedented scale and speed.

The Climate Change Mitigation and Energy Strategy assumes average weather conditions and sets out key targets for 2015, 2020 and 2025. The five-yearly periods used in the strategy will limit the impact of any prolonged periods of unusual weather. If future winters are consistently colder then this is likely to increase fuel consumption and CO2 emissions in the absence of any other changes. However, there is no evidence to suggest this is likely to happen. On the contrary, as a result of climate change, London's winters are expected to get warmer and wetter. Weather is inherently variable and individual events of 'extreme' weather – such as the two recent cold winters – must not be confused with longer-term changes to the climate, which are caused by different factors.

Climate change Mitigation and Energy Strategy (3)

Question No: 6 / 2011

[Richard Barnbrook](#)

You state in your strategy "emissions from the homes sector also increased due to the growing population of London" would it not aid your attempts to reduce CO2 emissions by actively campaigning against any further significant increase in London's population?

Written answer from the Mayor

Population growth in London over the coming years will be vital for London's economic growth and development, and my London Plan assumes population growth in London through to at least until 2031.

My draft Climate Change Mitigation and Energy Strategy illustrates how we can meet my carbon dioxide emissions reduction target for London even with an increasing population.

Climate change Mitigation and Energy Strategy (4)

Question No: 7 / 2011

[Richard Barnbrook](#)

You state in your strategy "Although London's relative contribution to global GHG's is small, as a world city it has an important leadership role to play in reducing emissions etc." Is that tantamount to telling the hard pressed London taxpayer that although our Herculean and financially painful efforts will have a miniscule impact on worldwide GHG's, you don't mind picking up a far bigger bill than is necessary, in order to caress the Mayor's indulgence on Climate Change?

Written answer from the Mayor

By establishing itself as a leader in the global transition to a low carbon economy, London stands to reap significant economic benefits. The global market for low carbon environmental goods and services was estimated to be £3 trillion in 2007/2008, and if London were to secure even the equivalent of its market share of predicted future low carbon market, it could realise £3.7 billion of additional economic opportunities per year through to 2025.

London already has strengths in the low carbon economy, including research and development, financing and business services leadership. In addition, my climate change programmes are already providing new growth opportunities for London's low carbon businesses and are solidifying their competitive advantage in the global low carbon market.

Climate change Mitigation and Energy Strategy (5)

Question No: 8 / 2011

[Richard Barnbrook](#)

Your strategy states “The Mayor is already putting unprecedented levels of funding into climate change programmes with over £100 million being invested over four years”. Do you think the London taxpayer should be burdened with such large amounts on an unproven theory when there are far more pressing problems in London requiring funding?

Written answer from the Mayor

Global climate change is recognised by an overwhelming majority of climate scientists. As set out in the 2006 Stern Review, the costs of taking action now to mitigate the impacts of climate change, will be far lower than if we fail to take action.

Mitigating the impacts of climate change will help reduce London’s vulnerability to floods, droughts and heat waves in the future, and will simultaneously present huge opportunities for London’s economy.

Climate change Mitigation and Energy Strategy (6)

Question No: 9 / 2011

[Richard Barnbrook](#)

Your strategy states that “Urban Development Funds will be managed by reputable external fund managers” do you have a shortlist of who the fund managers might be?

Written answer from the Mayor

The Fund managers are being selected through a two-stage tendering process. This tendering process is being undertaken by the European Investment Bank and clearly needs to conform to issues regarding commercial confidentiality during the tendering process.

The tendering process calls for applications from organisations that have experience of managing large-scale funds and investing them in environmental infrastructure projects.

Climate change Mitigation and Energy Strategy (7)

Question No: 10 / 2011

[Richard Barnbrook](#)

Are you disappointed that the £30 million exhibition centre earmarked for the Green Enterprise District is not being financed by a London or indeed British company and once again demonstrates the demise of Britain’s industrial capability?

Written answer from the Mayor

London is one of the world’s leading Low Carbon Capitals and will attract investment from all around the world.

I’m delighted that Siemens, employing more that 18,000 in the UK and a multinational powerhouse in high tech, has chosen London as the global location for its sustainability pavilion. This sends a signal around the world that London is the location of choice for green investment and is testimony to Siemens’ commitment to London and the UK.

Child Obesity

Question No: 11 / 2011

[Richard Barnbrook](#)

Would you agree that a further component in the cause of childhood obesity, which is highest in London, can be attributed to parents reluctance to let their children play out on their own for fear of their safety when out an about, thereby denying them additional exercise and all the benefits of being outdoors that parents and children in London took for granted say 30 years ago?

Written answer from the Mayor

There is certainly some evidence that the rise in childhood obesity is compounded by parental fears about outdoor play being unsafe.

I am committed to helping combat child obesity through encouraging and providing greater opportunities for children to be more physically active. Indeed, access to play space and to parks and green spaces can have a significant impact on children's life chances overall. This is certainly one of the aims of my Safer Parks Awards for 2011/12

My Supplementary Planning Guidance: Providing children and young people's play and informal recreation will be revised in 2011 to reflect new London Plan Policy on this issue.

Illegal behaviour

Question No: 12 / 2011

[Richard Barnbrook](#)

You quite rightly advised under Mayoral Question 4118/2010 that tax evaders will feel the full force of the law. Why therefore, do you wish to offer an amnesty for illegal immigrants who are also breaking the law, will the London public see this as a case of double standards?

Written answer from the Mayor

No.

Health

Question No: 13 / 2011

[Richard Barnbrook](#)

According to Dr Alimuddin Zumla of the Department of Infection at University College London Medical School, Tuberculosis cases rose 40% in London last year with the increase mainly attributed (85%) to infected people coming here from overseas. Are you concerned at this alarming deterioration in the health of Londoners and is any action being taken to arrest the increase in this dangerous disease?

Written answer from the Mayor

TB continues to be an important issue for London and the London TB Commissioning Board is working with the Department of Health and the London NHS to tackle this.

Youth Violence

Question No: 14 / 2011

[Richard Barnbrook](#)

Expenditure of up to £100,000 of London Taxpayers money is being spent on a series of "Community Conversation" events across London held in the Boroughs with the highest recorded incidences of serious youth violence. Can you advise which Boroughs will benefit from this activity?

Written answer from the Mayor

The outcome from the Community Conversations will inform my overall approach to addressing and preventing youth violence across the capital. Events will take place in: Croydon, Waltham Forest, Brent, Haringey, Hackney, Southwark and Lambeth.

Cycling on Albert Bridge

Question No: 15 / 2011

[Jenny Jones](#)

Following a survey of over 200 local residents, including parents who take their children to school on foot or by bicycle, it is clear that they are very supportive of a rethink on the surface layout of Albert Bridge. Further to your answer to question 2777/2010, will you now join me in encouraging Kensington & Chelsea to implement a redesigned road layout of Albert Bridge that will encourage people to walk or cycle across it, in time for its reopening in August 2011?

Written answer from the Mayor

As outlined in my answer to MQ2777 / 2010, TfL has already discussed with the Royal Borough of Kensington & Chelsea what potential there is for enhanced cycling provision to be incorporated as part of the works to Albert Bridge. The Royal Borough is considering the final designs for their scheme, and TfL expects an update in February.

I would certainly encourage you to explore this issue with the Royal Borough, as TfL has already done so on my behalf.

Cycling awareness

Question No: 16 / 2011

[Jenny Jones](#)

A constituent is extremely concerned that transport decisions in his borough of Bromley are being made by councillors and planners who do not recognise or understand the needs of cyclists. Will you encourage local councillors and transport planners to complete cycle training and to take up invitations by local cycling groups to try certain stretches of road to ensure they are aware of the conditions faced by cyclists in London?

Written answer from the Mayor

I would encourage everyone in Bromley to take up cycling or to cycle more and I trust the judgement of the Borough's elected representatives and their transport professionals in making their local streets safer, more attractive places to cycle. I understand that there are good things for cycling promised in the borough's draft Local Implementation Plan (LIP) for the years ahead and, as one of London's 'Biking Boroughs', this is very much what I would expect of Bromley.

Cycling training (1)

Question No: 17 / 2011

[Jenny Jones](#)

Can you tell me the number of adults that have been trained to date in each of the boroughs along each of the Cycle Superhighways, as part of their complementary measures?

Written answer from the Mayor

This is set out below, including the funding provided for this training. Boroughs have yet to complete delivery of all training sessions against allocated funding drawn down to date. Boroughs have until the end of March 2011 to spend their allocation and complete delivery of the training.

Table showing funding allocated by Barclays Cycle Superhighway scheme to boroughs for cycle training

Cycle Superhighway Borough	Allocated funding drawn down by Borough to date (£)	Allocated funding still to be drawn down by Borough (£)	Number of People Trained to Date
Tower Hamlets	18,314	7,186	406
Lambeth	18,530	22,970	221
Southwark	5,600	36,900	57
Barking and Dagenham	3,500	16,500	19
City	8,976	13,024	117
Newham	3,300	26,700	41
Wandsworth	10,000	10,000	59
Merton	0	20,000	0
Total	68,220	153,280	920

Cycling training (2)

Question No: 18 / 2011

[Jenny Jones](#)

How much funding was awarded to each borough for training to complement the Cycle Superhighways and how much remains to be spent?

Written answer from the Mayor

Please see my answer to MQ17 / 2011.

Olympic park cycling target

Question No: 19 / 2011

[Jenny Jones](#)

Will you set a target of at least 5% of journeys being made to the Olympic Park by bike after the Games, as part of your taking responsibility for the legacy arrangements?

Written answer from the Mayor

The Olympic Park Legacy Company will work with Transport for London, the boroughs and other stakeholders to promote cycling to help meet Policy 6.9 of the Draft Replacement London

Plan, which seeks a 5% modal share for cycling by 2026. The ODA will leave us a positive cycling legacy, in terms of a comprehensive network of on and off-road cycling routes and connections, and we will ensure that we implement the necessary measures in the future to optimise cycle journeys.

South Kentish Town Underground Station

Question No: 20 / 2011

[Jenny Jones](#)

A constituent asks, has any consideration been given to reopening the old South Kentish Town underground station in order to deal with the overcrowding in the Camden Town station? He suggests that with Camden Market expanding over the next few years and no sign of the Camden Town station being redeveloped, owners of the market could even be asked to part-fund the required works.

Written answer from the Mayor

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.

While the rebuilding of Camden Town is not included in the TfL Business Plan, it remains London Underground's aspiration to redevelop the station in the future.

Public transport on the Azure payment card

Question No: 21 / 2011

[Jenny Jones](#)

What progress has TfL made on allowing use of the Azure card on buses and tube?

Written answer from the Mayor

The situation remains as I set out last September in MQ2784 / 2010.

As I explained then, decisions relating to the Azure card are for the Home Office, not for TfL.

Arterial cycle routes

Question No: 22 / 2011

[Jenny Jones](#)

Will you investigate turning roads or other routes over to be exclusive arterial cycle routes along the city's west-east and north-south axes?

Written answer from the Mayor

Cycle Superhighways and other cycling programmes aim to provide high quality arterial cycling routes. Future schemes will continue to provide conditions where cyclists are separated from other traffic where feasible. However, the scope for providing exclusive arterial cycle routes is limited given the space constraints of London's road network.

Helping the most vulnerable

Question No: 23 / 2011

[Jenny Jones](#)

What are you doing to help organisations working with the most marginalised communities in London as spending cuts from local authorities and London Councils shut down many innovative projects and services, leaving vulnerable people without support when they will need it most?

Written answer from the Mayor

All government bodies are facing cuts – the GLA included. I am working closely with London Councils to ensure we use our resources effectively. I wrote to London Councils regarding changes to their grants programme. They haven't adopted all of my proposals, but they will now retain a larger share of their grants programme, including funding for projects tackling violence against women. I will be promoting census participation and lobbying for fair local authority settlements. My own mentoring programme, benefits take-up campaign and Team London will benefit voluntary organisations who help many disadvantaged groups.

Sponsorship agreement

Question No: 25 / 2011

[Jenny Jones](#)

Did you grant Wonga any discounts or other benefits besides the advertising for the New Year's Eve free travel, such as for other advertising campaigns?

Written answer from the Mayor

TfL entered into a commercial arrangement with its advertising contractor, CBS Outdoor, under which Wonga.com made a contribution to the cost of providing free travel on New Year's Eve. The amount of sponsorship received is commercially confidential but under the arrangement advertisements were displayed on the Tube network highlighting Wonga's support for the free travel.

These were separate from other advertising space which Wonga, as a commercial client, purchased from TfL's advertising contractor, which was not related to the sponsorship arrangement.

London's waterways

Question No: 26 / 2011

[Jenny Jones](#)

What have you done to progress the proposal that the Mayor of London takes over responsibility for London's waterways, which you greeted enthusiastically at the People's Question Time in Camden?

Written answer from the Mayor

As I said, I am attracted to the idea of the Mayor of London taking on this additional role and I have asked officers to look into the matter so we can have further discussions with Government. As a first step, officers are looking into the potential of influencing British Waterways' move to charitable status to ensure both the ability to take a more strategic approach and that Londoners have a greater say in how the capital's waterways are run. This will be central to my robust response to DEFRA's consultation on the type of the new waterways body and its governance structure early this year. I will also consider feedback from the London Waterways Commission meeting on 7 February.

Accessibility of New Bus for London

Question No: 27 / 2011

[Jenny Jones](#)

Will you be changing the layout of the new bus for London as a result of feedback from wheelchair users about the difficulties of manoeuvring and will this mean less seating?

Written answer from the Mayor

Yes. TfL is working with Wrightbus to look at ways to improve the wheelchair bay. TfL will in due course also report back to the stakeholder community the other changes that will be taken on board in the final designs.

The objective of the stakeholder engagement programme with the mock up is to consult a broad range of user groups before the first prototype is built and make refinements in light of user views. Opportunities for further improvements will exist in the prototyping stage.

Accessibility issues are a major consideration in the vehicle's development, requiring information on legal compliance, generic passenger requirements and specific disabled use to be gathered as a separate exercise. TfL will continue to directly engage with appropriate organisations and stakeholders to obtain the necessary advice.

Legible London

Question No: 28 / 2011

[Jenny Jones](#)

Can you tell me (a) the total cost of the Legible London programme, (b) the amount funded by the GLA group and (c) the amount spent on the licenses for the map data?

Written answer from the Mayor

a) The cost of the Legible London programme is £7.6m, including:

- £0.8m for Prototype Phase (including delivery of Bond Street Prototype scheme)
- £6.8m for Feasibility Phase (including delivery of three pilot schemes, an extension of the prototype and development of full system design standards and guidance).

To further expand the use of Legible London, TfL is now working with boroughs and other partners to promote the delivery of new Legible London schemes and products. A number of boroughs including Camden, Hammersmith & Fulham and Westminster have already funded and delivered new Legible London schemes. Further borough and third party schemes are currently funded and proposed for delivery.

- b) The GLA group has funded £7.6m of the Prototype and Feasibility Phases of the programme.
- c) The amount spent on map data licences to support the production of London-wide Legible London mapping is £91,000. From July 2010 onwards licences were provided free of charge to TfL (royalty free).

London 2012 security staff

Question No: 29 / 2011

[Jenny Jones](#)

In your capacity on the Olympic Board, can you tell me what procedures will be in place for members of the public who wish to make a complaint about private security staff for the London 2012 Games?

Written answer from the Mayor

The London 2012 Organising Committee (LOCOG) is currently procuring for its private security workforce. LOCOG will work with the winner of the contract when awarded to develop a complaints procedure.

Helping businesses during the London 2012 Games (1)

Question No: 30 / 2011

[Jenny Jones](#)

In your capacity on the Olympic Board, can you give me details of all restrictions on trading for businesses sited along the Olympic Route Network and around the perimeter of venues?

Written answer from the Mayor

The preliminary design proposals for the Olympic Route Network (ORN) were consulted upon in summer 2010 with the launch of the ODA's 'On Time' publications. Venues were subject to normal planning processes which include transport arrangements. The detailed design of traffic arrangements on the ORN and around venues are now being developed and any traffic restrictions will be subject to detailed consultation with residents and businesses.

In November 2010 the ODA launched its Travel Advice to Business programme to London's top 500 companies. The programme is available to all businesses and is designed to help businesses prepare well in advance for the Games.

Information on the ORN and Travel Advice to Business is available on the London 2012 website.

Helping businesses during the London 2012 Games (2)

Question No: 31 / 2011

[Jenny Jones](#)

Businesses sited nearby London 2012 venues and local train/DLR/tube stations are concerned that London 2012 security staff might discourage spectators from straying into local shops. Can you assure me that this won't be the case, and tell me how you will ensure that the staff and volunteers contribute to a healthy trading environment for local businesses during the Games?

Written answer from the Mayor

This will not be the case. The Games represent a significant opportunity for economic legacy, including for small businesses across London and near the venues.

LOCOG is engaging with local residents and businesses and at Games-time staff and volunteers will be well-trained and able to signpost spectators to local facilities and shopping areas.

London Ambassadors will receive comprehensive training, including site-specific orientation and information about the transport facilities, local amenities and restaurants/bars, independent shops and markets near to their deployment location. London Ambassadors will promote local activities and attractions, directing visitors to services in the surrounding area.

Housing cuts

Question No: 32 / 2011

[Jenny Jones](#)

Do you stand by your comment made at a Big Society event at City Hall in July 2010 that it would be “insane” to cut funding for affordable housing?

Written answer from the Mayor

My recollection is that I said that it would be “totally insane in my view to cut provision for affordable housing”, and I stand by this comment.

London Councils homelessness grants

Question No: 33 / 2011

[Jenny Jones](#)

How will you work urgently with London Councils, the boroughs and the Government to ensure the money can be found to continue funding pan-London and sub-regional homelessness services beyond June, including those that are central to achieving your aim of ending rough sleeping by the end of 2012?

Written answer from the Mayor

I welcome the continued support by London Councils for a number of pan-London services that will tackle homelessness. Where other essential services face a loss of funding I will continue to engage with stakeholders including government and local authorities to identify what mitigating actions can be taken.

No second night out

Question No: 34 / 2011

[Jenny Jones](#)

What will you do if rough sleeping rises this year in the face of rising living costs and cuts to housing benefits and homelessness services?

Written answer from the Mayor

It is imperative that we put in place services that intervene rapidly to prevent the entrenchment of homeless individuals so that however many people flow onto the streets they do not remain. For that reason my London Delivery Board has established the No Second Night Out pilot, which will launch in April.

Decent homes (1)

Question No: 35 / 2011

[Jenny Jones](#)

When can we expect your research on an enhanced Decent Homes standard to be published? You last promised it by autumn 2010.

Written answer from the Mayor

The study will be published on the GLA's website in the next couple of weeks.

Decent homes (2)

Question No: 36 / 2011

[Jenny Jones](#)

Southwark Council has downgraded their mildly enhanced Decent Homes programme to a more basic standard, and are reportedly in talks with you about trading off affordable housing requirements for Decent Homes funding in order to meet that basic standard. Where does this leave your hopes of an enhanced Decent Homes standard that could improve energy and water efficiency and adapt homes to the challenges of summer overheating?

Written answer from the Mayor

I will continue to encourage public sector landlords to look for opportunities to improve their homes beyond the existing Decent Homes standard as part of their planned maintenance programmes. However, I am realistic about what can be achieved by boroughs ahead of the Housing Revenue Account reforms given the pressure on public sector resources.

Empty homes

Question No: 37 / 2011

[Jenny Jones](#)

What explains the unusually sharp increase in the number of empty homes in 2010, according to Housing Strategy Statistical Appendix statistics, and what can you do to reverse this unwelcome trend?

Written answer from the Mayor

The comparison of regional totals from the 2009 and 2010 HSSA data is misleading, as two boroughs (accounting for almost 5,000 empty homes in 2008) did not provide data in 2009, and one borough did not provide data in 2010. Imputing data in each missing case suggests there was a small increase in empty homes of around 1,000 homes in London between 2009 and 2010. However, CLG have recently released new statistics (Live Table 615) based on council tax records, showing that the number of empty homes in London fell from 85,062 in October 2009 to 80,220 in October 2010.

Living wage and housing costs

Question No: 38 / 2011

[Jenny Jones](#)

Can you estimate the saving on the housing benefit bill if all Londoners identified as being paid less than the London Living Wage in your 2010 report 'Fairer London' were brought up to the London Living Wage?

Written answer from the Mayor

The GLA does not have access to the data that would be required to make a robust estimate.

Southeastern trains

Question No: 39 / 2011

[Darren Johnson](#)

Following previous questions about the poor service on Southeastern trains you have written to the Secretary of State and Southeastern and had TfL meet with the company, yet a constituent writes to tell me that the service remains very poor. What hope of real improvements can you offer jaded Londoners who still complain about overcrowding, absent or unhelpful staff, service cancellations and poor on-station communication with passengers?

Written answer from the Mayor

The Southeastern franchise is the sole responsibility of the Department for Transport, so all I can do in the short-run is to exhort the Department for Transport and the train company itself to improve service. Any poor service quality for Londoners is clearly not acceptable, which is why I continue to press for greater powers over National Rail in London and rail franchises in particular (see answer to Question No: 63 / 2011).

International Year for People of African Descent

Question No: 40 / 2011

[Darren Johnson](#)

Following a UN resolution in December proclaiming 2011 the International Year for People of African Descent, can you tell me how you intend to support the resolution and what plans there are for Black History Month in light of the resolution?

Written answer from the Mayor

I welcome the United Nations General Assembly designation of 2011 as the International Year for People of African Descent. London is proud to be home to a significant number of people of African descent and their dynamism and culture have enriched our city. I expect there would be a myriad events/initiatives in the capital including community-led events/initiatives to celebrate Black History Month. As always, we would be celebrating Black History in the GLA and details will be published on the website closer to the time.

Nuclear waste trains

Question No: 41 / 2011

[Darren Johnson](#)

In June 2010 (MQ 1774/2010) you stated that you would 'ask TfL to ascertain the factual position on nuclear trains during the games from Direct Rail Services', yet six months later (MQ 3595/2010) you state that you have still not contacted them. When will TfL meet Direct Rail Services?

Written answer from the Mayor

TfL has contacted Direct Rail Services, and also other rail industry parties concerning the factual position on nuclear waste trains. The relevant parties are considering the issue. TfL is not involved as these services are outside my jurisdiction; I have no remit here and will not be meeting Direct Rail Services. TfL is waiting to hear the outcome.

Bomber Command Memorial in Green Park

Question No: 42 / 2011

[Darren Johnson](#)

Many believe that this 85m long and 6m high proposed memorial will result in an unacceptable loss of green space and cause considerable harm to the special character of Green Park. If the management of the Royal Parks is transferred to the GLA, will you review the decision to build this massive memorial in Green Park and recommend they find an alternative and more suitable location?

Written answer from the Mayor

Westminster City Council granted planning permission for the construction of the Bomber Command Memorial in Green Park. I understand the memorial's promoters will be granted a license by the Royal Parks Agency once funding has been secured and are aiming for installation by 2012. As responsibility for the Royal Parks is not proposed to be transferred until post 2012 I have no power to intervene

Heygate forest

Question No: 43 / 2011

[Darren Johnson](#)

As part of your RE:LEAF campaign, will you press the partners involved in the regeneration of the Heygate Estate to protect hundreds of mature trees currently flourishing on the site? In a part of London desperately lacking greenery, the 'Heygate forest' provides both a pleasant amenity, a habitat for other species, and a crucial asset in reducing air and noise pollution and overheating.

Written answer from the Mayor

As you are aware the redevelopment of the Heygate estate is part of a major regeneration plan for Elephant & Castle. Amongst other things the regeneration plan aims to enhance the sustainability of the area through a range of interventions including new green spaces and other green features including, I would expect, green roofs and street trees.

As and when the planning application is referred to my planning team I will ensure that the issues regarding the protection of existing trees and their incorporation into the new development are addressed as part of enhancing the sustainability of the area.

Street trees in the Borough area of Southwark

Question No: 44 / 2011

[Darren Johnson](#)

How many street trees have been planted in the south west corner of your Borough priority area, in the vicinity of the Heygate Estate?

Written answer from the Mayor

My Street Tree Programme is funding the planting of 55 street trees in the Borough priority area during this year's planting season. The planting programme is managed by Trees for Cities on behalf of Southwark Council. The exact location of these trees is being determined by Trees for Cities in consultation with local residents.

There were no applications from Southwark for street tree planting in the Borough priority area in earlier phases of my Street Tree programme. [NB A total of 272 street trees will have been planted in the Camberwell priority area by the end of March 2011].

Hotel rooms for the London 2012 Games

Question No: 45 / 2011

[Darren Johnson](#)

Can you state on the record whether you intervened in any way to influence the offer of hotel rooms for the London 2012 Games made to FIFA Executive Committee members?

Written answer from the Mayor

LOCOG will be allocating hotel rooms to International Sport Governing Bodies, broadcasters and other accredited officials in London's hotels during the 2012 Games. On that basis I did not make any offers to FIFA or others during the World Cup bidding process.

As Mayor of London I have my views about which individuals and organisations deserve to be allocated the best rooms in London during the Games and I have made these clear to the organisers, who will bear them in mind during their allocation.

Budget fairness test

Question No: 46 / 2011

[Darren Johnson](#)

Is your refusal to publish specific information on the impact of your budget proposals on households with different incomes an admission that your overall budget is regressive, in spite of your boasts about freezing your council tax precept?

Written answer from the Mayor

No, my budget will comply with the spirit and letter of the law.

High pay in Transport for London

Question No: 47 / 2011

[Darren Johnson](#)

Given the number of staff earning salaries above £150,000 in TfL will you use Transport for London's review of its operations and structure to reduce the number of very highly paid positions?

Written answer from the Mayor

TfL is one of the world's largest and most integrated transport authorities with a huge operational and investment delivery programme. It must be able to attract and retain people possessing the necessary skills and competence to deliver this. TfL competes for high calibre staff with the private sector and so its remuneration arrangements must take that into account.

There has been a 12.5 per cent reduction in the number of individuals earning over £150,000 since 2008/9 and senior management pay has been frozen for two years.

A further restructuring of TfL is being pursued by the Commissioner, which will undoubtedly further reduce staff numbers, including highly paid posts, where possible.

High pay in Crossrail

Question No: 48 / 2011

[Darren Johnson](#)

With the news that Rob Holden has resigned as CEO of Crossrail, will you ensure that his successor is appointed on a lower salary in line with your pledge that nobody in the GLA group should earn more than twenty times their lowest paid employee?

Written answer from the Mayor

Successful delivery of Crossrail, on time and on budget, is of critical importance to the future of London and the UK economy.

We will offer a remuneration package commensurate with hiring someone of the required calibre to deliver this vital undertaking.

Lobbying for home insulation

Question No: 49 / 2011

[Darren Johnson](#)

Can you share with me the response you have had from each borough to your lobbying for their part of the funding for RE:NEW, your home energy and water efficiency programme?

Written answer from the Mayor

The LDA funding for the RE:NEW model aims to prove a sustainable model for retrofitting homes in London with energy efficiency measures. Following the Comprehensive Spending Review, boroughs will be facing challenging times with their homes energy efficiency budgets.

However, conversations between my officers and boroughs indicate there is still an appetite for delivering homes energy efficiency programmes through boroughs going forward. We are continuing to work together to identify alternative sustainable sources of funding for RE:NEW, including through the proposed Green Deal and other private sector funding streams.

Green Procurement Code

Question No: 51 / 2011

[Darren Johnson](#)

Can you tell me how many organisations achieved the bronze, silver and gold level of your Green Procurement Code in 2010; how many of those supplied the GLA group; and the value of those contracts?

Written answer from the Mayor

In 2010, the awards breakdown as follows:

- 19 organisations achieved gold standard
- 5 organisations achieved standard
- 25 organisations achieved Bronze standard

Of the 19 organisations who achieved gold standard, 5 supplied the GLA Group, with a combined spend of £69,428,607 in 2010/11 to date. Two organisations who achieved the silver standard supplied the GLA Group, with a combined spend of £274,730 in 2010/11 to date.

Procurement costs

Question No: 52 / 2011

[Darren Johnson](#)

Can you tell me the total value of the GLA group's procurement in the calendar years 2009 and 2010?

Written answer from the Mayor

TfL

TfL's procurement spend is £6.4bn for year ended 31 March 2009 and £6.7bn for the year ended 31 March 2010 (these figures are from the TfL Group accounts so include Crossrail and Tube Lines where relevant).

These are financial year, rather than calendar year, in line with current accountancy practices.

LDA

The LDA spend by calendar year is as follows:

2009 - £459,040,773

2010 - £401,321,371

This expenditure covered goods, services, works related contracts and LDA grant expenditure.

MPA/MPS

The total value of the Metropolitan Police Services procurement for 2009 was £928,523,136 and for 2010 it was £936,349,928.

LFEPA

The total value of the LFEPA procurement for 2009 was £93,851,000 and for 2010 it was £90,230,000.

GLA

Jan to Dec 2009 £47,414,620 (incl VAT)

Jan to Dec 2010 £47,394,512 (incl VAT)

External relations and publicity posts

Question No: 53 / 2011

[Darren Johnson](#)

Thank you for your answer to question 3997/2010 regarding posts providing press and media services. How many additional posts provide events, marketing, government and international relations, and public and community engagement services in each of the GLA Group organisations?

Written answer from the Mayor

LDA

The LDA currently has 12 posts covering events, marketing, government relations and public engagement/liaison. The LDA is currently consulting on a new structure as it moves toward closedown, that, if implemented, will see this number reduced to 4 posts.

MPA/MPS

The MPA employs two press/media officers.

The MPA Engagement & Partnerships Team has an establishment of 2.5 full time equivalent (FTE) posts whose role is to lead on the implementation of the MPA/MPS Community Engagement Strategy. This is done through the development of Community and Police Engagement Groups and other activities at borough level to encourage and enhance the participation of Londoners in policing and community safety.

The MPS Directorate of Public Affairs (DPA) currently has 74 posts which provide press, publicity, internal and e.communication services across the organisation in respect of local, capital and national media requirements.

The HR Income Generation Unit's Events Team - covering activities such as events and conferences, sponsorship and commercial partnerships, has 3 posts.

The HR Attraction Team (combining marketing and advertising) currently have 10 posts which provide recruitment marketing and events services.

TfL

The scale of TfL's communications challenge is substantial. TfL is one of the largest transport authorities in the world supporting the needs of over 7.6 million Londoners and millions more visitors. Transport is at the centre of daily life in London and TfL's services affect every community in the Capital. There are over 4,000 organisations who actively seek to engage with TfL, including schools, residents associations, disability groups and local businesses. There are 158 posts supporting these activities. This represents 0.6 per cent of TfL's overall headcount.

LFEPA

Events – 4 posts

Marketing – 1 post

Government and international relations – 1 post

Public and community engagement services – 1 post

GLA

Units	Total
London Engagement	1
London Engagement/ Design	4
London Engagement/ Events	8
London Engagement/ Sponsorship	3
London Engagement/ Web	7
London Engagement/Marketing	7
Public & Community Liaison Unit	4
Government & International Relations	16
Grand Total	51

There is now a centralised and reduced number of staff within Public/Community Unit responsible for dealing with enquiries on behalf of the authority. It is also worth pointing out that London Engagement Unit is also corporate resource.

Funding of police by TfL

Question No: 54 / 2011

[Darren Johnson](#)

In your Budget Proposals for 2011/12 what assumption has been made about funding that will

be provided by TfL to the Metropolitan Police, for example for transport policing, and traffic and road safety policing? If possible please give a breakdown of the overall figure.

Written answer from the Mayor

Officers are drafting a response which will be sent shortly.

Written response provided on 1 March 2011:

The Draft Consultation Budget includes provision of approximately £91 million for the following services:

- £87m to fund the Safer Transport Command. This dedicated unit provides enhanced surface transport policing support (including the borough based Safer Transport Teams) to tackle crime and anti social behaviour on and around the bus network, cab related sexual offences and taxi toutting, cycle security, road network disruption, roadworks monitoring and red route parking enforcement.
- £3m on safety camera enforcement of speeding and red light traffic laws.
- £900k to fund the Motorcycle tasking team which provides practical safety assessment and awareness for riders of motorcycles, scooters and mopeds.

Police overtime budget

Question No: 55 / 2011

[Darren Johnson](#)

Your consultation budget proposals (page 19) state that the police pay and overtime budget (including discretionary pension) for 2011/12 will be £2,791.2m (£51m less than in 2010/11). What are the assumptions (for staffing and other factors) behind the figure for 2011/12?

Written answer from the Mayor

Budget negotiations with the government and others are still ongoing, hence I am unable to give a definitive answer at this time.

Hybrid buses promise

Question No: 56 / 2011

[Darren Johnson](#)

Can you please provide a clear, unambiguous re-statement of your commitment that all new buses will be hybrids from 2012 onwards?

Written answer from the Mayor

My aspiration is that all new buses from 2012 will be of a hybrid type. TfL is working with bus operators and manufacturers to maximise the number of hybrids from 2012 but the pace of the roll out will depend on the availability of funding within and outside TfL, such as the DfT's Green Bus Fund, and the rate at which capital premiums reduce as volumes increase. The inexorable rise in the price of diesel will also spur operators to increasingly switch to this type of bus.

Academies

Question No: 57 / 2011

[Darren Johnson](#)

In your Budget Proposals for 2011/12 does any budget line include a budget for funding of

academies? If so, which budget line is this and how much has been allowed for academies? How much of any such budget is committed expenditure and how much is uncommitted?

Written answer from the Mayor

Yes, the LDA's budget plans include an uncommitted budget line of £400,000 for academies in 2011-12 within the 'sustained employment' theme.

International promotion

Question No: 58 / 2011

[Darren Johnson](#)

In your Budget Proposals for 2011/12 the proposed LDA budget includes a figure of £7.4m for international promotion. Please can you give a breakdown of this figure? How much of the £7.4m is committed expenditure? Is the £7.4m separate and additional to the £14m for Promote London in the proposed GLA budget?

Written answer from the Mayor

The £7.4m under the international promotion header forms part of the draft LDA budget for 2011/12. This budget is subject to change, following the outcome of the negotiations for London's economic development settlement.

£1.3m is planned for the support of Film London, whilst £6.1m is earmarked towards supporting the implementation of the 101 non-emergency telephone service.

Whilst 101 does not fit neatly into a single budget theme, it has been categorised within the International Promotion for historical reasons and because one of the important aspects of 101 is to make it easier for international and domestic visitors and international businesses and investors to access London's public services with which they may be less familiar. The LDA 2010-11 contribution to the project came from this budget theme and, for comparison purposes, it was felt best to keep it in the same category.

These proposed amounts budgeted in LDA International Promotion are separate to the GLA's £14m to support Promote London. They are not contractually committed at this stage and the decision to move forward with them will of course depend on the settlement received.

Pilot Schemes to develop 'The Way Forward'

Question No: 66 / 2011

[Andrew Boff](#)

Following the horrific case of the Crossbow Cannibal it is clear that more needs to be done to protect sex workers. Would the mayor support piloting the 'ugly mugs' scheme and/or labelling crimes against sex workers as hate crime (as has been successfully done by Merseyside police whereby the conviction rate for rape against sex workers has massively increased to 67% while the national average conviction rate for rape is just 6.5%) to make the life of a sex workers safer?

Written answer from the Mayor

Yes, I would support the piloting of the 'ugly mugs' scheme and any initiative that increases the conviction rate for rape.

Police treatment of cycle deaths

Question No: 67 / 2011

[Andrew Boff](#)

'In light of the recent tragic death of Gary Mason in Sutton, should we be concerned by the recent statement from a leading barrister that "excuses of not seeing cyclists seem to be too readily accepted by the police and the CPS"?'

Written answer from the Mayor

No. The police take all fatal collisions investigations seriously. In every fatal collision investigation the police gather all the available evidence so that if there is any culpability by a third party, then the police would be in a good position to mount an effective prosecution.

Shared ownership mortgages**Question No: 68 / 2011**

[Andrew Boff](#)

Will the Mayor lobby the Treasury and the FSA to change the current regulations on capital adequacy that are making lenders unwilling to offer mortgages for shared ownership products, which are vital for helping more Londoners to own a home?

Written answer from the Mayor

I am in discussion with government on a range of mortgage issues relevant to the promotion of low cost home ownership, including the FSA proposals.

Visit London Awards**Question No: 69 / 2011**

[Tony Arbour](#)

What was the cost of holding the Visit London Awards 2010? How much was raised through sponsorship for this event, and how much was funded by the LDA grant? Did we pay celebrities to attend this awards ceremony, and if so please provide a breakdown?

Written answer from the Mayor

The Visit London Awards are a self-funding event paid for by a contribution from VisitEngland, sponsorship and ticket sales – no funding is granted from the LDA for the event. Visit London hosts the awards to celebrate the best of tourism in the capital – from hotels to attractions; venues to destinations – and profits raised are driven back into the marketing and promotion of London. For the second consecutive year BT was the title sponsor and one of 14 sponsors in total. Visit London did not pay any of the celebrities to attend, perform or speak at the awards.

International offices**Question No: 70 / 2011**

[Tony Arbour](#)

Please provide an update on the rationalisation of the Think London and GLA international offices, which you referred to in answer 2964/2010? How much funding will each of the international offices receive in 2010/11 and how does this compare to 2011/12?

Written answer from the Mayor

In December 2010 I announced the creation of a new, single promotional agency for London, bringing together the activities of Think London, Study London and Visit London. This agency

will become operational on 1 April 2011 providing, for the first time, a coordinated approach to the promotion of London for inward investment, tourism, and students.

The LDA / GLA offices in India have been unstaffed since October 2008 and the LDA's registration is not being renewed. The LDA still funds two offices (staffed by three representatives) in China.

The intention is that the new agency will take on responsibility for the Think London offices in China, India and the USA from 1 April 2011.

The new promotional agency has a confirmed budget of £14m per year for four years. A cross agency team from Think London, Study London, Visit London, the LDA and GLA are currently developing the year one business plan including the associated budget allocations for activities. As such the budget for the new agency for 2011/12 is still to be determined but will be expected to be confirmed by the end of February 2011. We continue to work with partners including UKTI to develop the best model for effective delivery on behalf of London.

The LDA budget for the international offices in 2010/11 is £360,000 including staff costs and project expenditure.

Think London costs (including staff costs, expenses and project expenditure) in the USA, China and India total £680,000.

Tube and Train Services (1)

Question No: 71 / 2011

[Tony Arbour](#)

Does the Mayor feel that it is justified that Transport for London and some of the other train companies, for example South West Trains, should be running a Saturday service on Christmas Eve and other days between Christmas and New Year, on what are normal working days for many Londoners?

Written answer from the Mayor

Officers are drafting a response which will be sent shortly.

Written response received on 1 March 2011:

London Underground operates a Saturday service on Christmas Eve (reducing to a Sunday service in the evening) and a Saturday service on the three weekdays between Christmas and New Year. This level of service is much closer to a weekday than many National Rail Saturday services and has proven sufficient to meet demand, which is approximately half that of a normal weekday.

To illustrate this, the District line eastbound service (trains per hour in the central area) is shown below:

Time	06:00	08:00	12:00	15:00	17:00	21:00	00:00
Monday-Friday	13	21	18	19	21	18	7
Saturday	11	18	18	18	18	18	7

This year London Overground services were affected by essential engineering works as part of the £1.4bn upgrade to the network.

TfL will continue to monitor and make changes to the frequency of services to meet the needs of customers, while achieving value for money for tax payers.

Tube and Train Services (2)

Question No: 72 / 2011

[Tony Arbour](#)

Will the Mayor confirm that Transport for London does not follow the example of some other train companies, for example South West Trains, and suspend its normal timetable on heavy days of snow and abandon all efforts to run as normal a service as possible for its customers? If so, will he also confirm that TfL has no plans to do so?

Written answer from the Mayor

I am happy to confirm both points.

TfL goes to great lengths to keep services running during bad weather, for example running special de-icing trains through the night on all rail services including London Underground (LU), DLR, London Overground and Tramlink. As a result their services were nowhere near as badly affected as many other train companies. LU, for example, ran 85 per cent or more of their normal service throughout the most recent severe weather period.

Furthermore TfL makes continuous efforts to improve their winter preparedness by learning the lessons from previous bouts of bad weather.

Tube and Train Services (3)

Question No: 73 / 2011

[Tony Arbour](#)

Does the Mayor agree that if tube and train customers are charged a full weekday fare they should expect a full weekday service?

Written answer from the Mayor

The level of service provided is based on the level of demand for travel, which is much lower in the Christmas holiday period and hence TfL's fare income is commensurately lower.

PCSOs

Question No: 74 / 2011

[Tony Arbour](#)

Could the Mayor please outline how the powers and responsibilities of Police Community Support Officers (PCSOs) have been increased under this Mayoralty, and whether there are any plans to increase these powers further?

Written answer from the Mayor

There has been no increase in powers of Police Community Support Officers (PCSOs) since May 2008. However, I want to see the extension of PCSO powers to give them more responsibility.

Royal Parks

Question No: 75 / 2011

[Tony Arbour](#)

Section 194 of the recent Localism Bill introduces provisions to allow Ministers to delegate to the Mayor any functions that they see fit. Is it envisioned that this provision could be used to transfer responsibility for the Royal Parks from the Department for Culture, Media and Sport (DCMS) to the Mayor?

Written answer from the Mayor

No, it is not currently envisaged that Section 194 of the Localism Bill would bring about the transfer of the management of the Royal Parks to the GLA.

The Government intends to legislate for the transfer as soon as an opportunity arises.

Blackfriars Bridge

Question No: 76 / 2011

[Brian Coleman](#)

Will TfL reinstate the left turn filter light on the south side of Blackfriars Bridge?

Written answer from the Mayor

Currently, Stamford Street is temporarily closed to traffic in the eastbound direction due to utility works. This has required amendments to the phasing of traffic lights at the A201 Blackfriars Road/A3200 Stamford Street/A3200 Southwark Street junction and removal of the Blackfriars northbound no right turn ban to enable diverted traffic to make this movement.

While the junction is operating in this way it is not possible to reinstate the left turn filter into Southwark Street, as this is now the only time available to operate the pedestrian crossing on Southwark Street east bound, and any vehicles making this turn would immediately meet a red signal protecting the pedestrian crossing.

The current works are due to finish in April and the traffic lights, including the left filter, will be restored to their original method of control at that time.

Zones 2-6 Travelcards

Question No: 77 / 2011

[Roger Evans](#)

What is the rationale behind the abolition of the Zones 2-6 Travelcard?

Written answer from the Mayor

All off-peak Train and Train plus Tube Oyster pay as you go fares, outside Zone 1, were frozen this January, making Oyster pay as you go excellent value for single and return travel.

As a result, most 2-6 users who switch to Oyster will pay less or only a little more than in 2010.

In particular, the cost will fall for those who bought One Day Travelcards for Zones 2-6 to use as return tickets, the majority of 2-6 One Day customers.

Customers travelling more than this will see their costs broadly unchanged or increased by 5 per cent to 10 per cent.

The top few per cent of purchasers, making say half a dozen bus rides in addition to four or five rail journeys, will see increases but these will be commensurate with the amount of travel being made.

Oyster pay as you go now provides a complete and flexible solution for travelling around London and TfL has therefore scaled back the number of printed ticket varieties that it retails.

Sales of the Zones 2-6 Travelcard are only a few thousand a day and falling, so this is a sensible rationalisation.

Redbridge motor vehicle crime problem

Question No: 78 / 2011

[Roger Evans](#)

Redbridge has one of the highest incidents of motor vehicle crime in London and recent Met statistics show that this problem is increasing at a greater rate than in any other borough. What are the reasons behind the high motor crime rate in Redbridge and what is being done to tackle this problem?

Written answer from the Mayor

This rise is believed to be a result of a number of prolific motor vehicle nominals operating in the Borough. A number of these individuals have been charged with offences. The increase is also believed to be due to motor vehicles being stolen and transported out of the country.

In response a dedicated motor vehicle unit was established in September 2010. In the last three months, thefts from offences are down 15% from 898 to 764 and theft of motor vehicle is down 2% from 415 to 407. The borough is also on target to meet its 7.5% detection target as a result of capitalising on detection opportunities.

Rise in cases of 'violence against the person' in Havering

Question No: 79 / 2011

[Roger Evans](#)

I am concerned by the inordinate rise in cases of 'violence against the person' in Havering. What

reasons can be found for Havering's recent poor performance compared with other London boroughs and what is being done to tackle this problem?

Written answer from the Mayor

Havering has experienced an increase in the number of 'violence against a person' offences from the end of 2009 to the end of 2010. However, in comparison with the Met total, this remains a small percentage.

Local officers and PCSOs, with the council's Community Safety Department, took a roadshow across the borough over the Xmas period to promote the '12 Safer Days of Christmas'. In addition, Operation Chillnaw continues across the borough, targeting serious acquisitive crime like robbery and burglary, this initiative is in place until the end of January.

Asylum costs

Question No: 80 / 2011

[Steve O'Connell](#)

Will the Mayor join with Croydon to lobby government that the costs of asylum seeking children such as housing and schooling should be looked on as a national issue not a borough one and fund Croydon accordingly instead of leaving local residents to pick up the bill?

Written answer from the Mayor

All London Councils should be adequately reimbursed for the costs of caring for asylum seeking children. I am pleased that UKBA has not cut total funding for the care of unaccompanied asylum seeking children. I encourage UKBA to negotiate appropriate national levels for the reimbursement of Croydon and other councils for staff and other indirect costs, as well as for accommodation, food, clothing and other direct costs of care. Where necessary, reimbursement levels should reflect regional differences in costs. I also urge government to ensure that local authority funding formulas for schools and other services reflect the presence of asylum seeking children.

Tax Increment Finance

Question No: 81 / 2011

[Steve O'Connell](#)

What opportunity is there to use TIF as a source of funding for the extension for the tram network?

Written answer from the Mayor

Tax increment financing could be a useful tool to fund new transport links which unlock development, and I support the Government's review.

When the Government does legislate, I am keen to bring forward pilots in London, working with the boroughs. Successful pilots will need to show that they will produce additional tax income, probably from commercial development.

The proposed Northern Line Extension to Battersea is a strong candidate, but there may be others. It seems unlikely, however, that the proposed tram extensions would unlock sufficient additional commercial development.

LDA land liabilities

Question No: 82 / 2011

[Steve O'Connell](#)

Please would you detail the LDA's liabilities, and their individual cost, that are reported to total £470m?

Written answer from the Mayor

A summary of the LDA's Land Liabilities as at December 2010 below

	£m
Borrowing	389
Provisions	<u>80</u>
Total Liabilities	469

The LDA's provisions relate to outstanding Compulsory Purchase Order claims. LDA colleagues cannot provide a detailed list of these due to the commercially sensitive nature of the claims.

LDA assets

Question No: 83 / 2011

[Steve O'Connell](#)

Please would you detail the LDA's assets, and their individual value, that are reported to total £370m?

Written answer from the Mayor

I am setting out below a summary of the LDA's Assets as at December 2010:

	£m
Long Term Assets	
Land and Buildings	12
Property, Plant & Equipment	5
Development Property	272
Investment	2
Long term Debtors	<u>77</u>
Total Long Term Assets	366

HCA London land assets

Question No: 84 / 2011

[Steve O'Connell](#)

What are the HCA London land assets that the Mayor would like to be transferred to the GLA? Please list the site, its size and its estimated value?

Written answer from the Mayor

Until my officers have completed the due diligence process on HCA London land assets I am not in a position to decide which land holdings I would like transferred to the GLA.

HCA London staff

Question No: 85 / 2011

[Steve O'Connell](#)

How many staff will join the GLA from the HCA and what will be their total additional cost to

the GLA? And how much extra funding, if any, will the GLA receive in order to cover the absorption of HCA London staff?

Written answer from the Mayor

I am unable to decide how many HCA staff will transfer to the GLA, until my business plan for my new Housing and Regeneration Department is finalised. I will of course be asking Government for additional revenue to reflect the costs of carrying out my new responsibilities.

Squatters in London

Question No: 86 / 2011

[Steve O'Connell](#)

How many incidents of squatting were the Met contacted about in London in 2010?

Written answer from the Mayor

The Metropolitan Police Service's Computer Aided Dispatch (CAD) system does not have a code for squatting incidents.

There are potentially 10 different type codes that could be used; such as a disturbance on private premises, criminal damage, suspects on premises.

To ascertain calls that specifically relate to squatting would require a manual search of thousands of records and is therefore not feasible.

Tubes trains cancelled

Question No: 87 / 2011

[Richard Tracey](#)

How many Tube services were cancelled in the second half of 2010 because of industrial action?

Written answer from the Mayor

Train cancellations due to industrial action in the second half of 2010 are displayed below:

7th September	-	2129
3rd October	-	1870
3rd November	-	1763
29th November	-	1740
18th December	-	163
26th December	-	1436

The total of 9101 trains cancelled is 1.9 per cent of the 477,151 trains scheduled to run over the same six month period.

RE:NEW

Question No: 88 / 2011

[Steve O'Connell](#)

What is the status of the £6.1million of funding that the LDA was due put towards the RE:NEW programme?

Written answer from the Mayor

I have publicly stated my wish to support the RE:NEW programme to the Assembly on numerous occasions. I remain committed to delivering the project. The negotiations for a single economic development pot (from which the environment programmes are funded) are still being finalised and once these have been completed I am optimistic that we will be able to release the funding.

Passengers per tube service

Question No: 89 / 2011

[Richard Tracey](#)

What is the average number of passengers on a London Underground Tube service?

Written answer from the Mayor

122 (based on data for the 2009/10 financial year)

Tube cancellations

Question No: 90 / 2011

[Richard Tracey](#)

Similar to answer to MQ3882, for the months of August, September, November and December 2010, separated by lines, please list how many tube trains during peak times were not running. Please also give the reason for this, for example, lack of staff, a fault due to cracked train bracket etc.

Written answer from the Mayor

The information is provided in the spreadsheet attached as Appendix A.

TfL Fuel Purchase

Question No: 91 / 2011

[Richard Tracey](#)

Do TfL hedge their purchase of fuel in order to ensure they are relatively unaffected by price variations?

Written answer from the Mayor

TfL utilises a risk management strategy for electricity purchased on the forward wholesale market.

In respect of vehicle fuel, hedging is common among the major transport groups with whom TfL contracts for bus services. There is no hedging in relation to the relatively low volume of fuel procured for TfL's own vehicles.

Cycle Superhighways

Question No: 92 / 2011

[Richard Tracey](#)

Extrapolating from the success of the first two Cycle Superhighways in increasing cycling on the A24 and the A13, how many additional Londoners does TfL expect to benefit when all twelve Cycle Super Highways have been completed?

Written answer from the Mayor

TfL forecasts the number of trips it is anticipated the Barclays Cycle Superhighways will generate, rather than the number of individuals who will benefit.

The latest demand analysis from the Barclays Cycle Superhighways business case for the remaining 10 routes of the programme (updated in July 2010) forecasts an increase in demand of 344 per cent by the year 2020. This equates to an additional 86,000 daily weekday trips across the 10 routes (alongside 35,000 existing trips).

The two existing pilot routes have already seen a 70 per cent increase in cycling trips in the first three months of operation (based on October 2010 count data). By 2020, TfL expects an additional 14,000 journeys per weekday on the two pilot routes when compared to pre-July 2010 figures.

Therefore, taking all 12 routes together, TfL expects the Barclays Cycle Superhighways to have generated an extra 100,000 cycle trips per weekday by 2020.

Western Extension

Question No: 93 / 2011

[Richard Tracey](#)

Has the Mayor received any exhortations from either Assembly Members or local residents to install an Eastern Extension, a Southern Extension or a Northern Extension to the Congestion Charge?

Written answer from the Mayor

Officers are drafting a response which will be sent shortly.

Written response received on 4 February 2011:

No, I am not aware of broad-based calls for extensions to the Congestion Charging zone from residents of any particular area. From time to time I receive a letter or email from an individual or interest group suggesting a charging scheme. However, it was primarily Jenny Jones and members of the London Assembly Liberal Democrat group that counselled me to consider the implementation of road pricing schemes beyond the existing central London zone in their responses to the consultation on my Transport Strategy.

Western Extension (2)

Question No: 94 / 2011

[Richard Tracey](#)

With the honourable exception of Jenny Jones, who wishes to extend the Congestion Charge to the M25 boundary, why do you feel that Assembly Members who were so keen for you to ignore local residents and retain the Western Extension are yet to advocate its extension in any other direction?

Written answer from the Mayor

It does seem to be the case that some of those who argued most vociferously for the retention of the WEZ against the clear majority of the area's residents do not represent those people and are simultaneously completely silent on the possibility of, for example, an Eastern Extension Zone or Southern Extension Zone. I am sure that Londoners will draw the obvious conclusion as to why.

Former Eurostar Platforms at Waterloo

Question No: 95 / 2011

[Richard Tracey](#)

Could the Mayor update the Assembly on what progress has been made with regard to converting the former Eurostar platforms at Waterloo to use for mainline rail?

Written answer from the Mayor

I understand that Network Rail is now taking forward the reopening of Waterloo International for use by a small number of trains at peak times. This is likely to involve construction of a new passenger bridge to integrate the platforms into the main concourse of the station.

The use of the former international platforms is in part linked to the introduction of 10-car trains on the Windsor Lines. There is no confirmed date for introducing longer trains because this is still subject to commercial discussions with South West Trains. However, the Department for Transport has recently said that it is "seeking to reach a commercial agreement" with the train operator in 2011, with the "additional vehicles to be delivered on to the network before 2014". This can therefore be regarded as the latest that the former international platforms will be brought into use.

My officers at TfL are continuing to work with Network Rail and other parties to ensure that there are integrated and affordable plans for the future development of Waterloo to accommodate the planned passenger growth.

Tube Strikes

Question No: 96 / 2011

[Richard Tracey](#)

In question 3844/2010 I highlighted the fact that The New York Metro fines any worker who chooses to strike 2 days wages. Would you support primary legislation which would enable London Underground to do the same?

Written answer from the Mayor

I have nothing to add to MQ 3844/2010, apart from to note that to stipulate that at least 50 percent of qualifying members vote in strike ballot for industrial action to go ahead would require primary legislation. I call again on the Government to introduce such legislation as soon as practicable.

Single Environment Strategy

Question No: 97 / 2011

[James Cleverly](#)

What discussions has the Mayor had with the Government regarding the proposed single environment strategy for London as proposed in the Localism Bill? If this proposal is taken forward, what impact would this have on GLA resources, and would the whole strategy need to be re-published each time one element of environment policy is altered?

Written answer from the Mayor

There has been an ongoing dialogue with Department for Communities and Local Government regarding the Single Environment Strategy which has helped to shape the proposal within the Localism Bill. It is anticipated that there will not be any adverse impact upon resources and the strategy will not require re-publishing each time an environmental strand is updated.

Harrow Dangerous Dogs

Question No: 98 / 2011

[Victoria Borwick](#)

Will the Mayor congratulate Harrow police on its outstanding work in dealing with dangerous dogs, through dedicated dog liaison officers? Will the Mayor also confirm that Harrow police will not be penalised for its record success rates, through increased charges for kennelling?

Written answer from the Mayor

Yes, Harrow is doing good work to tackle the issue of dangerous dogs. The dedicated MPS Dog Liaison Officer, funded by the Safer Harrow Partnership, has taken 31 pit-bull type dogs off the streets.

The kennelling costs are managed centrally by the MPS Status Dogs Unit, so this will not impact on the Borough police.

Southgate Dispersal Zone

Question No: 99 / 2011

[Victoria Borwick](#)

What have been the initial results of the new dispersal zone around Southgate in Enfield, and has there been any noticeable effect on surrounding areas?

Written answer from the Mayor

Incidents of ASB have dropped significantly since the implementation of the dispersal zone in Southgate on 21 November 2010. A total of 15 dispersals have been made during the current period of operation since which is scheduled to end on 12 February.

As an illustration of its success, in the two week period up to 24th October 2010 there were 21 ASB calls in the zone. However, in the two week period up to 16th January 2011, after 2 months of operation, there were only 7 ASB calls in the zone. This represents a 66% reduction of ASB calls.

TfL ridership income

Question No: 100 / 2011

[Gareth Bacon](#)

How much income has been lost to TfL through the RMT, TSSA and ASLEF strikes?

Written answer from the Mayor

The four RMT strikes between September and November and the ASLEF strike on 26 December are estimated to have reduced TfL's revenue by around £11m.

MPS/MPA legal advice

Question No: 101 / 2011

[Dee Doocey](#)

How much has the MPA\ MPS spent on legal advice each year in the last 5 years? Can you break the figures down by the spending of each business group?

Written answer from the Mayor

Legal advice for the MPA/MPS is principally provided through the MPS Directorate of Legal Services.

The response cannot be broken down by each business group as the spend on legal services is recorded against areas of work and covers the type of legal activity.

The overall expenditure to the MPS over the last 5 years is shown below:

Legal Services	2005/06	2006/07	2007/08	2008/09	2009/10
(£m)	5.8	6.0	7.5	6.9	7.2

London Fashion Week

Question No: 102 / 2011

[Dee Doocey](#)

How much money have the LDA and GLA spent on London Fashion Week, or any elements of it, in each of the last three financial years, and in the current financial year to date? What plans do the LDA and/or the GLA have to fund London Fashion Week in the future?

Written answer from the Mayor

The GLA does not fund London Fashion Week.

The breakdown below represents the LDA spend on London Fashion Week for the last three financial years and the year to date figures for the current financial year:

	2007/08	2008/09	2009/10	2010/11
Annual Grant	£1,058,347	£1,670,000	£1,027,275	£900,000

Future funding for London Fashion Week is yet to be determined as the Government settlement for economic development and promotion is currently awaited.

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

Police curfews

Question No: 103 / 2011

[Dee Doocey](#)

On how many occasions in each of the last three financial years, and in the current financial year to date, have the MPS imposed a curfew on somebody who has been arrested but not charged? Of these how many are 'repeat' curfews which are extended for another period of time?

Written answer from the Mayor

The MPS has informed me that a record of bail conditions is made on the individual's record on National Strategy for Police Information Systems (NSPIS) computer system.

Unfortunately, to ascertain the figures requested would necessitate a manual search of thousands of custody records - therefore it is not feasible to obtain this information.

Child Exploitation and Online Protection Centre

Question No: 104 / 2011

[Dee Doocey](#)

Do you have any concerns about the impact on London of the Child Exploitation and Online Protection Centre (CEOP) being subsumed into the new National Crime Agency?

Written answer from the Mayor

The MPS has an excellent working relationship with CEOP and I fully expect that this relationship will continue and strengthen with the formation of the National Crime Agency.

I will continue to monitor developments but I have been reassured that the work of CEOP is not only protected but will develop and improve through shared intelligence and information within the National Crime Agency.

MPA Hire Cars - Fixed Penalty Notices

Question No: 105 / 2011

[Dee Doocey](#)

Further to the answer provided to question number 3514/2010 about the issuing of fixed penalty notices for vehicles hired by the MPS, please provide figures for each borough showing:

- a) how many fixed penalty notices were issued during 2010 for private hire vehicles that were cancelled due to the vehicles parking in restricted areas for operational reasons;
- b) how many fixed penalty notices were issued during 2010 for private hire vehicles that were paid by police officers who were judged to be personally liable.

Written answer from the Mayor

I am informed that:

- a) Cancelled fixed penalty notices for vehicles hired to the MPS are not categorised according to the criteria requested. For this reason the MPS is unable to provide this data.
- b) If a penalty charge notice is paid for by an officer judged to be personally liable, it is recorded locally in their borough. For this reason the MPS is unable to provide collated data on this.

Hate Crime

Question No: 106 / 2011

[Dee Doocey](#)

How many 1) accusations and 2) offences of a) race hate crime and b) homophobic crime have been recorded in each London borough in each year since 2007/8? Please also provide all available data for 2010/11?

Written answer from the Mayor

Please find the information requested attached as Appendix B. The term 'accusations' in the question, is interpreted as 'incidents'. Since 1st April 2009, racist and faith hate crimes across the MPS are counted together as 'race/faith' crimes.

Door to Door service problems with vulnerable passengers

Question No: 107 / 2011

[Caroline Pidgeon](#)

Will you review the City Fleet contract with TfL in light of 3 separate occasions that have been brought to TfL's attention, where a driver pushed their knee into the back of a wheelchair user with a serious spinal injury, causing them significant pain?

Written answer from the Mayor

I know that TfL has been in correspondence with you on the experiences of this user and has offered to brief you on the details of its contract with City Fleet. I do believe this briefing would be useful and I commend it to you. TfL and I are both concerned that the issues reported by this user should be resolved, and I know that TfL has suggested a solution, which it is keen to explore with this user.

City Fleet provides a useful supplement to the Dial-a-Ride service, and generally performs well. TfL will continue to monitor their performance but has no plans at this stage to review the contract.

Delay on Islington Council's LIP bid

Question No: 108 / 2011

[Caroline Pidgeon](#)

Why is there a delay in responding to Islington Council's LIP bid, which would fund the 812 Plus Bus and Scootability schemes in the Borough?

Written answer from the Mayor

There has been no delay in notifying Islington of the outcome of their 2011/12 LIP Annual Spending Submission. TfL wrote to all London boroughs on 16th December detailing which proposals would receive LIP financial assistance in 2011/12.

In respect of the two specific schemes in Islington to which you refer, the Scootability project has been provided financial assistance, but the request to subsidise the operation of the 812 PlusBus project has not been supported. A number of 'PlusBus' type services have been withdrawn by other London boroughs in the past few years due to the high levels of required subsidy and a lack of available funding, together with the fact that customer demand can often be met through the main bus network, as London's bus fleet is now 100 per cent accessible. Accordingly, it is not considered that utilisation of LIP financial assistance to subsidise the 812 service represents value for money.

Crime on bus routes

Question No: 109 / 2011

[Caroline Pidgeon](#)

Please provide a table listing the total number of reported crimes on bus routes 507, 521, 38 and 149, per month, since January 2008.

Written answer from the Mayor

Crime on the bus network has fallen consistently over recent years and is now at the lowest level in six years. There are now just 11 bus related crimes per million bus passenger journeys. This compares with 15 crimes per million journeys on buses in 2007/8.

It is not possible to link crimes to specific bus routes as in many cases when the Metropolitan Police Service record a bus related crime they do not identify a bus route number, although it is mapped to a specific location.

Figures for bus-related crime by borough can now be found on the TfL website – www.tfl.gov.uk/transportpolicing.

Future Cycle Hire Expansion

Question No: 110 / 2011

Caroline Pidgeon

Further to MQ 3898/2010, please list the areas which you feel cannot benefit from the Cycle Hire Scheme in future due to “London’s geography and topography.”

Written answer from the Mayor

Lessons learnt from other schemes, notably Paris’ Vélib’, point to severe redistribution problems in areas with steep hills, as the vast majority of users are disinclined to climb up hills in order to dock bicycles. Central London is relatively flat but there are many hilly areas in the city which would present redistribution problems, mainly north and south of the centre. Given the need for one continuous zone, these hilly areas pose a barrier for extending cycle hire to flatter areas beyond them.

Cycle Hire Scheme (1)

Question No: 111 / 2011

Caroline Pidgeon

Please provide a table listing the number of casual users on the cycle hire scheme from the 7th December 2010, per day, until the 17th January 2011.

Written answer from the Mayor

Hire Date	Casual Hires
03/12/2010	925
04/12/2010	1,048
05/12/2010	1,537
06/12/2010	749
07/12/2010	888
08/12/2010	819
09/12/2010	1,075
10/12/2010	1,218
11/12/2010	1,938
12/12/2010	1,717
13/12/2010	903
14/12/2010	1,426
15/12/2010	771
16/12/2010	654
17/12/2010	755
18/12/2010	362
19/12/2010	318
20/12/2010	404
21/12/2010	387
22/12/2010	584
23/12/2010	589
24/12/2010	450

25/12/2010	3,768
26/12/2010	2,062
27/12/2010	1,180
28/12/2010	970
29/12/2010	1,368
30/12/2010	1,340
31/12/2010	1,254
01/01/2011	1,674
02/01/2011	1,976
03/01/2011	1,890
04/01/2011	1,235
05/01/2011	1,178
06/01/2011	659
07/01/2011	874
08/01/2011	1,938
09/01/2011	2,846
10/01/2011	1,314
11/01/2011	1,284
12/01/2011	1,249
13/01/2011	1,380
14/01/2011	1,403
15/01/2011	2,602
16/01/2011	2,754

Cycle Hire Scheme (2)

Question No: 112 / 2011

[Caroline Pidgeon](#)

Please provide a table showing how many cycle hire users have been incorrectly charged, per week, since the cycle hire scheme was introduced, and by how much.

Written answer from the Mayor

Data up to 31 December 2010, the latest date for which validated data is available, is set out in the document attached as Appendix C.

Although it is unfortunate that these errors have occurred, all billing errors have been rectified, and refunds issued to any customers who may have been incorrectly billed.

Cycle Hire Scheme (3)

Question No: 113 / 2011

[Caroline Pidgeon](#)

If a Borough or business was interested in opening a cycle hire docking station:

- How much would it cost per docking station?
- How would they go about it?

Written answer from the Mayor

Potential docking station locations require careful consideration to ensure they can be implemented to a high standard and can be integrated with the existing and/or planned network. Any organisation that is interested in hosting a Barclays Cycle Hire docking station should contact Transport for London, who will assess whether or not the proposal is feasible and complementary to the overall expansion and intensification plan. Clearly the cost of each site will depend on size and location but as an example, a docking station comprising 25 docking

points would typically cost in the region of £70,000 to £100,000 to plan and install, as well as approximately £40,000 pa to operate and maintain, including all operational overheads.

Boxing Day train travel

Question No: 114 / 2011

[Caroline Pidgeon](#)

Do you have any plans to operate London Overground rail services on Boxing Day in the future?

Written answer from the Mayor

Officers are drafting a response which will be sent shortly.

Written response received on 4 February 2011:

Operation of London Overground rail services on the national rail network requires Network Rail signal boxes to be staffed.

TfL would need to review demand on Boxing Day to determine if the provision of services would provide value for money. It would also require a renegotiation of the Concession contract with the operator and additional budget provision.

West Brompton Olympic Station

Question No: 115 / 2011

[Caroline Pidgeon](#)

Can you assure me that West Brompton Station will be upgraded and publicised as an Olympic rail and tube station?

Written answer from the Mayor

Please see my previous answer to MQ2345 / 2010.

West Brompton station PA system

Question No: 116 / 2011

[Caroline Pidgeon](#)

Further to MQ 3212/2010, please provide an update on this work, as you stated in your answer that you hoped the work would be finished by the end of 2010.

Written answer from the Mayor

Unfortunately this work has taken longer than expected and is now due to be complete by the end of this month.

Welcome signs on roads into London

Question No: 117 / 2011

[Caroline Pidgeon](#)

A constituent has asked me to put to you the idea of a welcome sign on all major roads coming in to London to welcome visitors. Given many such roads are managed by TfL, will you look into his idea?

Written answer from the Mayor

I think there are already too many superfluous signs on our streets and I would need a great deal of convincing that this would not just add to street clutter.

Congestion Charge Auto Pay (1)

Question No: 118 / 2011

[Caroline Pidgeon](#)

I have heard reports from constituents who have had problems registering since the new auto pay system has been introduced. What is TfL doing to rectify this? How many people have experienced problems since 1st January 2011?

Written answer from the Mayor

Congestion Charging Auto Pay went live on 4 January, as planned, with some 54,000 customers and 80,000 vehicles now registered. The vast majority of customers have successfully registered and are enjoying the benefits Auto Pay brings, including protection against forgetting to pay the charge and receiving a Penalty Charge Notice. Customers have been receiving statements and are being billed in accordance with the terms and conditions of the service.

As with any major new service introduction, there will always be some initial teething problems but any such cases are resolved when issues become known. These cases represent a tiny minority with only 30 customers affected. In each case TfL made contact with the affected customer to resolve the issue.

Congestion Charge Auto Pay (2)

Question No: 119 / 2011

[Caroline Pidgeon](#)

For the 0845 number to register for the congestion charge auto pay scheme, please provide a table to show per week, since the phone line was first launched:

- a) the average wait time
- b) the average length of calls
- c) the number of abandoned calls.
- d) the total number of calls

Written answer from the Mayor

The figures below are for all calls relating to CC Auto Pay received since 4 January 2011.

For week ending 9 January 2011

The average wait time = 15.9 seconds

The average length of calls = 416 seconds

The number of abandoned calls = 76 (1.05%)

The total number of calls = 7,242

For week ending 16 January 2011

The average wait time = 5.78 seconds

The average length of calls = 401 seconds

The number of abandoned calls = 35 (0.69%)

The total number of calls = 5,039

De-icing at TfL

Question No: 120 / 2011

[Caroline Pidgeon](#)

How much has London Underground spent on de-icing both on track and stations for 2008, 2009 and 2010?

Written answer from the Mayor

London Underground spend on de-icing over the last three years is as follows:

2008 – £470,000

2009 – £470,000

2010 – £520,000

This includes costs for materials, equipment, storage and labour.

Tube Driver delays

Question No: 121 / 2011

[Caroline Pidgeon](#)

For each month in 2010, per tube line, how many minutes have tubes been delayed due to drivers being late for their shifts?

Written answer from the Mayor

Officers are drafting a response which will be sent shortly.

Written response received on 4 February 2011:

The information is provided in the table attached as Appendix I.

London Underground Capacity (1)

Question No: 122 / 2011

[Caroline Pidgeon](#)

For the months of November and December 2010, separated by lines, please list how many tube trains during peak times were not running. Please also give the reason for this, for example, lack of staff, a fault due to cracked train bracket etc.

Written answer from the Mayor

The information is provided in the spreadsheet attached as Appendix D.

London Underground Capacity (2)

Question No: 123 / 2011

[Caroline Pidgeon](#)

Please provide the total number of tube trains for each tube line and how many are needed on a week day to meet the timetable?

Written answer from the Mayor

Line	Fleet size	AM Peak	PM Peak
Central	85	75	76

Waterloo & City	5	5	5
Bakerloo	36	32	31
Metropolitan	60	49	49
Victoria	45	37	37
Circle / Hammersmith & City	46	33	33
District	75	76	76
Jubilee	63	49	50
Piccadilly	86	78	78
Northern	106	91	91

Currently the Metropolitan line is operating with a mixture of new and old train stock with a temporarily expanded fleet size. Once the new stock is fully deployed, the final fleet size will be 58. The Victoria line is also operating new and old trains and the final fleet size for that line will be 47.

Unpaid Embassy charges

Question No: 124 / 2011

[Caroline Pidgeon](#)

Please publish a table showing the amount in unpaid Congestion Charge and Penalty Charge Notices that is now owed for each embassy or diplomatic mission in London for December 2010.

Written answer from the Mayor

Officers are drafting a response which will be sent shortly.

Written response received on 4 February 2011:

The table attached as Appendix H provides details of the total number of unpaid congestion charges for each embassy and an estimate of the total value of unpaid charges and penalties arising from non payment of the congestion charge, by embassy, from 1 to 31 December 2010.

I am disappointed that some embassies continue to refuse to pay the charge even though TfL and the Government's position on this matter is clear and consistent.

However, it is pleasing to note that almost three quarters of embassies pay the congestion charge on a regular basis as they are required to do.

As I have indicated before, I am very keen that all embassies should be complying with the scheme.

Litter on Buses

Question No: 125 / 2011

[Caroline Pidgeon](#)

Is litter removed on buses at the end of each route, in a similar way to tubes, before the route starts again?

Written answer from the Mayor

Buses are cleaned when they return to garages and bus cleanliness is regularly monitored by TfL.

Tube upgrades (1)

Question No: 126 / 2011

[Caroline Pidgeon](#)

In Item 04 of the 21 July 2010 TfL Board Report, TfL outlined a three phase commissioning strategy for the Jubilee line. Which phases are complete and has Transmission Based Train Control been run successfully on a weekday, full revenue basis over J2, 3 and 4?

Written answer from the Mayor

London Underground has successfully implemented phases 1 and 2 of the commissioning of the new Transmission Based Train Control (TBTC) system on the Jubilee line.

The new signalling has been in operation between Stratford and Dollis Hill since 29 December and trains are now running with the new equipment seven days a week. Overall performance has been good.

The third phase of TBTC introduction between Dollis Hill and Stanmore – which will be the full upgrade delivered – will be completed in the spring.

Tube upgrades (2)

Question No: 127 / 2011

[Caroline Pidgeon](#)

How many passenger and engineering trains have had Transmission Based Train Control installed, commissioned and proven reliable across the whole TfL network?

Written answer from the Mayor

On London Underground all 63 passenger trains in the Jubilee line fleet have Transmission Based Train Control (TBTC) installed, commissioned and with proven reliability in use. This is the only Tube line to use this type of signalling system at present and there are no engineering trains on this line where TBTC has yet been both installed and fully commissioned.

The Victoria and Central lines use a different type of Automatic Train Operation (ATO) and there are 45 and 85 trains in their respective fleets.

On the DLR network there are 149 'passenger vehicles' with TBTC installed and in use – which are used in two or three car formations to make up each train. There are no engineering trains with TBTC installed on the DLR, and there are no other trains in the current TfL fleet with TBTC equipment installed and in use.

Tube upgrades (3)

Question No: 128 / 2011

[Caroline Pidgeon](#)

What change has there been since July to the Jubilee Line upgrade list of operational restrictions?

Written answer from the Mayor

As with any new software-based system, during the testing and implementation of the new signalling system installed on the Jubilee line, there has been some functionality that has needed further development in advance of the system being ready for commissioning. Rules requiring operators to take certain actions in specific circumstances, known as 'operational

restrictions', have therefore been in place at various stages to mitigate the issues - while the software has been updated to incorporate additional or updated features.

The number of operational restrictions has been reduced from 36 in July 2010 to 21 now, a level where there is no notable effect on the operation of train service. Hence London Underground has recently been able to commission the new system seven days a week in passenger service between Stratford and Dollis Hill.

Wheelchair users on buses

Question No: 129 / 2011

[Caroline Pidgeon](#)

What plans do you have to make life easier for wheelchair users on London's bus network?

Written answer from the Mayor

TfL will continue to address the needs of wheelchair users in all the ways described in their submission to the Assembly's recently-published inquiry into accessibility. These include:

- Requiring bus operators to ensure that wheelchair ramps are in good working order and monitoring this.
- Ensuring that wheelchair users' requirements are included in bus driver training and in guidance for drivers such as the "Big Red Book".
- Providing funds via Local Implementation Plans for upgrading bus stops to improve accessibility.

There are also measures with general benefits for all passengers, including wheelchair users, such as Countdown 2 and, not least, the provision of a reliable and comprehensive network which is kept under regular review.

Accessibility issues at Gants Hill Station

Question No: 130 / 2011

[Caroline Pidgeon](#)

Will you instruct TfL to resolve the accessibility issues for wheelchair users at Gants Hill Station, as due to the angle on the ground it is very difficult for wheelchair users to get on and off buses?

Written answer from the Mayor

Kerbs at bus stops should usually be between 125mm and 140mm high to allow for an accessible angle on the ramp. Unfortunately, upon further investigation at this location, the footpath was found to be quite narrow and there is insufficient width available for the kerb to be raised higher as this would create a drainage problem for the adjacent properties. If the kerb was raised any higher, rain water would flow towards the properties rather than into the carriageway drainage channel. Providing a drain within the footway in order to raise the kerb was considered, but this would have resulted in an angle between the kerb edge and the drain, effectively steepening the angle towards the ramp. It would also not improve the angle on the ramp itself since it is deployed further into the footway.

TfL has an ongoing programme to improve accessibility at bus stops in London. Unfortunately, this bus stop would require a complex scheme for which funding is not currently available. This will however be kept under review.

“Code Red” calls on buses

Question No: 131 / 2011

Caroline Pidgeon

Please provide a table, per month for the last 24 months, to show how many “code red” calls were made by bus drivers due to crime on their bus. Please separate by route.

Written answer from the Mayor

The number of Driver Incident Reports (DIRs) [previously referred to as ‘Code Reds’] relating to community safety and antisocial behaviour for the last 24 months are shown in the table below.

A DIR is a call from a driver of a London Bus to London’s 24 hour bus control centre (CentreComm) via the on-bus radio system. Drivers use DIRs to request a response including an emergency response or to report an incident or issue. It is important to note that DIRs are not crimes and many relate to low level incidents. DIRs are a valuable source of intelligence, and are used to inform police deployment decisions and TfL’s community safety activities. TfL’s previous analysis has shown that the majority of DIRs do not result in a crime and the reports range in severity from minor passenger disputes, rowdy behaviour to more serious incidents including fighting and threatening behaviour.

Crime and DIR data is analysed by location rather than route for community safety and police deployment purposes. Figures for bus related crime by borough can now be found on the TfL website – www.tfl.gov.uk/transportpolicing.

Month	2009	2010
January	4,731	4,201
February	4,739	3,876
March	5,005	4,331
April	4,523	3,971
May	4,457	4,304
June	4,317	3,842
July	4,233	4,032
August	*	3,758
September	3,775	3,601
October	4,782	4,383
November	4,218	4,131
December	3,305	3,596
Total	48,085	48,026

* Due to technical failure August 2009 figures have not been included

Fare evasion on buses

Question No: 132 / 2011

Caroline Pidgeon

A constituent has written to me to say she regularly sees people sneaking onto buses in Shepherd’s Bush through the middle doors. What is TfL doing to minimise this type of fare evasion on buses?

Written answer from the Mayor

Officers are drafting a response which will be sent shortly.

Written response received on 4 February 2011:

TfL takes the issue of fare evasion on buses extremely seriously. Passengers aged 11 and over must ensure that they have a valid ticket. Drivers are expected to check that passengers show a pass, touch their Oyster card on the reader or pay a fare. On articulated buses passengers may board at any door but must ensure they have a valid ticket.

TfL employs a team of over 250 Revenue Protection Inspectors (RPIs) on the bus network to support drivers in ensuring passengers pay their fare. This team check the tickets of over 12 million passengers every year, issuing c. 75,000 penalty fares. TfL also successfully prosecutes c. 25,000 individuals for fare evasion offences each year. Additionally, all articulated buses will be replaced by the end of 2011, leading to a reduction in evasion of around £5m per year.

TfL's RPIs are deployed based on intelligence received from a number of sources, including drivers, passengers and regular independent fare evasion surveys. While Shepherd's Bush does not currently appear as a priority location on RPI deployment plans, TfL will be happy to task additional resources to the area to address the concerns of your constituent if you are able to provide them with the specific details of these concerns.

Oyster overcharging (1)

Question No: 133 / 2011

[Caroline Pidgeon](#)

Please publish a table showing for each month since January 2008 the number of people using Oyster who have faced the maximum fare charges with figures broken down by:

- a) the number of cards
- b) the number of incomplete journeys
- c) the Pay As You Go value resulting from the incomplete journeys

Written answer from the Mayor

Officers are drafting a response which will be sent shortly.

Written response received on 22 February 2011:

Maximum fares are not overcharges. The terms of pay as you go (PAYG) make it quite clear that users must touch in and out to obtain the best fare. Maximum fares are charged to deter fraud and ensure that users validate their cards properly.

In principle, customers who do not touch in at the start of their journey are at risk of a maximum fare because they are travelling without a valid ticket. TfL calculates that between 60 and 80 per cent of the revenue raised through maximum fares would have been spent by customers if their Oyster card were validated correctly.

However, refunds of the charges detailed in the tables below are available from the Oyster help-line and London Underground stations. Approximately £10m of maximum fares are refunded to customers each year representing up to a quarter of all maximum charges.

Some four million Oyster cards are used for PAYG each month and the number of incorrectly validated journeys is falling.

Table 1 in Appendix J indicates that 75 per cent of these cards do not incur any maximum fare charges.

Of the 20 - 25 per cent of cards incurring maximum fares each month, around 90 per cent incur one charge; with only a minority of users incurring more.

Oyster overcharging (2)

Question No: 134 / 2011

Caroline Pidgeon

Please publish a table showing the total value in 2010 of overcharging by Oyster Pay As You Go due to incomplete journeys being made and maximum fare charges being generated, for the following modes of transport:

- a) Train Operating Companies and Network Rail
- b) London Underground
- c) Docklands Light Railway
- d) London Trams
- e) London Overground

Written answer from the Mayor

Officers are drafting a response which will be sent shortly.

Written response received on 22 February 2011:

Maximum fares are not overcharges. The terms of pay as you go (PAYG) make it quite clear that users must touch in and out to obtain the best fare. Maximum fares are charged to deter fraud and ensure that users validate their cards properly.

In principle, customers who do not touch in at the start of their journey are at risk of a maximum fare because they are travelling without a valid ticket. TfL calculates that between 60 and 80 per cent of the revenue raised through maximum fares would have been spent by customers if their Oyster card were validated correctly.

However, refunds of the charges detailed in the tables below are available from the Oyster help-line and London Underground stations. Approximately £10m of maximum charges are refunded to customers each year, representing up to a quarter of all maximum charges.

Some four million Oyster cards are used for PAYG each month and the number of incorrectly validated journeys is falling.

The table below shows that 40 per cent of all maximum fares are incurred at National Rail stations.

TfL and the Operators are examining ways of reducing this figure though it must be recognised that it is on National Rail that the greatest scope exists for fraud by customers travelling beyond the Oyster boundary.

PAYG incomplete journey charges by mode in 2010

	Journeys (000)	Total charged (£000)
National Rail	5,985	25,842
London Underground	6,783	30,164
Docklands Light Railway	732	3,287
London Overground	593	2,559
Total	14,094	61,850

The total charges shown include the full amounts charged, not the excess that would have been charged if validations had been made on entry and exit.

NB TfL calculates that between 60 and 80 per cent of the maximum fares charged above would have been raised from customers, had their Oyster card been validated correctly.

Oyster overcharging (3)

Question No: 135 / 2011

[Caroline Pidgeon](#)

Please publish, per station, a table showing the level of overcharging by Oyster Pay As You Go due to incomplete journeys with figures broken down for the value of maximum fares:

- a) Train Operating Companies and Network Rail
- b) London Underground
- c) Docklands Light Railway
- d) London Trams
- e) London Overground

Written answer from the Mayor

Officers are drafting a response which will be sent shortly.

Written response received on 22 February 2011:

Maximum fares are not overcharges. The terms of pay as you go (PAYG) make it quite clear that users must touch in and out to obtain the best fare. Maximum fares are charged to deter fraud and ensure that users validate their cards properly.

In principle, customers who do not touch in at the start of their journey are at risk of a maximum fare because they are travelling without a valid ticket. TfL calculates that between 60 and 80 per cent of the revenue raised through maximum fares would have been spent by customers if their Oyster card were validated correctly.

However, refunds of the charges detailed in the tables below are available from the Oyster help-line and London Underground stations. Approximately £10m of maximum fares are refunded to customers each year, representing up to a quarter of all maximum charges.

Some four million Oyster cards are used for PAYG each month and the number of incorrectly validated journeys is falling.

The table attached as Appendix K shows the high levels of maximum fares at rail terminals such as Waterloo, where up to half of all journeys extend beyond the Oyster boundary.

Oyster overcharging (4)

Question No: 136 / 2011

[Caroline Pidgeon](#)

Please provide a breakdown of maximum fare charges on Oyster resulting from incomplete journeys between 31st December 2009 and 31st December 2010. Please include the number of incomplete journeys and the Pay As You Go value.

Written answer from the Mayor

Officers are drafting a response which will be sent shortly.

Written response received on 22 February 2011:

Maximum fares are not overcharges. The terms of pay as you go (PAYG) make it quite clear that users must touch in and out to obtain the best fare. Maximum fares are charged to deter fraud and ensure that users validate their cards properly.

In principle, customers who do not touch in at the start of their journey are at risk of a maximum fare because they are travelling without a valid ticket. TfL calculates that between 60 and 80 per cent of the revenue raised through maximum fares would have been spent by customers if their Oyster card were validated correctly.

However, refunds of the charges detailed in the tables below are available from the Oyster help-line and London Underground stations. Approximately £10m of maximum fares are refunded to customers each year, representing up to a quarter of all maximum charges.

Some four million Oyster cards are used for PAYG each month and the number of incorrectly validated journeys is falling.

The table below shows that only a minority of maximum fares are charged at the £6 rate, with most charges being £4.30 or less.

This compares with the typical PAYG fare of over £2 for complete journeys.

Breakdown of maximum fares charged in 2010

Charge type	No. of journeys (000)	Total charged (£000)	Average charge (pence)
Peak (standard)	3,560	21,374	600
Off-peak (standard)	7,663	32,975	430
Child	623	405	65
Watford junction	14	95	700
Other (see note 2)	2,235	7,001	310
Total	14,094	61,850	440

Notes:

1. In 2010, £6.00 (peak) or £4.30 (off-peak) was charged for most rail pay as you go journeys on adult Oyster cards where only an entry or an exit validation was made.
2. Where an "unfinished" journey on National Rail includes an initial stage on the Underground the amount charged is the difference between the fare for the Underground leg and the £6.00 or £4.30 entry charge.

NB TfL calculates that between 60 and 80 per cent of the maximum fares charged above would have been raised from customers, had their Oyster card been validated correctly.

Use of temporary ramps at tube stations

Question No: 137 / 2011

[Caroline Pidgeon](#)

With only 60 step free tube stations, and with many step free access schemes cancelled or postponed in the last two years, will you consider the use of temporary ramps, similar to those already used by Network Rail, at tube stations in outer London where step free access to the platform already exists or could be introduced with minimal investment?

Written answer from the Mayor

London Underground (LU) does not use manual boarding ramps at any of its stations. The frequency of their services means that it would be difficult to manage using these without causing significant delays. However LU has promised to review the potential for use of manual ramps at terminus stations.

LU is working towards providing independent access for wheelchair users by making improvements to platforms (for example installing platform humps) which reduce the step and gap between the platform and the train. The introduction of new trains will also improve the platform/train interface at many stations.

LU is also conducting feasibility studies into the provision of temporary level access during the Olympic and Paralympic Games.

NB: There are now 62 step-free access stations on the Tube network.

Transport arrangements for the Royal Wedding

Question No: 138 / 2011

[Caroline Pidgeon](#)

Further to MQ 3903/2010, can you confirm whether every tube line will be fully operational on the day of the Royal wedding?

Written answer from the Mayor

Officers are drafting a response which will be sent shortly.

Written response received on 3 March 2011:

Yes, all Tube lines will be running.

As previously explained a lot of work is going on behind the scenes to ensure that the Royal Wedding is a great success, including detailed planning to ensure the transport arrangements best meet the needs of those who will be travelling to and from central London on the day.

Watford and Croxley stations will not have a train service after 22.00 that evening, although replacement buses will operate.

Blue Light Museum plans

Question No: 139 / 2011

[Caroline Pidgeon](#)

Can you update me on your latest plans for a Blue Light Museum for London?

Written answer from the Mayor

Following the risk of closure of the Fire Bridge Museum, my office commissioned a feasibility study to explore options for a Blue Light Museum - a concept of a joint museum for the emergency services. This work has led to greater co-operation and projects between the emergency services museums, such as the Blitz exhibition we hosted at City Hall last autumn.

Whilst there is support for the idea of a joint museum in the long-term, the responsible authorities (LFEPA, MPA & LAS) are unable to pursue this aspiration at present because of the difficult economic climate. My advisor, Munira Mirza, is liaising with LFEPA separately concerning the risks to the future of the Fire Brigade Museum.

Implementation of parking charges on TfL roads (1)

Question No: 140 / 2011

[Caroline Pidgeon](#)

Following the statement made by your Deputy Mayor Sir Simon Milton at the Budget and Performance Committee on Tuesday 11th January that there was support from the London Boroughs for the abolition of short term free parking on TfL roads, please can you publish the correspondence or any other form of evidence from London Councils or individual boroughs to support the claim that London boroughs have advocated new parking charges on red routes.

Written answer from the Mayor

This matter was raised by London Councils in a meeting, between the GLA, TfL and London Councils on 1 October, which discussed devolution and transport issues.

Implementation of parking charges on TfL roads (2)

Question No: 141 / 2011

[Caroline Pidgeon](#)

Following your decision to consider the implementation of parking charges on TfL roads please state what level of consultation has taken place on this issue with:

- a) London Councils
- b) individual London boroughs
- c) groups representing retailers and small businesses.

Written answer from the Mayor

The proposals are at a very early stage and TfL will be engaging with the boroughs and key stakeholders before any formal proposals are consulted upon. TfL will ensure that proposals include consideration of any potential impacts on businesses and residents.

Implementation of parking charges on TfL roads (3)

Question No: 142 / 2011

[Caroline Pidgeon](#)

What is the timescale for implementing your new parking charges on TfL roads?

Written answer from the Mayor

The proposals are still at a very early stage, and will be subject to consultation before being finalised. The earliest that charging could be introduced on the Transport for London Road Network is 2012.

Barking to Gospel Oak (1)

Question No: 143 / 2011

[Caroline Pidgeon](#)

When TfL took over the Barking to Gospel Oak line as part of London Overground a promise was made for an all day 15 minute frequency service by December 2009, with hours similar to London Underground. Can you please confirm when the service will be 15 minutes all day from first to last train?

Written answer from the Mayor

Officers are drafting a response which will be sent shortly.

Written response provided on 4 February 2011:

Since London Overground's inception in 2007, TfL's goal has always been to run a reliable turn up and go service across the network including on the Gospel Oak to Barking line.

In January 2011 the service increased to four trains per hour from Monday to Saturday and in May 2011 we will also run four trains per hour on Sundays. Capacity and customer satisfaction has been substantially increased. This line now has 50 per cent more train services (100 per cent on Sundays from May) than prior to the start London Overground.

A half hourly service applies from 22.00. Last train times from this summer's timetable change will be up to 30 minutes later. Train services are planned to meet demand and offer value for money.

TfL will continue to monitor demand on all services and make changes to the frequency and timetable to meet the changing needs of customers.

Barking to Gospel Oak (2)

Question No: 144 / 2011

[Caroline Pidgeon](#)

What is the process used for the development of timetables on the Barking to Gospel Oak line? How are passengers involved?

Written answer from the Mayor

TfL liaises with London boroughs and other stakeholders regarding intended service level. User groups, interested passengers and London Travel Watch are informed of planned service changes at regular meetings with LOROL, TfL's train operator for the London Overground, and TfL.

Network Rail is responsible for validating the detailed passenger timetable, which is evaluated against the needs of other passengers and freight operators.

Electric Vehicles update

Question No: 145 / 2011

[Caroline Pidgeon](#)

Further to MQ 0293/2009 and the forthcoming Autolib scheme in Paris expected in October this year, please can you give an update on the progress of the London Electric Working Group and any plans for an electric vehicles hire scheme for London?

Written answer from the Mayor

The London Electric Vehicle Partnership (LEVP) brings together key stakeholders across industry and the public sector and works to accelerate the uptake of electric vehicles (EVs) in the capital.

The Mayor's Electric 10 is a group of commercial organisations that already use EVs in their fleets and share information about their experience to boost commercial EV use in London. The next meeting of the LEVP and of the Electric 10 will be on 2 February.

At the current time, there are no plans to develop an electric vehicle hire scheme for London. However, TfL is working closely with London's flourishing car clubs to increase the numbers of EVs available for hire through these businesses, and will study the introduction of the scheme in Paris.

Dial a Ride (1)

Question No: 146 / 2011

[Caroline Pidgeon](#)

How many completed Dial a Ride trips were made in the years 04/05, 09/10 and April 2010 to present day and what was the refusal rate for these years?

Written answer from the Mayor

Figures for completed trips for the years 2004/05, 2009/10 and the current financial year to 8 January 2010 (the end of TfL's financial period 10) are shown below.

Dial-a-Ride has delivered 65,434 more journeys in the financial year to 8 January 2011 than in the same period in 2009/10 and 50,460 more journeys than during the same period in 2004/5.

Whilst the number of completed trips continues to increase, the refusal rate has unfortunately also increased, as an inevitable result of the increasing demand being placed on Dial-a-Ride's limited resources. This is in the light of reductions in other forms of door to door transport formerly provided by local councils and voluntary organisations. TfL will continue to maximise the availability of the Dial-a-Ride service through intelligent scheduling and making use of supplementary taxi services, where appropriate.

		Completed trips	Refusal rate
2004/05	<i>To end of period 10</i>	967,699	7.2%
	<i>Full year</i>	1,260,669	6.6%
2009/10	<i>To end of period 10</i>	952,725	9.0%
	<i>Full year</i>	1,254,746	8.5%
2010/11	<i>To end of period 10</i>	1,018,159	8.5%
	<i>Full year</i>	1,350,000	n/a

Dial a Ride (2)

Question No: 147 / 2011

[Caroline Pidgeon](#)

How many 'active' registered members were there in the years 04/05, 09/10 and April 10 to present day?

Written answer from the Mayor

At the end of 2009/10 there were 20,314 'active' members of Dial-a-Ride, defined as members who had travelled at least once during the year. In the current financial year, to 7 January, there were 19,117 active members.

At the end of 2004/05 there were 24,794 'active' registered members of Dial-a-Ride, however this figure is not directly comparable with more recent years due to technical changes to the way membership activity is recorded.

TfL 0843 travel information number

Question No: 148 / 2011

Caroline Pidgeon

For the 0843 TfL travel information number, please provide a table to show per week since the number was introduced, the number of calls:

- a) less than 5 minutes long
- b) between 5 minutes 1 second and 10 minutes
- c) between 10 minutes 1 second and 15 minutes
- d) between 15 minutes 1 second and 20 minutes
- e) over 20 minutes 1 second
- f) abandoned calls

Written answer from the Mayor

	Calls Less than 5 mins long	Calls Between 5 minutes 1 second and 10 minutes	Calls over 10 minutes	Abandoned Calls	Total calls for each week
Wk 31/10/10 <i>NB industrial action took place during this week.</i>	39774	467	282	5,665	46,188
Wk 07/11/10	34,942	5	0	1,076	36,023
Wk 14/11/10	26,853	7	0	1,072	27,932
Wk 21/11/10	24,099	31	0	1,218	25,348
Wk 28/11/10 <i>NB severe weather and industrial action took place during this week.</i>	44531	2,879	1123	20,117	68,650
Wk 05/12/10	33,472	70	0	904	34,446
Wk 12/12/10 <i>NB severe weather was experienced during this week.</i>	26,697	1,837	39	7,962	36,535
Wk 19/12/10	34,858	407	0	2,898	38,163
Wk 26/12/10	33925	29	0	618	34,572
Wk 02/01/11	23,392	16	0	928	24,336
Wk 09/01/11	22,563	24	0	968	23,455
Total	345,106	5,772	1,444	43,426	395,648
Percentage	87	1	<1	11	100%

Please note: The data source for these calls only records calls more than 10 minutes in length, but not their exact length. The number of calls longer than ten minutes is less than 1 per cent of the total.

Cycle hire scheme

Question No: 149 / 2011

[Caroline Pidgeon](#)

Please provide a table to show, per week since the scheme began, how many cycle hire bikes have been reported faulty and what are the mean causes of faults reported?

Written answer from the Mayor

The table attached as Appendix F provides details of the total number of repairs carried out by week since the launch of the scheme through to 28 November 2010, the last week for which data is available. The table also includes data on the top five reasons for repair.

Please note that this table includes maintenance undertaken as part of ongoing inspections completed by the service provider, not just those faults reported by users.

Recognising Jubilee Line passengers

Question No: 150 / 2011

[Caroline Pidgeon](#)

Will you recognise the huge inconvenience Jubilee Line passengers have suffered due to the massive over run on the installation of new signalling? Once works are complete in April, can you assure us that you will provide a special day for passengers - along the lines of the opening of the new East London Line - with free travelcards and other activities?

Written answer from the Mayor

Both London Underground (LU) and I fully appreciate that Tube Lines' lengthy programme to upgrade the Jubilee line has been highly disruptive to London.

In recognition of that, LU is investigating the most appropriate way to mark the completion of this major piece of work. Of course, the real benefit to users of the line will come in the form of more frequent trains, faster journeys and increased capacity that the upgrade will eventually deliver.

Bearing in mind the cost incurred by LU in resolving the serious failings in the Tube Lines approach and the importance of prioritising the investment needed for the vital upgrade of the Tube, my initial reaction is that I could not justify such a costly concession.

The opening of the East London line was slightly different in that it offered TfL the chance to attract new customers to what was effectively a brand new railway, showcasing the new stations, reopened stations and connections that can now be made to new areas of east London.

Metroline buses

Question No: 152 / 2011

[Caroline Pidgeon](#)

Do you have any concerns over the reports of bus safety inspections on Metroline buses

branded a disaster? What actions have you taken to reassure passengers?

Written answer from the Mayor

I take the matter of passenger safety very seriously.

TfL works closely with all operators to ensure the highest maintenance standards are met. These standards are further monitored by independent audits undertaken on behalf of TfL which do not reveal similar concerns to those raised in this press article.

TfL is not aware of any major issues with any bus operators that operate in London. Metroline has confirmed that the report quoted in the article refers to four vehicles, in which one was found to have a problem, not a quarter of the 1,000 buses Metroline supplies to the London fleet.

All buses which operate in the UK are subject to an annual 'MOT' and random checks by the Government's vehicle inspectorate, VOSA, to ensure they are in a roadworthy condition.

EU fines (1)

Question No: 154 / 2011

[Mike Tuffrey](#)

A constituent has asked how the threat of EU fines for London's poor air quality is taken into account when assessing the cost benefit of proposals to improve air pollution?

Written answer from the Mayor

I am committed to improving air quality in London, both to protect public health and to meet EU limit values, which would ensure that the Government is not fined by the EU. All policies that were considered in the development of my Air Quality Strategy were assessed in this light.

EU fines (2)

Question No: 155 / 2011

[Mike Tuffrey](#)

What representations have you made to government concerning the draft clauses in the Localism Bill giving Ministers "Power to require local or public authorities to make payments in respect of certain EU financial sanctions"?

Written answer from the Mayor

Air quality in London is dependent on a number of factors, many of which are not under the control of the Mayor or the boroughs and it would be quite wrong for national government to pass on financial penalties.

I have written to the Secretary of State for Communities and Local Government making clear my view (i) that Ministers should not impose a financial penalty on a public body until all potential remedies in domestic law have been exhausted to address the alleged infraction and (ii) calling for the Bill to be amended so that any imposition of a fine on a public body should be determined by the courts, not a Minister. This will ensure that the penalty is determined objectively and would allow relevant authorities to make representations in an independent forum.

In addition, a joint briefing was sent from me and the Assembly to all London MPs, CLG Committee Members and the relevant CLG Ministers and their Shadows ahead of the Bill's Second Reading debate on 17 January further making this case. My officers have also raised my concerns about these clauses with the civil servants working on the Bill.

PM10 limit value

Question No: 156 / 2011

[Mike Tuffrey](#)

Do you agree that London breached the EU daily limit value for PM10 in 2010?

Written answer from the Mayor

Every year the Government submits a report to the Commission on air quality compliance taking into account the requirements of the EU Air Quality Directive.

The 2009 report was published in September 2010 and it is expected that the report for 2010 will be published later this year once all monitoring data has been checked. Only once that report has been published, will I be in a position to fully know whether or not the EU daily limit value for PM10 was breached in 2010.

Impact on air quality of the removal of the WEZ

Question No: 157 / 2011

[Mike Tuffrey](#)

Further to MQ 4175/2010, how do you plan to monitor the impact of the removal of the WEZ on air pollution in 2011? When and how will you publish the outcomes of such work? What steps will you take to mitigate any worsening of air pollution?

Written answer from the Mayor

The London Air Quality Network (LAQN) includes monitoring sites within the former Western Extension area which TfL will use to monitor the impact of the removal of the WEZ and assess the need for any additional local air quality measures. This information is publicly available on the LAQN website at www.londonair.org.uk.

TfL analysis indicates that although the removal of the WEZ will give rise to some small increases in emissions of air quality pollutants from road traffic in the area, these are not considered sufficient to discernibly affect concentrations of air quality pollutants. However, my Air Quality Strategy places at my disposal a number of targeted local measures to address areas of poor air quality and TfL will be observing closely the data emerging from the LAQN in the former Western Extension area.

Impact on air quality of the removal of the WEZ – mitigation measures

Question No: 158 / 2011

Mike Tuffrey

Your answer to 4176/2010 did not fully answer my question regarding what analysis has been undertaken of the impact of measures to mitigate the impact of harmful concentrations of air pollutants in the 2011 calendar year arising from the removal of the western extension of the congestion charging zone and where is it available for public view?

Written answer from the Mayor

Before considering the impact of mitigation measures, it is important to note that the increases in emissions from road transport in the area that are estimated to arise because of the removal of the WEZ are not considered sufficient to affect discernibly concentrations of air quality pollutants. This information is set out in TfL's report to me on the consultation on the WEZ removal proposal (available at <http://www.london.gov.uk/who-runs-london/mayor/mayoral-decisions/md695>).

In any case, the measures set out in my Air Quality Strategy will more than offset these increases in 2011. My Air Quality Strategy, and supporting analysis, is available at <http://www.london.gov.uk/publication/mayors-air-quality-strategy>.

However, my Air Quality Strategy places at my disposal a number of targeted local measures to address areas of poor air quality and TfL will observe closely the data emerging from the London Air Quality Network (LAQN) to assess the need for these measures. Information on these measures can be found at <http://www.london.gov.uk/publication/mayors-air-quality-strategy>.

Air quality monitoring stations in the WEZ

Question No: 159 / 2011

Mike Tuffrey

Will you ensure that the three air quality monitoring stations in the western extension of the congestion charging zone (namely those in Brompton Road, Cromwell Road and King's Road) remain a full and active part of the London Air Quality network in 2011, 2012 and beyond?

Written answer from the Mayor

The GLA is not responsible for management of the London Air Quality Network (LAQN), which is coordinated through King's College London's Environmental Research Group (ERG). Each borough has responsibility for funding monitoring in its own area as part of its Local Air Quality Management duties. Defra contributes funding to the operation of the Marylebone Road monitoring site and to maintain eight of the LAQN sites as affiliate sites to its UK Automatic Urban and Rural Network (AURN). Defra also supports operation of the wider LAQN. The LAQN provides vital information about current and historic trends of air pollution in London and I will work closely with Defra and boroughs to maintain and develop the LAQN in the future.

Cromwell Road air quality monitoring station

Question No: 160 / 2011

[Mike Tuffrey](#)

Will you press Defra to keep its air quality monitoring station in Cromwell Road as part of its Automatic Urban and Rural Network of such sites which it uses for reporting to the European Commission?

Written answer from the Mayor

All Defra's Automatic Urban and Rural Network (AURN) monitoring sites in London provide vital information about current and historic trends of air pollution. I will work closely with Defra to maintain and develop the AURN in the future. Along with the London Air Quality Network (LAQN), the AURN provides vital information about current and historic trends of air pollution in London. I will work closely with Defra and boroughs to maintain and develop London's air quality monitoring capability in the future.

Air quality monitoring sites (1)

Question No: 161 / 2011

[Mike Tuffrey](#)

Do you agree that the Bexley (Erith); Ealing (Horn Lane); Brent (Neasden Lane) monitoring sites each meet the micro-siting and data quality criteria in the EU Air Quality Directive 2008/50/EC?

Written answer from the Mayor

Defra reports to the European Commission on air quality compliance every year using information from its Automatic Urban and Rural Network (AURN) monitoring sites. These sites are compliant with the requirements of the EU Air Quality Directive. The GLA has not made a formal assessment of whether other monitoring sites in London that are managed by boroughs as part of their Local Air Quality Management duties meet the requirements of the Directive, including the sites at Bexley (Erith), Ealing (Horn Lane) and Brent (Neasden Lane).

Air quality monitoring sites (2)

Question No: 162 / 2011

[Mike Tuffrey](#)

What specific actions, if any, are you taking to ensure that the PM10 daily limit value is met in 2011 at each of the Bexley (Erith); Ealing (Horn Lane); Brent (Neasden Lane) monitoring sites, despite these monitoring sites not being used by Defra to report compliance with PM10 limit values nationally to the EU?

Written answer from the Mayor

The monitoring sites at Bexley (Erith), Ealing (Horn Lane) and Brent (Neasden Lane) are all located close to waste management sites where resuspension of particles from vehicles or processes on site can cause high levels of particulate matter (PM). Although regulation of air quality at waste sites in London is a shared responsibility of the Environment Agency and the boroughs, not the GLA, I am aware of the high levels of PM at these locations and my Environment Advisor has discussed this matter at a senior level with the Agency.

Although air quality at these sites has improved over recent years due to the efforts of the Environment Agency and boroughs, more can and should be done. The GLA and boroughs are part of a working group which is chaired by the Environment Agency. The work of this group has resulted in operational improvements at a number of sites, including the installation of

wheel washing facilities, moving operations inside buildings, installing water spray systems to damp down sites, regular road sweeping on and off the public highway, operator self-monitoring and even changing the types of waste accepted at the sites. We will continue to work with the Environment Agency and boroughs to improve mitigation measures further.

Next steps on air quality

Question No: 163 / 2011

[Mike Tuffrey](#)

What new steps will you take following the failure of the UK's reapplication for a time extension until 2011 to comply with the daily limit value for dangerous airborne particles (PM10) in London?

Written answer from the Mayor

The European Commission has not yet announced whether it has approved the UK Government's application for a time extension until 2011 to comply with the PM10 daily limit value in London.

Revising your Air Quality Strategy

Question No: 164 / 2011

[Mike Tuffrey](#)

What legal advice have you received on the need to revise (or not) your Air Quality Strategy following the failure of the UK's reapplication for a time extension until 2011 to comply with the limit value for dangerous airborne particles (PM10) in London and will you publish it?

Written answer from the Mayor

The European Commission has not yet announced whether it has approved the UK Government's application for a time extension until 2011 to comply with the PM10 daily limit value in London.

Premature deaths avoided

Question No: 165 / 2011

[Mike Tuffrey](#)

How many premature deaths do you estimate will be avoided in Greater London in each of 2011, 2012, 2013, 2014 and 2015 as a result of measures to be taken in your air quality strategy?

Written answer from the Mayor

My Air Quality Strategy includes modelling data that shows the impact of measures to be implemented by the GLA Group on air quality concentrations in 2011 and 2015. The impact of these measures on mortality levels has not been estimated.

NO2 pollution in 2011 (1)

Question No: 166 / 2011

[Mike Tuffrey](#)

What are the top five actions (as measured by impact on tonnes of harmful concentrations) you are taking to minimise breaches of the two nitrogen dioxide limit values in the 2011 calendar

year?

Written answer from the Mayor

A number of measures are already underway that are reducing emissions of NO_x in London, including the London Low Emission Zone, smarter travel schemes, the Barclays Cycle Hire scheme, and traffic smoothing measures. Further measures are included in my Air Quality Strategy, including the introduction of a NO_x standard to the LEZ, retrofitting of older buses with NO_x abatement equipment and delivery of the RE:NEW and RE:FIT programmes to reduce emissions from homes and workplaces. However, support from the Government is also needed in the form of additional funding for the measures in my Strategy and national measures such as tax incentives for cleaner vehicles and scrappage and retrofit schemes. That is why I am working with the Government on a joint action plan that is adequately resourced in order to meet the limit values.

NO₂ pollution in 2011 (2)

Question No: 167 / 2011

[Mike Tuffrey](#)

Are you aware that the nitrogen dioxide hourly limit value for the whole of 2011 has been breached in less than one month in several places across London and if so what action(s) are you taking at these hotspots to protect public health and minimise and/or ensure no further exceedances at those sites?

Written answer from the Mayor

I am aware of the scale of the challenge faced by London, along with almost every other major urban area in the UK, to meet NO₂ limit values. Measures already underway, such as the London Low Emission Zone, the Barclays Cycle Hire scheme, and traffic smoothing measures, are already reducing NO_x emissions in the capital. My Air Quality Strategy includes further measures that will reduce NO_x emissions significantly, including the introduction of a NO_x standard to the LEZ, retrofitting of older buses with NO_x abatement equipment and delivery of the RE:NEW and RE:FIT energy efficiency programmes.

However, my Strategy makes clear that even this level of action in London alone will not be sufficient to meet NO₂ limit values by 2015. Support from the Government is also needed in the form of additional funding and national measures such as tax incentives for cleaner vehicles and scrappage and retrofit schemes. That is why I am working with the Government on a joint action plan that is adequately resourced in order to meet the limit values.

Low Emission Zone phase 3

Question No: 168 / 2011

[Mike Tuffrey](#)

Further to the decision to delay the extension of the Low Emission Zone to larger vans, minibuses, motor caravans and other specialist vehicles from 3 January 2012 can you provide details of how TfL will be publicising phase 3 to vehicle owners and operators, and enabling them to find companies to carry out retrofitting work at a reasonable price?

Written answer from the Mayor

An operator and public information campaign started on 24 January 2011 and will run until March 2012. It will include:

- Press adverts,
- Posters at targeted sites,

- Radio adverts,
- Leaflets for distribution to operators.

TfL will also continue to engage with key stakeholders with the aim of:

- Raising awareness of the changes from 3 January 2012,
- Educating operators about vehicles affected,
- Encouraging operators to take timely action,
- Explaining the benefits of the Low Emission Zone (LEZ).

Fitting an approved full filter to a vehicle's exhaust may reduce its emissions enough to meet the LEZ emissions standards. The LEZ website and leaflet include detailed information on approved filter manufacturers and TfL is continuing to work with filter suppliers to ensure operators have a wide range of options.

10:10 (2)

Question No: 170 / 2011

[Mike Tuffrey](#)

What outcomes were achieved by TfL signing up their head offices and ten London Underground stations, and by LFEPA signing up ten stations to the 10:10 campaign?

Written answer from the Mayor

TfL signed up its Head Office buildings to the 10:10 campaign to measure performance for the 12 months ending 31 March 2011, when the outcomes will be reported.

London Underground signed up ten of its larger Tube stations for the campaign for 12 months ending 30 June 2011 and will report on performance shortly afterwards.

LFEPA signed up 10 fire stations in December 2010 and will report on performance in December 2011.

Recycling – GLA estate

Question No: 171 / 2011

[Mike Tuffrey](#)

Your draft Municipal Waste Strategy includes a commitment to work with the GLA group overall, and in particular with TfL to improve on-the-go recycling significantly on the GLA's own estate. What timescale and targets have you set for this improvement?

Written answer from the Mayor

I believe the reference to working with the GLA group overall and on the GLA's own estate refers to a proposal in the Assembly draft version of my Municipal Waste Strategy. Following consultation with the Assembly and GLA functional bodies, this proposal was refined in the draft Municipal Waste Management Strategy to Proposal 4.7, which states: 'The Mayor will work with waste authorities, TfL and the private sector to provide "on-the-go" recycling bins across London.' Targets and timescales are still worked up with all the stakeholders.

Litter bins in London

Question No: 172 / 2011

[Mike Tuffrey](#)

In answer to MQ2983/2010 regarding newspaper recycling in stations you stated that "Transec (the Department of Transport Security arm) has revised its guidance on litter bins on railways. LU will now work with Transec to consider if recycling bins can be adapted to work more effectively, e.g. through the introduction of lids on bins". Has a review of the types of bins which can be installed inside stations been carried out? Will you be proposing that there can be an increase in litter bins in London's stations?

Written answer from the Mayor

Officers are drafting a response which will be sent shortly.

Written response received on 16 February 2011:

Since you asked MQ2983 in 2009, the situation has moved on considerably.

As press released on 21 September 2010, London Underground (LU) is proposing to increase the number of litter bins on LU stations by 25 per cent. In addition, under a new waste management strategy, the contents of all LU station bins will now go to a Materials Reclamation Facility where all recyclable materials will be separated for recycling.

London Overground has also installed bins with see through, coloured bags, for both general litter and for recycling materials at many of its stations. In addition, the DLR has been trialling new versions of litter bins, once the trial has been concluded, approval will be sought and the bins installed in appropriate numbers.

Thames Tideway Tunnel consultation (1)

Question No: 173 / 2011

[Mike Tuffrey](#)

In responding to Thames Water's consultation on the Tideway Tunnel consultation I proposed that Thames Water should ensure that the scheme leaves a legacy of:

- a) additional piers on the river
- b) improved flood defences
- c) jobs and training to Londoners

Will you join me in seeking to ensure that, in view of the scale of the investment, this massive construction project brings added benefits to Londoners beyond pollution control?

Written answer from the Mayor

The points that you have highlighted are all important ones to ensure that the project leaves a positive legacy for London over and above the direct benefit of removing so much of the sewage pollution. London already has good tidal flood defences but I will consider whether any further improvement is needed during the next round of discussions with Thames Water. I hope that you will be reassured that I have covered river piers and jobs alongside many other points in my response to Thames Water's first phase of consultation, which is available on the website:

<http://www.london.gov.uk/mayoral-planning-decision/planning-decisions-12-january-2011#1>

Thames Tideway Tunnel consultation (1)

Question No: 174 / 2011

[Mike Tuffrey](#)

What representations have you made to Thames Water to ensure that they take action to implement a social tariff and minimise water poverty in the face of rising water bills?

Written answer from the Mayor

The issue of water poverty is wider than the costs of the Thames Tideway Tunnel. I have addressed this issue in my Water Strategy, the final version of which will be published soon. My officers have also convened a working group with Thames Water to specifically investigate water poverty in London and are working to identify who is currently affected and maybe in the future, and how to alleviate the impact of rising bills through tariffs and increasing water efficiency.

Notwithstanding this, I have raised the issue of the overall cost of the Thames Tideway Tunnel in my response to the consultation that has recently closed. Clearly this project will have a significant impact on customers' bills.

Londonwide LEP**Question No: 175 / 2011**

[Mike Tuffrey](#)

Have you submitted a bid to government for a Londonwide LEP? What role will you and the GLA play in the LEP? In what timescale could the LEP be set up?

Written answer from the Mayor

Together with the London boroughs and London business I submitted a bid to government to establish a London wide Enterprise Partnership in December. I intend to play a leading role and I have proposed to co chair the Enterprise Partnership with a leading businessperson. The GLA, London boroughs, private sector partners and other stakeholder members will all have the opportunity to lead areas of work undertaken by the London Enterprise Partnership, in areas where it makes sense for each to do so.

I envisage setting up the London Enterprise Partnership in Spring 2011.

Regional Growth Fund**Question No: 176 / 2011**

[Mike Tuffrey](#)

What bids has the GLA submitted, or worked in partnership to submit, to the Regional Growth Fund?

Written answer from the Mayor

The GLA has not submitted, or worked in partnership with others to submit, any bids to the Regional Growth Fund. However, I refer you to my answer to your separate question 175/2011 on this same subject.

Regional Growth Fund (2)**Question No: 177 / 2011**

[Mike Tuffrey](#)

In your opinion what criteria should be used to judge which areas of London should be eligible

for Regional Growth Fund funding?

Written answer from the Mayor

The Regional Growth Fund is a national programme designed in particular to encourage private sector enterprise and support areas that are dependent on public sector employment to make the transition to private sector led growth.

London is eligible and I would encourage high quality proposals from the private sector and public private partnerships across London. However there are likely to be areas of London such as the Thames Gateway, that are more likely to fulfil the Government's assessment criteria given the objectives of the Fund.

RE:NEW (1)

Question No: 178 / 2011

Mike Tuffrey

Your draft Climate Change Mitigation and Energy Strategy includes the aim for your RE:NEW programme (formerly the Homes Energy Efficiency Programme) to rollout energy efficiency measures to 1.2 million homes of London's homes by 2015. How will you ensure that this programme goes ahead despite changes at the LDA?

Written answer from the Mayor

I remain committed to delivering the RE: NEW programme which is one of my priorities. I am still awaiting the final settlement from government on funding for the LDA going forward, and am in active negotiations to secure this shortly.

RE:NEW (2)

Question No: 179 / 2011

Mike Tuffrey

The LDA website states that we are currently in "Phase 2: London-wide roll-out (July 2010 to March 2012)" of the RE:NEW programme [<http://www.lda.gov.uk/projects/renew/index.aspx>]. I have been asked by a constituent in Sutton when this programme will be available in their area?

Written answer from the Mayor

I remain committed to delivering the RE: NEW programme which is one of my priorities. I am still awaiting the final settlement from government on funding for LDA programmes, including RE:NEW, and am in active negotiations to secure this shortly.

If funding is confirmed for RE:NEW, a London-wide roll-out can begin. Details on which areas in which boroughs, including Sutton, will be part of the roll-out will be published on the RE:NEW website pages at <http://www.lda.gov.uk/projects/renew/>.

LDA environmental projects

Question No: 180 / 2011

Mike Tuffrey

In answer to MQ3959/2010 you stated that "The LDA Board has made it clear that it is up to me to decide which of the LDA's projects best meets London's development needs including the LDA's plans to transition London to a low carbon economy. Over the next few weeks my team

and I will be reviewing each of the LDA's themes to determine our future priorities taking into account the resources available to us and the wide range of complex issues that London currently faces". By what criteria have you determined your future priorities, and when will the outcomes of your review be known?

Written answer from the Mayor

Officers are drafting a response which will be sent shortly.

Written response received on 20 April 2011:

All LDA projects and potential projects have been part of a comprehensive business planning process. This process involved regular and in depth discussions between officers and my advisors.

Each project was assessed for its fit with the principles and priorities set out in my Economic Development Strategy and the LDA's Investment Strategy and analysed to see how they would generate specific outputs and outcomes that will contribute to the objectives detailed in these documents.

This process has allowed the LDA and GLA to assess which projects are important for London's economic development, however this process cannot be concluded until the final settlement for economic development is known. I am optimistic that we will have confirmation on the overall budget and, in turn, on specific project budgets, by the end of February.

ESF Youth Programme 2011-13

Question No: 181 / 2011

[Mike Tuffrey](#)

Further to MQ3929/2010 can you confirm which organisation will co-finance the 2011-13 ESF Youth Programme? When will procurement restart for this programme? Will organisations be able to access this funding in 2011/12?

Written answer from the Mayor

The LDA is still awaiting confirmation of its financial settlement from Government. Once the settlement is known, a decision will be taken on final co-financing of ESF 2011-13 Youth projects. My team continue to lead contingency plans together with the LDA's European Programmes Management Unit, and discussions are ongoing with the other London Co-Financers as to possible options for the future of the programme.

The LDA's decision to suspend ESF-related procurement activities until the funding situation is clarified remains. Procurement should recommence once the final details of who will co-finance the programme and the funding are in place.

Subject to the LDA's final settlement, potential ESF delivery organisations will be able to access funding for London-based ESF youth projects in 2011/12. The details of how this will be made available are still under discussion.

LDA land for housing

Question No: 182 / 2011

[Mike Tuffrey](#)

Since May 2008 which LDA sites have been released for housing? Since May 2008 how many homes have started on site and how many of these homes have been affordable?

Written answer from the Mayor

Since May 2008 the following sites have been developed or have had planning proposals put forward for housing:

- St Andrew's Hospital (964 homes, 50% affordable)
- Thames Barrier Park East (777 homes, 40% affordable)
- Dalston (553 homes over 2 sites, 35% affordable)
- Gallions Quarter, Royal Docks (700 homes, 30-50%)
- The Warren, Woolwich, phase 3 (290 homes, 0% affordable – affordable units delivered in an earlier phase)
- Lewisham Gateway (800 homes, up to 20% affordable)
- Silvertown Quays (4,900 homes, 27% affordable)
- Crystal Palace Park (180 homes, 0% affordable)
- Haringey Heartlands (1,200 homes, affordable percentage currently being agreed with LB Haringey and GLA officers.)

LDA, HCA and LTGDC assets

Question No: 183 / 2011

[Mike Tuffrey](#)

Further to MQ3954/2010 what progress has been made on the crucial issue of ensuring that increased devolution for London government includes the devolution of the LDA, HCA and LTGDC assets?

Written answer from the Mayor

I remain in discussion with Government about the transfer to the GLA of LDA, HCA London and LTGDC assets.

HCA London funding

Question No: 184 / 2011

[Mike Tuffrey](#)

How many affordable homes (social and intermediate) do you anticipate being able to build in 2011-12; 2012-13; 2013-14?

Written answer from the Mayor

Until I have finalised my discussions with Ministers over London's share of HCA's uncommitted budget for 2011-15, and have invited bids from affordable housing providers, I will not be able to forecast the number of additional homes that can be funded in these years.

Public land for housing

Question No: 185 / 2011

[Mike Tuffrey](#)

What steps are you and the HCA in London taking to assess the potential to use NHS land for affordable housing, particularly in light of reforms to service delivery (e.g. changes to PCTs)?

Written answer from the Mayor

My primary focus has been to look at opportunities for building homes on GLA-family and HCA London owned land. I will explore the options for, and feasibility of, bringing forward surplus

NHS owned land for affordable housing as it becomes available, as with other public sector owned land.

Enhanced Decent homes standard

Question No: 186 / 2011

[Mike Tuffrey](#)

Further to MQ2867/2010 what were the outcomes of the study commissioned to look at the technical options for, and cost of, delivering an enhanced Decent Homes standard in London?

Written answer from the Mayor

The study will be published on the GLA's website in the next couple of weeks, when the outcomes will be publicly available.

Private rented sector sub-markets

Question No: 187 / 2011

[Mike Tuffrey](#)

What were the findings of the London-specific assessment of the private sector and its submarkets which was included in Policy 1.4B of your Housing Strategy?

Written answer from the Mayor

This study is not due to be completed until next financial year.

New Homes Bonus applying to Empty Homes

Question No: 188 / 2011

[Mike Tuffrey](#)

What funding could be available to London boroughs through the extension of the New Homes Bonus to apply to bringing empty homes back into use?

Written answer from the Mayor

Officers are drafting a response which will be sent shortly.

Written response provided on 2 February 2011:

The government has proposed that the same level of funding would be available for long-term empty homes returned to use as for newly constructed homes.

London's representation overseas

Question No: 189 / 2011

[Mike Tuffrey](#)

What representation does the GLA currently have in India and China to drive forward the promotion of, and inward investment to, London?

Written answer from the Mayor

The GLA's overseas representation in India and China is handled by the LDA and Think London .

The LDA employ 3 full time staff in China and Think London currently have 2 employees located in Mumbai.

Vauxhall Nine Elms Opportunity Area Planning Framework

Question No: 190 / 2011

[Mike Tuffrey](#)

Further to MQ2864/2010 could you provide an update on the next steps for the VNEB

OAPF and plans for affordable housing provision in the area? How can local residents feed-in their comments on the proposals and what will be the next stage of formal consultation?

Written answer from the Mayor

The GLA will shortly be consulting on a revised Section 106 chapter of the OAPF which focuses on the infrastructure costs of the area. This is based on providing affordable housing across the whole of the Opportunity Area at rates varying from 15% to 40% in accordance with the Councils' Core Strategies.

It is anticipated that the final version of the OAPF will be published in the Spring of this year. The Strategy Board for VNEB has agreed that a Community Engagement Forum be set up so that residents and businesses are fully part of the future plans for the area.

Air Quality

Question No: 192 / 2011

[Murad Qureshi](#)

Has air quality improved in London since you were elected?

Written answer from the Mayor

The LAQN index, developed by independent consultants at King's College Environmental Research Group, shows that concentrations of PM10 and NO2 in London have fallen since 2008. Modelling also shows that PM10 limit values will be met across London in 2011. However, more needs to be done. That is why my Air Quality Strategy includes a number of measures that need to be taken by the GLA group and other organisations, including the Government, if PM10 levels are to fall even further and NO2 limit values are to be met by 2015.

Academies

Question No: 193 / 2011

[Joanne McCartney](#)

How many academies will you have opened by 2012?

Written answer from the Mayor

I have opened 2 Academies in the London Borough of Enfield.

I am still awaiting confirmation from the Government of the economic development settlement for London. Once we know the final outcome I will be able to plan how best to address the academies programme which together with a number of other Mayoral initiatives have been progressed by the LDA.

Transport

Question No: 196 / 2011

[Valerie Shawcross](#)

Are London fare payers getting more for their money under your leadership?

Written answer from the Mayor

Officers are drafting a response which will be sent shortly.

Written response received on 4 February 2011:

Yes.

Ridership numbers were at record levels in the final quarter of 2010 and TfL anticipates even more travel and passenger growth in 2011.

The value for money provided by TfL is also improving significantly.

TfL is delivering hugely reduced costs and overheads to demonstrate clear value for fare and tax payer money. TfL's 2009 Business Plan sets out a target to deliver more than £5bn in savings over the coming years and there will now be further economies as a result of the spending review.

Fares are being increased because of the parlous state of TfL's finances, which I inherited from my predecessor in 2008.

The reduction of fares in September 2007, in particular, was blatant electioneering.

As a result of TfL efforts and the rises to fares that I have made, I have been able to maintain and improve services and preserve TfL's investment programme, which is of such vital importance to London and the whole UK.

This programme is essential to modernise the Tube and provide the extra capacity needed as demand continues to grow.

GLA Offices Abroad

Question No: 200 / 2011

[Murad Qureshi](#)

How do you intend to promote London abroad?

Written answer from the Mayor

Currently three bodies have specific responsibility to promote London internationally, namely Think London, Visit London and Study London. From April 2011, I am establishing a new Agency to provide a more joined up and comprehensive approach to promoting London particularly in the run-up to the Olympic Games, and beyond.

The new Agency will focus on activities that promote London to visitors, investors and students, incorporating valuable expertise and knowledge from the current agencies and further enhance the London offer. It will work closely with the many organisations and their representative bodies that, directly and indirectly, promote London abroad.

Localism Bill and EU fines

Question No: 202 / 2011

[Murad Qureshi](#)

Following the proposal in the Localism Bill 2010 enabling the government to pass on EU fines to public authorities including the GLA, will this have any effect on your policy for improving air quality in London?

Written answer from the Mayor

My Air Quality Strategy includes a number of measures to be taken by the GLA group, the Government and others to improve air quality in London and protect public health. These measures will help ensure that EU limit values are met in London and EU fines are avoided.

Nevertheless, air quality in London is dependent on a number of factors, many of which are not under the control of the Mayor or the boroughs and it would be quite wrong for national government to pass on financial penalties.

I have written to the Secretary of State for Communities and Local Government making clear my view (i) that Ministers should not impose a financial penalty on a public body until all potential remedies in domestic law have been exhausted to address the alleged infraction and (ii) calling for the Bill to be amended so that any imposition of a fine on a public body should be determined by the courts, not a Minister. This will ensure that the penalty is determined objectively and would allow relevant authorities to make representations in an independent forum.

In addition, a joint briefing was sent from me and the Assembly to all London MPs, CLG Committee Members and the relevant CLG Ministers and their Shadows ahead of the Bill's Second Reading debate on 17 January further making this case. My officers have also raised my concerns about these clauses with the civil servants working on the Bill.

School Sports Partnerships

Question No: 203 / 2011

[Murad Qureshi](#)

Following the government's u turn on the funding of School Sports Partnerships (SSPs), can you tell me how many of the 56 SSPs will still remain in London, what their average value will be and the number of schools which will benefit?

Written answer from the Mayor

The Government's announcement on 20 December means that all school sports partnerships will continue in their current form until the end of this academic year. For two further years, PE teachers will be released for one day a week to continue their roles strengthening partnerships between schools and embedding the good practices developed over the past decade. I understand that arrangements are being made to ensure that all schools currently benefiting from the school sports partnership network will continue to receive support.

Scrapping of the West London Congestion Zone

Question No: 204 / 2011

[Murad Qureshi](#)

Following your announcement to scap the WEZ congestion charge, the benefit to London's air quality which would have ensued is now lost What are you plans for offsetting this loss, specifically in the West of London?

Written answer from the Mayor

Officers are drafting a response which will be sent shortly.

Written response provided on 1 March 2011:

TfL analysis indicates that – even taken in isolation –the removal of the WEZ will have no discernible effect on overall air quality.

In any case, the measures set out in my Air Quality Strategy will more than offset the small increases in emissions of air quality pollutants arising from the removal of the WEZ. Many of the measures which will deliver this benefit are London-wide in scope, while others target specific priority locations which have poor air quality. Examples of London-wide measures include the introduction of cleaner buses, tighter age and emission standards for taxis and private hire vehicles, the introduction of LEZ Phases 3 and 4 in 2012 (with pre-compliance benefits in 2011) and LEZ Phase 5 in 2015 and my Electric Vehicle Delivery Plan, which will encourage the uptake of vehicles which emit no air quality pollutants. Some of these measures will have a particular impact in the former Western Extension area, where there are large numbers of taxis and buses. My Air Quality Strategy also places at my disposal a number of targeted local measures to address areas of poor air quality and I will be observing closely the data emerging from the London Air Quality Network in the former Western Extension area.

England's failed bid for Word Cup 2018

Question No: 205 / 2011

[Murad Qureshi](#)

Do you consider that your £250,000 contribution to England's failed bid for the 2018 World Cup to be money well spent?

Written answer from the Mayor

Despite FIFA's decision, I still consider that the investment made by London towards the cost submitting a bid to host the 2018 tournament was entirely justified. As with the 2012 Olympics, there is a sound investment case for London to both submit bids as a city, and as was the case with 2018, as a part of a national bid to host such major sporting events.

Closure of Heathrow December 2010 due to snow

Question No: 206 / 2011

[Murad Qureshi](#)

Following the closure of Heathrow Airport by BAA just before Christmas, how much reputational damage has London suffered as a result of this fiasco?

Written answer from the Mayor

Officers are drafting a response which will be sent shortly.

Written response provided on 2 February 2011:

There are certainly lessons to be learnt although Heathrow was not the only airport to be affected in Europe. An external inquiry into Heathrow airport's handling of the snow has been launched by BAA. The inquiry will examine what went wrong and make recommendations to the company.

Role of the Mayor and HACC

Question No: 207 / 2011

[Murad Qureshi](#)

Given your sudden interest in operational matters at Heathrow during the heavy snow, when can we expect to have Mayoral representation at the Heathrow Airport Area Consultative Committee (HACC) meetings?

Written answer from the Mayor

Officers are drafting a response which will be sent shortly.

Written response received on 1 March 2011:

I consider that my current, issues based, liaison arrangements with BAA are appropriate. However, representation at HACC is something that I keep under review. In addition, Transport for London is a member of Heathrow Transport Forum Steering Group facilitated by BAA.

Tuition Fees and Foreign Students

Question No: 208 / 2011

[Murad Qureshi](#)

What do you envisage to be the impact on the number of foreign students that London's further education institutions will suffer in the future as a result of the increase in tuition fees?

Written answer from the Mayor

At this time, it is not clear that changes to tuition fees recently announced by the Government will impact significantly on the number of foreign students at London's further education institutions. Any agreed changes to fees will impact on the EU portion of the international student market alongside their British colleagues.

Thames Estuary Airport Report

Question No: 209 / 2011

Murad Qureshi

With regard to my original question 3672 / 2010, your reply to my subsequent question no 4108/2010 still does not address why it is, that the report, finalised or not, is good enough to be seen by the chancellor but not by the London Assembly. Once again, can you provide a copy of Sir David King's report which has already been seen by the Chancellor?

Written answer from the Mayor

The report has been published and copies are available at

<http://static.london.gov.uk/mayor/planning/docs/Thames-Estuary-report.pdf>

London's looming Energy Gap

Question No: 210 / 2011

Murad Qureshi

In your Climate Change Mitigation & Energy strategy, we hear for the first time that London's share of the energy gap not being met by national supply would be around 576,000MWh by 2020. What are you doing nationally to make sure the gap is plugged without any additional cost to Londoners' energy bills?

Written answer from the Mayor

Reducing demand for energy is the most cost-effective way to plug the potential national energy gap and to mitigate rises in Londoners' energy bills. That is why my programmes are designed to accelerate the uptake of energy efficiency measures and to use fuels more efficiently.

I am making the case to Government for increased investment in energy efficiency and the wider roll-out of the RE:NEW and RE:FIT programmes, alongside the investment that is required locally and nationally into new low carbon generation of power and heat.

I am currently looking to ensure that the Green Deal can unlock investment into London's homes, making use of the RE:NEW delivery model and will be responding to Government's Electricity Market Review consultation with a view to ensuring that proposals for future energy generating capacity nationally take account of demand management and costs to consumers.

Retrofitting of Fire Stations

Question No: 211 / 2011

Murad Qureshi

How many more retrofitted fire stations can we expect in the budgetary year of 2011-12 and how does this compare to the numbers that were successfully completed in previous years during your mayoralty since 2008?

Written answer from the Mayor

During 2011-2012 LFEPA expect to undertake work at ten stations under the Building Energy Efficiency Programme (BEEP) (Re:Fit) and another ten in 2012/13. Since 2008 LFEPA have retrofitted energy conservation measures at ten fire stations also under the BEEP (Re:Fit) scheme.

Retrofitting of Police Stations

Question No: 212 / 2011

[Murad Qureshi](#)

How many more retrofitted police stations can we expect in the budgetary year of 2011-12 and how does this compare to the numbers that were successfully completed in previous years during your mayoralty since 2008?

Written answer from the Mayor

Officers are drafting a response which will be sent shortly.

Written response received on 15 March 2011:

During 2011/12, retrofit measures are scheduled to be undertaken at 10 police stations. In addition, energy efficiency survey work is still underway to identify further projects and initiate procurement.

Since 2008 33 police stations were retrofitted with some energy efficiency measures. This total includes 7 of the 10 completed RE:FIT (formerly BEEP) projects.

Heathrow and City Airport noise

Question No: 213 / 2011

[Murad Qureshi](#)

What if anything can you do with your Ambient Noise Strategy now that its been proven that aircraft noise from Heathrow and city airport has spread to new areas of London?

Written answer from the Mayor

Although I do not have legal powers to control aircraft noise, it was worthwhile to include an issue of such importance to Londoners in an overall Ambient Noise Strategy alongside other sources, and I will continue to press those who do have the powers to take more action.

Poor air quality at Horn Lane, Acton

Question No: 214 / 2011

[Murad Qureshi](#)

On 91 occasions last year on Horn Lane in Acton the daily PM10 limits were exceeded, making it the worst air pollution spot in London. What specific measures are you going to take to address this in Ealing?

Written answer from the Mayor

The Horn Lane monitoring station is located close to a waste transfer site and regulation of air quality at this site is a shared responsibility of the Environment Agency and the London Borough of Ealing. However, I am aware of the high levels of PM at this location and my Environment Advisor has discussed the matter at a senior level with the Agency.

Air quality at Horn Lane has improved significantly over recent years, though more can and should be done. The GLA and boroughs are part of a working group which is chaired by the Environment Agency. The work of this group has resulted in operational improvements at the site. We will continue to work with the Environment Agency and boroughs to improve mitigation measures at Horn Lane further.

Bike hire docking stations in Marylebone

Question No: 215 / 2011

[Murad Qureshi](#)

If Waterloo rail station can get a 100 bike docking station on the hire scheme, why not Marylebone rail station as well?

Written answer from the Mayor

Although space around mainline rail stations within central London is limited, TfL and Network Rail will be exploring possible options for Barclays Cycle Hire docking stations at Marylebone station in the coming months. In the Marylebone area, members and casual users currently can use the nearby Harewood Avenue and Dorset Square docking stations.

Bike hire docking stations in Victoria

Question No: 216 / 2011

[Murad Qureshi](#)

If Waterloo station can get a 100 bike docking stations on the hire scheme, why not Victoria rail station as well?

Written answer from the Mayor

TfL is currently working with Network Rail to look to improving docking station provision at or close to main line rail terminals in London. TfL and Network Rail have been working in partnership to progress the implementation of a large Barclays Cycle Hire docking station at Victoria Station. The proposals are currently in the early stages and TfL aims to have the docking station implemented by 2012. Until then, members and casual users can use the nearby Ashley Place docking station.

Bike hire docking stations in Paddington

Question No: 217 / 2011

[Murad Qureshi](#)

If Waterloo rail station can get a 100 bike docking stations on the hire scheme, why not Paddington rail station as well?

Written answer from the Mayor

TfL is currently working with Network Rail to look at improving docking station provision at or close to main line rail terminals in London. TfL and Network Rail have been working in partnership to progress the implementation of a large Barclays Cycle Hire docking station at Paddington Station. The proposals are currently at the early stages and TfL aims to have the docking station implemented by 2012. Until then, members and casual users can use the nearby South Wharf Road and Winsland Street docking stations.

World Cup Draw

Question No: 218 / 2011

[Murad Qureshi](#)

How much did it cost for you and any entourage to attend the world cup draw in Zurich in December? What do you think you achieved by this visit and do you think this represents good value for Londoners' money?

Written answer from the Mayor

Officers are drafting a response which will be sent shortly.

Written response provided on 2 February 2011:

There were no costs associated for my travel to Zurich to attend the FIFA 2018 World Cup bid presentations on 2nd December 2010. All travel costs for myself and my 'entourage' of one mayoral advisor were met by England 2018 and the FA.

London was central to the bid and as Chair of London United it was vital I played my part.

Low Carbon Zone - Muswell Hill

Question No: 219 / 2011

[Murad Qureshi](#)

What funding and support has been given to Muswell Hill to date to create a low carbon zone and what funding has been earmarked for this purpose for the duration of your Mayoralty?

Written answer from the Mayor

The London boroughs managing the Low Carbon Zones have been grant funded, between December 2009 and March 2012, sums up to the values in the table below.

Support has also been given to secure additional funding from energy suppliers and other public and private sector partners. This has resulted in a number of successful negotiations to date to deliver more energy efficiency and renewable installations in the Zones and to provide additional advice and services to residents and businesses. In addition to this, support is provided to provide overall programme management and analysis and to share learning and good practice.

Barking and Dagenham (Barking LCZ)	£255,000
Haringey (Muswell Hill LCZ)	£270,000
Islington (Archway LCZ)	£350,000
Lambeth (Brixton LCZ)	£300,000
Lewisham (Lewisham LCZ)	£245,000
Merton (Wandle Valley LCZ)	£275,000
Richmond (Ham & Petersham LCZ)	£360,000
Southwark (Peckham LCZ)	£255,000
Sutton (Hackbridge LCZ)	£345,000
Westminster (Queens Park LCZ)	£255,000

Low Carbon Zone - Archway

Question No: 220 / 2011

[Murad Qureshi](#)

What funding and support has been given to Archway to date to create a low carbon zone and what funding has been earmarked for this purpose for the duration of your Mayoralty?

Written answer from the Mayor

Please see my answer to MQ219 / 2011.

Low Carbon Zone - Queen's Park

Question No: 221 / 2011

[Murad Qureshi](#)

What funding and support has been given to Queens Park to date to create a low carbon zone and what funding has been earmarked for this purpose for the duration of your Mayoralty?

Written answer from the Mayor

Please see my answer to MQ219 / 2011.

Low Carbon Zone - Barking

Question No: 222 / 2011

[Murad Qureshi](#)

What funding and support has been given to Barking to date to create a low carbon zone and what funding has been earmarked for this purpose for the duration of your Mayoralty?

Written answer from the Mayor

Please see my answer to MQ219 / 2011.

Low Carbon Zone - Ham and Peterson

Question No: 223 / 2011

[Murad Qureshi](#)

What funding and support has been given to Ham and Peterson to date to create a low carbon zone and what funding has been earmarked for this purpose for the duration of your Mayoralty?

Written answer from the Mayor

Please see my answer to MQ219 / 2011.

Low Carbon Zone - Wandle Valley

Question No: 224 / 2011

[Murad Qureshi](#)

What funding and support has been given to Wandle Valley to date to create a low carbon zone and what funding has been earmarked for this purpose for the duration of your Mayoralty?

Written answer from the Mayor

Please see my answer to MQ219 / 2011.

Low Carbon Zone - Hackbridge

Question No: 225 / 2011

[Murad Qureshi](#)

What funding and support has been given to Hackbridge to date to create a low carbon zone and what funding has been earmarked for this purpose for the duration of your Mayoralty?

Written answer from the Mayor

Please see my answer to MQ219 / 2011.

Low Carbon Zone - Brixton

Question No: 226 / 2011

[Murad Qureshi](#)

What funding and support has been given to Brixton to date to create a low carbon zone and what funding has been earmarked for this purpose for the duration of your Mayoralty?

Written answer from the Mayor

Please see my answer to MQ219 / 2011.

Low Carbon Zone - Peckham

Question No: 227 / 2011

[Murad Qureshi](#)

What funding and support has been given to Peckham to date to create a low carbon zone and what funding has been earmarked for this purpose for the duration of your Mayoralty?

Written answer from the Mayor

Please see my answer to MQ219 / 2011.

Low Carbon Zone - Lewisham

Question No: 228 / 2011

[Murad Qureshi](#)

What funding and support has been given to Lewisham to date to create a low carbon zone and

what funding has been earmarked for this purpose for the duration of your Mayoralty?

Written answer from the Mayor

Please see my answer to MQ219 / 2011.

Energy Efficiency Building regulations

Question No: 229 / 2011

[Murad Qureshi](#)

The government has recently decided to loosen the requirements on house builders, downgrading onerous environmental requirements & reportedly saving builders £8,000 per house.

Do you think this is a good thing for London? How will this affect the energy efficiency of London's housing stock?

How will this move impact on your CCME strategy aims?

Written answer from the Mayor

This only applies to the standards that were going to be applied to homes built with funds provided by the Homes and Communities Agency or those being built on their land. These homes would still have to achieve the standards set out in my London Plan, which are improvements above and beyond Building regulations Part L. Between 2010 and 2013 we are proposing all new development achieves an improvement of 25 per cent over 2010 Building Regulations Part L.

As these homes have to achieve tighter London Plan targets, it will not impact on the aims of my Climate Change Mitigation and Energy Strategy.

Big Waterways Clean-up 2012

Question No: 230 / 2011

[Murad Qureshi](#)

Can you give details of any volunteer plans to "clean up" London before the Olympics, particularly around the waterways of London?

Written answer from the Mayor

I want Londoners and visitors to enjoy a consistently high quality of life. Policy 6 of the draft Municipal Waste Management Strategy addresses this by committing to improved street cleanliness. Proposal 6.5, specifically, commits to harnessing the energy in the run up to 2012 to deliver the Biggest Clean-up Ever. I have begun working with the London Organising Committee of the Olympic Games, Capital Clean-up campaign, Thames 21 and other voluntary organisations to deliver the programme, which will undoubtedly include river clean ups. As this programme develops I would be happy to share these details with you.

Press Statements

Question No: 231 / 2011

[John Biggs](#)

Why did the Mayor issue press statements on LIP projects purporting to take credit for decisions which last year he delegated to Boroughs?

Written answer from the Mayor

I have, quite rightly, cut red tape and delegated more responsibility to the boroughs for prioritising their LIP settlements. However, the LIP process is a partnership between Transport for London (TfL), who provide the funding, and the boroughs - to implement projects which help to deliver the objectives of my Transport Strategy. It is therefore appropriate for me to issue press statements on this matter.

Cycle Safety

Question No: 232 / 2011

[John Biggs](#)

In July this year you were a signatory, along with TfL and the Freight Transport Association, to a Memorandum of Understanding. This committed the parties to working together to improve cycle safety in the capital. Please update me on what this has achieved, with particular reference to identifying specific locations and times where lorry routing might conflict with cycle routes.

Written answer from the Mayor

Plans for implementing the Memorandum of Understanding are currently being put in place by the FTA and TfL and through joint working on the TfL's Cycle Safety Working Group, of which the FTA is a member. The FTA's plans will be articulated in the FTA's forthcoming cycling strategy which will include safety advice for cyclists and employers.

TfL has an ongoing programme to work with London's businesses to review the time and frequency of deliveries through Freight Delivery and Servicing Plans (DSPs), with the aim of reducing the number of deliveries overall. TfL is also developing a Journey Planning tool for freight operators to reduce potential conflicts by enabling operators to plan their routes and avoid areas with high levels of cycling.

Trixi Mirrors and Cycle Safety (1)

Question No: 233 / 2011

[John Biggs](#)

Last July, TfL launched a number of initiatives aimed at reducing the number of cyclists killed or seriously injured in collisions with lorries. The 6-month Trixi Mirror Trial was one of these initiatives. Have the results of this trial been analysed and when will they be made public?

Written answer from the Mayor

The trial has been subject to various forms of monitoring and analysis. TfL will shortly be discussing the results of the trial with the Department for Transport, with the aim of gaining permission to retain the existing mirrors and to install further mirrors elsewhere in London. TfL will publicise the results of the trial following the conclusion of these discussions.

Trixi Mirrors and Cycle Safety (2)

Question No: 234 / 2011

[John Biggs](#)

Do you have any plans to extend this scheme to more areas in London?

Written answer from the Mayor

Extension of the Trixi mirror scheme will depend on the Department for Transport granting permission for the continued use of the mirrors. Subject to this, Transport for London is keen to

extend the scheme to the remainder of the Barclays Cycle Superhighways programme and, potentially, other locations in London.

Cambridge Heath and London Fields Stations

Question No: 235 / 2011

[John Biggs](#)

Do you support the calls by users of these stations for the National Express East Anglia train service to offer the same 15 minute frequency on Sundays, that is provided Mondays to Saturdays, rather than the 30 minute service presently in place? This would be highly beneficial to passengers on this line. What support will you offer these Londoners?

Written answer from the Mayor

Yes, TfL's aspiration is for a minimum service level of four trains per hour to be operated at all times, and this includes London Fields and Cambridge Heath stations.

The opportunity to achieve this is through the Greater Anglia franchise process. The current National Express East Anglia franchise has been extended until February 2012; thereafter a short term contract will be put in place until July 2013, with an option to extend by one year if the Department for Transport so chooses.

DfT will be consulting on the franchise. TfL will recommend increased frequencies as part of its response.

New Homes Bonus – Olympic Park

Question No: 236 / 2011

[John Biggs](#)

How will the Government's proposals for a New Homes Bonus affect housing on the Olympic Park? Which body will receive the bonus in relation to the housing outlined in the OPLC's Masterplan? Do you see the New Homes Bonus as a means of funding the putative MDC?

Written answer from the Mayor

Officers are drafting a response which will be sent shortly.

Written response received on 1 February 2011:

The Government has proposed paying additional grant to local authorities from 2011-12 if there is a net increase in the number of band D equivalent homes in their area compared to the previous year, to help meet the resulting additional cost of providing local services. Each net band D equivalent additional property would attract a grant equal to the national average amount of band D council tax for a period of six years (with an additional £350 per annum for affordable homes). In London the government proposes that local boroughs would keep all of this; the proposals do not explicitly address the case of MDCs, and the GLA is seeking clarity on whether the relevant borough or the MDC would receive any grant as a result of additional homes proposed within the MDC area. In other areas it has proposed an indicative split of 80:20 between the local borough and county council. I have responded to the consultation that the GLA should be treated no less favourably than county councils.

New Homes Bonus – Olympic Village

Question No: 237 / 2011

[John Biggs](#)

Will the Olympic Village be eligible for the Government's proposed New Homes Bonus? Will you be lobbying for this to happen?

Written answer from the Mayor

Officers are drafting a response which will be sent shortly.

Written response received on 1 February 2011:

Additional homes arising from the conversion of the Olympic Village to housing units after the Games would be part of the Government's calculation in determining whether grant is payable to local authorities outlined in the answer to MQ236 / 2011.

Road Signage

Question No: 238 / 2011

[John Biggs](#)

A Londoner has written to me to suggest that "a standardised sign could be produced and installed on all entry roads into the London area to welcome people to London". Is this something you would support and if so, how?

Written answer from the Mayor

Whilst this is an interesting idea I would wish to know how much such signs would cost to install and maintain. Accordingly I have asked TfL to investigate further and to contact you with their findings.

A New Year Gesture

Question No: 239 / 2011

[John Biggs](#)

With 548 days to go to the start of the Olympic Games it is not too late for you to change your mind on the route of the Marathon. Are you big enough to give this event back to my constituents in London's East End?

Written answer from the Mayor

The London 2012 Marathon route has been approved by the IAAF and agreed by the IOC.

LOCOG is working closely with Tower Hamlets to ensure that its residents have other opportunities to be a part of the Games.

I am sure that the £9.2 billion of investment in infrastructure and regeneration will transform east London for generations, and the buzz of Games-time activity including the Torch Relay and nearby Live Sites will ensure that your constituents are truly part of London 2012.

Jubilee Line platform Overruns

Question No: 240 / 2011

[John Biggs](#)

I have received complaints from a number of passengers. In each of the past three months on

how many occasions have Jubilee line trains, in service or in testing, overrun platforms? On how many occasions has the train, as a result of this, had to abandon its stop at that station and run on to the next station before allowing its doors to open? What are the cause(s) of this problem and whose fault is it and when will it be resolved?

Written answer from the Mayor

Officers are drafting a response which will be sent shortly.

Written response received on 1 March 2011:

London Underground is currently working to fix a software issue which was causing some trains to slightly miss the station stopping point. At most stations this is not an issue, but at stations with platform edge doors a few trains have had to go to the next station before the doors can be opened.

This had been occurring between zero and five times a day since the operation of the new system - out of the thousands of times that Jubilee line trains stop at stations every day. Ahead of a permanent fix, a temporary solution has been implemented which means that this issue has not occurred since 23 January. Safety has not been compromised as a result of this issue.

LDA Olympic programmes (1)

Question No: 241 / 2011

[John Biggs](#)

Please provide me with a list of all Olympic programmes currently being funded by the LDA to which it does not have a contractual obligation, and the date on which the LDA intends to cease funding to these programmes.

Written answer from the Mayor

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

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

As at 31 December 2010, the near legal expenditure, therefore not a contractual commitment, Olympic expenditure analysed by theme is detailed below:

Olympic Theme Expenditure	2010/11 £m	2011/12 £m
Olympic Regeneration	-	3.3
Olympic Skills	-	0.6
Olympic Business	-	1.0

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

In light of the indicated settlement (the LDA has not received final confirmation of its budget for the spending review period), the LDA is undertaking a process of due diligence on all its contractual commitments to ensure that maximum flexibility is identified to support the highest

priority economic development projects for London. This includes an analysis of existing commitments which the Agency may wish to re-negotiate.

I remain in active dialogue with Government to ensure a fair settlement for London. The outcome of these discussions will not be known until the LDA settlement is announced. Once the final funding availability for economic development in London is determined, the LDA will be in a position to advise on which projects it intends to continue funding.

LDA Olympic programmes (2)

Question No: 242 / 2011

[John Biggs](#)

Please provide me with a full list of all ongoing Olympic programmes to which the LDA has a contractual obligation, and the date on which each of these contracts ends.

Written answer from the Mayor

Officers are drafting a response which will be sent shortly.

Draft Consultation Budget – Appendix E

Question No: 243 / 2011

[John Biggs](#)

Please can you explain the budget heading 'Additional ODA/LOCOG-funded Schemes'? As the ODA is funded publicly and LOCOG funded privately, this description does not adequately explain what the public are paying for.

Written answer from the Mayor

All the items under this budget heading are funded by the ODA.

Draft Consultation Budget – Olympic Transport (1)

Question No: 244 / 2011

[John Biggs](#)

Can you explain to me the overspend of £3 million on ORN junctions and carriageways in 2010/11?

Written answer from the Mayor

The 2010/11 GLA Group Budget Proposals to which you refer reflected the initial estimated budget for the delivery of this project, five years ago, before the development of the preliminary ORN designs was undertaken and the scope of the ORN had been finalised.

There has been no overspend on this programme, simply that the actual cost to deliver the ORN has risen beyond that initially estimated in 2005/06, when the budget to deliver this element of the Games was originally conceived and before the development of the ORN designs had been completed.

Draft Consultation Budget – Olympic Transport (2)

Question No: 245 / 2011

[John Biggs](#)

Can you provide details on why the budget for ORN junctions and carriageways for 2011/12 has increased to £18 million from the £6 million projected last year?

Written answer from the Mayor

Please refer to my answer to MQ244 / 2011.

East London Business Support

Question No: 246 / 2011

[John Biggs](#)

What options are you exploring to support companies across east London Boroughs access 2012 and other supply chains when their funding will cease with the abolition of the LDA?

Written answer from the Mayor

Officers are drafting a response which will be sent shortly.

Written response provided on 2 February 2011:

I am delighted with the success of CompeteFor in helping London's businesses access supply chain opportunities. Almost 7,000 contracts have been advertised through the system; 33% of contract awards recorded on the system have been to London based businesses and over 70% of contract awards recorded on the system have gone to SMEs.

The LDA is contractually committed to the CompeteFor supply chain portal until after the 2012 Games. I recognise the importance of ensuring a positive legacy for CompeteFor post 2012 and have been working with the London boroughs to ensure the lessons learnt from CompeteFor are incorporated in the two procurement solutions being developed to support London's businesses access supply chain opportunities beyond 2012. Both of the new portals are being made available at nil-cost to buyers and suppliers and will complement CompeteFor activity.

2012 Employment Legacy Project

Question No: 247 / 2011

[John Biggs](#)

What options are you exploring to continue this crucial work after the LDA is abolished?

Written answer from the Mayor

The employment legacy of 2012 remains a key priority and commitment through the London Employment and Skills Taskforce set up As part of the ongoing discussions with Government over the future economic development settlement I am working hard to ensure we are able to achieve our ambitions.

Construction Employer Accord

Question No: 248 / 2011

[John Biggs](#)

What is the future for this successful scheme? What options are you exploring to secure funding that is being lost with the abolition of the LDA?

Written answer from the Mayor

The Construction Employer Accord Project aims to work with contractors to increase the benefits of construction projects for local unemployed people through employment and training. The lifetime value of the contract is £2,000,000, with the aim of engaging 1,550 people and helping 650 of these into sustainable employment of 12 months or more, a challenge in the construction industry.

The project was procured in spring 2010 and Westminster City Council were selected as the delivery partner. The LDA would ordinarily have issued the grant agreement. However, the project has been suspended due to the current uncertainty around the LDA's settlement. My

office and the LDA are working to identify future priorities and re-allocate resources. Once the final settlement is known, a decision will be made as to whether this project can be taken forward.

East London Line over Festive Period (1)

Question No: 249 / 2011

[John Biggs](#)

Why was no service provided between Dalston Junction and New Cross/New Cross Gate on Boxing Day when the old East London Line used to run? (Even the ELW replacement bus last year operated.)

Written answer from the Mayor

Officers are drafting a response which will be sent shortly.

Written response provided on 4 February 2011:

The provision of services on Boxing Day is not in the existing London Overground Concession agreement.

TfL would need to review demand on this line on Boxing Day to determine if the provision of services would provide value for money. It would also require a renegotiation of the Concession contract with the operator and additional budget provision.

East London Line over Festive Period (2)

Question No: 250 / 2011

[John Biggs](#)

Why did services between Dalston Junction & New Cross/New Cross Gate finish early on both Christmas Eve & New Years Eve when the old East London Line used to run until at Least 23:30 (ELW replacement bus last year ran on both Christmas eve & New years eve until at least midnight.)

Written answer from the Mayor

On Christmas Eve the closedown of services on the East London Line was consistent with other London Overground routes.

On New Year's Eve there was no early closedown, with all services operating until the normal end of service, close to midnight. Services could not be operated on the East London Line and North London Line later than midnight due to engineering work to extend services to Highbury & Islington.

East London Line over Festive Period (3)

Question No: 251 / 2011

[John Biggs](#)

Why did services on the East London Line not start running until about 10:30 on New Years Day? Some of my constituents had to go to work early on New Years Day and no trains until after 10:30am was clearly unacceptable. This poor planning suggests that no thought had been made about providing alternative travel arrangements. Do you and TfL view the East London Line as an add-on rather than an important link in their transport network?

Written answer from the Mayor

The planned later start of services allowed the East London Line signalling system to be upgraded in readiness for the extension of services from Dalston Junction to Highbury & Islington. This was such a complex upgrade that it could not have been completed during normal engineering hours, but required a 10 hour shutdown, with no train services running on the East London Line.

Publicity was produced warning passengers of the later start. I am glad to report that the works were successful.

Inward Investment & overseas offices

Question No: 252 / 2011

[John Biggs](#)

In which overseas cities do we currently have an office and what staffing does each office have? Do you have any plans to change these arrangements?

Written answer from the Mayor

Current overseas representation is as follows:

GLA/LDA Offices

Location	Staff
Shanghai	2
Beijing	1

Think London Offices

Location	Staff
Shanghai	1
Beijing	2
Mumbai	2
New York	1
San Francisco	2

In December 2010 I announced the creation of a new, single promotional agency for London, bringing together the activities of Think London, Study London and Visit London. This agency will become operational on 1 April 2011 providing a coordinated approach to the promotion of London.

Aldgate Gyratory

Question No: 253 / 2011

[John Biggs](#)

In your reply to 4036/2010 you list the Aldgate Gyratory or Mansell Street as being in the top ten peak hour 'pinch points'. How was this situation changed by the recent partial removal of the gyratory? In other words, has it worsened or improved?

Written answer from the Mayor

TfL's analysis was based on the performance of this area of the road network after the implementation of the scheme that removed the gyratory. A direct comparison with the

situation when the gyratory was in operation is not possible as the data sources have changed since that time.

While it is evident from observations that delays to traffic have increased post-removal of the gyratory, SCOOT traffic signal control has only just been implemented at the site, as the traffic signals have been operating on a fixed-time basis since the scheme was implemented. Signals fitted with SCOOT technology react dynamically to changing traffic levels, and can help to smooth traffic flow. TfL would expect traffic to flow more smoothly through this area once the SCOOT system has taken full effect.

‘Legal’ Loan sharks

Question No: 254 / 2011

[John Biggs](#)

On reflection do you feel comfortable with your choice of sponsor for the free New Years Eve travel concession? Was the bid evaluated against TfL’s ethical framework and if not why not, and if so, does this point to a deficiency in the framework?

Written answer from the Mayor

I am certainly glad that TfL was able to offset the considerable costs associated with the provision of free travel on New Year’s Eve by securing sponsorship. Of course this was a commercial arrangement entered into by TfL in the same way as with all previous sponsors of free travel, and subject to the same evaluation and consideration.

Police Numbers

Question No: 255 / 2011

[John Biggs](#)

Can you clarify the actual and projected FTE ‘warranted’ police officers at the end of each year of your administration? Please within this answer explain your definition of ‘FTE’ and ‘warranted’.

Written answer from the Mayor

‘FTE’ refers to Full Time Equivalent Officers. This includes officers with flexible working arrangements that are not working a full 40-hour week. Those officers are counted for the proportion they do work, i.e. an officer working only 20 hours is equal to 0.5 FTE.

A “warranted” officer means any officer who carries a warrant card. This includes all police officers and special constables (MSC). It excludes PCSOs.

I cannot give the 2011 figures until the MPA has agreed the budget.

The figures below are for warranted officers:

Date	Police Officer numbers	MSC numbers
April 2008	31,395	2,494
31 March 2009	32,543	2,622
31 March 2010	33,260	3,125

* Anticipated strength

† These figures for MSC are not on an FTE basis but reflect actual volunteer numbers.

Gang Related murders

Question No: 256 / 2011

[John Biggs](#)

Are you confident that you are doing all that is needed in tackling this problem? When did you last review your strategy, and with whom and for how long?

Written answer from the Mayor

Officers are drafting a response which will be sent shortly.

Written response received on 1 February 2011:

Yes, although much work remains to be done.

I review all Time for Action strands personally every month. I have also established an advisory panel to assist me in this ongoing evaluation.

Following my establishment of the MPA gangs and violence group there has been a significant increase in enforcement activity.

Taxicard cuts

Question No: 257 / 2011

[John Biggs](#)

Can you describe the latest reduction in limits and explain the steps you took in ensuring that this decision fitted your equal opportunity objectives?

Written answer from the Mayor

The Taxicard scheme which is a London boroughs' scheme managed by London Councils, has grown substantially in recent years, with increases in trips averaging around 18 per cent per year between 2001/2 and 2007/8. The success of the current scheme has, unfortunately, led to a situation where the level of growth is not sustainable in the current financial climate and in terms of the pressures that all public authorities are facing. Taxicard funding from TfL increased year-on-year from £1m in 2001 to £13.04m in 2010/11, whilst in the same period contributions from the boroughs have only increased from £5.4m to £6.1m. London Councils proposed a range of measures for the individual boroughs to consider to address the funding shortfall. The individual boroughs have been able to determine the terms and conditions applicable to members in their own borough and make additional funding available for Taxicard in their borough if they chose to do so. TfL continues to discuss the management of Taxicard funding with London Councils.

This decision fully accords with my equal opportunity objectives since it will allow the benefits of the Taxicard scheme to continue whilst ensuring that limited TfL funding is used to the benefit of as many Londoners as possible.

Help us get on our bikes 2?

Question No: 258 / 2011

[John Biggs](#)

In your answer to 4070/2010 what steps did your office take to check the reply for accuracy? What further schemes do you have in preparation for extending segregated provision, aside from cycle superhighways, including, to be helpful, schemes delivered in partnership with Boroughs?

Written answer from the Mayor

In preparing the answer to 4070/2010, TfL used data collected from their own programmes and data supplied by the boroughs.

TfL is aware of a number of proposed off-road cycling schemes in addition to the Greenways programme mentioned in 4070/2010. These include the following TfL schemes: A316 cycle track in Richmond, A12 cycle track in Redbridge and Havering, A406 North Circular in Barnet and Enfield, and A232 at Beddington Sutton. In addition, boroughs are likely to be preparing a number of off-road schemes as part of their Local Implementation Plans (LIPs). However, boroughs are not expected to identify which of their LIP schemes involve segregated provision and so TfL is unable to provide details of these to me.

Cycle Hire scheme

Question No: 259 / 2011

[John Biggs](#)

While an attractive scheme, is this self-selecting (overwhelmingly white, male and middle-class in its usage), elitist and based on a flawed business plan?

Written answer from the Mayor

No. Barclays Cycle Hire has proven to be incredibly popular, with over 100,000 members and 2.3 million journeys made since its launch last July. Barclays Cycle Hire is a cheap and healthy way to travel and open to all members of the public from 14 years of age who are able to ride a bike. From 3 December 2010, the scheme was extended to casual users, who have already made over 57,000 journeys.

The scheme is to be extended to East London in time for the Olympics which will give even more people a chance to enjoy Barclays Cycle Hire.

Poisonous Legacy

Question No: 260 / 2011

[John Biggs](#)

In your reply to 3672/2010 you refer to the 'poisonous legacy' of the Labour Government. In your reply to 4059/2010 you clarify that 'the difficult and necessary reductions in public expenditure and tax increases are the poisonous legacy'. Given that there is a continuing and substantial dispute about the scale and rate of the reductions and rises, and their damage on the UK's, including London's, economy, would you not agree that the poison is of the coalition's making? Your lobbying for increased resources for London would imply that you think this? In other words, are you clear whether your job is to speak up for London or to act as an apologist for the Government?

Written answer from the Mayor

The UK had a substantial and unsustainable structural deficit before the financial crisis struck in autumn 2007, a crisis exacerbated by the woeful regulation system set up by the previous government. The Labour government then left office with the highest fiscal deficit in our peacetime history and the worst in the G20. Those who deny the need to address the deficit are denying reality. It is not sustainable to borrow £1 out of every £4 the Government spends. It is not fair to burden our children with the debt of their parents.

London is the engine of the UK's economy and it is our region that has the most capacity for economic growth and increased future tax receipts that will also address the country's debt

crisis. The Government listened to and understood these arguments and gave London a good settlement so that we can continue investing in the capital's infrastructure.

Cycle-Pedestrian Collisions

Question No: 261 / 2011

[John Biggs](#)

In your answer to 4074/2010 you tell us that 139 such collisions causing injury to a pedestrian, including 1 fatality. What measures are you taking to reduce this number? In particular, what steps are you taking to reinforce the need of cyclists to act responsibly and on how many occasions have TfL encouraged prosecution of a thoughtless or reckless cyclist?

Written answer from the Mayor

Cyclists can be fined up to £2,500 for dangerous cycling, including cycling on the pavements and knocking over a pedestrian. Police officers issue Fixed Penalty Notices (FPNs) to cyclists of up to £30 for offences such as jumping red lights or cycling on pavements. Between January and November 2010, the Metropolitan Police Service and City of London Police together issued over 10,500 FPNs to cyclists. London's policing agencies are also responsible for prosecuting irresponsible road users. TfL does not hold data on the number of cyclists that have been prosecuted.

To further promote responsible road user behaviour, TfL now funds a specialist team of traffic police officers on bikes, dedicated to promote cycle safety and to crackdown on drivers and cyclists who break the rules of the road. To support this enforcement, the police are continuing their cycle safety educational events. TfL also promotes responsible road user behaviour to members of the Barclays Cycle Hire Scheme.

Cable Car

Question No: 262 / 2011

[John Biggs](#)

Can you report progress on your fundraising for this enterprise?

Written answer from the Mayor

Officers are drafting a response which will be sent shortly.

Written response received on 4 February 2011:

TfL has a funding strategy which covers a range of options including funding from third party sources and maximising commercial opportunities associated with the scheme.

Much interest has been shown and Greenwich, Newham and London Thames Gateway Development Corporation have all approved TfL's planning application, recognising the importance that this unique scheme will have not only for its residents but for all Londoners and visitors.

With these planning application approvals we are taking significant steps forward to seeing this project get off the ground. The next stage will be for the planning applications to be referred to the GLA under normal planning procedures.

J P Morgan HQ

Question No: 263 / 2011

[John Biggs](#)

Given that you claimed credit for it, can you describe what role you played in securing J P Morgan's decision to locate and resume construction at Canary Wharf?

Written answer from the Mayor

I had a number of conversations with senior figures in JP Morgan in the preceding months, at their request, to persuade them to remain in London and continue to invest at Riverside South. This culminated in a Memorandum of Understanding with the London Borough of Tower Hamlets and JP Morgan as reported in MD745.

H E Funding changes

Question No: 264 / 2011

[John Biggs](#)

What work has your office done to analyse and understand the impact of the Government's proposed HE changes on the HE sector in London?

Written answer from the Mayor

GLA Economics has looked at the potential impact on domestic and EU student fees of a cut in the number of foreign students permitted under the proposed changes to the Tier 4 cap on immigration. A roundtable was recently held with London institutions to further explore the impacts, hosted by City Hall. More generally, and together with organisations like London Higher, we are keeping abreast of developments in the HE sector as HE institutions adapt to the recent changes in government policy. Policy officials regularly speak with individual higher education institutions.

Support for statutory Deputy Mayor

Question No: 265 / 2011

[John Biggs](#)

How many staff are employed to support, substantially or wholly, the statutory deputy Mayor and what are their titles and grades?

Written answer from the Mayor

Special Assistant to the Deputy Mayor (grade 9)
Diary Secretary to the Statutory Deputy Mayor (grade 7)
Executive PA to the Deputy Mayor (grade 7)

A reduction of 25% over the period compared to the previous Statutory Deputy Mayor.

Support for Deputy Mayor for Policing

Question No: 266 / 2011

[John Biggs](#)

How many staff are employed to support, substantially or wholly, the deputy Mayor for policing and what are their titles and grades?

Written answer from the Mayor

Special Assistant to the Deputy Mayor for Policing (grade 10)

Executive PA to the Deputy Mayor for Policing (grade 7)
Policy Assistant to the Deputy Mayor for Policing (grade 7)

Support for Deputy Mayor, Policy and Planning

Question No: 267 / 2011

[John Biggs](#)

How many staff are employed to support, substantially or wholly, Sir Simon Milton and what are their titles and grades?

Written answer from the Mayor

Private Secretary Policy and Planning (grade 11)
Executive PA to the Deputy Mayor Policy and Planning (grade 7)
Office Manager and Executive Assistant (grade 9) - time split 75% on Office Management duties 25% supporting Sir Simon Milton

Fares

Question No: 268 / 2011

[John Biggs](#)

Is increasing fares the best way to show you are a 'low tax' Mayor?

Written answer from the Mayor

I have frozen the Council Tax precept for two years running and intend to freeze it for a third, which contrasts favourably with my predecessor who increased it by 153 percent. After you take inflation into account, this will mean a 10 percent reduction in real terms in the precept since I was elected.

In addition, I have maintained a predictable and consistent fares policy, which has guaranteed TfL an income that can be spent on the infrastructure upgrade that Londoners need. This is in contrast to my predecessor, who not only increased them by more than I have but also played politics with fares, leading to the black hole in TfL's finances that my administration has had to fill. In many ways, this behaviour mirrored that of the previous national government.

School Sports

Question No: 269 / 2011

[John Biggs](#)

Would you join me in substantially condemning the mini-reversal of the Government's decision on school sports funding as it still represents a cut in excess of 76% over the next three years, which will affect schools in London?

Written answer from the Mayor

The Government's announcement on 20 December means that all school sports partnerships will continue in their current form until the end of this academic year. For two further years, PE teachers will be released for one day a week to continue their roles strengthening partnerships between schools and embedding the good practices developed over the past decade. These new measures are designed to ensure that school sport in London continues to receive support in the years ahead.

Biking Boroughs

Question No: 270 / 2011

[John Biggs](#)

In recent questions, you have referred to support that was provided at the beginning of last year to “kick-start” the Biking Boroughs initiative across 13 London boroughs. Can you now confirm what progress has been made as a result of that support and what plans are now in place to deliver objectives?

Written answer from the Mayor

In 2010, each of the 13 Biking Boroughs was given funding to develop a cycling strategy. These strategies were delivered in Spring 2010 and identified the actions the boroughs needed to take to achieve a step change in cycling locally. The strategies then informed the development of the boroughs’ Local Implementation Plans (LIPs). The LIPs were submitted to TfL in December 2010 and outlined the actions each borough will now take to improving cycling facilities and to increase cycling levels locally over the next three years. In addition, TfL is reviewing its own delivery programmes for 2011/12 to identify how they can support delivery by the boroughs in promoting cycling.

Greenways

Question No: 271 / 2011

[John Biggs](#)

Last month, in response to my question 4070/2010 about off-road or traffic-free routes for cyclists, you brought up TfL’s “ongoing programme to deliver ‘Greenways’ in London” stating that “Greenways provide attractive and traffic free environments for cyclists that make the most of London’s parks and open spaces.” You pointed out that “Greenways will play an important role for spectators accessing the Olympic venues during the 2012 games with eight legacy Greenways funded by the Olympic Delivery Authority and delivered by boroughs and TfL, linking into the Olympic Park and River Zone venues.” So would you now be willing to explain why the budget for greenways has been reduced and has become an unprotected spend area within each Borough’s LIP rather than a central investment in infrastructure for the benefit of all Londoners who choose to walk and cycle?

Written answer from the Mayor

The eight Olympic cycling and walking routes you refer to are fully funded and will be completed this summer.

In 2009 London Councils and I signed the City Charter, a central tenet of which was to give the boroughs greater flexibility over how to spend local transport funding and to allow them to make spending decisions in line with local priorities. Consequently, TfL has significantly simplified the number of funding streams to the London boroughs and any ‘ring-fencing’ of funding for borough Greenways schemes would be contrary to this objective. It is now down to the discretion of local decision makers to decide what level of funding should be invested in Greenways within their borough. TfL will continue to fund Greenway improvements that sit outside of boroughs’ jurisdictions.

Pollution Hackney Old Street

Question No: 272 / 2011

[Jennette Arnold](#)

TfL’s 3rd annual Travel in London report shows that ‘local normalised’ mean pollutant concentrations at Old Street in Hackney have increased by 40% between the 20 months prior to

and 22 months post implementation of LEZ phase 1. Can you tell me what has caused this worrying increase and what action, if any, have been implemented?

Written answer from the Mayor

Officers are drafting a response which will be sent shortly.

Written response received on 1 March 2011:

'Local normalised' refers to a statistical procedure that tries to isolate the contribution to total pollution at a site made by local road traffic for specific analysis purposes.

It is not the same as total pollution, which has improved at this site over this period. Indeed, data from the London Air Quality Network shows that average total concentrations of PM_{2.5} at this site *decreased* by 9 per cent over the same period (from an average of 15.4 to 14.4 micrograms). From the same analysis, total concentrations of PM₁₀ decreased by 4 per cent, and that of Nitrogen Oxides by 3 per cent over the same period. It is therefore not indicative of a worsening of air pollution at this site, which continues to improve overall, and no specific local action over and above the measures set out in my Air Quality Strategy is currently intended.

We will however continue to monitor levels of pollution at the site.

State of London Debate

Question No: 273 / 2011

[Jennette Arnold](#)

In reference to your answer to question 3785/2010 you accuse me of misinterpreting data: "I stated that we had 12,380 engagement impressions, not that 12,380 sent out two or more tweets".

However, your answer to question 2528/2010 clearly states "There were 231 attendees in City Hall, along with 12,380 individual people who sent out two or more tweets on Twitter in response to the debate."

Your words are recorded on the GLA website – You got it wrong. Will you now admit it, apologise and then let's move on?!

Written answer from the Mayor

Officers are drafting a response which will be sent shortly.

Written response received on 19 April 2011:

It appears that the terminology used in the response to MQT 2528 / 2010 was incorrect. As you rightly point out my response stated that "12,380 individual people who sent out two or more tweets on Twitter in response to the debate" instead of "12,380 engagement impressions", an error by the Officer who prepared the response. There was no deliberate intention to mislead, merely human error for which I apologise.

Finsbury Park station management

Question No: 274 / 2011

[Jennette Arnold](#)

Local Campaigners in the Finsbury Park area supported by myself and Jeremy Corbyn MP have long argued that transport operations at Finsbury Park Station would be greatly improved if they were part of an integrated management structure. If you agree can we be assured of your support regarding the implementation of our proposal?

Written answer from the Mayor

I recognise that the significant customer benefits can be achieved from better co-ordinated management of multimodal interchanges. TfL Interchange is working with the TfL modes, the TOCs and Network Rail to improve the way they work together at prioritised interchanges to deliver a better service to customers. You'll be pleased to know that Finsbury Park interchange has been chosen to trial this initiative, building on the existing collaboration between London Underground, London Buses, First Capital Connect and the British Transport and Metropolitan Police. As soon as this is running smoothly, the principles will be applied and rolled out to future interchanges.

This initiative has been scheduled to commence at Finsbury Park in February 2011 and TfL will be happy to update you on the progress in due course.

This demonstrates TfL's continuing commitment to deliver direct benefits through improving customer service and provide a seamless, whole journey experience, at little or no cost.

London Underground Staff cuts

Question No: 275 / 2011

[Jennette Arnold](#)

The Waltham Forest low vision forum recently wrote to you sharing their concerns regarding the impact that the 800 staff cut will have on passengers with significant visual impairment. How will you ensure that this particular group of passengers continues to get the level of service currently on offer and ensure they have ongoing confidence in the service?

Written answer from the Mayor

As London Underground (LU) explained in their recent response to you, after the current proposals are implemented, LU will still have staff rostered on all stations throughout the day, and will still have more staff on its stations than any other Metro in the world. Customers will still be able to get help on and off trains and the Tube will be as safe as it is today.

LU is confident that there will be no reduction in the visibility of its employees or their availability to assist and advise customers. The removal of ticket-office roles, that are no longer needed with the take-up of Oyster cards, where the staff are in fixed positions behind a ticket window, will make little impact on staff availability to assist visually impaired customers. In fact, the changes – which will deploy staff to positions that reflect the assistance that customers most value and recent customer demand – are intended to increase staff availability overall, especially as many disabled customers will hold a Freedom Pass and would be more likely to interact with staff on the station rather than in the ticket office.

The services LU have in place to help disabled people, such as guided assistance for visually impaired customers, which has received much praise, will continue to operate as now. In addition, ongoing improvements such as new trains and more level access between trains and platforms, and improvements already made such as the provision of 250 wide aisle gates at over 125 stations in the last three years, will continue to enhance people's ability to travel independently.

LU will continue to monitor the service they provide by their continuous 'Accessibility Staff and Information Survey' – a form of 'mystery shopping' undertaken by disabled people, and via customer and stakeholder feedback.

Staff Training re. needs of visually impaired passengers

Question No: 276 / 2011

[Jennette Arnold](#)

Will you reassure the Waltham Forest low vision forum that TfL will continue to train staff to offer the current level of support to visually impaired passengers?

Written answer from the Mayor

Yes, as London Underground (LU) clarified when they wrote to you recently, there are no plans to change the high level of staff training that is provided to all Tube customer service staff. This includes comprehensive disability awareness training.

London Overground also conducts a programme of staff training to ensure all their operational staff are aware of the needs of people with reduced mobility and how to support them to travel. All frontline staff who are likely to have a direct role in the delivery of support have attended an 'Equality, Inclusion and Disability Awareness Training' course within the last two years. This will continue in future.

All London bus drivers are required to achieve a vocational BTEC qualification, which includes a one-day training module called "Delivering an Inclusive Bus Service". This training has been

developed in collaboration with charity Scope and has been designed to give bus drivers a simple, behaviour-based approach to delivering excellent service to customers from all of TfL's Equality Target Groups, especially older and disabled passengers. Rather than focus on individual impairments, the training is grounded in the social model of disability which aims to explore the barriers faced by vulnerable passenger groups, with advice and guidance from an accredited trainer.

In addition to the training given, all bus drivers receive a copy of the Big Red Book, a TfL produced handbook which contains advice and guidance on all our policies and procedures. There is a section on disabled passengers which includes some specific guidance on customers with visual impairments.

Donating TfL refunds

Question No: 277 / 2011

[Jennette Arnold](#)

During October, one of my constituents got stuck on the Victoria Line twice. He has now received several vouchers from TfL in compensation. He would like to donate this money to a charity. Thinking that others may want to do the same, he has asked me to pass the following request on to you:

"Will you investigate the possibility of introducing an option on TfL's online refund application where people can transfer their refunds to a given list of charities?"

Written answer from the Mayor

TfL will look at the feasibility of charity donations as part of future development work.

Accessibility of London Overground

Question No: 278 / 2011

[Jennette Arnold](#)

As chair of TfL are you satisfied with the current levels of accessibility for disabled passengers, especially wheelchair users, on London Overground?

Written answer from the Mayor

Yes, I think we are doing as much as possible with the funding available.

The provision of step-free access at the following stations on the London Overground network is planned to be delivered as part of the DfT's Access for All programme: Clapham Junction, Kew Gardens, Forest Hill, Hackney Central, Highbury and Islington, New Cross, New Cross Gate, Wembley Central, Brockley, Camden Road, Gospel Oak and Honor Oak Park.

A new fleet of DDA compliant trains has been introduced across the network. Furthermore, the current refurbishment of London Overground stations will improve the infrastructure at all London Overground managed stations providing (as a minimum) improved information for Customer Information Screens, PA announcements, tactile finishes on stairs and platform edges, high grip surfaces on stairs, dual handrails and portable train boarding ramps.

All London Overground station staff receive training on how to help customers with accessibility issues and are specifically trained on how to use portable ramps (used to access the platform from a train where there is a difference in height) to help people on and off trains.

Staff are available at all London Overground managed stations during train operating hours to assist with boarding and alighting, transferring between trains (or onto other modes of onward

transport) and wheelchair assistance (including the provision of wheelchair ramps at all accessible stations).

Portable ramps are located on all London Overground trains and at most stations and can be used at any time. Where London Overground stations are not accessible, including occasions when a station becomes temporarily inaccessible, Transport for London will provide alternative transport free of charge.

London Overground's 'Making Rail Accessible' booklet, released in October 2010, provides a comprehensive list of individual station accessibility.

TfL Overground Services

Question No: 279 / 2011

[Jennette Arnold](#)

What progress has TfL made towards its stated goal of achieving parity in levels of service between London Overground and London Underground, specifically in times of daily service first and last trains and service frequencies and is it expected that this goal will be achieved by the time of the Olympic Games in June 2012?

Written answer from the Mayor

Officers are drafting a response which will be sent shortly.

Written response provided on 4 February 2011:

Since London Overground's inception in 2007, TfL's goal has always been to run a reliable turn up and go service across the network. The ongoing infrastructure improvement works are an Olympic Games' commitment and a testimony of our dedication to deliver our promise to operate a 21st century service from mid 2011.

To run London Overground services efficiently, TfL is constantly monitoring the needs of passengers and balancing them against value for the taxpayers' money. TfL will continue to monitor demand on all services and make changes to the frequency and timetable to meet the changing needs of customers, if the budget is available to do so.

On the Gospel Oak to Barking line TfL now operates 50 per cent more train services (100 per cent on Sundays from May) than when Silverlink Metro operated services on the network. Since TfL took over, the time of the last train from Barking has been extended from 23.08 (23.05 on Sundays) to 23.17 last summer. It is intended to become 23.47 (23.38 on Sundays) from this May's timetable change.

Additionally, from the timetable change in May, the last train from Watford is intended to change from 23.01 (23.21 Sundays) to 23.21 on all nights.

During the Olympic Games, a special timetable will operate across London's transport network. The timetables will take into consideration passenger loading to ensure that adequate capacity is provided for all visitors to and from the Olympic Games venues.

The Olympic Games timetable is due to be finalised mid 2011, a year before the Games.

Freight movement along the barking to Gospel Oak Line

Question No: 280 / 2011

[Jennette Arnold](#)

Residents living adjacent to the section of the Barking to Gospel Oak Line between Upper Holloway and Crouch Hill Stations, are very concerned about the movement of freight along the line at night. They have noticed that the frequency, speed and particularly the weight of night freight trains have increased to worrying levels. The residents say that their sleep is disturbed and that their properties shake when they pass by.

On behalf of my constituents, can you confirm whether there has indeed been increased usage of the line by freight trains and let me know what limits are placed on these movements and how these are decided?

Written answer from the Mayor

The operation of freight services over the Barking to Gospel Oak line is a matter for Network Rail.

Poor service on the Gospel Oak to Barking Line

Question No: 281 / 2011

[Jennette Arnold](#)

Can you explain the deterioration of services on the Gospel Oak to Barking Line over the past months where trains are often cancelled without any information or apology to passengers?

Written answer from the Mayor

Officers are drafting a response which will be sent shortly.

Written response received on 4 February 2011:

Services on the Gospel Oak to Barking Line were temporarily affected following the introduction of new trains in September 2010. Whilst regrettable, these teething problems have been swiftly overcome and the line now benefits from new trains and increased services.

However the performance of the Gospel Oak to Barking line as demonstrated by the Public Performance Measure has been good, with period 9 (mid October – mid November) showing a score of 94.2 per cent and 92.14 per cent in period 10 (mid November – mid December). These were the two periods covered by the heavy snowfall. This is set against an average over the past 12 months on this line of 94.26 per cent.

In period 10, London Overground was the best performing of all the train operating companies reaching a Public Performance Measure score (i.e. the percentage of trains that arrive at their destination within five minutes of their scheduled arrival time) of 93.5 per cent, with the Gospel Oak to Barking route reaching 92.1 per cent.

Cycling in Walthamstow Central

Question No: 282 / 2011

[Jennette Arnold](#)

For the past 18+ months, the cycle phase signals at the junction of Hoe Street/Selborne Road in Walthamstow Central have had hoods placed over them, and there is a sign that says 'cyclists dismount' next to a sign indicating a cycle lane.

When one of my constituents complained to TFL, she was advised they were in consultation but when she checked at her local cycle group meeting she learned that they had not been consulted. Will you please reassure my constituents that the cycle phase signals will be reinstated?

Written answer from the Mayor

The cycle phase at this site was reinstated on 12 January 2011; this followed some redesign of the facilities with the Borough following the modernisation of the signals.

The future of Walthamstow Greyhound Stadium

Question No: 283 / 2011

[Jennette Arnold](#)

Following from your answer to question 2389/2012, can you confirm whether you have received a planning application from London & Quadrant, the current owner of the Walthamstow Greyhound stadium?

Written answer from the Mayor

No application has been received.

TfL's failed pledges on London Overground

Question No: 284 / 2011

[Jennette Arnold](#)

When TfL took over the North London lines from Silverlink, it pledged an Underground style service with trains to midnight, but although there were some improvements, currently:

The last train into Stratford is now eight minutes earlier

The last train from Barking fifteen minutes earlier

The last train from Watford is also running earlier

Why does the service after 10 p.m. fall short of what users were led to expect when TfL took over?

Written answer from the Mayor

Officers are drafting a response which will be sent shortly.

Written response provided on 4 February 2011:

To run London Overground services efficiently, TfL is constantly monitoring the needs of passengers and balancing them against value for the taxpayers' money.

The last train from Barking has been at 23.08 (23.05 on Sundays) since Silverlink operated the network and was changed to 23.17 last summer. It is intended to become 23.47 (23.38 on Sundays) from this May's timetable change.

The last train from Watford has been at 23.01 (23.21 Sundays) since Silverlink and this is still the case now. From the May timetable change it is intended to be 23.21 on all nights.

The last train into Stratford (Mon – Friday) was 23.59. This changed to 23.58 in December 2008 and became 23.48 from June 2010. It was amended slightly to 23.47 from earlier this year but will become 00.02 from this May's timetable change.

TfL will continue to monitor demand on all services and make changes to the frequency and timetable to meet the changing needs of customers.

Passenger Footfalls

Question No: 285 / 2011

Valerie Shawcross

I am trying to establish a clear picture of the passenger footfalls for each station, stop or interchange in London. Can you provide the most recent figures, or set of estimates, from Transport for London for the number of journeys on public transport in London per year which:

(i) start or end, or involve a change in public transport mode (e.g., rail to tube, or tram to rail, or tube to bus)

for each and every

(a) station in the London Underground network,

(b) station on the Docklands Light Railway,

(c) bus station in Greater London,

(d) National Rail station (including London Overground stations) in Greater London

(e) each tram stop in Greater London

Broken down by the station/stop and whether it is a start/stop or a mode change.

Written answer from the Mayor

There were 3.092 billion trips by public transport in London in 2009. This is over 8 million trips a day.

There were 4.423 billion journey stages by public transport that year. A “journey stage” is defined as the part of a trip made by a single mode of transport: a change to a different bus or a different train operating company’s service is also said to start a new journey stage. The number of trips is less than the number of journey stages, as many trips include more than one public transport journey stage, often using different modes of transport.

The number of public transport journey stages (which is the most suitable definition to answer the question) can be broken down by mode, as follows:

National Rail	805 million
London Overground	35 million
London Underground	1,075 million
DLR	70 million
Tram	27 million
Bus	2,282 million
Taxi/Private Hire Vehicle	129 million
All public transport journey stages	4,423 million

Although TfL doesn’t really have the data in a format you require, passenger entry and exit data for each station can be found using the following links:

<http://www.tfl.gov.uk/tfl/corporate/modesoftransport/tube/performance/default.asp?onload=entryexit>

http://www.rail-reg.gov.uk/upload/xls/station_usage_0708.xls

<http://www.whatdotheyknow.com/request/15242/response/87207/attach/html/3/Boarders%20and%20Alighters%20by%20station%202007%208%202008%209.xls.html>

There are over 650 interchanges in London. Appendix 2 of the Interchange Plan found at this link: http://www.tfl.gov.uk/microsites/interchange/documents/inter_improve.pdf provides an indication of the 'size' of each interchange based on the number of passengers, categorising each of them from "1" (fewer than 500 interchanges per day) to "5" (over 25,000 interchanges per day). This Interchange Plan is being updated, and it will be available later this year.

The tables attached in Appendix G show bus passenger boardings and alightings per year at bus stations, and the number of Tramlink passengers by stop.

Zone 2-6 Travelcard.

Question No: 286 / 2011

[Valerie Shawcross](#)

Many constituents and Croydon residents have asked me why you removed the zones 2-6 Travel card. If the issue was low take up why should this justify the higher fare cost being imposed on its few users in outer London. Will you please consider re-instating this useful facility which was used by non zone 1 residents?

Written answer from the Mayor

Please see my answer to MQ77 / 2011.

Higher fare costs are not being "imposed".

All off-peak Train and Train plus Tube Oyster pay as you go fares outside Zone 1, were frozen this January, making Oyster pay as you go excellent value for single and return travel.

As a result, most 2-6 users who switch to Oyster will pay less or only a little more than in 2010.

In particular, costs will fall for those who bought One Day Travelcards for Zones 2-6 to use as return tickets, the majority of 2-6 One Day customers.

Customers travelling more than this will see their costs broadly unchanged or increased by 5 per cent to 10 per cent.

The top few per cent of purchasers, making say half a dozen bus rides in addition to four or five rail journeys will see increases but these will be commensurate with the amount of travel being made.

Press officers

Question No: 287 / 2011

[Valerie Shawcross](#)

How much has a) the Mayor's office and b) Transport for London spent on press officers for each of the last five years?

Written answer from the Mayor

a) The GLA budget for Mayoral press officers over the last five years has been:

2006-07: £0.9m

2007-08: £0.9m

2008-09: £1.0m
2009-10: £0.7m
2010-11: £0.7m.

b) The TfL Press Office budget for the years 2006/7 – 2010/11 is:

	2006/7	2007/8	2008/9	2009/10	2010/11
£000s	£2,271	£2,639	£2,515	£2,376	£2,260

The total budget of the TfL Press Office in 2010/11 is £2.26m, reflecting a saving of over £1m per annum on 2008/09 when savings from the closure of the Metronet and Tube Lines Press Offices and transfer of responsibilities to TfL are taken into account.

The budget includes all staff costs plus all other costs, such as media subscriptions, overheads, telephony and technology costs.

The number of press officers employed by TfL has fallen by over 38 per cent since 2009.

Crossrail has its own press office.

Safe Travel advertising

Question No: 288 / 2011

[Valerie Shawcross](#)

Please outline how much has been spent on the seasonal 'Safe Travel at Night' campaigns for each of the previous five years.

Written answer from the Mayor

TfL has made savings on Safer Travel at Night (STaN) campaign, reducing its costs from over £1m in 2006/07 to £650k this year. TfL will continue to look for ways to reduce these costs whilst ensuring the effectiveness of the campaign. Spend on the safer travel at night advertising campaign over the past five years breaks down as follows:

2006/07 - £1.036m
2007/08 - £920k
2008/09 - £870k
2009/10 - £650k
2010/11 - £650k

Activity takes place throughout the year with seasonal peaks in spend during the Christmas party season and in September / October when a large number of students arrive in London.

Research shows that STaN is effective in reaching its target audience and persuading them not to use unbooked minicabs. Cab-related sexual offences and female usage of unbooked minicabs has fallen significantly since the campaign started in 2002. As a result of a crackdown of illegal taxi touts over the festive period, 177 drivers were arrested for touting and 27 arrested for other cab-related offences.

New Routemaster and disabled access

Question No: 289 / 2011

[Valerie Shawcross](#)

What comments do you have to make in response to concerns from disabled passengers that the

'new Routemaster' is not satisfactory as it stands in terms of accessibility, particularly for wheelchair users?

Written answer from the Mayor

TfL is working with Wrightbus to look at ways to improve the wheelchair bay. TfL will in due course also report back to the stakeholder community the other changes that will be taken on board in the final designs.

The objective of the stakeholder engagement programme with the mock up is to consult a broad range of user groups before the first prototype is built and make refinements in light of user views. Opportunities for further improvements will exist in the prototyping stage.

Accessibility issues are a major consideration in the vehicle's development, requiring information on legal compliance, generic passenger requirements and specific disabled use to be gathered as a separate exercise. TfL will continue to directly engage with appropriate organisations and stakeholders to obtain the necessary advice.

Cycle Parking stands

Question No: 290 / 2011

[Valerie Shawcross](#)

How many new cycle parking stands have TfL funded and installed since May 2008. How many are in secure facilities?

Written answer from the Mayor

TfL monitors cycle parking delivery based on the number of cycle parking spaces delivered to inform progress towards my target to provide an additional 66,000 cycle parking spaces by 2012. Usually there are two spaces for every stand installed. TfL monitors progress towards my target on a financial year basis.

Between 1 April 2008 and 31 March 2010, over 40,000 cycle parking spaces were delivered across the Greater London Authority area by TfL and its delivery partners including the boroughs, Network Rail, train operating companies and private developers. Cycle parking spaces were delivered on street, at stations, schools and workplaces, at residences along cycle superhighway routes, and at new developments having been secured through the planning process on planning applications which are referable to me.

All spaces funded by TfL are secure, in that they allow both the frame and the wheel of the bike to be secured to the parking stand with a cycle lock or locks. At least 5,600 spaces have been provided in a facility with restricted public access. There are likely to be many more than this in practice, as TfL does not have a record of whether cycle parking stands that have been provided to workplaces are located within secure facilities, though the expectation is that they would be. Similarly TfL receives only a record of the number of stands delivered by boroughs with TfL funding, but not their precise location.

River transport

Question No: 291 / 2011

[Valerie Shawcross](#)

What have you done to promote greater use of the river, by making it more integrated into the current system?

Written answer from the Mayor

I am very supportive of river services, which are an important part of London's transport network. Passenger numbers have grown by 200 per cent since 2001, to approximately five million river trips for 2009/10.

Great strides have been made in integrating river services with London's transport network through passenger information, signage, branding and ticketing. My river Concordat work is seeking to improve river services further.

Through the Concordat, new branding for River Bus and River Tour services has been introduced, and there was a significant marketing campaign last summer funded by TfL.

TfL is improving passenger information, such as new signage and flags for the piers, mapping for the services and have overhauled the river transport section of its website. Oyster pay as you go has been accepted on all Thames Clipper services since Monday 23 November 2009.

In addition, TfL is overhauling Festival pier, adding a roof at Greenwich pier this year and extending Tower pier in time for the Olympics.

Roadworks permit scheme

Question No: 292 / 2011

[Valerie Shawcross](#)

Please provide an update on your roadworks permit scheme and 'lane hire' proposals?

Written answer from the Mayor

TfL is currently liaising with Borough colleagues to produce a Pan-London report on the first year operation of the London Permit Scheme which we anticipate will be available for distribution in Spring 2011. Roadworks have been reduced by 8% and severe traffic disruption by 21% in the 2010/11 year to date. However it is clear that much more remains to be done to satisfy public and business aspirations to reduce the roadworks misery experienced by Londoners on a daily basis.

TfL is therefore, also actively progressing a 'targeted and avoidable' lane rental proposal on the TLRN and there are further discussions with the DfT up to Secretary of State level planned in the next two weeks.

Live bus mapping

Question No: 294 / 2011

[Valerie Shawcross](#)

Please give an update on your plans to introduce live bus-mapping to coincide with the introduction of iBus?

Written answer from the Mayor

The plans for the new Countdown system are as follows:

- The new system will deliver real time information for all bus routes across the network. Using either mobile phones or the internet, users will have access to bus arrival time predictions for each of the 19,000 bus stops and 700 routes across London. This service will be complemented by a new generation of Countdown signs which will provide real time information at around 2,500 key bus stops in London. The data is live, and will be updated every 30 seconds.

- The internet service will offer search facilities to find a bus stop by bus stop name, street name, post code or area. This service will use maps to ensure the user can find the correct bus stop.
- These services are scheduled to be available from mid-2011, further details of which will be publicised prior to implementation.

The prediction data will also be made available via the London Datastore at a later date.

Tube complaints

Question No: 295 / 2011

[Valerie Shawcross](#)

Please advise how many complaints were received about London Underground services - by line and in total - in the four week 'railway period' following 17th November 2010.

Written answer from the Mayor

The number of complaints received during period 9 (November 14 – December 11 2010) are detailed below.

Line	Complaints P9	Complaints P10
Non line specific	853	722
Bakerloo Line	36	38
Central Line	182	131
Circle Line	29	14
District Line	201	92
Hammersmith & City	35	19
Jubilee Line	127	174
Metropolitan Line	133	195
Northern Line	172	107
Piccadilly Line	124	119
Victoria Line	283	162
Waterloo and City	8	5
TOTAL	2,183	1,778

In Period 9, London Underground (LU) carried a record 90.6 million passengers. Therefore there were around 24.5 complaints per million journeys.

In Period 10, which includes the Christmas break when passenger numbers are fewer, LU carried 72.6 million passengers. Therefore there were around 24 complaints per million journeys.

Taxicard

Question No: 296 / 2011

[Valerie Shawcross](#)

Under the previous administration, the Taxicard scheme was 'topped up' by TfL to ensure that participating London boroughs were able to provide a consistent and low cost service. The boroughs are experiencing pressures with regard to the funding of Taxicard at present which is in turn impacting on users, for whom Taxicard is an important service. Will you look into ways you and TfL might be able to assist in this regard?

Written answer from the Mayor

Officers are drafting a response which will be sent shortly.

Written response provided on 4 February 2011:

The Taxicard scheme, which is a London boroughs' scheme managed by London Councils, has grown substantially in recent years, with increases in trips averaging around 18 per cent per year between 2001/2 and 2007/8. The success of the current scheme has, unfortunately, led to a situation where the level of growth is not sustainable in the current financial climate and pressures that all public authorities are facing. Taxicard funding from TfL increased year-on-year from £1m in 2001 to £13.04m in 2010/11, whilst in the same period contributions from the boroughs have only increased from £5.4m to £6.1m. London Councils proposed a range of measures for the individual boroughs to consider addressing the funding shortfall. The individual boroughs have been able to determine the terms and conditions applicable to members in their own borough and make additional funding available for Taxicard in their borough if they chose to do so. TfL continues to discuss the management of Taxicard funding with London Councils.

Dial-a-ride and disabled parents

Question No: 297 / 2011

[Valerie Shawcross](#)

The Disabled Parents' Network (DPN) have told me that, despite being eligible for Dial-a-Ride, many of their London members do not use the service because of an apparent inability to accommodate their young children. This would appear to be due to a lack of availability of suitable car-seats for Dial-a-Ride vehicles. Further, when Dial-a-Ride offer to send an alternative taxi or private hire vehicle these are often unavailable, which therefore negates Dial-a-Ride as a transport option for this group of passengers. I understand that Dial-a-Ride informed DPN over a year ago that a possible suitable car-seat was being investigated but nothing has been heard since. Please outline what Dial-a-Ride is doing to accommodate parents of children aged a) under 12 months and b) over 12 months and their children?

Written answer from the Mayor

Dial-a-Ride is committed to offering an equal standard of service to all its members, including those who are parents of small children. To this end, Dial-a-Ride uses three different models of child vehicle restraints suitable for carrying children from birth until around a year old; from one year until around six years old and from six years old until around aged 12, when a child can usually travel without an additional vehicle restraint to a standard seatbelt.

Until November 2010, there had been an issue with carrying infants of under a year old on Dial-a-Ride in house vehicles, as children of this age require a rear facing (Stage 0) vehicle restraint and this design was incompatible with the seatbelt arrangements on Dial-a-Ride's old 'Sprinter' minibuses. However, with the introduction of the new 'Bluebird' low floor minibuses it has become possible to source a suitable infant vehicle restraint and thus provide journeys for parents of very young babies using the in-house fleet.

Prior to this, bookings that included a child under a year of age would still be accommodated, but would be outsourced to one of Dial-a-Ride's service partners who use a range of saloon style cars and 'people carriers' that were able to fit rear facing Stage 0 child restraints.

Dial-a-Ride will be contacting the Disabled Parents' Network to ask them to circulate up to date information to its members about the service that can be offered to disabled parents; TfL hopes this will result in increased take up of the service by them.

Crystal Palace Park

Question No: 298 / 2011

[Valerie Shawcross](#)

Please list the dates and attendees of meetings yourself or GLA/LDA officers have had with the boroughs of Bromley, Croydon, Lambeth, Lewisham and Southwark to discuss the 'five borough' solution for the regeneration of Crystal Palace Park.

Written answer from the Mayor

LDA officers have held the following meetings:

Date	Stakeholder Attendee	LDA attendees	Notes
20.7.09	LB Bromley, Doug Patterson, CEO	Peter Bishop Martin Powell Mark Lloyd	
22. 7.09	LB Croydon, Jon Rouse, CEO	-	Discussion at Croydon Question Time
24.7.09	LB Lewisham, Barry Quirk, CEO	Peter Bishop Martin Powell Mark Lloyd	
27.7.09	LB Lambeth, Derrick Anderson, CEO and Derrick Prentice	Peter Bishop Martin Powell	
25.9.09	LB Southwark, Annie Sheppard, CEO	Peter Bishop Martin Powell Mark Lloyd	
7.10.09	Jenny Price, CEO, Sport England	Peter Bishop Martin Powell	To discuss the long term solutions for NSC
1.2.10	LB Southwark, Annie Sheppard, CEO	Peter Bishop Martin Powell Lali Virdi	
1.2.10	LB Lewisham, Barry Quirk, CEO Malcolm J Smith, MP	Peter Bishop Lali Virdi	
3.2.10	LB Lambeth, Dorian Leatham, Interim Exec Dir. of Housing, Regeneration and Enterprise Detlev Munster, Physical Regeneration, Les Brown, Planning	Peter Bishop Martin Powell Lali Virdi	
1.3.10	LB Bromley, Doug Patterson, CEO Marc Hume	Peter Bishop Martin Powell Lali Virdi	
1.3.10	LB Croydon, Jon Rouse, CEO Simon Bashford	Peter Bishop Martin Powell Lali Virdi	
7.6.10	LB Croydon, Tom Jeffrey, Robert Brown	Peter Bishop Lali Virdi	
8.9.10	LB Croydon, Jon Rouse, CEO	Peter Bishop Martin Powell Lali Virdi	Visit to Crystal Palace NSC

Oyster PAYG overcharging 1

Question No: 299 / 2011

[Valerie Shawcross](#)

Following press coverage about overcharging for Oyster Pay As You Go users, I have received this message from an Oyster user and would welcome your comments on what you propose to do about this problem: 'As a frequent user of pay as you go Oyster on the overground rail network I have lost count of the number times I have been overcharged for journeys across the network. Luckily as I do not use auto-top i have been able to spot when this happens but I am quite sure many don't. On each occasion I have been overcharged I have then had the inconvenience and expense of phoning the Oyster helpline (which is not free) and getting the money reimbursed - but this can only be done if you spot the error early on.'

Written answer from the Mayor

The extension of Oyster pay as you go to National Rail (NR) has been a great success.

Nonetheless, I am concerned that the number of instances of incomplete journeys where passengers are charged the maximum fare is too high.

Much of this problem relates to un-gated NR stations, where signage needs to be improved, and the common practice at gated stations of many gates being set open.

I have asked TfL to work with the Train Operating Companies to find ways of bringing the numbers down significantly over the course of this year.

Oyster PAYG overcharging 2

Question No: 300 / 2011

[Valerie Shawcross](#)

A user of Oyster Pay As You Go has indicated that on transferring from Waterloo to Waterloo East station, it is unclear where or if passengers are required to touch in and out. Will TfL work with the train operators concerned and look at how signage may be used to improve this situation and prevent people from being inappropriately charged?

Written answer from the Mayor

Yes.

Waterloo and Waterloo East are not TfL stations, but TfL is discussing this with South East Trains to pursue a better station.

Oyster PAYG South Croydon station

Question No: 301 / 2011

[Valerie Shawcross](#)

An Oyster Pay As You Go customer has alerted me to a situation at South Croydon station whereby on leaving the station in the evenings the ticket office/foyer is often closed, leaving passengers to exit the station by a side gate. This exit does not have an Oyster reader so PAYG customers cannot 'touch out' and will be overcharged. Could TfL please work with the train operator and Network Rail to rectify this?

Written answer from the Mayor

TfL has raised this issue with the Association of Train Operating Companies and Southern Trains.

The problem appears to be the lack of clear signage for Oyster users to indicate how they should touch out at times when the ticket office is closed.

Southern Trains have accepted there is an issue and are considering how best to resolve the problem.

Bakerloo Line extension

Question No: 302 / 2011

[Valerie Shawcross](#)

When can the outcomes of the TfL/LU review into a potential southern extension to the Bakerloo Line be expected?

Written answer from the Mayor

Extending the Bakerloo line south from Elephant & Castle offers the most potential for southern extensions to the Tube network and this was reflected in my Transport Strategy. London Underground has undertaken a review which deemed that options serving Lewisham are necessary if the scheme is to provide enough benefit for it to have a business case.

In addition, TfL and LU have considered extending the Bakerloo line beyond Lewisham onto the Hayes line, a proposal also identified by Network Rail in both its Kent Route Utilisation Strategy (January 2010), and more recently, its draft London and South East Route Utilisation Strategy (December 2010).

A review of the scheme against my Transport Strategy Goals, Challenges and Outcomes is reported in TfL's Central, South and East Sub Regional Transport Plans. The review demonstrated that the scheme had a good strategic fit.

However, much more detailed analysis is needed before any firm proposal can be developed and funding would still be required for this initiative. Given current funding constraints, TfL is not in a position actively to progress an extension. The priority is to complete the renewal and upgrade works already planned on the Tube, including the upgrade of the Bakerloo line.

Bakerloo Line extension 2

Question No: 303 / 2011

[Valerie Shawcross](#)

I am disappointed to see that a possible option of utilising the Catford Loop to stations to Bromley for a southern extension of the Bakerloo line does not seem to be under consideration. This is of concern especially given that the South London Line proposed mitigation service between Victoria and Bromley South is not to be funded. Why is this the case and could consideration/inclusion be given to this idea?

Written answer from the Mayor

The alignments put forward for a proposed Bakerloo line South Extension are the result of a detailed, iterative process which assessed a number of different options in south and southeast London. This analysis has identified a preferred route deemed to offer the greatest connectivity, crowding relief and journey time benefits for passengers, including those using National Rail services. As set out in the Sub Regional Transport Plans, this would see the Bakerloo line take over the National Rail branch from Lewisham to Hayes.

One of the advantages of this option is that the Hayes branch may be taken over with minimal operational impact on other National Rail services. By contrast, the Catford Loop is a heavily used National Rail line, for local stopping services towards Bromley South and Sevenoaks, for rail freight traffic and for a number of longer distance Kent services (which cannot use the capacity-constrained main line via Herne Hill). Continued use of the Catford Loop for National Rail services would be incompatible with a Bakerloo line extension.

The joint TfL-London TravelWatch study into options for the South London Line has recommended consideration of an additional stopping service between Bromley South and Victoria via the Catford Loop. The Mayor wrote to the Secretary of State for Transport to seek funding for this service but the DfT said they were unable to provide that funding. TfL will be pressing for this service to be specified in the next Southeastern franchise at the appropriate time.

Accessible transport

Question No: 304 / 2011

[Valerie Shawcross](#)

How have you improved accessibility to public transport since you were elected?

Written answer from the Mayor

Officers are drafting a response which will be sent shortly.

Written response received on 4 February 2011:

My Transport Strategy includes plans for enhancing the physical accessibility of the system, information provision, staff service and attitudinal behaviour, and door-to-door transport. A detailed implementation plan is being produced for when, where and how these areas would be expanded or implemented and the impact when looking at the balance on resources across London.

The improvements I have already made include:

- Extending the Freedom Pass to allow 24 hour access on TfL services;
- Refurbishing 50 Underground stations improving accessible features including:
 - Visual contrast
 - Improvements to stairs
 - Tactile installation on platforms
 - Help points
 - Improved lighting and CCTV;
- Installing 88 wide aisle ticketing gates at approximately 70 stations, making it easier for people to access the Underground;
- Completing thirteen step-free schemes including Southfields and King's Cross St Pancras;
- Investing in staff training across the network, particularly bus driver and London Underground staff accessibility training, which is particularly helpful in removing barriers to travel;
- Introducing new trains on London Overground with wider doors and gangways, dedicated wheelchair bays, and visual and audio information are running on the network;

- Refurbishing London Overground managed stations providing (as a minimum) improved information for Customer Information Screens, PA announcements, tactile finishes on stairs and platform edges, high grip surfaces on stairs, dual handrails and portable train boarding ramps;
- Building four brand new Disability Discrimination Act (DDA) compliant stations – Dalston Junction, Haggerston, Hoxton and Shoreditch High Street;
- Funding 440 extra Metropolitan Police officers and 50 more British Transport Police and increasing passengers' feelings of safety and security across the network;
- Last year introducing 170 walking schemes across 135 borough roads and 35 Transport for London Road Network (TLRN) routes. These projects improved street lighting and crossings, removed unnecessary furniture and made pavements easier to navigate;
- Increasing the percentage of DDA compliant bus stops on the TLRN from 50.44 per cent at the end of 2008/09 to 61.38 per cent at the end of 2009/10. This represents an increase of almost 11 per cent; and
- Increasing the percentage of DDA compliant bus stops on borough managed roads from 26.7 per cent at the end of 2008/09 to 48.43 per cent at the end of 2009/10. This represents a rise of almost 22 per cent.

Emissions

Question No: 305 / 2011

[Valerie Shawcross](#)

What steps have you taken to reduce harmful emissions and improve London's air quality since you were elected? Has these been successful?

Written answer from the Mayor

Since my election, I have implemented a number of measures to improve London's air quality. I have promoted a shift to cleaner forms of transport, including the Barclays Cycle Hire Scheme and Barclays Cycle Superhighways. Traffic management has been improved through measures such as the London Permit Scheme. I am promoting cleaner technology through implementation of my Electric Vehicle Delivery Plan, the development of low-emission taxis and the introduction of the first fleet of hydrogen buses in the UK. And trials of dust suppressant technology are now underway at pollution hotspots in central London.

Modelling shows that measures already underway will allow PM10 limit values to be met across London in 2011. But pollution levels need to be reduced even further to protect the health of Londoners. My Air Quality Strategy includes a number of new measures to reduce emissions from the transport network, homes and workplaces. However, action by the GLA group alone will not allow NO2 limit values to be met by 2015 in London, which is why we are working with the Government on a joint action plan that is adequately resourced in order to meet the limit values.

Black cabs

Question No: 306 / 2011

[Valerie Shawcross](#)

How many inspections per year will black cabs have to undergo by the end of this

administration?

Written answer from the Mayor

Officers are drafting a response which will be sent shortly.

Written response received on 1 March 2011:

Black cabs are inspected once per year. There is also a large number of ad-hoc on-street compliance inspections.

Between now and the end of the current Mayoral administration TfL estimates there will be approximately 31,000 taxis requiring an annual inspection. In addition there will also be an estimated 21,500 on-street compliance inspections.

Those vehicles who fail their initial annual or on-street inspection are required to undergo a re-test.

My Air Quality Strategy includes a proposal to change the taxi inspection regime from its current form of one combined mechanical and licensing inspection to two MOTs per year with a basic annual inspection undertaken by TfL, covering taxi-specific areas such as taximeter, vehicle interior and signage. This new regime, which will be implemented by April 2013, will ensure that taxis operate as cleanly and efficiently as possible while also being more convenient for taxi drivers.

Pedicabs

Question No: 307 / 2011

[Valerie Shawcross](#)

Please give an update on the proposed regulation of pedicabs.

Written answer from the Mayor

I consider that the way forward for pedicabs in London is for boroughs to implement voluntary registration schemes to allow the industry to participate in its own regulation. Accordingly, TfL and Westminster are joint promoters of the London Local Authorities and Transport for London (No. 2) Bill, which is currently before Parliament. The Bill provides for a registration scheme allowing participating authorities to register Pedicabs firms.

Gypsy and Travellers

Question No: 308 / 2011

[Nicky Gavron](#)

Has the number of gypsy and traveller pitches you were committed to gone down?

Written answer from the Mayor

The policy proposed in the September 2010 minor alteration to the consultation draft replacement London Plan does not contain numeric targets and thus cannot be compared with previous policy proposals devolving from earlier, numerically based national requirements.

London Higher Education Sector

Question No: 311 / 2011

[Nicky Gavron](#)

What impact does the Mayor believe the increase in tuition fees will have on London's higher education sector and does he support the increase to £9,000 per year? Does the Mayor agree with me that the decision to raise tuition fees to a maximum of £9,000 per year has seriously undermined the public's faith in British politics?

Written answer from the Mayor

I am determined to preserve London's status as the leading Higher Education centre in the world.

London's Economy

Question No: 312 / 2011

[Nicky Gavron](#)

If increased tuition fees leads to decreased participation in higher education courses in London, what impact will this have on London's economy?

Written answer from the Mayor

London is a highly successful city region economy with an increasingly highly skilled workforce and with the demand for high skills forecast to grow in the future. Maintaining access to high skilled workers is important for London's global economic competitiveness. However, it is not clear that increased tuition fees will lead to decreased participation in HE courses in London. London is home to some of the world's top HE institutions offering an unparalleled choice of courses with many courses currently oversubscribed. Universities charging over £6,000 will have to demonstrate that they are increasing access to poorer students.

London's Businesses

Question No: 313 / 2011

[Nicky Gavron](#)

Does the Mayor agree with me that London's businesses have benefited massively from the increased number of British graduates available over recent years and that this helped to fuel the growing economy of our city?

Written answer from the Mayor

Yes.

Camden School for Girls

Question No: 314 / 2011

[Nicky Gavron](#)

Will the Mayor join me in commending the students of Camden School for Girls who on Wednesday 8 December defied the school's staff to take part in an overnight demonstration against the disastrous trebling of tuition fees by the coalition Government?

Written answer from the Mayor

No. When pupils are at school, the teachers are in loco parentis. It is irresponsible for people to encourage pupils to disobey their teachers at any time.

University College London

Question No: 315 / 2011

[Nicky Gavron](#)

Will the Mayor join me in praising the actions of those students from University College London who provided the students of Camden School for Girls with food and legal advice during their demonstration?

Written answer from the Mayor

It is always good to hear of people helping others. However, one might ask how the students from Camden School for Girls had got themselves into a position where they required food and legal advice. It is clear that school pupils should not have been at the demonstration during school hours and against the instructions of their teachers.

Education Maintenance Allowance

Question No: 316 / 2011

[Nicky Gavron](#)

Given that the Education Maintenance Allowance has allowed 95,219 students across London to attend further education and given them the opportunity to study at university, does the Mayor support the abolition of the Education Maintenance Allowance? Does the Mayor accept evidence from Lambeth College that students receiving Educational Maintenance Allowance are 15% more likely to complete their course than those not receiving the allowance and are 13% more likely to pass their course?

Written answer from the Mayor

I am aware of the national research you quote from conducted by the 157 Group of Further Education colleges. I have no direct role in relation to the Education Maintenance Allowance (EMA).

My Advisor on Health and Youth Opportunities has written to the Department for Education and Business, Innovation and Skills asking them to consider the specific impacts on London of abolishing EMA.

Education Maintenance Allowance 2

Question No: 318 / 2011

[Nicky Gavron](#)

Does the Mayor agree that the abolition of the Education Maintenance Allowance will damage social mobility in London by deterring many of our poorest students from pursuing further education?

Written answer from the Mayor

In place of the Education Maintenance Allowance (EMA), the government plans to introduce an Enhanced Discretionary Learner Support Fund to target financial support at the most disadvantaged students. The details of this have yet to be published.

Benefit Cap

Question No: 319 / 2011

[Nicky Gavron](#)

What amendments has the Mayor sought from the Government to the total benefit cap?

Written answer from the Mayor

I am in discussion with the government about the configuration of the total benefit cap.

Empty Homes

Question No: 320 / 2011

[Nicky Gavron](#)

How many long-term empty homes have been returned to London's housing stock since May 2008?

Written answer from the Mayor

The number of long-term empty homes of all tenures in London in October of each year since 2008 is given below (from CLG Housing Live Table 615). Between 2008 and 2010 there was a reduction of 1,576 long-term empty homes.

‘Below Market Rate’ Housing

Question No: 321 / 2011

[Nicky Gavron](#)

The Mayor’s housing manifesto pledged to build ‘Below Market Rate’ housing on surplus Brownfield land on the GLA estate: How many such homes have been (a) started and (b) completed since May 2008?

Written answer from the Mayor

Since May 2008 the following LDA sites have been developed or have planning proposals that include below market rate housing:

- St Andrew’s Hospital (964 homes, 50% affordable)
- Thames Barrier Park East (777 homes, 40% affordable)
- Dalston (553 homes over 2 sites, 35% affordable)
- Gallions Quarter, Royal Docks (700 homes, 30-50%)
- Lewisham Gateway (800 homes, up to 20% affordable)
- Silvertown Quays (4,900 homes, 27% affordable)
- Haringey Heartlands (1,200 homes, affordable percentage currently being agreed with LB Haringey and GLA officers.)

Two TfL owned sites are being developed for below market rate housing:

- Bounds Green (896 homes, 100% affordable) – this excludes the refurbishment of existing properties
- Pinner Road, Harrow (146 homes, 29% affordable)

Homes and Communities Agency

Question No: 322 / 2011

[Nicky Gavron](#)

What is the Homes and Communities Agency’s total budget for the London region during the Spending Review period (2011-15)?

Written answer from the Mayor

While HCA’s overall national budget is known, London’s share has not yet been agreed.

Homes and Communities Agency 2

Question No: 323 / 2011

[Nicky Gavron](#)

How much of the Homes and Communities Agency’s total London budget for the Spending Review period is already committed to projects that have started, or will start, before April 2011?

Written answer from the Mayor

HCA London has contractual commitments of approximately £1.1 billion from the current spending round.

Devolved Delivery Agreements

Question No: 324 / 2011

[Nicky Gavron](#)

The Mayor's housing manifesto claimed that the current "London Plan has failed to protect London's gardens from development" and pledged to "strengthen the rules against such development" in order to "stop the garden grab": Do you agree with me that Devolved Delivery Agreements make this pledge hollow? If not, why not?

Written answer from the Mayor

No, I do not agree with you. Devolved Delivery is about housing investment not planning decisions. It does not affect existing or proposed planning policy, nor how this is administered.

Strikes on the Tube

Question No: 325 / 2011

[Nicky Gavron](#)

Can the Mayor confirm whether there have now been more strikes on the London Underground during his two-and-a-half year tenure as Mayor than there were during the eight-year tenure of his predecessor?

Written answer from the Mayor

Based on a simple comparison of the numbers of days on which some form of strike action has taken place, there have been 21 since my election in 2008, compared with 17 during the previous Mayor's time in office.

These facts perhaps underline the differences in approach - my predecessor apparently took the view that it was expedient, in response to their threats of strike action, to submit to the unsustainable and often spurious demands of the union leaderships. I take a different view, which is that we should not be swayed from well thought through plans or properly taken decisions simply because some union leaders seek to obstruct them.

This may have led to more strikes, but they have been utterly pointless, have achieved nothing, and in many cases have had little or no impact on services. I strongly urge the trades unions' leaders to recognise this and commit to resolving issues through discussion and negotiation in future; will you do the same?

It is also worth noting that more than three-fourths of the strikes have not had the support of a majority of those who were balloted, with fewer than 50% of the trades union members concerned having voted yes to strike action. In some cases, much fewer - the recent strikes by RMT and TSSA members were supported by fewer than a third of those balloted. I believe that is unacceptable and that there is a real case for the Government to take action to ensure strikes cannot proceed without majority support.

Examination in Public

Question No: 326 / 2011

[Nicky Gavron](#)

With reference to your answer to Question No: 4161 / 2010 (15 December 2010), can the Mayor outline how “the likely implications of recent Government decisions” could have been “extensively discussed” at the Examination in Public into the Draft Replacement London Plan when sessions concluded prior to the Spending Review’s publication on 20 October 2010?

Written answer from the Mayor

Although the full detail of the Comprehensive Spending Review (CSR) was not available until 20th October 2010, the likely outcome was widely trailed. There were, for example, extensive discussions at the examination about the potential implications for draft policies of likely changes to the benefits system and to the resources available to fund affordable housing.

This was possible to the extent that the independent Panel conducting the examination concluded before the final set of sessions (which took place in December) that there was no detail in the CSR which would enable the discussions already held on the potential implications of Government spending to be taken any further forward.

Commission for Architecture and the Built Environment

Question No: 327 / 2011

[Nicky Gavron](#)

Does the Mayor agree with me that the abolition of the Commission for Architecture and the Built Environment by the Government will make it much more difficult for boroughs to find the support necessary to achieve Policy 5.3 (Sustainable Design and Construction) of the Draft Replacement London Plan?

Written answer from the Mayor

I do not. The guidance referred to in Policy 5.3 is prepared in-house, drawing on the expertise of GLA staff. This is not an area of work in which CABE has had a major role in the past, and it is unlikely that its abolition or reorganisation will have a significant effect on delivery of this policy in the future.

National Indicators Withdrawal

Question No: 328 / 2011

[Nicky Gavron](#)

Does the Mayor agree that the Government’s withdrawal of National Indicators will lead many boroughs to reduce their undertakings to mitigate and adapt to climate change?

Written answer from the Mayor

I welcome Government action to reduce the bureaucratic burden on boroughs, enabling them to focus on locally important issues, but I am concerned that some boroughs may use the withdrawal of the National Indicators as a reason to stop working to tackle climate change issues.

Many boroughs have already indicated that the combined impact of budget cuts and the loss of National Indicator NI188 will mean that they will reduce, if not stop, work on undertaking a climate risk assessment and to develop / implement their adaptation strategies. I am working with London Councils and the London Climate Change Partnership to undertake a survey of boroughs to determine how they will be affected and how I can best support the boroughs to

continue their efforts on adaptation. The same holds true for NI186 and local authorities seeking to achieve borough-wide reductions in CO₂ emissions.

The withdrawal of these indicators reinforces the important role of the Mayor and projects such as RE:NEW and Drain London to provide a supportive framework for boroughs to address domestic sector energy efficiency and adaptation strategies respectively.

Electric Vehicles

Question No: 329 / 2011

[Nicky Gavron](#)

Delivering electric vehicles in London is one of the primary pledges the Mayor has made to Londoners and the focus of Policy 5.8 (Innovative Energy Technologies) of the Draft Replacement London Plan. Does the Mayor accept that the 65% cut to the electric vehicles budget announced in November (2010) seriously undermines this policy? If not, why not?

Written answer from the Mayor

My aspiration is to make London the electric vehicle capital of Europe. The revised project has a reduced TfL budget but provides a more innovative and targeted approach that leverages significant private sector investment as well as grants from central Government and others (e.g. the EU and Ofgem) to ensure delivery has less impact on the taxpayer. For this reason I do not accept your assertion.

For example, a TfL-led consortium of London boroughs and private sector partners recently had confirmation from Government of a £9.3m grant to deliver 1,300 charge points across London by 2013. This network of charge points will be accessible through a single membership scheme and a major IT company will be providing the back office and IT functionality at no cost to the public purse.

Green Grid

Question No: 330 / 2011

[Nicky Gavron](#)

Does the Mayor accept that the Government's axing of funding for the Green Grid programme undermines to varying degrees Policy 5.9 (Overheating and Cooling), Policy 5.10 (Urban Greening) and Policy 5.13 (Sustainable Drainage)? If not, why not?

Written answer from the Mayor

I do not accept this suggestion.

Consideration is still being given to the future of the Green Grid programme and its funding, so it is premature to imply that work on it is going to cease. In any event, it is wrong to imply that it is the only means of supporting and extending greening across London (draft Policy 5.10, for example, deals with securing greening through the development process). In any event, draft policy 5.9 is primarily about design and management of buildings and 5.13 deals with drainage systems, which can be delivered through the development process.

In line with the GLA Act and good planning practice, the implementation of London Plan policies will be closely monitored and if experience shows that changes are needed, the new London Plan will be altered or replaced as needed.

Draft Replacement London Plan

Question No: 331 / 2011

[Nicky Gavron](#)

Does the Mayor agree that Policies 5.16 (Waste Self-Sufficiency), 5.17 (Waste Capacity), 5.18 (Construction, Excavation and Demolition Waste) and 5.19 (Hazardous Waste) of his Draft Replacement London Plan could all be damaged by Government cuts and operational changes to the Environment Agency and the Waste and Resources Action Programme (WRAP).

Written answer from the Mayor

I do not agree with this suggestion. These policies deal with the provision, location, design and management of waste management facilities whether provided by the private or public sectors and with how waste is transported. They do not deal with the detail of provision at particular sites. The changes mentioned in the question are unlikely to have any direct effect, and any indirect effect is not likely to be so substantial that it undermines these policies fundamentally.

In line with the GLA Act and good planning practice, the implementation of London Plan policies will be closely monitored and if experience shows that changes are needed, the new London Plan will be altered or replaced as needed.

Draft Replacement London Plan 2

Question No: 332 / 2011

[Nicky Gavron](#)

Does Policy 6.13 (Parking) of the Draft Replacement London represent a funding commitment for additional park and ride provision? If so, what is the impact of the Spending Review on this commitment?

Written answer from the Mayor

No.

Draft Replacement London Plan 3

Question No: 333 / 2011

[Nicky Gavron](#)

Does the Mayor agree that Policy 7.3 (Secured by Design) of his Draft Replacement London Plan is undermined by the Government's abolition of the Commission for Architecture and the Built Environment (CABE), which would have advised boroughs how to deliver the policy?

Written answer from the Mayor

I do not agree. Draft policy 7.3 sets out principles that should be applied in new developments to design out crime and do not require the support of CABE to be applied or assessed.

Draft Replacement London Plan 4

Question No: 334 / 2011

[Nicky Gavron](#)

Does the Mayor believe the abolition of the Commission for Architecture and the Built Environment (CABE) undermines Policy 7.6 (Architecture) of his Draft Replacement London Plan, which aimed to deliver high architectural standards in London? If not, why not?

Written answer from the Mayor

No, I do not. While not wishing to denigrate the work of CABE, I do not believe that implementation of the architectural principles set out in Policy 7.6 in new developments is dependant upon its retention in its present form.

Draft Replacement London Plan 5

Question No: 335 / 2011

[Nicky Gavron](#)

Does the Mayor acknowledge that Policies 7.16 (Green Belt), 7.18 (Protecting Local Natural Space and Addressing Local Deficiency), 7.19 (Biodiversity and Access to Nature), 7.20 (Geological Conservation) and 7.21 (Trees and Woodlands) are all affected by the potential curtailing of the Green Grid programme?

Written answer from the Mayor

No, I do not – for the same reasons I gave in answering question 330/2011.

There are a number of other initiatives which will assist in implementing these policies, such as the Mayor's RE:LEAF programme (which is already delivering tree planting) and the London Biodiversity Partnership (which is addressing biodiversity and access to nature) as well as a wide range of borough activities (including open space strategies). The Green Grid is not directly relevant to policy on the Green Belt or geodiversity, and these will be delivered through the local development framework process.

Draft Replacement London Plan 6

Question No: 336 / 2011

[Nicky Gavron](#)

How do changes to British Waterways' operational status effect Policy 7.30 (London's Canals and Other Rivers and Waterspaces) of the Mayor's Draft Replacement London Plan? Does the Mayor believe the policy may require alterations in light of these changes?

Written answer from the Mayor

I do not anticipate that changes to British Waterways' operational status will have any significant effects on the implementation of Policy 7.30. In line with the GLA Act and good planning practice, the implementation of this policy will be closely monitored and if experience shows that changes are needed, the new London Plan will be altered or replaced as needed.

Draft Replacement London Plan 7

Question No: 337 / 2011

[Nicky Gavron](#)

Does the Mayor agree that proposals 3, 4, 7, 11, 12, 13, 18, 19, 21, 22 and 23 outlined in Table 8.1 (Key Performance Indicators) in the Draft Replacement London Plan are now all jeopardised by the Government's programme of spending cuts? If not, why not?

Written answer from the Mayor

The targets accompanying the key performance indicators in Table 8.1 of the draft replacement London Plan are benchmarks to provide an indication of the desired extent and direction of change against which trends in each indicator can be judged. They are not proposals in themselves.

New Homes Bonus

Question No: 341 / 2011

[Nicky Gavron](#)

Will the Mayor be submitting a response to the consultation on the New Homes Bonus?

Written answer from the Mayor

Yes.

The closing date for the Government's consultation on the New Homes Bonus was 24 December and the GLA responded by that deadline.

New Homes Bonus 2

Question No: 342 / 2011

[Nicky Gavron](#)

Does the Mayor agree with the Government's position outlined in the 'New Homes Bonus Consultation' paper (November 2010) that the Greater London Authority should not qualify for any New Homes Bonus payments?

Written answer from the Mayor

I do welcome, in principle, the proposals set out in the New Homes Bonus (NHB) consultation paper. I believe that the bonus scheme will introduce real and meaningful incentives for local authorities to deliver more sustainable and affordable housing in their communities.

In our response to the consultation we did argue, however, that the GLA should be treated on the same basis as proposed for shire county councils – and be eligible for 20% of the New Homes Bonus reward in London with boroughs receiving the remaining 80%. This would recognise the key role that both I and the GLA play in housing planning both strategically through approving the London Plan and in consenting to individual schemes.

The majority of the bonus would still remain with boroughs therefore in recognition of their local planning and housing delivery roles and to take into account the additional costs they bear in terms of service delivery (e.g. for schools and social care) as a result of new population growth.

One of my key priorities is to maximise the level of government grant coming to London through working closely with boroughs and London Councils. That is more important, ultimately, than which tier of local government in the capital is responsible for spending these revenues.

New Homes Bonus 3

Question No: 343 / 2011

[Nicky Gavron](#)

Does the Mayor believe the Government's position in the 'New Homes Bonus Consultation' (November 2010) of giving 100% of New Homes Bonus payments to the borough is fair if the new homes in question are built on land that has been released by the London Development Agency?

Written answer from the Mayor

I believe that the GLA group should receive 20% of the total New Homes Bonus reward for London in recognition of my strategic responsibilities for planning and housing delivery in the capital. This would be consistent with the Government's proposals for shire county councils in two tier areas which also play a role in strategic planning.

I do not consider that it would be appropriate, however, for the New Homes Bonus to be awarded directly to the landowner which has released the land for new housing in a particular locality – whether they be the LDA, the local borough council or a private sector organisation. The bonus is intended to both promote housing delivery and provide resources for local authorities to fund the additional service and infrastructure needs which result from new house building.

Localism Bill

Question No: 344 / 2011

[Nicky Gavron](#)

What are the main challenges posed to London's housing and construction industry by the Localism Bill?

Written answer from the Mayor

The principal challenge to London's housing and construction industry is the state of the UK economy as a result of mismanagement by the previous Government. The Localism Bill is a much needed intervention to tackle these problems in a way that puts devolution at the heart of delivery.

Increasing the Housing Benefit Age Limit

Question No: 345 / 2011

[Nicky Gavron](#)

What assessment has the Mayor made of the implications for Registered Social Landlords of increasing the housing benefit age limit for shared room rate from 25 to 35 and what will these be?

Written answer from the Mayor

I have not assessed the implications for registered social landlords as the shared room rate applies only to people renting from a private landlord.

Affordable Rents

Question No: 346 / 2011

[Nicky Gavron](#)

The Tenants Services Authority consultation 'Affordable Rent – Revisions to the Tenancy Standard' outlines that "Homes may be let on Affordable Rent terms only where a delivery programme for new supply of Affordable Rent homes has been agreed with the HCA (Homes and Communities Agency)". The Government plans to transfer HCA powers to the Mayor. Can the Mayor therefore confirm that he expects to assume powers to determine when Affordable Rents can be charged?

Written answer from the Mayor

Determining when Affordable Rents can be charged will be an issue for the Tenant Services Authority, within the context of the Affordable Rent delivery contracts providers agree with the HCA (and, from April 2012, the Mayor).

Affordable Rents 2

Question No: 347 / 2011

[Nicky Gavron](#)

If the Mayor assumes power to determine when Affordable Rents can be charged, what criteria would he use to do so?

Written answer from the Mayor

The criteria will be clarified in the 2011-15 investment framework, due for publication shortly.

Affordable Rents 3

Question No: 348 / 2011

[Nicky Gavron](#)

Can the Mayor pledge that, if he assumes power to determine when Affordable Rents can be charged, he will block them from applying to new properties being developed on the Olympic Park?

Written answer from the Mayor

There is no inherent reason why the tenure and rents of affordable housing provided on the Olympic Park should be fundamentally different to other parts of London.

Affordable Rents 4

Question No: 349 / 2011

[Nicky Gavron](#)

Does the Mayor agree that the 'Affordable Rents' model outlined in the 'Local Decisions: A Fairer Future for Social Housing Consultation' will lead to an increase in working families claiming housing benefit in London? If so, how many families does he expect to be hit by this?

Written answer from the Mayor

No.

War on Motorists

Question No: 350 / 2011

[Nicky Gavron](#)

Will the Mayor agree with me that far from being the end of the "war on motorists" (Rt. Hon Eric Pickles MP, Monday 3 January 2011), the Communities Secretaries decision to increase parking provision and reduce parking charges, combined with the your decision to halve the congestion zone and hike transport fares, represents the start of the war on the environment and an assault on London's poorest, who rely on cheap public transport?

Written answer from the Mayor

No.

The proportion of London journeys made by public transport is expected to continue to increase over the next few years.

The fare increases are essential to maintain services and investment.

I have fully protected all concessions and free travel entitlements, meaning that around 40% of bus users travel free or at significantly reduced rates.

Rents

Question No: 351 / 2011

[Nicky Gavron](#)

Does the Mayor agree that research highlighting 41% of landlords plan to increase rents in the next twelve months and 55% will maintain current rents (Paragon Group) supports similar evidence from London Councils that the housing benefit changes will fail to drive down rents because tenant demand is too strong?

Written answer from the Mayor

While these surveys may suggest this, both are based on what relatively small samples of landlords say they are going to do. What will happen in practice remains to be seen.

Planning Applications

Question No: 352 / 2011

[Nicky Gavron](#)

How many planning applications for development on sites designated as green belt land have been approved by the Mayor since his election? How many have been refused?

Written answer from the Mayor

Since my election 34 applications in the Green Belt have been referred to me. The local council refused five and the applicant withdrew five, and in each of these cases I raised strategic planning concerns at Stage I. Five have not yet been determined, three of which I have raised concerns about. Fourteen were approved by the local council following my decision not to direct refusal. In the remaining five cases, the local council was advised that there were no strategic issues (either because they were very minor in scale or were repeat applications), and I therefore have not been informed whether they were approved or refused.

Planned New Homes

Question No: 353 / 2011

[Nicky Gavron](#)

How many planned new homes have been cancelled by London boroughs since 6 May 2010? Can the Mayor provide a borough-by-borough breakdown of the statistics?

Written answer from the Mayor

The GLA does not collect information on homes cancelled. London boroughs grant planning permission for new homes, but apart from a very small number of council housing

developments, the responsibility for implementing these permissions lies with developers and housing associations.

Blackwall Tunnel

Question No: 354 / 2011

[Len Duvall](#)

Can you please provide me with an update on the modernisation work at Blackwall Tunnel, including details about timescales and further weekend closures?

Written answer from the Mayor

The Blackwall Tunnel Northbound Refurbishment Project continues to progress well and exceed expectations in terms of delivery timescales. The shaft floors are complete with the fans expected to be in place during February 2011. The project is now at a critical stage with key technical safety systems requiring commissioning and then overall integration to ensure they all work together as designed. This area of work has proved time consuming in the past. However TfL continues to work with the contractor to challenge industry norms and endeavour to bring forward the completion date. Last year TfL announced it could bring forward completion by six months, to June 2012, due to the successful mitigation of a number of project risks. .

Four weekend closures are provisionally programmed for 2011: two in April, one in June and one in July. TfL has started stakeholder engagement to agree the least disruptive dates at the earliest opportunity so that it can provide timely public advice. TfL continues to review whether the number of weekend closures can be reduced to keep disruption to a minimum.

Fire Cover

Question No: 355 / 2011

[Len Duvall](#)

I have been asked via the 'suggest a question' website to put the following question to you: "Why do you not reply to the e-mails that I have sent to your office? I want to know why the fire-cover is almost non-existent in my area. I live in Plumstead in the London Borough of Greenwich and I am quite disgusted at the situation. In case you do not know, this is a very busy and overcrowded area. Lots of high rise council flats and Industrial warehouses and yet we have only one fire engine and that is often not available at night. I was stupid enough to vote for you in the last London elections but never again. You do not even have the courtesy to reply to mail in an honest and open way".

Written answer from the Mayor

My officers have checked carefully and I am afraid that your constituent's correspondence could not be found in our system. I am sorry if it has gone awry. Londoners can contact me through writing or emailing: mayor@london.gov.uk.

There are seven fire engines based in the borough of Greenwich operating from six fire stations; consequently there are excellent response times to emergency incidents in Greenwich. Any call to the London Fire Brigade from the Plumstead area of Greenwich would in the first instance be responded to by one of the two fire engines based at Plumstead Fire Station. However, if for any reason these appliances are not available, then the London Fire Brigade will implement a policy whereby fire engines are moved from different stations in London to maintain the best level of emergency response. The London Fire Brigade employ this method during busy periods where home crews may be out attending incidents for extended periods.

Elections

Question No: 356 / 2011

[Len Duvall](#)

In answer to Written Question No: 3736/2010 you stated “comparing strike ballots with an election of all Londoners is like comparing apples with pears”. I should not have to remind you that the same principle – that a simple majority of those participating (not those eligible to participate) in an election is sufficient to secure an outcome – underpin all democratic processes. Whether the democratic process is employed as part of an election or a ballot for strike action is irrelevant. It is not intellectually credible to call for stricter legitimacy stipulations upon one particular type of democratic process on the basis of your – entirely subjective – opposition to its outcome whilst maintaining that the above principle is suitable for those elections you are supportive of. With this in mind, will you campaign – alongside your demand for strike ballots to require a minimum turnout of 50% – for the 2012 London Mayoral Election to require a minimum 50% turnout?

Written answer from the Mayor

I have nothing to add to MQ3736 / 2010.

Strike Action

Question No: 357 / 2011

[Len Duvall](#)

In answer to Written Question No: 3736/2010 you stated that “many...strikes are capricious and clearly politically motivated”. This is a conclusion that could only be drawn by person who has never had to face the prospect of workplace bullying, or constant attacks on their pay, pension, terms and conditions. For trade union members, strike action is always a last resort. It is an insult to members and their families who, in reluctantly taking part in strike action, forego pay and risk hardship. With this in mind, I would like to give you the opportunity retract your statement and apologise to the trade union members who have helped keep the wheels of this city turning throughout the downturn, despite the best efforts of your friends in the financial services industry to ruin our economy.

Written answer from the Mayor

Recent industrial action at London Underground and the London Fire Brigade has not been about defending workers’ pay, pension or terms and conditions but trying vainly to prevent small, sensible and pragmatic reforms. For some, but by no means all, of the trades unions’ leaders threatening industrial action is actually their first and not last resort. Typically, the RMT regularly ballot before formal negotiations have concluded, and in some cases, before they have even started.

It is clear that some of these strikes are politically motivated and Londoners can draw their own conclusions by the way debate on the issue in the London Assembly has been prevented by parties which are funded by trades unions.

Housing Benefit Cuts

Question No: 358 / 2011

[Len Duvall](#)

Speaking of your Economic Development Strategy in response to Written Question No: 3738/2010 you stated that “direct delivery budgets have always been relatively limited when set against the scale of the London economy”. Does this fact invalidate the need for the GLA to have a direct delivery budget for economic development and, if so, does this mean that, in

terms of economic development, the GLA will be reduced to a 'toothless tiger'?

Written answer from the Mayor

Officers are drafting a response which will be sent shortly.

Economic Development Strategy #2

Question No: 359 / 2011

[Len Duvall](#)

When do you expect the delivery/implementation document for your Economic Development Strategy to be completed by the GLA's Economic and Business Policy team?

Written answer from the Mayor

To ensure that the Implementation Plan for the Economic Development Strategy is not out of date as soon as it is published, I have decided to wait for further clarity on the budget for economic development and final agreement on the arrangements for delivery between the LDA and GLA.

Once I have this clarity we will work with partners to finalise the Implementation Plan which I will aim to publish by the start of the new financial year.

Tax Increment Financing

Question No: 360 / 2011

[Len Duvall](#)

In answer to Written Question 3742/2010 you stated that you "will be at the forefront of innovative finance such as Tax Increment Financing"(TIF). Are you aware that, by capturing the full tax increment and directing it to repay the development bonds, TIF can be problematic as it ignores the fact that the incremental increase in residents and property values require an increase in the provision of public services? For example, the use of TIF to create a large residential development means that public services, such as waste disposal and policing, will need to be expanded. If the taxes of those living in this new area are captured to repay the TIF bonds, council tax in the rest of the local authority area will have to increase to cross-finance the public services required by this new development. Since council tax is regressive, is TIF another example of those on low and modest incomes being expected to finance capital investment that, if we had a progressive tax regime, would be largely financed by the most profitable businesses and those on the highest incomes?

Written answer from the Mayor

Officers are drafting a response which will be sent shortly.

Written response received on 11 February 2011:

Thank you for alerting me to these potential pitfalls with tax increment financing, which I am aware of. It is clearly a hypothetical risk that TIF revenues from business rates would be insufficient and that cost overruns would have to be borne by others, including potentially council taxpayers. We would certainly wish to minimise these risks, perhaps by some combination of passing them to a third party financier, good project appraisal, and managing a portfolio of projects so that underspends in one could meet overruns in another. This is very early days in the development of TIF – in the context of broader business rate reform – and I genuinely welcome the important debate that surrounds it.

Tax Increment Financing 2

Question No: 361 / 2011

[Len Duvall](#)

In what way is Tax Increment Financing philosophically different from the PFI?

Written answer from the Mayor

PFI is a method of buying something – normally a combined service including buildings or infrastructure; TIF is a way of raising funds. Under PFI there is a contract whereby the provider agrees to a certain level of service or outputs in exchange for a certain income stream from the public sector. Under TIF, there is no certainty of any income stream unless the projected tax revenue actually arises; and the service or output needs to be contracted for separately. The two could be used together, or singly.

LDA Land Assets

Question No: 362 / 2011

[Len Duvall](#)

In response to Written Question No: 3742/2010 you stated that you “will bring together the housing and land assets of both the LDA and the London HCA to create a powerful new housing and regeneration arm of the GLA”. Will LDA land assets be sold and/or employed to raise revenue for a direct delivery budget for economic development by the Greater London Authority and, if so, what projections have been made of future revenues generated by LDA land assets?

Written answer from the Mayor

LDA assets are currently being fully reviewed as part of the due diligence exercises to allow for an orderly closure and transition. This work will consider the current portfolio, its fiscal value and the options available going forward. In essence it will create a new asset management strategy, which will allow me to consider the best use of the assets through a structured business plan, consolidating the portfolio if appropriate to generate capital and revenue streams for reinvestment into economic development.

London Bus Fares

Question No: 363 / 2011

[Len Duvall](#)

What is the elasticity of demand for bus travel in London and what calculations have been made to ensure that January's 7.7% fare increase from £1.20 to £1.30 will not price people off public transport?

Written answer from the Mayor

The elasticity of demand applies only to the 2% of the January fares increase that exceeds RPI.

Without the increases, bus demand is projected by TfL to increase by up to 2% in 2011.

The real fares increase of 2% is projected to reduce the increase in bus travel in 2011 to around 1.5%.

London Bus Fares #2

Question No: 364 / 2011

[Len Duvall](#)

In response to Written Question No: 3744/2010 you stated that “the reduction in subsidy would be achieved by continuing to bear down on costs and by setting realistic, affordable fares”. What calculations/criteria have been employed to establish bus fare affordability and what definition of ‘realistic’ did TfL apply when establishing the new fare level?

Written answer from the Mayor

By affordable, I meant a level of fares that did not price people off public transport, which would lead to demand actually falling year on year.

By realistic, I meant fares that reflected the increase in costs involved in providing the service.

Tax Relief Vs Tax Avoidance

Question No: 365 / 2011

[Len Duvall](#)

In response to Written Question No: 4115/2010 you stated that you “would be happy to receive any evidence or analysis” that a distinction in law between the tax relief that results from a pension payment being deducted from somebody’s ‘top line’ pay and corporate tax avoidance would lead to increased tax revenues, which could be used to offset cuts to public services in London. Please provide me with some evidence demonstrating that the introduction of anti-avoidance legislation would not have the effect of increasing tax revenues for investment in public services?

Written answer from the Mayor

I am certainly keen that the Government takes whatever tax avoidance measures are necessary to close unintended loopholes, which would certainly have the effect of increasing tax revenues for investment in public services. It is for that reason that I am interested in the evidence and analysis that you have. However, I reiterate that tax policy – particularly its detail – is not a matter for the Mayor of London but for Government. I will not therefore be undertaking research myself into this matter given my other priorities. If you feel that this is an important matter that requires further research, I would be happy to receive your analysis.

Tax Loopholes

Question No: 366 / 2011

[Len Duvall](#)

In response to Written Question No: 4117/2010 you stated that “we currently do not have estimates on the impact on London’s economy of all tax avoidance measures”. Will you undertake to commission such a report in conjunction with the London Assembly?

Written answer from the Mayor

Please see my response to question MQ365 / 2011.

Tax Evaders

Question No: 367 / 2011

[Len Duvall](#)

In Written Question No: 4117/2010 I specifically asked whether you would undertake to write

to the Chancellor, George Osborne, reminding him that, by very conservative HMRC figures alone (National Fraud Indicator 2010), tax evasion costs the Treasury ten times more (£10.7 billion pa) than benefit theft and urging him to invest proportional resources in recouping benefit theft and evaded tax and securing convictions for those engage in such illegal acts. Unfortunately, you did not answer my question. Will you write to George Osborne, informing him of the above statistics and requesting that he respond accordingly?

Written answer from the Mayor

I think it's unnecessary to write to the Chancellor as he and the Chief Secretary, Danny Alexander, are clearly taking action. The Government has launched an ambitious proposal for tackling tax evasion. It has confirmed it is entering into talks with tax havens which, if successfully concluded, could help raise £10 billion for the Treasury by 2015, including by helping to tax British citizens' assets in secret accounts, introducing taxes on new accounts and by striking banking transparency arrangements.

Also the Government has announced it is investing millions to raise additional billions in revenues from uncollected taxes from tax 'dodges' which undermine the tax system, including from organised crime.

Royal Parks

Question No: 368 / 2011

[Len Duvall](#)

In answer to Written Question No: 4119/2010 you informed me that you are "currently in discussion with the Government about the possibility of the responsibility for managing the Royal Parks being devolved from the DCMS to the GLA". Has there been any progress on this matter since and, if so, what?

Written answer from the Mayor

On 18 January the Department for Culture, Media and Sport announced that it was the Government's intention to transfer the management of the Royal Parks to the GLA. The Government has made it clear that it intends to legislate as soon as the opportunity arises.

Rebate

Question No: 369 / 2011

[Len Duvall](#)

In answer to Written Question No: 4125/2010 you informed me that "the Council Tax freeze grant to the GLA in 2011-12 is estimated at £23.2m". Since the rebate will have been funded in the main by the government's rise in regressive V.A.T, are the poorest people in Britain being expected finance a tax-break for London's wealthiest households?

Written answer from the Mayor

No, the Council Tax Freeze grant is potentially applicable to all local authorities, and not just the GLA. All Council Taxpayers will benefit from the freeze, not just the wealthiest households.

Rebate 2

Question No: 370 / 2011

[Len Duvall](#)

In answer to Written Question No: 4125/2010 you informed me that "the Council Tax freeze

grant to the GLA in 2011-12 is estimated at £23.2m". Does this rebate expose as false the government's rhetoric of 'more for less' in the provision of public services and is this rebate merely designed to enable you, as Mayor, to maintain this myth by allowing you to 'freeze' the GLA's share of the precept?

Written answer from the Mayor

No, the GLA's Group Budget for 2011-12 is a prime example of achieving 'more for less'. It includes savings of some £1 bn, maintains services and yet freezes the Council Tax.

The Council Tax Freeze grant will be paid to all authorities that, like the GLA Group, do not have to raise additional income from Council Taxpayers.

Christmas Travel Arrangements

Question No: 371 / 2011

[Len Duvall](#)

In answer to Written Question No: 3361/2010 you informed me that "demand for bus services on Christmas Day is likely to be low and distributed thinly across London whereas the cost of providing services would be high. For this reason, TfL has no plans to run bus services on Christmas Day". Has TfL ever conducted any research in to the latent demand for bus usage on Christmas Day and, if so, can you provide me with the data it compiled?

Written answer from the Mayor

TfL will write to you with the relevant information.

LDA Projects

Question No: 372 / 2011

[Len Duvall](#)

Excluding Olympic spending, please provide me with a list of a projects currently being funded by the LDA to which it does not have a contractual obligation and the date on which the LDA intends to cease funding to these projects.

Written answer from the Mayor

Officers are drafting a response which will be sent shortly.

Written response provided on 3 February 2011:

The LDA is contractually committed to all of the projects that it is funding in the current financial year. There are 197 projects due to end on 31 March 2011. 80 have continuing contractual obligations into 2011/12.

LDA Posts

Question No: 373 / 2011

[Len Duvall](#)

In answer to Written Question No: 4133/2010 you informed me that "the proposed [2011/12 LDA] structure, if implemented, would see 241 [people] made redundant". In answer to question 4134/2010 you also informed me that "the estimated number of jobs within Think, Study, Visit and Film London that are directly funded by the LDA is 119". How many of these 119 posts are under threat and are any included in the 241 figure provided in Written Answer 4133/2010?

Written answer from the Mayor

The 241 figure in 4133/2010 referred to the number of staff who would be redundant, if the new proposed LDA structure remained unchanged during the consultation period. This has changed following the LDA's staff consultation and 45 posts have now been built back into the structure, reflecting the Mayor's priorities ahead of knowing the final settlement.

The 241 figure in 4133/2010 did not include the 119 posts that are directly funded by the LDA at Think, Study, Visit and Film London referred to in 4134/2010. Until the final settlement for economic development is known, it is not possible to say how many of these 119 posts are under threat.

LDA Job Creation

Question No: 374 / 2011

[Len Duvall](#)

In answer to Written Question No: 4135/2010 you informed me that, since you became Mayor in May 2008, the LDA has been responsible for the creation of 24,407 jobs. I'm sure you would agree that a job creation rate of 763 per month is a significant achievement. In light of this information, does a reduction of a minimum of 50% in the LDA's non-Olympic budget make good economic sense?

Written answer from the Mayor

I agree that the job creation rate achieved by the LDA is good for London and credit is due to the LDA and its partners for this. My office, supported by the LDA, have been actively lobbying the Government for the best possible settlement for economic development investment in London.

However, given the scale of the budget deficit and the necessary cuts in government spending it is inevitable that there will be cutbacks in investment across most departmental areas and the GLA Group is having to bear some of this burden. The reductions in the LDA's non-Olympic budget will clearly constrain the ability of the GLA Group to invest in similar schemes.

The transfer of some LDA functions to the GLA will enable us to reduce overheads and deliver economic development activity more efficiently. This, combined with effective prioritisation of resources, will enable us to continue to deliver for Londoners.

Evening Standard article

Question No: 375 / 2011

[Len Duvall](#)

On 5 January, you were quoted in an Evening Standard article entitled 'Scrap 50p tax, help the City, save 'banker tossers' — Boris Johnson lets rip' as saying "my job is to create the conditions in which business can flourish. We can't make a flower grow by pulling on it". Is expecting big business to not routinely engage in tax avoidance and evasion damaging to London's economic prospects?

Written answer from the Mayor

I certainly do not want London to be competitive on the basis of its ability of firms to avoid or evade paying tax. London should be competitive on the basis of, among many other factors, its taxation system being predictable and stable, and competitive in terms of its tax rates.

Evening Standard article 2

Question No: 376 / 2011

[Len Duvall](#)

We live in the most unequal city in the industrialised world. How successful has big business in London been at “delivering the wealth for the poor and needy”?

Written answer from the Mayor

It is for businesses to answer for themselves whether they feel they have done enough for disadvantaged people in London. We are campaigning for businesses to do more in this area. To date we have secured the support of 115 firms for our London Living Wage campaign, which helps ensure that work pays and provides a higher income for poorer families. I continue to encourage wealthy individuals and businesses to support my Mayor’s Fund for London, which I established to support child poverty and disadvantage in the city. In the spring, I will launch Team London, a programme of civic engagement and volunteering. This will provide the business sector with plenty of opportunities to participate in and support a variety of volunteering programmes and community activities in London.

Evening Standard article 3

Question No: 377 / 2011

[Len Duvall](#)

On 5 January, you were quoted in an Evening Standard article entitled ‘Scrap 50p tax, help the City, save ‘banker tossers’ — Boris Johnson lets rip’ as saying “long-term, it is not right that an entrepreneurial city such as London should have a top tax rate higher than most of its competitors. Would you support a reduction in the top rate of tax in exchange for broad anti-tax avoidance legislation?”

Written answer from the Mayor

I would certainly want to think about it.

Evening Standard article 4

Question No: 378 / 2011

[Len Duvall](#)

On 5 January, you were quoted in an Evening Standard article entitled ‘Scrap 50p tax, help the City, save ‘banker tossers’ — Boris Johnson lets rip’ as saying “To the banker-bashers, I say: What’s your ideal economic model?”. My ideal economic model is one in which one industry (despite only employing 9% of workers in London) cannot have a destabilising effect on the broader economy. My ideal economic model is and contributes so much in tax revenue (though, nowhere near what it ought to) to the Treasury that it can literally hold a government and, therefore, the people of a nation to ransom. My ideal economic model is one in which the proceeds of economic growth are broadly distributed amongst the workers that generate such growth and not hoovered up by executive remuneration committees. My ideal economic model is one in which the model is the servant, and not the master, of the people. In what specific ways do you disagree with my vision of an ideal economic model?

Written answer from the Mayor

I totally agree that it was extremely concerning that the financial services industry under the previous government was allowed to destabilise the broader economy and I welcome regulatory measures being in put in place now to ensure that this is prevented in future.

Evening Standard article 5

Question No: 379 / 2011

[Len Duvall](#)

On 5 January, you were quoted in an Evening Standard article entitled 'Scrap 50p tax, help the City, save 'banker tossers' — Boris Johnson lets rip' as saying "show me how reducing financial services boosts manufacturing". You have been successful at creating the perception that those who believe in a more balanced London economy want to see a return to low value-added manufacturing at the expense of financial services. I am not aware of any credible politician or economist calling for such a retrograde step so why do you insist that this is the view of those calling for a more diversified economic base?

Written answer from the Mayor

I do not want to create that perception. Clearly high value added manufacturing is an important economic activity for London. However, diversifying the economic base (a) is not a matter that Government can control and (b) will not arise through reducing financial services. I try to encourage all sectors of the economy to succeed insofar as I am able to and London is already a very diversified economy.

Evening Standard article 6

Question No: 380 / 2011

[Len Duvall](#)

On 5 January, you were quoted in an Evening Standard article entitled 'Scrap 50p tax, help the City, save 'banker tossers' — Boris Johnson lets rip' as saying that you are "can understand the comments that are made and the rage [about the financial services industry]. But we're also asking them to contribute £31 billion in tax". The people of London or, indeed, the UK are not 'asking' the financial services industry 'contribute' anything. As a consequence of the unique resources offered by London in particular, significant revenue and profit is generated by the financial services industry. Businesses within this industry pay, or should pay, taxes which finance the infrastructure, both human and capital, that enables them to remain profitable. By rightfully paying their taxes banks are investing in their own profitability, not charitably 'contributing' to the nation's coffers. In what way do you disagree with this assertion?

Written answer from the Mayor

I do not disagree with your assertion. You are absolutely right that at one level we do not ask people to contribute once a tax level has been decided by Parliament. However, it is important to recognise that the level of taxation that a country imposes is a matter of choice and in that more fundamental sense as a country we are 'asking' for a certain level of contribution from the financial services industry. As you know, I am concerned that at the highest personal tax rate of 50p in the pound, which is higher than all our major competitors, and which was only introduced in the last year of the last government, we may be asking too much, not just of financial services employees but other wealth creators.

Evening Standard article 7

Question No: 381 / 2011

[Len Duvall](#)

On 5 January, you were quoted in an Evening Standard article entitled 'Scrap 50p tax, help the City, save 'banker tossers' — Boris Johnson lets rip' as saying that "it's not so much people leaving — they're not taking their kids out of school and going to Zug — but it's firms thinking where to open an office next". I believe J.P Morgan are due to open a new office in London. How many jobs will this create?

Written answer from the Mayor

The refitting of 25 Bank Street and the work on Riverside South will create demand for a few thousand man-years of construction work, equivalent to a few hundred permanent jobs. JP Morgan's decision to consolidate its HQ function in London rather than elsewhere will have preserved thousands of jobs in London and the decision to proceed with the Riverside South development is the first step in providing office capacity for many thousands more jobs on Canary Wharf and in the rest of the UK. Beyond these approximate estimates it is difficult to be certain – but potentially many thousands of jobs will have been preserved and will be stimulated in future.

Evening Standard article 8

Question No: 382 / 2011

[Len Duvall](#)

On 5 January, you were quoted in an Evening Standard article entitled 'Scrap 50p tax, help the City, save 'banker tossers' — Boris Johnson lets rip' as saying "George [Osborne] has got a very difficult balance to strike...He's got a massive fiscal problem". With the largest tax gap in the nation's history, at over £100 billion per year (almost equivalent to the entire structural deficit) are you concerned about the impact on London of the Chancellor's focus almost entirely on spending cuts to rebalance the nation's finances instead of capturing evaded taxes and introducing anti-avoidance legislation?

Written answer from the Mayor

I do not believe the Chancellor is entirely focused on spending cuts. Inevitably cuts will have to make up a portion of the planned deficit reduction. As well as reducing Government spending, the Chancellor has had to raise VAT and introduce the bank levy. The Chancellor has announced a number of changes to legislation to tackle avoidance, some of which have immediate effect. He has also confirmed the Government is entering into talks with tax havens which could help raise many billions of pounds for the Treasury.

Evening Standard article 9

Question No: 383 / 2011

[Len Duvall](#)

On 5 January, you were quoted in an Evening Standard article entitled 'Scrap 50p tax, help the City, save 'banker tossers' — Boris Johnson lets rip' as saying "Why do we need to rebalance London's economy? Financial services grew because we were very successful at them". Did the abolition of exchange rate controls and bank capitalisation rates under the Thatcher Government have anything to do with the growth of financial services in London and is the not a classic example of 'picking winners' that, according to you, free marketers should never engage in?

Written answer from the Mayor

Yes, my understanding is that the abolition of exchange rate controls and other measures to liberalise the economy in the early 1980s certainly helped the financial services industry to grow. But I believe this was not about picking winners, but providing economic freedoms where previously there were unnecessary restrictions.

Income Inequality

Question No: 384 / 2011

[Len Duvall](#)

Does the concept of 'marginal propensity to consume' indicate that London's economy would be better served by lower levels of income inequality?

Written answer from the Mayor

Officers are drafting a response which will be sent shortly.

Written response received on 11 February 2011:

An individual's 'marginal propensity to consume' (MPC) is the proportion of an extra pound that he spends as opposed to saves; the higher the income, the lower the MPC. Therefore if incomes of Londoners were more equal, the average propensity to consume would be higher. However one cannot say that this would 'better serve' London's economy. A healthy economy needs savings as well as spending and 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.

Income Tax

Question No: 388 / 2011

[Len Duvall](#)

Given your recent comments on the 50p tax rate, what is the 'top line' and approximate 'bottom line' (assuming no pension or student loan repayments) of a Londoner earning the maximum that can be earned before the top rate of tax is levied on their income; that is, of those earning exactly £150,000 per year?

Written answer from the Mayor

Yes. The net monthly income is £8123.37.

Corporation Tax

Question No: 389 / 2011

[Len Duvall](#)

Do companies (particularly banks) continue to locate their offices in London because we have the lowest headline and effective rates of corporation tax in our history and, if so, why do you maintain that London's 'tax environment' is uncompetitive?

Written answer from the Mayor

There has been a trend decline in recent years in corporate tax rates throughout the OECD. The UK's main rate of 28% in 2010 was above that in several rival jurisdictions eg Switzerland. But even if we had a corporate tax rate as low as the 12.5% in Ireland, if personal tax rates are uncompetitive, businesses will not want to locate here. (The UK's top rate of income tax – at 50% – is the fourth highest in Europe).

Chief Executive's Office Moves

Question No: 390 / 2011

[Len Duvall](#)

Since he arrived at City Hall in 2009 the Chief Executive has moved office three times. Please

provide me with a full cost breakdown of the moves, including labour costs, work hours employed, cost of fixtures and fittings, and costs of furniture.

Written answer from the Mayor

Officers are drafting a response which will be sent shortly.

Written response received on 3 March 2011:

The Chief Executive has moved his office location twice since his arrival; he originally occupied the same area used by the previous Chief Executive. Records are not maintained regarding the hours employed for implementing office moves and do not represent any additional costs to existing FM service contracts. The actual costs incurred are where outside contractors are required or where new furniture has been purchased. A breakdown is as follows;

Contract Labour	£ 2,035
Fixtures and fittings	£ 325
Furniture	£ 9,698
Mechanical and Electrical works*	£ 7,000
Total	£19,058

* costs of converting 5th floor photocopy filing room into an office which involved substantial works to redirect the air extraction unit on the 5th floor to make the room habitable as an office.

Corporation Tax 2

Question No: 391 / 2011

[Len Duvall](#)

As you are aware, the UK's corporation tax levelled on company profits ranges between 21%-28% (the government will soon reduce this to 20%-27%). What is the average rate of corporation tax paid by London's banks?

Written answer from the Mayor

HMRC data for 2008 shows that corporation tax accruals as a percentage of profits chargeable to corporation tax is 18.1% for financial companies (excluding life assurance) compared to 17.3% for industrial and commercial companies (excluding overseas and North Sea oil companies). Corporation tax accruals as a percentage of gross taxable trading profits is 12.4% for financial companies compared to 13.6% for industrial and commercial companies (excluding overseas and North Sea oil companies). The discrepancy between this and the headline 28% rate is largely explained by double taxation relief. HMRC do not provide London specific data.

Mean London Income

Question No: 392 / 2011

[Len Duvall](#)

Is London's mean income level a good indicator of the city's economic health and, if so, why?

Written answer from the Mayor

Officers are drafting a response which will be sent shortly.

Written response received on 11 February 2011:

The economic health of a city such as London, can be defined and measured in numerous ways. In some instances mean income is useful, providing, for example, some indication of the average monetary value derived by workers in London. However, in assessing a city's economic health

fully it is sensible to look at a range of indicators which may include, amongst others, income inequality, gross value added, employment rates, education levels and life expectancy.

‘Save the Arts’

Question No: 393 / 2011

[Len Duvall](#)

Given Cultural Strategy Officers of this authority are steering campaigns to ‘Save the Arts’ via the Visual Arts London network what conversations have you had with central government along this theme? Please list any meetings with Ministers or officials of the Treasury, Number 10, DCLG or DCMS where you have urged them to minimise funding cuts to Arts bodies in the London region.

Written answer from the Mayor

I continue to have a constructive dialogue with central Government in order to get the best possible overall deal for the capital, including the creative and cultural sector, which is essential to our economic success. In November last year I launched my revised Cultural Strategy, *Cultural Metropolis*, and set out the importance of maintaining a world class cultural sector in London. I was delighted Ed Vaizey, Minister for Culture, attended the launch and expressed his support for the strategy. Further, I recently met with the Secretary of State for Culture, Media and Sport, Jeremy Hunt MP, to discuss the importance of the cultural and creative sector in London and the impact of cuts. In addition, Ed Vaizey, Minister for Culture, will be attending my next London Cultural Strategy Group to discuss a number of issues including the sustainability and continued success of the arts in London.

The Save the Arts campaign was an excellent campaign spearheaded by artists and arts organisations. I assume by Visual Arts London network you are referring to the Turning Point Network which is part of a national network of visual arts groups and organisations that share a stake in the future development of the visual arts sector, the GLA is represented on the London group.

Defending the Arts

Question No: 394 / 2011

[Len Duvall](#)

Why do you not defend art institutions and artists as publicly and vigorously as you do bankers?

Written answer from the Mayor

It is a pity you choose to misrepresent me. I am a passionate supporter of the arts. In November, I launched my Cultural Strategy for London, advocating continued investment in the arts, to a packed London's Living Room. I have called on government and private industry not to turn away from the arts. I have continued to support a range of cultural projects and organisations, such as the Museum of London, and the GLA's events programme. Continued support and investment in the creative economy is crucial to sustaining the wellbeing of London and the nation.

Outer London

Question No: 395 / 2011

[Len Duvall](#)

Should residents of Outer London, say a North London borough, be satisfied that many opportunities to participate in the Arts are only half an hour away by tube (subject to engineering works?)?

Written answer from the Mayor

I believe that all Londoners should have access to excellent cultural provision and I have championed the arts particularly in outer London. My office has delivered a number of cultural programmes across the capital, including the outer boroughs, such as the Big Dance, Story of London, Rhythm of London, Children's Art Day and London Jazz Festival. In this difficult economic climate, local authorities face tough decisions about their funding, which is why we must do what we can to encourage more partnerships and private philanthropic support.

Fire Appliances

Question No: 397 / 2011

[Navin Shah](#)

In November's Mayor's Question Time, you stated to me "It seems to me that we are entirely in agreement that there shouldn't be reduction in Fire Appliances." Please update us as to your discussions with your LFEPA Chair in regard to his instruction to the Authority's FPE Committee that "officers [should] explore, as part of the budget process, and report back to the Committee... on whether the Brigade needs all 27 of the fire appliances removed from stations during the current industrial action to be returned or whether there is an over-supply of appliances" Given we are entirely in agreement, presumably you have detailed your conviction to the LFEPA Chair and demanded he cancelled the investigation into "over-supply"? Will you order the Chairman to ensure the immediate return of these engines to London's fire stations?

Written answer from the Mayor

I do not need to order the Chairman to put back the 27 fire engines, because, as you should know, it is a decision for the Commissioner. As it happens, the Chairman and Commissioner of LFEPA both agree that the 27 fire engines should return, when the Fire Brigade Union rescind their current bizarre position of refusing to call off the dispute despite reaching a collective agreement. As to the study ordered by the Chairman, this kind of inquisitive work is essential to good governance and leads to better decision-making.

Match Funding for European Social Fund

Question No: 398 / 2011

[Murad Qureshi](#)

Following the demise of the LDA, do you consider the match funding required to make use of the remaining European Social Fund targeted for London as part of the contractual commitments being passed to the GLA?

Written answer from the Mayor

At the time of writing no final confirmation of financial settlement has been agreed, therefore, I will not know what impact this will have on the delivery of ESF/LDA funded projects until the actual grant total has been agreed.

My team is working hard to ensure that all options are identified to ensure London uses all its allocation for ESF for 2011-13.

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

Tottenham Hotspur

Question No: 399 / 2011

[Joanne McCartney](#)

Can the Mayor confirm if he, or his officials, have had any meetings, correspondence, phone calls or contact whatsoever with Daniel Levy or any member of ENIC or Tottenham Hotspur plc in the period between June 1st 2010 and November 18th 2010 and can he publish the content of those discussions.

Written answer from the Mayor

I have met Daniel Levy on a number of occasions given our mutual interest in the 2018 World Cup Bid. I met him on the 27 September to discuss planning issues, in particular the S106 package for the White Hart Lane development.

VERO Campaigning Communications

Question No: 400 / 2011

[Joanne McCartney](#)

Can the Mayor confirm if he, or his officials, have had any meetings, correspondence, phone calls or contact whatsoever with the chairmen, directors and employees of VERO Campaigning Communications in the period between June 1st 2010 and the present day and can he publish the content of those discussions.

Written answer from the Mayor

Neither I nor my officials have had any contact with representatives from VERO Campaigning Communications.

Qatar Based Investors

Question No: 401 / 2011

[Joanne McCartney](#)

Can the Mayor confirm if he, or his officials, have had any meetings, correspondence, phone calls or contact whatsoever with officials or employees from Qatar based investors, with regard to the Olympic Stadium or Tottenham Hotspur Football Club, in the period between June 1st 2010 and the present day and can he make the content of those discussions open to the public.

Written answer from the Mayor

Neither I nor my officials have had contact with Qatar based investors with regard to the Olympic Stadium or Tottenham Hotspur Football Club.

Olympic Stadium

Question No: 402 / 2011

[Joanne McCartney](#)

Will the Mayor reiterate his desire to see an Olympic Stadium that is a “flexible facility that can accommodate athletics as well as other team-based sports” (Mayor’s Spokesperson quoted in FT, 8 August 2008) as part of the 2012 legacy?

Written answer from the Mayor

I agreed a set of five objectives with the Olympic Park Legacy Company and its other Founder Members to guide the Stadium bid process, and the negotiations with short-listed bidders. One of these objectives is “to allow flexible usage of the Stadium, accommodating a vibrant programme of events allowing year round access for schools, the local community, the wider public and elite sport”.

Olympic Stadium 2

Question No: 403 / 2011

[Joanne McCartney](#)

Does the Mayor believe it would be a waste of public money for the £500 million Olympic Stadium to be demolished after just 29 days of use?

Written answer from the Mayor

As the stadium process is a commercial and confidential process which must be allowed to run its course, you will understand that there is very little I can say about it now.

Olympic Park Legacy Company

Question No: 404 / 2011

[Joanne McCartney](#)

Can the Mayor confirm if he, or his officials, have had any meetings, correspondence, phone calls or contact whatsoever with the board of the Olympic Park Legacy Company, regarding Tottenham Hotspur FC, in the period between June 1st 2010 and the present day and can he publish the content of those discussions.

Written answer from the Mayor

As a Founder Member of the OPLC, I and my officials have naturally been involved in discussions with the OPLC, to agree the objectives and assessment criteria for securing the long-term use of the Olympic Stadium. I have also been kept informed of progress on the bid process.

As the Stadium bid process is an ongoing confidential, commercial process which must be allowed to run its course, disclosing the contents of these discussions risks undermining the ability of the OPLC and its Founder Members, to carefully consider the full range of issues necessary to achieve the best legacy solution.

Olympic Legacy

Question No: 405 / 2011

[Joanne McCartney](#)

Does the Mayor believe that decisions surrounding the Olympic Legacy should be made whilst considering consequences for the whole of London and not just the five Olympic Boroughs?

Written answer from the Mayor

Yes.

Olympic Legacy 2

Question No: 406 / 2011

[Joanne McCartney](#)

Should THFC be successful in their bid for the Olympic Stadium, what financial, technical and regeneration support will be provided to Haringey and Enfield to reap at least the same benefits for the community that the THFC bid would have generated?

Written answer from the Mayor

As this is a commercial and confidential process, which must be allowed to run its course, you will understand that there is very little I can say about individual bids.

One of the objectives agreed by the Olympic Park Legacy Company and its Founder Members for evaluating the Stadium bids is "To secure a viable long-term solution that is deliverable and provides value for money". As part of assessing value for money, the OPLC and its Founder Members will consider the wider impact of each of the bids.

Police Officer Numbers

Question No: 407 / 2011

[Joanne McCartney](#)

How many police officers do you expect to be in post on 1st April 2011, 2012 & 2013?

Written answer from the Mayor

I cannot answer this question until the MPA budget is agreed.

PCSO Numbers

Question No: 408 / 2011

[Joanne McCartney](#)

How many PCSOs do you expect to be in post on 1st April 2011, 2012 & 2013?

Written answer from the Mayor

The MPA/MPS anticipate that the actual strength at 31 March 2011 will be 4,353. However, numbers in future years will be dependent upon the outcome of the current budget debate.

Tube ticket office staffing

Question No: 409 / 2011

[Joanne McCartney](#)

Please list any tube ticket offices which will have no staff on duty at any point of the day – including incidences where no staff will be on duty for a period in order to accommodate meal breaks.

Written answer from the Mayor

It has been assumed that the question should be read as ‘stations’ and not ‘ticket offices’.

There are 61 stations where the roster contains provision for meal breaks. This will rise to 74 stations after 6 February 2010. Full details are provided in the tables attached in Appendix G.

Note that the rostered times are in fact just a guide and the station supervisor may select any sensible quiet time to take his or her break.

It is customary for London Underground supervisors to remain on the station during their meal breaks, so that they are able to respond to any incidents. The rulebook indicates that if they are leaving the station for any reason then they must contact the line controller who can then arrange for another member of staff – typically a duty manager – to be present on the station so that it is not unstaffed. This arrangement applies now and will continue to apply.

Pedestrian crossing removals

Question No: 410 / 2011

[Valerie Shawcross](#)

You are aware of my concerns over TfL’s plans to remove up to 145 sets of traffic signals as per the list of sites supplied to me last year. Please give an update on the status of each of these sites, including which proposals have been dropped, which have gone ahead and which remain under consideration.

Written answer from the Mayor

TfL has not yet met all of the London boroughs to discuss the individual traffic signal sites which have been proposed as potential candidates for removal. However, many of the boroughs have been receptive to the general principle and these discussions are ongoing.

So far, one set of signals on Shepherd's Bush Road has already been removed by the London Borough of Hammersmith & Fulham; and the Boroughs and TfL have agreed to progress the removal of 12 signal sites. 26 sites have been removed from the list and will not be progressed for removal. 14 new sites have been identified for potential removal by Westminster City Council (11) and the London Borough of Ealing (3). 132 sites therefore currently remain on the list of sites for potential removal. TfL will publish an in-depth update by mid February.

Signals will be replaced with other measures on borough roads only if the borough decides that is what it wants to do. Local consultation will be undertaken in all cases before a final decision is taken.

A23 Streatham

Question No: 411 / 2011

[Valerie Shawcross](#)

Please give an update on TfL's plans to improve the A23 through Streatham, and in particular the area known as 'the Dip' below St Leonard's Church.

Written answer from the Mayor

The London Borough of Lambeth has recently commissioned a concept design study for road and public realm improvements along the A23 corridor, with a particular focus on Streatham Town Centre. TfL is currently working closely with the borough to realise its aspirations for the area, and to enable work towards a submission as part of the Local Implementation Plan funding application process for Major Schemes.

In order to compliment recent streetscape improvements in the area TfL is in the process of undertaking lighting improvements between St Leonard's Church and Streatham Station. These improvements will provide a dedicated light source for pedestrians on the footway, whilst also providing an all round enhanced level of lighting for road users. Local traffic signals have also recently been enhanced with the signalised junctions between Amesbury Avenue and Leigham Avenue all being upgraded to the SCOOT dynamic traffic signal control system, which assists with smoothing the traffic flow in the area.

The A23 is one of the Mayor's Congestion Relief Corridors and TfL is in the early stages of investigating ways of improving journey time reliability along this corridor. In addition, TfL is involved in discussions related to the Streatham Hub proposals - an area earmarked for redevelopment, adjacent to Streatham Station. TfL is working to identify third party funding in order to integrate improvements to the A23 as part of this initiative.

Trust to Run Libraries

Question No: 412 / 2011

[John Biggs](#)

Can you describe further your reported intention to establish a trust to take over the operation of London Libraries? What, in this context, is 'Team London'? Under what powers would you establish the trust and to whom would it be accountable?

Written answer from the Mayor

I am keen to explore a number of ideas to support and strengthen cultural provision in London, including the possibility of a London wide trust. Some work has already been done on shared services and trust models by various agencies so we will build on this and discuss further with local boroughs. One aspect of a trust model could include encouraging more volunteering within cultural services and it is in this context that I raised the idea of 'Team London', my volunteering programme which will be launched in early Spring. No decision about the setting up of a trust and its functions has yet been made.

London Apprenticeships Campaign

Question No: 413 / 2011

[John Biggs](#)

What targets are being set for this campaign and what further involvement will you have in it?

Written answer from the Mayor

We are working together with the National Apprenticeship Service to increase the number of Apprentices in London to create more than 20, 000 new apprentices in this academic year (2010-11). I, along with my Ambassador for Training and Enterprise, Tim Campbell, have been closely involved in the campaign so far, including engaging with businesses in London, and will continue to offer whatever support the campaign requires going forward.

ReNew Programme

Question No: 414 / 2011

[John Biggs](#)

Can you provide an assurance about the future funding of this scheme and whether its proposed scale and delivery programme has changed?

Written answer from the Mayor

Please see my response to MQ178 / 2011.

Council Tax Freeze

Question No: 415 / 2011

[John Biggs](#)

In your written report you advise that 'Londoners have been awarded a £23 million windfall due to prudent financial management that has enabled me to freeze the precept for the third year running.' Given that virtually all local authorities will be freezing their council tax this year, is this not a tenuous argument? And given that the £23million is far exceeded by the cuts in grant to the GLA family, in what way might it be described as a windfall?

Written answer from the Mayor

Individual decisions have yet to be made by authorities on their tax levels. My prudent financial management of the Budget includes savings of some £1 bn, maintains services and yet freezes the Council Tax. Not all authorities will have pursued value for money as rigorously as I have and secured all these outcomes.

The English dictionary definition of 'windfall' is an amount of money that you get when you are not expecting it. Therefore, describing the Council Tax Freeze grant as a 'windfall' is accurate.

Economic Development Strategy

Question No: 416 / 2011

Len Duvall

Speaking of your Economic Development Strategy in response to Written Question No: 3738/2010 you stated that “direct delivery budgets have always been relatively limited when set against the scale of the London economy”. Does this fact invalidate the need for the GLA to have a direct delivery budget for economic development and, if so, does this mean that, in terms of economic development, the GLA will be reduced to a ‘toothless tiger’?

Written answer from the Mayor

The GLA will certainly not be a ‘toothless tiger’. A direct delivery budget is one tool among many that are available to me to fulfil my statutory responsibility to promote economic development in London. I also promote economic development in London through the GLA Group’s investment in transport infrastructure, through the London Plan, through promoting London as the No.1 global destination to visit, work and study, and in many other ways. At the same time, I continue to negotiate with Government for the largest possible delivery budget for economic development within the current constraints on public expenditure.

Feed In Tariff

Question No: 417 / 2011

Richard Barnbrook

Does the guaranteed price under the Feed in Tariff push up the cost of electricity to the London public?

Written answer from the Mayor

The Feed-in tariff provides an incentive for deployment of small scale low carbon electricity generation, particularly by organisations, businesses, communities and individuals who are not traditionally engaged in the electricity market. Between April- September 2010 this has led to the installation of over 15 MW of renewable energy capacity.

Government’s Impact Assessment for the Feed-in Tariff (July 2009) provides estimates of the annual cost on household electricity bills. This can be viewed at <http://www.decc.gov.uk>

The feed-in tariff provides a huge incentive to Londoner’s who install technology between now and April 2012. The tariffs will be reviewed in 2012.

Mayor's Question Time – 26 January 2011

Written Answers

Appendix A - Q90/2011 – Tube Cancellations

AUGUST 2010

Snapshot Time: 09-00

Item	BAK	CEN	VIC	WAC	JUB	NOR	PIC	MET	C&H	DIS	All
Total Scheduled	902	2012	953	117	1188	2522	2212	1221	771	2087	13985
No Train Operator	0	3	0	0	1	0	1	0	2	0	7
Staff error (LUL)	0	0	0	0	0	0	0	0	0	0	0
Industrial Action	0	0	0	0	0	0	0	0	0	0	0
Staff error (Infraco)	0	0	0	0	0	0	0	0	0	0	0
No OK Stock	0	3	1	0	0	3	0	12	3	3	25
Defective in Depot	0	3	3	0	2	1	0	1	1	0	11
Defective in Service	5	7	2	0	5	7	1	0	4	7	38
Signal System Failure	0	0	22	1	0	0	1	20	14	2	60
Permanent Way	0	0	0	0	0	0	8	5	0	0	13
TOC/Railtrack	0	0	0	0	0	0	0	0	0	0	0
Other Attrib	0	0	6	0	0	32	0	4	1	1	44
Customer Action	0	0	0	0	0	1	1	0	0	0	2
Security Alert	0	0	0	0	0	0	0	0	0	0	0
Other Non-attrib	0	0	0	0	0	0	0	27	0	0	27
Total Attributable	5	16	34	1	8	43	11	42	25	13	198
Total Non-Attributable	0	0	0	0	0	1	1	27	0	0	29
Total Cancelled	5	16	34	1	8	44	12	69	25	13	227
Percentage in Service	99.45	99.20	96.43	99.15	99.33	98.26	99.46	94.35	96.76	99.38	98.38

Snapshot Time: 18-00

Item	BAK	CEN	VIC	WAC	JUB	NOR	PIC	MET	C&H	DIS	All
Total Scheduled	931	2203	985	117	1215	2569	2317	1232	771	2087	14427
No Train Operator	0	2	0	1	1	0	1	0	7	6	18
Staff error (LUL)	0	0	0	0	0	0	1	0	0	1	2
Industrial Action	0	0	0	0	0	0	0	0	0	0	0
Staff error (Infraco)	0	0	0	0	0	0	0	0	0	0	0
No OK Stock	0	1	0	0	0	0	0	15	1	1	18
Defective in Depot	0	0	0	0	3	1	0	1	0	0	5
Defective in Service	1	14	9	1	3	2	5	1	1	6	43
Signal System Failure	7	0	0	2	0	2	0	23	10	0	44
Permanent Way	0	0	0	0	0	0	0	10	0	0	10
TOC/Railtrack	0	0	0	0	0	0	0	0	0	0	0
Other Attrib	0	0	0	0	9	32	1	6	0	0	48
Customer Action	0	1	0	0	1	1	1	1	1	2	8
Security Alert	0	0	0	0	0	0	0	0	0	0	0
Other Non-attrib	0	1	0	0	1	0	0	24	0	0	26
Total Attributable	8	17	9	4	16	37	8	56	19	14	188
Total Non-Attributable	0	2	0	0	2	1	1	25	1	2	34
Total Cancelled	8	19	9	4	18	38	9	81	20	16	222
Percentage in Service	99.14	99.14	99.09	96.58	98.52	98.52	99.61	93.43	97.41	99.23	98.46

Appendix B – Q106/2011 – Hate Crime

The Number of Incidents Flagged as Racist or Homophobic 1st April 2007 – 16th January 2011

	Racist				Homophobic			
Borough	FY 2006/07	FY 2007/08	FY 2009/10	FYTD	FY 2006/07	FY 2007/08	FY 2009/10	FYTD
BS - Kensington & Chelsea	181	180	223	160	35	24	56	51
CW - City of Westminster	534	538	679	531	128	92	130	133
EK - Camden	373	402	444	469	88	98	116	89
FH - Hammersmith & Fulham	243	253	235	193	36	39	63	32
GD - Hackney	381	384	360	224	57	63	67	52
HT - Tower Hamlets	428	386	366	283	53	65	59	63
JC - Waltham Forest	312	341	306	211	33	35	43	25
JI - Redbridge	224	208	205	140	11	19	14	10
KD - Havering	241	255	262	177	11	20	23	21
KF - Newham	281	247	266	167	42	20	48	32
KG - Barking & Dagenham	338	366	325	232	12	14	18	13
LX - Lambeth	303	350	351	270	88	89	114	125
MD - Southwark	374	374	475	279	45	68	105	86
NI - Islington	387	448	501	427	106	116	96	133
PL - Lewisham	389	459	300	189	67	65	53	35
PY - Bromley	318	332	334	245	37	36	60	30
QA - Harrow	242	271	285	209	11	18	15	17
QK - Brent	358	364	322	344	24	30	44	47
RG - Greenwich	379	386	404	251	42	65	64	30
RY - Bexley	267	211	258	179	19	23	24	16
SO18 - Aviation Security	33	29	31	21	3	3	5	2
SX - Barnet	362	483	409	272	15	25	18	20
TW - Richmond-upon-Thames	146	159	183	102	13	19	32	27
TX - Hounslow	355	383	360	303	21	36	27	26
VK - Kingston-upon-Thames	250	184	205	128	22	12	15	12
VW - Merton	218	190	154	108	11	15	13	8
WW - Wandsworth	210	300	333	249	21	28	44	57
XB - Ealing	356	362	511	338	28	39	42	30
XH - Hillingdon	302	314	366	247	25	15	40	26
YE - Enfield	210	225	183	113	16	30	23	19

YR - Haringey	217	236	237	130	54	53	42	21
ZD - Croydon	229	302	244	145	24	24	21	22
ZT - Sutton	176	166	151	121	10	8	11	12
Grand Total	9617	10088	10268	7457	1208	1306	1545	1322

Appendix C – Q112/2011 – Cycle Hire Scheme 2

Week	Members	Amount
31	2	£6.00
32	35	£91.20
33	34	£90.00
34	89	£4,504.80
35	116	£6,216.00
36	179	£1,107.60
37	192	£3,697.00
38	166	£2,340.40
39	160	£484.80
40	215	£637.20
41	203	£614.40
42	224	£668.40
43	206	£615.60
44	208	£621.60
45	332	£979.20
46	137	£405.60
47	80	£223.20
48	75	£226.80
49	49	£153.60
50	59	£184.80
51	10	£27.60

Appendix D – Q122/2011 – LU Capacity 1

NOVEMBER 2010

Snapshot Time: 09-00

Item	BAK	CEN	VIC	WAC	JUB	NOR	PIC	MET	C&H	DIS	All
Total Scheduled	854	2006	964	122	1371	2526	2127	1315	866	2030	14181
No Train Operator	0	3	0	0	0	0	0	2	0	2	7
Staff error (LUL)	0	0	0	0	0	0	2	0	0	0	2
Industrial Action	37	53	36	0	0	36	67	28	25	61	343
Staff error (Infraco)	0	0	0	0	0	0	0	0	0	0	0
No OK Stock	0	38	5	1	1	6	0	88	23	37	199
Defective in Depot	0	3	0	1	1	0	0	0	2	1	8
Defective in Service	5	8	1	1	12	6	1	2	4	1	41
Signal System Failure	0	1	0	0	1	0	6	1	10	9	28
Permanent Way	0	0	6	0	0	0	0	12	0	0	18
TOC/Railtrack	0	0	0	0	0	0	0	0	0	0	0
Other Attrib	0	0	0	5	5	36	0	33	43	3	125
Customer Action	0	1	0	0	0	0	0	2	0	0	3
Security Alert	0	0	0	0	0	0	0	0	0	0	0
Other Non-attrib	0	0	0	0	57	0	0	0	0	6	63
Total Attributable	42	106	48	8	20	84	76	166	107	114	771
Total Non-Attributable	0	1	0	0	57	0	0	2	0	6	66
Total Cancelled	42	107	48	8	77	84	76	168	107	120	837
Percentage in Service	95.08	94.67	95.02	93.44	94.38	96.67	96.43	87.22	87.64	94.09	94.10

Snapshot Time: 18-00

Item	BAK	CEN	VIC	WAC	JUB	NOR	PIC	MET	C&H	DIS	All
Total Scheduled	856	2172	988	122	1414	2578	2203	1318	866	2030	14547
No Train Operator	0	4	0	0	1	1	1	0	6	1	14
Staff error (LUL)	0	0	0	0	0	0	4	0	2	0	6
Industrial Action	19	26	32	0	0	48	69	26	25	82	327
Staff error (Infraco)	0	0	0	0	0	0	0	0	0	0	0
No OK Stock	0	27	2	0	0	2	0	98	18	29	176
Defective in Depot	0	0	0	0	1	0	0	1	0	0	2
Defective in Service	1	12	2	0	2	0	2	5	0	8	32
Signal System Failure	0	26	0	0	10	0	1	1	13	2	53
Permanent Way	0	0	4	0	0	0	25	1	0	0	30
TOC/Railtrack	1	0	0	0	0	0	0	0	0	0	1
Other Attrib	0	0	0	0	0	48	38	30	31	0	147
Customer Action	0	12	0	0	2	0	1	2	0	0	17
Security Alert	0	0	0	0	0	0	0	0	0	0	0
Other Non-attrib	0	0	0	0	1	4	0	0	0	2	7
Total Attributable	21	95	40	0	14	99	140	162	95	122	788
Total Non-Attributable	0	12	0	0	3	4	1	2	0	2	24
Total Cancelled	21	107	40	0	17	103	141	164	95	124	812
Percentage in Service	97.55	95.07	95.95	100.00	98.80	96.00	93.60	87.56	89.03	93.89	94.42

Appendix E – Q149/2011 – Cycle Hire Scheme

Week Ending	Repairs Made		Type of repair	Number
01-Aug	16		Adjustments (includes items such as gears and brakes)	1752
08-Aug	5		Handlebar End Caps	486
15-Aug	176		Inner Tubes	383
22-Aug	203		Replace stickers	309
29-Aug	163		Rear Reflectors	298
05-Sep	130		Handlebar Grips	179
12-Sep	77			
19-Sep	227			
26-Sep	158			
03-Oct	167			
10-Oct	242			
17-Oct	288			
24-Oct	203			
31-Oct	223			
07-Nov	187			
14-Nov	102			
21-Nov	156			
28-Nov	171			

Appendix F – Q285/2011 – Passenger Footfalls

Bus passenger boardings and alightings at bus stations

Bus station Location	Total boardings & alightings per year ('000s)
Brent Cross	7330
Canada Water	4940
Canning Town	5330
Crystal Palace	5330
Ealing Broadway	9150
East Croydon	6570
Edgware	8360
Edmonton Green	10190
Euston	8160
Finsbury Park, Station Place	16980
Finsbury Park, Wells Terrace	7020
Golders Green	12360
Hammersmith	21850
Harrow on the Hill	9710
Hounslow	7600
Kingston, Cromwell Road	3750
Kingston, Fairfield North	3140
Lewisham	16980
Liverpool Street	15450
London Bridge	6670
Morden	4940
North Greenwich	10060
Peckham	10370
Putney Bridge	3880
Stratford	15830
Tottenham Hale	2620
Turnpike Lane	14870
Uxbridge	5270
Vauxhall	14280
Victoria	31760
Waltham Cross	2740
Walthamstow	15730
Waterloo	17540
West Croydon	8000

Tramlink Passengers by Stop - November 2010

Stop Name	Ins	Outs	Average
Addiscombe	77,245	82,577	79,911
Addington Village	46,149	50,186	48,168
Ampere Way	61,976	69,110	65,543
Arena	52,734	55,241	53,988
Avenue Road	8,000	8,788	8,394
Beckenham Junction	69,227	66,236	67,732
Beckenham Road	21,417	23,287	22,352
Beddington Lane	17,723	18,817	18,270
Belgrave Walk	30,324	31,941	31,133
Blackhorse Lane	44,686	47,529	46,108
Birkbeck	15,870	17,066	16,468
Coombe Lane	15,644	16,264	15,954
Church Street	108,073	64,337	86,205
Dundonald Road	23,445	22,827	23,136
East Croydon	394,898	388,166	391,532
Elmers End	46,262	45,314	45,788
Fieldway	38,221	40,000	39,111
George Street	136,508	171,778	154,143
Gravel Hill	31,459	32,346	31,903
Harrington Road	18,324	19,261	18,793
King Henry's Drive	19,014	22,748	20,881
Lebanon Road	50,374	62,893	56,634
Lloyd Park	29,785	31,364	30,575
Merton Park	30,848	30,465	30,657
Morden Road	43,217	41,367	42,292
Mitcham Junction	50,079	53,968	52,024
Mitcham	72,705	84,426	78,566
New Addington	74,437	74,619	74,528
Phipps Bridge	36,928	40,406	38,667
Reeves Corner	12,890	33,292	23,091
Sandilands	105,321	108,030	106,676
Therapia Lane	61,611	69,469	65,540
Centrale	51,089	63,091	57,090
West Croydon	135,422	133,885	134,654
Waddon Marsh	58,433	63,865	61,149
Woodside	39,184	43,581	41,383
Wellesley Road	76,645	46,811	61,728
Wimbledon	217,418	182,450	199,934
Wandle Park	25,659	25,816	25,738

Appendix G – Q409/2011 – Tube ticket office staffing

After 6 Feb 2010

Line	Station	Monday*		Saturday		Sunday		
Central	Barkingside		19:00-19:30	11:00-11:30	19:00-19:30	10:00-10:30	14:00-14:30	22:00-22:30
Central	Buckhurst Hill		20:00-20:30		19:30-20:00	09:00-09:30		00:00-00:30
Central	Chigwell	10:30-11:00	19:00-19:30	10:30-11:00	19:00-19:30	11:00-11:30	15:00-15:30	23:00-23:30
Central	Debden			10:30-11:00	19:00-19:30	10:00-10:30	14:30-15:00	23:30-00:00
Central	East Acton							23:30-00:00
Central	Epping							00:00-00:30
Central	Fairlop		20:00-20:30	10:30-11:00	19:00-19:30	10:00-10:30	14:00-14:30	22:00-22:30
Central	Grange Hill	10:00-10:30	18:30-19:00	10:00-10:30	18:30-19:00	11:30-12:00	15:30-16:00	22:30-23:00
Central	Greenford		19:45-20:15					23:00-23:30
Central	Hanger Lane							00:00-00:30
Central	Loughton		19:45-20:15		17:45-18:15			00:00-00:30
Central	North Acton							23:30-00:00
Central	Perivale							00:00-00:30
Central	Roding Valley	11:00-11:30	19:30-20:00	11:00-11:30	19:30-20:00	10:30-11:00	14:30-15:00	23:30-00:00
Central	Ruislip Gardens			09:30-10:00	19:00-19:30	11:30-12:00	16:30-17:00	22:30-23:00
Central	Snaresbrook		19:30-20:00					22:00-22:30
Central	South Ruislip		19:45-20:15		19:15-19:45			23:00-23:30
Central	Theydon Bois	10:00-10:30	20:00-20:30	10:30-11:00	19:00-19:30	10:30-11:00	15:00-15:30	00:00-00:30
Central	West Acton							22:30-23:00
Central	West Ruislip		20:00-20:30	10:15-10:45	17:30-18:00	10:30-11:00	15:00-15:30	23:00-23:30
Circle & Hammersmith	Goldhawk Road		19:00-19:30	10:15-10:45	19:00-19:30	09:30-10:00	14:45-15:15	23:15-23:45
Circle & Hammersmith	Latimer Road		18:35-19:05	11:15-11:45	18:35-19:05	09:25-09:55	14:55-15:25	22:45-23:15
Circle & Hammersmith	Paddington							
Circle & Hammersmith	Suburban		19:15-19:45	10:15-10:45	18:30-19:00	10:15-10:45		22:30-23:00
Circle & Hammersmith	Royal Oak		19:00-19:30	11:00-11:30	19:00-19:30	09:25-09:55	14:45-15:15	23:00-23:30
Circle & Hammersmith	Shepherd's Bush							
Circle & Hammersmith	Market		19:00-19:30					23:00-23:30

Circle & Hammersmith Circle & Hammersmith	Westbourne Park Wood Lane		18:45-19:15	11:15-11:45	18:45-19:15	08:55-09:25	13:35-14:05	00:00-00:30 22:30-23:00
District	Becontree		19:00-19:30	09:45-10:15	19:00-19:30	10:30-11:00	15:00-15:30	22:00-22:30
District	Bromley-by-Bow		19:30-20:00					
District	Chiswick Park			11:00-11:30	19:15-19:45	10:15-10:45	14:45-15:15	22:30-23:00
District	Dagenham East	11:30-12:00	19:00-19:30	10:30-11:00	19:00-19:30	09:15-09:45	13:00-13:30	23:00-23:30
District	Elm Park	11:00-11:30	18:00-18:30	11:00-11:30	18:00-18:30	09:00-09:30	14:30-15:00	23:00-23:30
District	Hornchurch	14:30-15:00		11:00-11:30	19:30-20:00	11:00-11:30	15:00-15:30	23:00-23:30
District	Ravenscourt Park	11:00-11:30	19:15-19:45	11:30-12:00	18:15-18:45	11:30-12:00	15:00-15:30	22:45-23:15
District	Stamford Brook			10:15-10:45	17:00-17:30	10:15-10:45	15:15-15:45	23:30-00:00
District	Upminster Bridge	11:30-12:00	19:00-19:30	10:00-10:30	19:00-19:30	10:00-10:30	14:00-14:30	22:30-23:00
District	Upney	14:00-14:30		09:30-10:00	18:00-18:30	11:00-11:30	15:00-15:30	23:00-23:30
Jubilee	Canons Park							22:45-23:15
Jubilee	Dollis Hill			11:30-12:00	18:00-18:30	10:30-11:00	14:30-15:00	22:15-22:45
Metropolitan	Amersham				19:30-20:00			22:30-23:00
Metropolitan	Chalfont & Latimer		19:00-19:30	09:15-09:45	18:45-19:15	11:00-11:30	13:30-14:00	22:30-23:00
Metropolitan	Chesham		19:00-19:30	11:00-11:30	19:00-19:30	11:00-11:30	14:30-15:00	22:30-23:00
Metropolitan	Chorleywood	12:00-12:30	19:00-19:30	09:15-09:45	19:00-19:30	10:00-10:30	14:00-14:30	22:30-23:00
Metropolitan	Croxley	12:00-12:30	19:15-19:45	11:00-11:30	19:00-19:30	10:30-11:00	14:30-15:00	22:30-23:00
Metropolitan	Eastcote		19:00-19:30	11:00-11:30	19:00-19:30	11:00-11:30	15:00-15:30	22:00-22:30
Metropolitan	Hillingdon			08:30-09:00	19:00-19:30	12:00-12:30	15:00-15:30	22:00-22:30
Metropolitan	Ickenham	11:00-11:30	19:00-19:30	10:00-10:30	19:00-19:30	10:45-11:15	15:00-15:30	23:00-23:30
Metropolitan	Moor Park		19:15-19:45	10:30-11:00	19:00-19:30	10:30-11:00	14:30-15:00	22:30-23:00
Metropolitan	North Harrow	10:30-11:00	19:30-20:00	09:15-09:45	19:00-19:30	10:30-11:00	16:00-16:30	22:30-23:00
Metropolitan	Northwick Park		19:00-19:30	09:30-10:00	19:00-19:30	12:00-12:30	15:00-15:30	23:00-23:30
Metropolitan	Northwood	10:15-10:45	19:00-19:30	10:00-10:30	19:00-19:30	09:45-10:15	14:00-14:30	22:30-23:00
Metropolitan	Northwood Hills	10:15-10:45	19:30-20:00	09:15-09:45	19:30-20:00	09:45-10:15	15:00-15:30	22:30-23:00
Metropolitan	Pinner	12:00-12:30	19:00-19:30	10:30-11:00	19:00-19:30	09:30-10:00	14:30-15:00	22:30-23:00
Metropolitan	Preston Road		19:30-20:00		20:00-20:30			23:00-23:30
Metropolitan	Rickmansworth		18:00-18:30	09:30-10:00	19:30-20:00	09:00-09:30	14:00-14:30	22:30-23:00
Metropolitan	Ruislip	11:00-11:30	20:00-20:30	11:00-11:30	19:00-19:30	11:00-11:30	14:30-15:00	23:00-23:30
Metropolitan	Ruislip Manor		18:00-18:30	10:30-11:00	19:00-19:30	10:00-10:30	14:30-15:00	23:00-23:30

Metropolitan	Watford		19:30-20:00	09:00-09:30	19:00-19:30	08:30-09:00	14:00-14:30	22:30-23:00
Metropolitan	West Harrow	11:00-11:30	19:00-19:30	10:00-10:30	19:00-19:30	10:00-10:30	14:00-14:30	22:00-22:30
Northern	Mill Hill East		19:00-19:30	10:45-11:15	18:45-19:15	10:45-11:15	14:45-15:15	23:00-23:30
Northern	Totteridge & Whetstone		19:30-20:00	09:15-09:45	19:15-19:45	10:00-10:30	15:00-15:30	22:00-22:30
Northern	West Finchley		20:00-20:30	10:30-11:00	19:15-19:45	10:30-11:00	14:15-14:45	23:00-23:30
Northern	Woodside Park		20:00-20:30	10:00-10:30	20:00-20:30	09:15-09:45	14:45-15:15	00:00-00:30
Piccadilly	Alperton		20:00-20:30					22:30-23:00
Piccadilly	Boston Manor		19:15-19:45	12:00-12:30	20:00-20:30	09:30-10:00	14:30-15:00	22:00-22:30
Piccadilly	Ealing Common		19:00-19:30	12:00-12:30	18:30-19:00	10:45-11:15	15:15-15:45	
Piccadilly	Hounslow Central							20:00-20:30
Piccadilly	North Ealing	11:45-12:15	19:15-19:45	11:45-12:15	19:15-19:45	10:45-11:15	15:00-15:30	
Piccadilly	Osterley		18:30-19:00					
Piccadilly	Park Royal		19:30-20:00	10:00-10:30	19:00-19:30	10:00-10:30	15:00-15:30	23:00-23:30
Piccadilly	South Ealing		18:30-19:00		19:00-19:30			23:00-23:30
Piccadilly	South Harrow		19:30-20:00	09:30-10:00	18:00-18:30	09:30-10:00	15:00-15:30	22:00-22:30
Piccadilly	Sudbury Hill		20:00-20:30	10:00-10:30	20:00-20:30	10:00-10:30	14:30-15:00	21:30-22:00
Piccadilly	Sudbury Town			10:45-11:15	18:45-19:15	11:15-11:45	15:00-15:30	23:00-23:30
2	No. Stations	20	55	53	59	54	52	70

**Schedules for Tuesday-Friday may vary slightly*

Before 6 Feb 2010

Line	Station	Monday*		Saturday		Sunday		
Central	Barkingside	11:00-11:30	19:00-19:30	11:00-11:30	19:00-19:30	10:00-10:30	14:00-14:30	22:00-22:30
Central	Chigwell	10:30-11:00	19:00-19:30	10:30-11:00	19:00-19:30	11:00-11:30	15:00-15:30	23:00-23:30
Central	Fairlop		19:00-19:30	10:30-11:00	19:00-19:30	10:00-10:30	14:00-14:30	22:00-22:30
Central	Grange Hill	10:00-10:30	18:30-19:00	10:00-10:30	18:30-19:00	11:30-12:00	15:30-16:00	22:30-23:00
Central	Roding Valley	11:00-11:30	19:30-20:00	11:00-11:30	19:30-20:00	10:30-11:00	14:30-15:00	23:30-00:00
Central	Buckhurst Hill		20:00-20:30		19:00-19:30			00:00-00:30
Central	Debden				19:00-19:30	09:30-10:00	14:30-15:00	23:30-00:00
Central	Epping				20:00-20:30			00:00-00:30
Central	Snaresbrook				19:30-20:00			22:00-22:30

Central	Theydon Bois	10:00-10:30	20:00-20:30	10:30-11:00	19:00-19:30	10:30-11:00	15:00-15:30	00:00-00:30
Central	East Acton				19:15-19:45			23:00-23:30
Central	Greenford							23:00-23:30
Central	Hanger Lane				19:00-19:30			00:00-00:30
Central	North Acton				20:00-20:30			23:00-23:30
Central	Perivale		19:30-20:00	11:30-12:00	19:30-20:00	09:15-09:45	14:30-15:00	00:00-00:30
Central	Ruislip Gardens			10:15-10:45		11:30-12:00		22:30-23:00
Central	South Ruislip		19:30-20:00	09:30-10:00	19:30-20:00	11:00-11:30	16:00-16:30	23:00-23:30
Central	West Acton		19:45-20:15		19:30-20:00	10:00-10:30	14:45-15:15	00:00-00:30
Central	West Ruislip		19:30-20:00			10:30-11:00	15:00-15:30	
C&H	Goldhawk Road		19:30-20:00	10:30-11:00	19:30-20:00	10:30-11:00	16:00-16:30	23:15-23:45
C&H	Latimer Road		19:30-20:00	09:00-09:30	19:30-20:00	11:00-11:30	14:30-15:00	22:45-23:15
C&H	Paddington Suburban							00:00-00:30
C&H	Royal Oak Shepherd's Bush Market			10:30-11:00	19:30-20:00	10:30-11:00	14:30-15:00	23:00-23:30
C&H			19:00-19:30					23:00-23:30
District	Becontree				19:00-19:30			22:00-22:30
District	Hornchurch			11:00-11:30	19:30-20:00	11:00-11:30	15:00-15:30	23:00-23:30
District	Upminster Bridge	11:30-12:00	19:00-19:30	10:00-10:30	19:00-19:30	10:00-10:30	14:00-14:30	22:30-23:00
District	Upney			09:30-10:00	18:00-18:30	11:00-11:30	15:00-15:30	23:00-23:30
District	Chiswick Park		19:00-19:30					22:30-23:00
District	Ravenscourt Park				18:15-18:45			22:45-23:15
Jubilee	Canons Park	10:30-11:00		10:45-11:15	18:45-19:15	10:45-11:15	14:45-15:15	22:45-23:15
Jubilee	Stanmore							22:45-23:15
Jubilee	Dollis Hill							22:15-22:45
Metropolitan	Eastcote				19:00-19:30			22:00-22:30
Metropolitan	Hillingdon		19:00-19:30		19:00-19:30			22:00-22:30
Metropolitan	Ickenham	11:00-11:30	19:00-19:30	10:00-10:30	19:00-19:30	11:00-11:30	15:00-15:30	23:00-23:30
Metropolitan	Northwick Park				19:00-19:30			23:00-23:30
Metropolitan	Preston Road				20:00-20:30			23:00-23:30
Metropolitan	Ruislip	11:00-11:30	20:00-20:30		19:00-19:30			23:00-23:30
Metropolitan	Ruislip Manor				19:00-19:30			23:00-23:30
Metropolitan	West Harrow		19:00-19:30	10:00-10:30	19:00-19:30	10:00-10:30	14:00-14:30	22:00-22:30
Metropolitan	Chalfont & Latimer	12:00-12:30	19:30-20:00	09:00-09:30	18:30-19:00	10:30-11:00	13:30-14:00	22:30-23:00

Metropolitan	Chesham		19:00-19:30	10:30-11:00	19:00-19:30	10:30-11:00	14:30-15:00	22:30-23:00
Metropolitan	Chorleywood		19:30-20:00	09:15-09:45	19:00-19:30	11:00-11:30	14:00-14:30	22:30-23:00
Metropolitan	Croxley	12:00-12:30	19:00-19:30	11:00-11:30	19:00-19:30	10:30-11:00	14:30-15:00	22:30-23:00
Metropolitan	Moor Park		19:00-19:30	10:30-11:00	19:00-19:30	10:30-11:00	14:30-15:00	22:30-23:00
Metropolitan	North Harrow		19:30-20:00	09:15-09:45	19:00-19:30	10:30-11:00	16:00-16:30	22:30-23:00
Metropolitan	Northwood							22:30-23:00
Metropolitan	Northwood Hills		19:30-20:00	09:00-09:30	19:00-19:30	10:30-11:00	14:30-15:00	22:30-23:00
Metropolitan	Pinner				19:00-19:30			22:30-23:00
Metropolitan	Rickmansworth				19:30-20:00			22:30-23:00
Metropolitan	Watford		19:30-20:00		19:00-19:30	08:30-09:00		22:30-23:00
Northern	Mill Hill East	11:30-12:00	20:00-20:30	11:30-12:00	20:00-20:30	11:30-12:00	15:00-15:30	23:00-23:30
Northern	Totteridge & Whetstone	11:30-12:00	19:30-20:00	09:15-09:45	19:15-19:45	10:00-10:30	15:00-15:30	22:00-22:30
Northern	West Finchley		20:00-20:30	10:30-11:00	19:15-19:45	10:30-11:00	14:15-14:45	23:00-23:30
Northern	Woodside Park		20:00-20:30		20:00-20:30	09:15-09:45	14:45-15:15	23:00-23:30
Piccadilly	Alperton				18:45-19:15			22:30-23:00
Piccadilly	Boston Manor	11:15-11:45			20:00-20:30			22:00-22:30
Piccadilly	North Ealing	11:45-12:15	19:15-19:45	11:45-12:15	19:15-19:45	10:45-11:15	15:00-15:30	22:00-22:30
Piccadilly	Park Royal			10:00-10:30	19:00-19:30	10:00-10:30	15:00-15:30	22:00-22:30
Piccadilly	Sudbury Hill		20:00-20:30		20:00-20:30			22:00-22:30
No. Stations		15	34	30	52	35	33	60

**Schedules for Tuesday-Friday may vary slightly*

Appendix H – Q124/2011 – Unpaid Embassy charges

Contraventions During December 2010 Only

Mission Name	PCNs Outstanding	£ PCNs Outstanding
EMBASSY OF THE RUSSIAN FEDERATION	772	£46,320
AMERICAN EMBASSY	739	£44,340
EMBASSY OF THE FEDERAL REPUBLIC OF GERMANY	502	£30,120
EMBASSY OF JAPAN	429	£25,740
HIGH COMMISSION FOR THE FEDERAL REPUBLIC OF NIGERIA	338	£20,280
OFFICE OF THE HIGH COMMISSIONER FOR INDIA	320	£19,200
OFFICE OF THE HIGH COMMISSIONER FOR GHANA	282	£16,920
SPANISH EMBASSY	232	£13,920
EMBASSY OF THE REPUBLIC OF KAZAKHSTAN	226	£13,560
EMBASSY OF THE REPUBLIC OF POLAND	196	£11,760
EMBASSY OF UKRAINE	192	£11,520
FRENCH EMBASSY	190	£11,400
EMBASSY OF GREECE	188	£11,280
THE EMBASSY OF THE REPUBLIC OF THE SUDAN	159	£9,540
HIGH COMMISSION FOR THE ISLAMIC REPUBLIC OF PAKISTAN	149	£8,940
KENYA HIGH COMMISSION	147	£8,820
EMBASSY OF ROMANIA	140	£8,400
EMBASSY OF THE REPUBLIC OF CUBA	132	£7,920
EMBASSY OF THE REPUBLIC OF KOREA	130	£7,800
EMBASSY OF THE REPUBLIC OF HUNGARY	104	£6,240
EMBASSY OF THE REPUBLIC OF BULGARIA	98	£5,880
EMBASSY OF THE SLOVAK REPUBLIC	92	£5,520
EMBASSY OF THE REPUBLIC OF BELARUS	91	£5,460
EMBASSY OF ALGERIA	86	£5,160
HIGH COMMISSION FOR THE UNITED REPUBLIC OF TANZANIA	84	£5,040
EMBASSY OF THE REPUBLIC OF YEMEN	81	£4,860
HIGH COMMISSION FOR THE REPUBLIC OF SOUTH AFRICA	77	£4,620
SIERRA LEONE HIGH COMMISSION	71	£4,260
HIGH COMMISSION FOR THE REPUBLIC OF ZAMBIA	68	£4,080
ROYAL EMBASSY OF SAUDI ARABIA	62	£3,720
HIGH COMMISSION FOR THE REPUBLIC OF CAMEROON	62	£3,720
CYPRUS HIGH COMMISSION	62	£3,720
EMBASSY OF THE SOCIALIST REPUBLIC OF VIETNAM	60	£3,600
TURKISH EMBASSY	58	£3,480
EMBASSY OF THE ISLAMIC STATE OF AFGHANISTAN	57	£3,420
EMBASSY OF THE PEOPLE'S REPUBLIC OF CHINA	56	£3,360
EMBASSY OF THE CZECH REPUBLIC	50	£3,000
AUSTRIAN EMBASSY	47	£2,820
MAURITIUS HIGH COMMISSION	46	£2,760
EMBASSY OF THE FEDERAL DEMOCRATIC REPUBLIC OF ETHIOPIA	46	£2,760
JAMAICAN HIGH COMMISSION	37	£2,220
BOTSWANA HIGH COMMISSION	37	£2,220
HIGH COMMISSION OF THE REPUBLIC OF MOZAMBIQUE	36	£2,160
KINGDOM OF SWAZILAND HIGH COMMISSION	36	£2,160
HIGH COMMISSION FOR THE REPUBLIC OF MALAWI	35	£2,100
EMBASSY OF THE REPUBLIC OF LITHUANIA	32	£1,920
HIGH COMMISSION OF THE KINGDOM OF LESOTHO	32	£1,920
BELGIAN EMBASSY	31	£1,860
HIGH COMMISSION FOR THE REPUBLIC OF NAMIBIA	31	£1,860

EMBASSY OF LUXEMBOURG	30	£1,800
EMBASSY OF THE DEMOCRATIC REPUBLIC OF CONGO	29	£1,740
PORTUGUESE EMBASSY	25	£1,500
EMBASSY OF THE REPUBLIC OF ESTONIA	23	£1,380
UGANDA HIGH COMMISSION	20	£1,200
ROYAL DANISH EMBASSY	19	£1,140
EMBASSY OF FINLAND	17	£1,020
EMBASSY OF THE REPUBLIC OF CÔTE D'IVOIRE	17	£1,020
EMBASSY OF THE REPUBLIC OF LATVIA	17	£1,020
MALTA HIGH COMMISSION	16	£960
EMBASSY OF THE REPUBLIC OF LIBERIA	16	£960
EMBASSY OF THE REPUBLIC OF GUINEA	14	£960
EMBASSY OF THE REPUBLIC OF EQUATORIAL GUINEA	15	£900
EMBASSY OF THE REPUBLIC OF MADAGASCAR	14	£840
HIGH COMMISSION FOR GUYANA	13	£780
HIGH COMMISSION FOR THE REPUBLIC OF ZIMBABWE	13	£780
HIGH COMMISSION FOR THE PEOPLE'S REPUBLIC OF BANGLADESH	12	£720
EMBASSY OF THE DOMINICAN REPUBLIC	12	£720
HIGH COMMISSION FOR GRENADA	12	£720
EMBASSY OF THE REPUBLIC OF SLOVENIA	11	£660
HIGH COMMISSION OF THE REPUBLIC OF MALDIVES	10	£600
EMBASSY OF THE ARAB REPUBLIC OF EGYPT	9	£540
EMBASSY OF THE STATE OF ERITREA	9	£540
EMBASSY OF EL SALVADOR	8	£480
HIGH COMMISSION FOR SAINT CHRISTOPHER AND NEVIS	8	£480
EMBASSY OF THE DEMOCRATIC PEOPLES REPUBLIC OF KOREA	8	£480
HIGH COMMISSION FOR ANTIGUA AND BARBUDA	8	£480
EMBASSY OF THE ARGENTINE REPUBLIC	8	£480
THE EMBASSY OF MOLDOVA	7	£420
EMBASSY OF THE SULTANATE OF OMAN	5	£300
THE GAMBIA HIGH COMMISSION	4	£240
EMBASSY OF THE ISLAMIC REPUBLIC OF IRAN	4	£240
MALAYSIAN HIGH COMMISSION	4	£240
EMBASSY OF THE REPUBLIC OF ALBANIA	3	£180
LIBYAN EMBASSY	3	£180
IRAQI INTERESTS SECTION	3	£180
EMBASSY OF THE STATE OF KUWAIT	2	£120
EMBASSY OF THE KYRGYZ REPUBLIC	2	£120
HIGH COMMISSION FOR SEYCHELLES	2	£120
BARBADOS HIGH COMMISSION	2	£120
ITALIAN EMBASSY	1	£60
EMBASSY OF THE REPUBLIC OF ANGOLA	1	£60
EMBASSY OF THE REPUBLIC OF CONGO	1	£60
BRAZILIAN EMBASSY	1	£60
EMBASSY OF THE REPUBLIC OF THE PHILIPPINES	1	£60
EMBASSY OF THE STATE OF QATAR	1	£60
Total	7688	£461,400

Appendix I – Q121/2011 – Tube Driver delays

Delays (minutes) due to Train Operators arriving late for duty 2010

2010	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Bakerloo	30	11	26	8	0	28	3	19	4	0	4	0
Central	5	17	45	18	6	57	0	17	47	25	47	17
Circle	5	29	23	19	7	6	0	17	17	8	20	5
District	5	11	11	0	11	19	7	18	53	0	0	6
Hammersmith & City	92	35	105	97	96	75	44	58	50	34	30	42
Jubilee	10	5	0	2	0	13	14	17	0	13	3	10
Metropolitan	8	9	5	9	7	3	19	0	3	3	11	24
Northern	16	28	19	25	16	11	33	23	21	35	30	34
Piccadilly	16	18	15	0	11	21	6	17	0	0	2	27
Victoria	7	6	0	0	0	21	18	0	0	0	3	10
W&C	0	0	0	0	0	0	0	0	0	0	0	0

Table 1: Incomplete pay as you go journeys in 2010

Month	No. of Cards incurring max fare charges (000)	No. of journeys (000)	Total charged (£000)
January	907	1,185	5,303
February	835	1,076	4,740
March	862	1,106	4,888
April	854	1,076	4,671
May	894	1,135	4,903
June	903	1,144	5,023
July	985	1,249	5,458
August	905	1,129	4,865
September	902	1,149	5,014
October	1,041	1,319	5,772
November	990	1,272	5,672
December	996	1,252	5,542

Statistics for earlier years are only available by accounting period as shown in table 1A below. The number of cards incurring charges is not available.

NB TfL calculates that between 60 and 80 per cent of the maximum fares charged above would have been raised from customers, had their Oyster card been validated correctly.

Table 1A: Incomplete pay as you go journeys in 2008 and 2009

NB TfL calculates that between 60 and 80 per cent of the maximum fares charged below would have been raised from customers, had their Oyster card been validated correctly.

Financial year	Period	No. of journeys (000)	Total charged (£000)
2007/08	11	739	2,716
	12	808	2,971
	13	677	2,490
2008/09	1	777	2,860
	2	782	2,878
	3	835	3,082
	4	920	3,393
	5	945	3,473
	6	937	3,449
	7	1,141	4,215
	8	1,001	3,689
	9	1,017	3,743
	10	821	3,024
	11	838	3,094
	12	719	2,658
	13	965	3,576
2009/10	1	1,161	4,302
	2	956	3,544
	3	952	3,522
	4	925	3,423
	5	794	2,938
	6	940	3,472
	7	897	3,318
	8	930	3,440
	9	1,035	3,834
	10	1,082	4,231

Incomplete journey charges in 2010 - National Rail Stations (1)

National rail	£000	National rail	£000	National rail	£000
Abbey Wood	48	Carshalton Beeches	10	Elephant & Castle	323
Acton Main Line	7	Castle Bar Park	3	Elm Park	39
Albany Park	9	Caterham	8	Elmers End	46
Alexandra Palace	26	Catford	16	Elmstead Woods	9
Anerley	8	Catford Bridge	29	Elstree	105
Angel Road	1	Chadwell Heath	35	Eltham	30
Balham	318	Chafford Hundred	37	Emerson Park	2
Banstead	2	Charing Cross	861	Enfield Chase	27
Barking	347	Charlton	30	Enfield Lock	22
Barnehurst	10	Cheam	12	Enfield Town	30
Barnes	34	Chelsfield	3	Epsom Downs	1
Barnes Bridge	18	Chessington North	5	Erith	14
Battersea Park	49	Chessington South	4	Essex Road	11
Beckenham Hill	6	Chingford	47	Euston	479
Beckenham Junction	30	Chipstead	2	Ewell East	5
Becontree	49	Chislehurst	13	Ewell West	11
Bellingham	10	Chiswick	30	Falconwood	11
Belmont	2	City Thameslink	113	Feltham	65
Belvedere	13	Clapham High Street	12	Fenchurch St NR	170
Berrylands	4	Clapham Junction	540	Finsbury Park	248
Bethnal Green	128	Clapton	35	Forest Gate	41
Bexley	11	Clock House	14	Forest Hill	67
Bexleyheath	26	Coulsdon South	8	Fulwell	7
Bickley	10	Crayford	11	Gidea Park	20
Birkbeck	2	Crews Hill	2	Gipsy Hill	35
Blackfriars	45	Cricklewood	29	Goodmayes	29
Blackheath	56	Crofton Park	16	Gordon Hill	21
Blackhorse Road	104	Crystal Palace	44	Grange Park	7
Bowes Park	9	Dagenham Dock	3	Grays	39
Brentford	33	Dagenham East	48	Greenwich	96
Brimsdown	15	Denmark Hill	62	Grove Park	26
Brixton NR	23	Deptford	22	Hackbridge	10
Brockley	50	Drayton Green	3	Hackney Downs	60
Bromley North	5	Drayton Pk	9	Hadley Wood	5
Bromley South	132	Earlsfield	83	Hampton	14
Bruce Grove	15	Ealing Broadway	404	Hampton Court	20
Bush Hill Park	14	East Croydon	441	Hampton Wick	15
Cambridge Heath	13	East Dulwich	39	Hanwell	10
Cannon Street	225	Eden Park	9	Harold Wood	17
Carshalton	24	Edmonton Green	36	Harringay	19

Incomplete journey charges in 2010 - National Rail Stations (2)

National rail	£000	National rail	£000	National rail	£000
Haydons Road	7	Morden South	2	Rectory Road	22
Hayes & Harlington	97	Mortlake	30	Reedham Surrey	2
Hayes Kent	11	Motspur Park	13	Richmond	323
Hendon	20	Mottingham	14	Riddlesdown	2
Herne Hill	50	New Barnet	24	Romford	163
Highams Park	42	New Beckenham	12	Sanderstead	7
Hither Green	34	New Cross	49	Selhurst	21
Honor Oak Park	38	New Cross Gate	81	Seven Kings	31
Hornsey	22	New Eltham	19	Seven Sisters	273
Hounslow	21	New Malden	40	Shortlands	17
Ilford	176	New Southgate	16	Sidcup	31
Isleworth	26	Norbiton	41	Silver Street	17
Kenley	4	Norbury	60	Slade Green	8
Kent House	11	North Dulwich	17	Smitham	2
Kentish Town	155	North Sheen	6	South Bermondsey	15
Kew Bridge	22	Northolt Park	4	South Croydon	14
Kidbrooke	12	Northumberland Pk	5	South Greenford	1
Kings Cross	358	Norwood Junction SR	55	South Merton	3
Kingston	109	Nunhead	18	Southall	88
Kingswood	4	Oakleigh Park	22	Southbury	9
Knockholt	1	Ockendon	8	St Helier	4
Ladywell	19	Old Street	400	St James Street	20
Lee	19	Orpington	48	St Johns	10
Lewisham	172	Paddington	636	St Margarets London	24
Limehouse NR	32	Palmers Green	34	St Mary Cray	12
Liverpool Street	1615	Peckham Rye	123	St Pancras International	265
London Bridge	2300	Penge East	21	Stamford Hill	13
London Fields	24	Penge West	6	Stoke Newington	36
Loughborough Junct	15	Petts Wood	20	Stoneleigh	11
Lower Sydenham	8	Plumstead	32	Stratford	877
Malden Manor	4	Ponders End	9	Strawberry Hill	14
Manor Park	27	Purfleet	8	Streatham	67
Maryland	23	Purley	39	Streatham Common	78
Marylebone	49	Purley Oaks	6	Streatham Hill	62
Marylebone NR	203	Putney	194	Sudbury Hill Harrow	3
Maze Hill	24	Queens Rd Peckham	24	Sudbury&Harrow Rd	1
Mill Hill Broadway	41	Queenstown Road	29	Sundridge Park	4
Mitcham Eastfields	16	Rainham Essex	16	Surbiton	89
Mitcham Junction	12	Ravensbourne	3	Sutton Common	6
Moorgate	357	Raynes Park	61	Sutton Surrey	132

Incomplete journey charges in 2010 - National Rail Stations (3)

National rail	£000	National rail	£000
Sydenham Hill	9	Whyteleafe	3
Sydenham SR	49	Whyteleafe South	2
Syon Lane	16	Wimbledon	825
Tadworth	3	Wimbledon Chase	5
Tattenham Corner	3	Winchmore Hill	25
Teddington	28	Wood Street	23
Thames Ditton	7	Woodmansterne	2
Thornton Heath	62	Woolwich Arsenal	118
Tolworth	9	Woolwich Dockyard	10
Tooting	20	Worcester Park	24
Tottenham Hale	171	TOTAL NR	25,842
Tulse Hill	69		
Turkey Street	8		
Twickenham	99		
Upminster	78		
Upper Warlingham	5		
Vauxhall SWT	466		
Victoria NR	1562		
Waddon	6		
Wallington	26		
Walthamstow Central	270		
Wandsworth Common	32		
Wandsworth Road	8		
Wandsworth Town	59		
Waterloo NR	2452		
Watford Junction	314		
Welling	21		
Wembley Stadium	13		
West Croydon	107		
West Drayton	69		
West Dulwich	18		
West Ealing	22		
West Ham	70		
West Hampst'd Tlink	61		
West Norwood	55		
West Sutton	5		
West Wickham	9		
Westcombe Park	25		
White Hart Lane	18		
Whitton	15		

Incomplete journey charges in 2010 - Underground Stations (1)

Underground	£000	Underground	£000	Underground	£000
Acton Town	79	Chorleywood	18	Harrow On The Hill	141
Aldgate	84	Clapham Common	105	Hatton Cross	58
Aldgate East	150	Clapham North	76	Heathrow Terms	567
Alperton	46	Clapham South	79	Hendon Central	81
Amersham	38	Cockfosters	34	High Barnet	56
Angel	309	Colindale	59	High Street Kens	202
Archway	101	Colliers Wood	55	Highbury	271
Arnos Grove	66	Covent Garden	243	Highgate	81
Arsenal	56	Croxley	13	Hillingdon	24
Baker Street	337	Dagenham Heathway	87	Holborn	405
Balham LU	56	Debden	46	Holland Park	53
Bank	1339	Dollis Hill	36	Holloway Road	94
Barbican	112	Ealing Common	43	Hornchurch	34
Barkingside	25	Earls Court	363	Hounslow Central	89
Barons Court	86	East Acton	46	Hounslow East	85
Bayswater	100	East Finchley	94	Hounslow West	86
Belsize Park	85	East Ham	182	Hyde Park Corner	87
Bermondsey	75	East Putney	103	Ickenham	13
Bethnal Green LU	178	Eastcote	33	Kennington	57
Bond Street	418	Edgware	83	Kilburn	74
Borough	79	Edgware Road	165	Kilburn Park	55
Boston Manor	37	Embankment	244	Kings Cross	1073
Bounds Green	71	Epping	77	Kingsbury	39
Bow Road	61	Euston LU	303	Knightsbridge	232
Brent Cross	31	Euston Square	122	Ladbroke Grove	71
Brixton	310	Fairlop	19	Lambeth North	49
Bromley By Bow	33	Farringdon	306	Lancaster Gate	82
Buckhurst Hill	47	Finchley Central	82	Latimer Road	23
Burnt Oak	55	Finchley Road	105	Leicester Square	465
Caledonian Road	61	Fulham Broadway	194	Leyton	194
Camden Town	288	Gants Hill	102	Leytonstone	170
Canada Water	125	Gloucester Road	227	Liverpool Street LU	670
Canary Wharf	405	Golders Green	111	London Bridge LU	388
Canning Town	214	Goldhawk Road	23	Loughton	72
Cannon Street	32	Goodge Street	80	Maida Vale	43
Canons Park	23	Grange Hill	12	Manor House	104
Chalfont & Latimer	19	Great Portland St	86	Mansion House	80
Chalk Farm	79	Green Park	315	Marble Arch	250
Chancery Lane	218	Greenford	58	Marylebone LU	73
Charing Cross	195	Hainault	52	Mile End	251
Chesham	15	Hammersmith	559	Mill Hill East	15
Chigwell	12	Hampstead	61	Monument	179
Chiswick Park	33	Hanger Lane	43	Moor Park	12

Incomplete journey charges in 2010 - Underground Stations (2)

Underground	£000	Underground	£000	Underground	£000
Morden	85	Sloane Square	216	Wembley Park	164
Mornington Crescent	51	Snaresbrook	50	West Acton	24
Neasden	32	South Ealing	45	West Finchley	21
Newbury Park	84	South Harrow	48	West Hampstead	31
North Acton	62	South Kensington	402	West Harrow	15
North Ealing	12	South Ruislip	35	West Kensington	63
North Greenwich	248	South Wimbledon	31	West Ruislip	38
North Harrow	21	South Woodford	91	Westbourne Park	51
Northfields	51	Southfields	90	Westminster	220
Northolt	75	Southgate	84	White City	108
Northwick Park	46	Southwark	104	Whitechapel	205
Northwood	38	St James's Park	117	Willesden Green	75
Northwood Hills	23	St Johns Wood	70	Wimbledon Park	47
Notting Hill Gate	271	St Pauls	226	Wood Green	161
Oakwood	49	Stamford Brook	45	Wood Lane	46
Osterley	43	Stanmore	40	Woodford	110
Oval	74	Stepney Green	63	Woodside Park	42
Oxford Circus	862	Stockwell	111	TOTAL Underground	30,164
Paddington LU	301	Sudbury Hill	30		
Park Royal	29	Sudbury Town	27		
Parsons Green	111	Swiss Cottage	67		
Perivale	33	Temple	95		
Piccadilly Circus	457	Theydon Bois	18		
Pimlico	103	Tooting Bec	71		
Pinner	31	Tooting Broadway	143		
Plaistow	75	Tottenham Court Rd	441		
Preston Road	35	Totteridge	34		
Putney Bridge	111	Tower Hill	224		
Queensbury	38	Tufnell Park	56		
Queensway	131	Turnham Green	100		
Ravenscourt Park	38	Turnpike Lane	137		
Rayners Lane	58	Upminster Bridge	11		
Redbridge	56	Upney	33		
Regents Park	43	Upton Park	147		
Rickmansworth	37	Uxbridge	117		
Roding Valley	6	Vauxhall	191		
Royal Oak	28	Victoria	982		
Ruislip	21	W Hampstead LU	44		
Ruislip Gardens	19	Wanstead	50		
Ruislip Manor	22	Warren Street	146		
Russell Square	175	Warwick Avenue	58		
Shadwell	1	Waterloo	699		
Shepherds Bush	368	Watford Met	32		

Incomplete journey charges in 2010 – DLR and Overground

DLR	£000	Overground	£000	Overground	£000
All Saints	49	Acton Central	43	Shadwell LO	22
Beckton	50	Brondesbury	44	Shepherd's Bush NR	233
Beckton Park	6	Brondesbury Park	14	Shoreditch High Street	48
Blackwall	42	Bushey	34	South Acton	10
Bow Church	109	Caledonian Rd&B'sby	11	South Hampstead	7
Canary Wharf DLR	295	Camden Road	49	South Kenton	15
Crossharbour	101	Canonbury	19	South Tottenham	25
Custom House DLR	91	Carpenders Park	28	Stonebridge Park	54
Cutty Sark	299	Crouch Hill	13	Surrey Quays	25
Cyprus	49	Dalston Junction	60	Upper Holloway	19
Deptford Bridge	88	Dalston Kingsland	95	Walthamstow Qns R	11
Devons Road	42	Finchley Rd & Frognal	24	Wanstead Park	13
East India	65	Gospel Oak	66	Wapping	14
Elverson Road	26	Gunnersbury	95	Watford High Street	40
Gallions Reach	21	Hackney Central	63	Wembley Central	126
Greenwich DLR	55	Hackney Wick	14	West Hampst'd NL	76
Heron Quays	94	Haggerston	12	Willesden Junction	107
Island Gardens	88	Hampstead Heath	61	Woodgrange Park	12
King George V	23	Harlesden	41	West Brompton	108
Langdon Park	45	Harringay Green Las	21	TOTAL Overground	2,559
Lewisham DLR	243	Harrow Wealdstone	177		
Limehouse DLR	161	Hatch End	22		
London City Airport	83	Headstone Lane	8		
Mudchute	63	Homerton	41		
Pontoon Dock	15	Hoxton	11		
Poplar	29	Imperial Wharf	56		
Prince Regent	29	Kensal Green	51		
Pudding Mill Lane	36	Kensal Rise	34		
Royal Albert	26	Kensington Olympia	63		
Royal Victoria	50	Kentish Town West	17		
Shadwell DLR	188	Kenton	44		
South Quay	127	Kew Gardens	74		
Tower Gateway	223	Kilburn High Road	21		
W Silvertown	15	Leyton Midland Road	15		
West India Quay	35	Leytonstone High Rd	14		
West Silvertown	9	North Wembley	30		
Westferry	72	Queens Park	97		
Woolwich Arsenal DLR	244	Rotherhithe	11		
TOTAL DLR	3,287				

NB TfL calculates that between 60 and 80 per cent of the maximum fares charged above would have been raised from customers, had their Oyster card been validated correctly.