

## **Written Answers to Questions Not Answered at Mayor's Question Time on 19 September 2012**

### **Squatting laws**

**Question No: 2524 / 2012**

[Steve O'Connell](#)

Do you welcome the recent law which now makes squatting in residential buildings a criminal offence, allowing police to arrest squatters?

**Oral Response**

### **Olympic Park Legacy**

**Question No: 2397 / 2012**

[Darren Johnson](#)

Will your plans for the Olympic Park set out an ambitious and comprehensive vision that is built to the highest standards of design and sustainability working closely with existing communities, or can Londoners expect more of the same?

**Oral Response**

### **Olympic and Paralympic Jobs**

**Question No: 2394 / 2012**

[Stephen Knight](#)

Given that part of your pledge to create 200,000 new jobs over the course of your mayoralty included the 10,000 people employed in Games time activity, what plans do you have to help find replacement jobs for these, now redundant, people?

**Oral Response**

### **Central London consensus on improving air quality**

**Question No: 2558 / 2012**

[Murad Qureshi](#)

When will you sign up to the consensus on improving poor air quality in Central London as three major boroughs have signed up to do?

**Oral Response**

### **Extension of DLR to Bromley**

**Question No: 2520 / 2012**

[James Cleverly](#)

Can the Mayor provide an update on progress of assessing the viability of extending the DLR to the London Borough of Bromley?

**Oral Response**

## **Stalled Developments**

**Question No: 2500 / 2012**

[Andrew Boff](#)

How many potential homes in London have planning permission but are currently in stalled developments?

**Oral Response**

## **Affordable Homes**

**Question No: 2539 / 2012**

[Tom Copley](#)

Do you support the Government's proposed affordable housing holiday?

**Oral Response**

## **Police Numbers**

**Question No: 2540 / 2012**

[Joanne McCartney](#)

How confident are you of maintaining police numbers at the 32,320 mark, given the swingeing budget cuts that the government plans for London policing over the next 3 years?

**Oral Response**

## **TfL Advertising Policy**

**Question No: 2537 / 2012**

[Gareth Bacon](#)

What due diligence measures is the Mayor instructing TfL to put in place to ensure there will be no recurrence of inappropriate advertising of a political nature on public transport?

**Oral Response**

## **Fire Station Closures**

**Question No: 2587 / 2012**

[Andrew Dismore](#)

Is it not the case that you are holding back the publication of the list of fire stations facing closure or the withdrawal of a fire engine?

**Oral Response**

## **Major Infrastructure**

**Question No: 2542 / 2012**

[John Biggs](#)

With the Government talking about infrastructure investment, what projects have you initiated and promoted that are likely to lead to actual construction in the short term, in

your time as Mayor?

**Oral Response**

**Transport Fares Policy**

**Question No: 2555 / 2012**

[Valerie Shawcross](#)

Are you taking the high cost of living in London into account in your decision making about your proposed transport fare increases for 2013?

**Oral Response**

**CRIB - accuracy**

**Question No: 2480 / 2012**

[Tony Arbour](#)

Before we praise or criticise any changes in a borough' crime figures, should we always first verify the accuracy of its figures?

**Oral Response**

**Front counters - Hampstead**

**Question No: 2545 / 2012**

[Joanne McCartney](#)

In response to my question MQ2302/2012 you listed a number of police buildings and front counters, however, you failed to include Hampstead Police station as one of the front counters or police buildings earmarked for closure. What other buildings have you failed to include in this list?

**Oral Response**

**TfL Planning Comments**

**Question No: 2506 / 2012**

[Roger Evans](#)

Transport for London, when making comments on planning applications to local authorities, often demands that the level of parking is reduced, regardless of the impact on the local economy or on residential amenity. Will you encourage TfL to take a more flexible approach to ensure that local needs are fully taken into account, especially in outer London?

**Oral Response**

## **Diesel cars in the Congestion charge**

**Question No: 2395 / 2012**

[Jenny Jones](#)

Will you look at reducing or removing exemptions from the congestion charge from those vehicles which come under the CO2 emission threshold, but which cause considerable localised pollution?

**Oral Response**

## **Benefit Sanctions for Young People**

**Question No: 2557 / 2012**

[John Biggs](#)

Your recent announcement, with Chris Grayling, of a pilot for young unemployed Londoners was widely reported. How will you ensure that the pilot is properly evaluated and that only quality placements are secured?

**Oral Response**

## **Volunteering**

**Question No: 2532 / 2012**

[Victoria Borwick](#)

Does the Mayor plan to take advantage of the increased interest in volunteering on the back of the obvious success of the Olympics?

**Oral Response**

## **AssetCo Takeover**

**Question No: 2546 / 2012**

[Andrew Dismore](#)

Have you met Sir Aubrey Brocklebank, chairman of AB and A, the private limited company that bought AssetCo for £2?

**Oral Response**

## **Economic Recovery Action Plan**

**Question No: 2549 / 2012**

[Andrew Dismore](#)

Why have you not created a new Economic Recovery Action Plan, given we have been in recession for the past 3 quarters?

**Written response from the Mayor**

I was elected on my pledge to create 200,000 jobs over the next four years, for which my officers have developed a robust plan to help support the economic recovery of London.

I am also pleased to see that London has seen a 0.7 percentage point fall in the unemployment rate this quarter, now nearly 1 percentage points lower than a year ago.

## **Fares for 2013**

**Question No: 2335 / 2012**

[Caroline Pidgeon](#)

Given that during the election you promised to 'bear down on fares'. What fares increase or decrease are you planning?

**Written response from the Mayor**

I will decide the actual level of fares, as usual, later in the year.

## **Olympic Transport**

**Question No: 2513 / 2012**

[Richard Tracey](#)

What lessons have been learnt from the Olympics that will help to improve transport in London?

**Oral Response**

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

## **Sponsors for the World Athletics Championships**

**Question No: 2396 / 2012**

[Jenny Jones](#)

Will you argue for some basic criteria for sponsors to ensure the Championships promote healthy eating?

**Oral Response**

## **London's Airports**

**Question No: 2559 / 2012**

[John Biggs](#)

Are immediate measures needed to address London's airport capacity? What might these be?

**Written response from the Mayor**

Please refer to my oral update.

## Transparent Administration

**Question No: 2800 / 2012**

[Joanne McCartney](#)

Are you still committed to running a transparent administration?

**Written response from the Mayor**

Yes.

### Questions for Written Answer

#### Cable Car (1)

**Question No: 2303 / 2012**

[Caroline Pidgeon](#)

For each day since the cable car has been open please provide the numbers of:

- a. Passengers travelling on the cable car
- b. Boarding pass adult returns sold
- c. Boarding pass adult singles sold
- d. Oyster pay as you go adult singles sold
- e. Oyster pay as you go child singles sold
- f. Multi Journey Boarding Passes sold
- g. Private cabin hires sold

**Written response from the Mayor**

The figures are attached in **Appendix 1**.

#### Cable Car (2)

**Question No: 2304 / 2012**

[Caroline Pidgeon](#)

Will you agree to ensure that Transport for London starts to publish performance statistics on the TfL website similar to the information provided for the cycle hire scheme, showing in particular the daily or weekly usage of the Thames Cable Car.

**Written response from the Mayor**

Yes.

## **TfL staff secondments to the London Legacy Development Corporation**

**Question No: 2305 / 2012**

[Caroline Pidgeon](#)

Please provide details of the number of TfL staff who have been seconded to work at the London Legacy Development Corporation, the role they carry out and the length of the secondment.

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

There are currently no TfL staff on secondment to the London Legacy Development Corporation.

## **TfL Olympic and Paralympic bonus payouts**

**Question No: 2306 / 2012**

[Caroline Pidgeon](#)

Please provide the following details:

- a. The total additional revenue that TfL received during the Games
- b. The total cost to TfL of bonus payments to TfL staff and executives

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

#### a) Revenue and the Games

Analysis of the effects on revenue of the Olympics and Paralympics is continuing and will not be completed until the end of the month.

However, it should be remembered that TfL and LOCOG agreed a funding deal whereby TfL provided free travel for the day for spectators and free travel for the Olympic period for the games family, while LOGOG provided funding for TfL's additional costs due to the Games.

This means that while journeys on the TfL network, including the free journeys above, have been at record levels for much of the Games period, the impact on revenue has been much more muted.

This is in line with TfL's expectation, given the nature of the deal with LOCOG, that the impact of the Games on revenue would tend to be neutral overall, taking all TfL operations together, with reductions in domestic and commuter traffic offsetting additional revenue from those visitors without free travel.

#### b) The total cost to TfL of bonus payments to TfL staff and executives

There have been no extraordinary bonuses made to TfL staff or executives because of the Olympics or Paralympics. The performance of individual TfL employees in relation to the delivery of the 2012 Games will be assessed and rewarded through TfL's normal performance management and reward mechanisms.

As part of a deferred incentive arrangement introduced in 2010 for TfL's senior executives (Directors, Chief Officers and Commissioner), 2012 Games delivery targets formed one set amongst a raft of other medium term targets aligned to my Transport Strategy, covering the 2 year performance period to 31 March 2012, and the Games period itself. Within the Commissioner's and Chief Officers' deferred incentive arrangement, the Olympics targets were set as an overlay of the other plan targets and were therefore pre-eminent within the plan. However, no incentive or performance bonus arrangement exists within TfL that is solely related to the 2012 Games delivery.

## **Sudbury train services**

**Question No: 2307 / 2012**

[Caroline Pidgeon](#)

In your answer to question 1828/2012 you promised you would write to Chiltern Railways outlining your concerns about the Sudbury service. When did you? Please share this letter with the London Assembly.

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

I wrote to the Managing Director of Chiltern Railways on 17 August 2012. A copy of my letter is attached as **Appendix 2**.

## **Metropolitan police vetting procedures (1)**

**Question No: 2308 / 2012**

[Caroline Pidgeon](#)

The Metropolitan Polices press release of 19 July 2012 states that they have changed the way they vet Police Officers. Have retrospective full misconduct intelligence checks been carried out on all Police Officers to ensure that officers with outstanding conduct issues are not serving in the Met?

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

The MPS is undertaking a review of MPS Recruitment Vetting, which does not currently include retrospective checks on all officers. However, since the Harwood case all applicants, including officers applying to becoming police staff, as well those re-joining or transferring from other police services, are formally vetted and this involves a full misconduct intelligence check. With over 50,000 staff in the MPS, careful consideration needs to be given as to what may be done to reassure the public as to the integrity of current MPS employees. The outcomes of the current review may assist in such a process.

## **Metropolitan police vetting procedures (2)**

**Question No: 2309 / 2012**

[Caroline Pidgeon](#)

How many have been found to have outstanding issues?

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

None. Please see my response to MQ 2308 / 2012.



## **Roads Task Force and Junction Review Group**

### **Question No: 2310 / 2012**

[Caroline Pidgeon](#)

Please explain how the findings of these two groups will be brought together so that there isn't overlap or contradictions?

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

*Officers are drafting a response which will be sent shortly.*

*Written response received 1 October 2012.*

The roles of these two groups are complementary. The Junction Review Group is conducting an immediate review of specific priority junctions, with a focus on safety, and will recommend specific detailed improvements to be delivered on the ground as soon as resources will allow. The findings of this review will inform the understanding and work of the Roads Task Force as it progresses and recommendations will be reflected in the overall road strategy by TfL as appropriate.

The Roads Task Force has been established to help TfL and I consider the implications of a broader range of challenges and to develop a strategy for London's roads for the short, medium and long term. This will provide the framework for the delivery of specific schemes across the network.

## **Barclays Cycle Hire (1)**

### **Question No: 2311 / 2012**

[Caroline Pidgeon](#)

For every month since the scheme opened please detail the number of users who have been charged the £150 late return charge? Of these how many have been cancelled?

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

*Officers are drafting a response which will be sent shortly.*

*Written answer received 8 November 2012.*

Since the launch of Barclays Cycle Hire, there have been more than 16 million journeys. During this time, some 11,000 late return charges have been issued, equating to 0.07 per cent of hires. However, around 62 per cent of these charges were refunded after mitigating circumstances were taken into account. A late return charge is applied when a user has the cycle for longer than 24 hours, or after their access period expires.

The data requested is below.

### Late Return Charges (LRC) Applied and Cancelled

These figures are the month that the refunded charge was applied

Month	£150 LRC applied	Of which were refunded
Jul-10	32	4
Aug-10	343	93
Sep-10	4	0
Oct-10	Please note , no late return charges were applied during this period, pending a software upgrade.	
Nov-10		
Dec-10		
Jan-11		
Feb-11		
Mar-11		
Apr-11		
May-11	33	17
Jun-11	32	21
Jul-11	14	8
Aug-11	238	115
Sep-11	649	228
Oct-11	567	303
Nov-11	491	308
Dec-11	652	401
Jan-12	519	345
Feb-12	566	399
Mar-12	1264	836
Apr-12	975	672
May-12	1340	879
Jun-12	1208	766
Jul-12	1256	757
Aug-12	1283	710

### Barclays Cycle Hire (2)

Question No: 2312 / 2012

[Caroline Pidgeon](#)

Please update me on your progress with installing an improved IT system for the Barclays Cycle hire scheme?

#### Written response from the Mayor

Please see my response to MQ 2325 / 2012.

### TfL Budget

Question No: 2313 / 2012

[Caroline Pidgeon](#)

In TfL's Finance and Policy Committee paper on May 31st the report states that TfL is ahead of budget due to "favourable movements in Travelcard apportionment factors".

Please explain in plain English what this means.

**Written response from the Mayor**

When Travelcards are sold, the resulting fares income is shared between the Train Operating Companies (TOCs) and TfL.

The income shares (the apportionment factors) reflect the level of use by Travelcard holders of TfL and TOC services.

These shares are reviewed and adjusted each quarter based on the results of our understanding of actual usage.

Recent reviews have resulted in increases (favourable movements) in the share of revenue assigned to TfL because of actual patterns of use.

The additional revenue being apportioned to TfL as a result is a key reason why revenue was ahead of budget last year.

**TLRN capital development plan**

**Question No: 2314 / 2012**

[Caroline Pidgeon](#)

In TfL's May Projects and Planning Panel some details of an £11 million TLRN Capital Development Programme are outlined. Please provide more details about this project including the specific projects that this money has been spent on.

**Written response from the Mayor**

*Officers are drafting a response which will be sent shortly.*

Written response received 29 October 2012.

This relates to TfL's annual TLRN small scheme improvements programme which allows for changes to the network to deliver a wide range of capital infrastructure items including: road safety; walking; cycling; bus priority; congestion management; urban realm and accessibility. There are currently in excess of 300 schemes in the programme.

**Average traffic speeds**

**Question No: 2315 / 2012**

[Caroline Pidgeon](#)

In TfL's surface transport panel papers from July 3rd Average Traffic speeds are reported as having increased during period 2 from 17.4 mph last year to 17.91 mph. Do you welcome this increase in average speed?

**Written response from the Mayor**

Over the last three years the per-period range of London Traffic Speeds (measured in the 12 hours 7am to 7pm) has been between 17.37 and 20.02 mph. Average traffic speed varies by season, and the observation in period 2 last financial year at 17.40 mph was the second slowest average speed seen in three years.

The increase to 17.91 hours in period 2 this year is therefore within the low end of a range we have observed over the last three years.

## **Cycle design standards (1)**

**Question No: 2316 / 2012**

[Caroline Pidgeon](#)

Does TfL use and encourage the use of the Cycling Design Standards when TfL and Boroughs are installing cycling infrastructure?

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

Yes. Additionally, where TfL is a consultee on planning applications, TfL works with the boroughs to encourage developers to improve cycle routes and conditions for cyclists, including junction improvements, highway capacity and safety. TfL also provides free training on the London Cycle Design Standards (LCDS) for TfL and borough officers.

## **Cycle design standards (2)**

**Question No: 2317 / 2012**

[Caroline Pidgeon](#)

Do TfL have plans to update the Cycling Design Standards?

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

Yes. A revised version of the guidance, incorporating recent changes to regulations and policy, and drawing on lessons from the junction review, is currently in preparation.

## **Night time deliveries**

**Question No: 2318 / 2012**

[Caroline Pidgeon](#)

Please state the number of complaints that the Mayors office and TfL received about night time deliveries over the summer?

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

*Officers are drafting a response which will be sent shortly.*

*Written response received 1 October 2012.*

Two complaints about out of hours deliveries were received by TfL during the Games period.

## **Elevated cycle lanes**

**Question No: 2319 / 2012**

[Caroline Pidgeon](#)

Please provide details on your proposals for elevated cycle lanes, how much do you expect them to cost, how will they be funded and when can we expect to see them delivered?

## **Written response from the Mayor**

I am committed to leading a cycling revolution in the capital and the use of railway land or elevated cycleways to provide fast and direct cycling routes around the capital is an exciting idea that was recently presented to my office. I have asked TfL to look into this with Network Rail.

## **Cyclists and rules of the road**

### **Question No: 2320 / 2012**

[Caroline Pidgeon](#)

Further to question 1827 / 2012, has TfL found any evidence to support your earlier claim that two thirds of cyclists who suffer serious injuries were breaching the rules of the road at the time? If TfL has found no such evidence, or evidence to the contrary, will you correct the public record accordingly, and apologise to the many London cyclists who have suffered serious injuries through no fault of their own?

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

*Officers are drafting a response which will be sent shortly.*

*Written response received 1 October 2012.*

Please see my answer to MQ 2450 /2012.

## **Additional cycle parking**

### **Question No: 2321 / 2012**

[Caroline Pidgeon](#)

Given the popularity of the additional cycle parking that has been provided during the Olympics will you now commit to making it permanent?

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

During the course of the London 2012 Olympic and Paralympic Games, a variety of different cycle parking was provided to cater for the additional cyclist demand.

Much of the additional cycle parking was to allow for London 2012 spectators to park at venues or events across the capital, including the Olympic Park and road events. This cycle parking will not be made permanent in the short term due to the temporary nature of the demand in these locations. However, TfL is committed to ensuring a continued cycling legacy as part of the Olympic Park transformation.

Additional temporary cycle parks were also introduced in 15 locations across central London in locations of significant employment density, to provide additional cycle parking for the expected uplift in commuter cycling. TfL undertook monitoring of these locations over the course of the Games and will be reviewing the usage figures to determine the requirement for permanent parking at these locations in the future.

Of course, TfL is continuing to invest in its London wide cycle parking programme and is working with its delivery partners to identify appropriate locations to increase the

number of permanent cycle parking spaces on street, at schools, stations and workplaces and in residential areas.

## **Freedom pass**

**Question No: 2322 / 2012**

Caroline Pidgeon

On July 4th you announced a new Oyster for over 60 year olds. Please detail the date from which Londoners will be able to use the new photo card?

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

Please see the press release:

[http://www.london.gov.uk/media/press\\_releases\\_mayoral/mayor-confirms-free-travel-will-be-restored-londoners-who-have-reached-60](http://www.london.gov.uk/media/press_releases_mayoral/mayor-confirms-free-travel-will-be-restored-londoners-who-have-reached-60).

## **Woodford Police Station**

**Question No: 2323 / 2012**

Caroline Pidgeon

What plans have been made and are underway to close Woodford Police station?

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

No proposals for the future of Woodford Police Stations have been put to the Deputy Mayor for Policing and Crime for consideration.

## **Bicycle theft**

**Question No: 2324 / 2012**

Caroline Pidgeon

Last year 26000 bikes were stolen in the capital. Yet arrests for bicycle theft fell by 10%. What steps are you taking to reduce the number of bicycles stolen and increase arrest rates?

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

From 1st April to 31st July 2012 there was a 16 per cent reduction in cycle thefts compared to the same period last year, representing 1,476 fewer offences.

The MPS has taken a number of steps to reduce this number further:

- In April, launched Project Cycle-ops with British Transport, City of London Police and TfL to tackle cycle related crime;
- Completed a joint strategic assessment of recorded cycle crime, identifying 30 key locations in which to focus enforcement and prevention activity;
- Security marked and registered over 31,000 bicycles, and given owners practical security. This has increased public awareness and instilled confidence to report cycle thefts. A number of stolen cycles have been successfully restored to victims as a result of this exercise.

I anticipate that we will continue to see a reduction in cycle thefts despite a backdrop of the number of cycle journeys increasing by 15 per cent.

## **Bicycle Hire Scheme**

**Question No: 2325 / 2012**

[Caroline Pidgeon](#)

When will the new software for the bicycle hire scheme be installed?

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

Although we are pleased with the high number of people who take advantage of casual usage - more than four million now - we are working with our suppliers to improve the process, and aim to have a new software release in spring 2013.

## **Olympic cycling legacy**

**Question No: 2326 / 2012**

[Caroline Pidgeon](#)

On 26 January 2012 you announced a 'world class cycling festival' where 35,000 cyclists would be able to take part in a cycling event. On August 10 2012 you announced a 'world class cycling festival' that 20,000 cyclists could take part in. Please explain why you announced this event twice and why the number of participants has been reduced?

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

In January, the World Class Cycling Legacy Event announcement was designed primarily to launch the search for a delivery partner to turn the concept into reality and to undertake the ongoing commercial management of the event. Included in this announcement were provisional details of the proposed event, including one element that it was estimated would involve 35,000 amateur cyclists taking part in a 100 mile event.

Subsequently, after a rigorous procurement process conducted by TfL to recruit a delivery partner, on 10th August, I made public further details of the event:

- a) Confirming the preferred delivery partner - the London Surrey Cycling Partnership (LSCP).
- b) The event brand (RideLondon) and its constituent parts: RideLondon FreeCycle; RideLondon Grand Prix; RideLondon Classic; and RideLondon 100.
- c) How to register for the event, including signing up to be one of the 20,000 participants in the RideLondon 100.

To clarify why the number of entrants to the RideLondon 100 have changed, although the route identified will be able to safely accommodate 35,000 riders in due course, following consultation with key stakeholders, LSCP have proposed to restrict entry for the first event in 2013 to ensure it is delivered safely and successfully. This approach will allow the stakeholders involved (including TfL, London & Partners, the London Boroughs, Surrey County Council, Royal Parks, Emergency Services, and the Train Operating Companies) the opportunity to test the resilience of the RideLondon 100 event plans well within the route capacity. The intention is to increase the number of riders participating in the RideLondon 100 every year, to safely reach the maximum number of 35,000 participants by 2017.

Further details for all of the weekend's activities can be found at [www.ridelondon.co.uk](http://www.ridelondon.co.uk).

## Cost of cleaning the transport network (1)

Question No: 2327 / 2012

Caroline Pidgeon

For the past five years, please provide year on year figures for how much Transport for London has spent on:

- a) Cleaning the interior of buses (via bus companies);
- b) Cleaning the interior of tube carriages.

### Written response from the Mayor

a) Provision for this is included as part of the overall price for each individual route contract and is not separately broken down.

b)

2007-08	2008-09	2009-10	2010-11	2011-12	Total
£m	£m	£m	£m	£m	£m
17.0	18.5	18.3	17.7	20.6	92.0

## Cost of cleaning the transport network (2)

Question No: 2328 / 2012

Caroline Pidgeon



For the past five years, please provide year on year figures for how much Transport for London has spent on:

- a) Refurbishing damaged seats on buses (via bus companies);
- b) Refurbishing damaged seats on TfL rolling stock.

**Written response from the Mayor**

a) Provision for this is included as part of the overall price for each individual route contract and is not separately broken down.

b)

2007-08 £m	2008-09 £m	2009-10 £m	2010-11 £m	2011-12 £m	Total £m
0.6	0.6	0.8	0.5	1.4	3.9

**Cost of cleaning the transport network (3)**

**Question No: 2329 / 2012**

[Caroline Pidgeon](#)

For the past five years, please provide year on year figures for how much Transport for London has spent on:

- a) Replacing damaged windows on buses(via bus companies);
- b) Replacing damaged windows on TfL rolling stock.

**Written response from the Mayor**

a) Provision for this is included as part of the overall price for each individual route contract and is not separately broken down.

b)

2007-08 £m	2008-09 £m	2009-10 £m	2010-11 £m	2011-12 £m	Total £m
0.7	0.7	0.7	0.8	0.8	3.7

**Anti-social behaviour on buses**

**Question No: 2330 / 2012**

[Caroline Pidgeon](#)

Following feedback that some London buses are prone to becoming places of anti-social behaviour – for example, littering, spitting and damaging property - will you consider increasing Safer Transport Team presence and CCTV monitoring; pursuing more stringent by-laws to prosecute offenders; or indeed introducing any other measures to make buses cleaner, safer and more pleasant for all passengers?

**Written response from the Mayor**

*Officers are drafting a response which will be sent shortly.*

*Written response received 1 October 2012.*

I am pleased to say that bus related crime is falling consistently. It is at its lowest level in eight years, with just nine crimes per million passenger journeys. In the last financial year, bus crime dropped by more than 9 per cent (2,250 crimes), including a reduction of 14 per cent in bus related criminal damage. In the same period, recorded youth disorder Driver Incident Reports (DIRs) fell significantly by 25 per cent, continuing the trend seen the previous year.

This is the results of TfL's successful partnership with the MPS, City of London Police and the bus operators, to ensure buses are a low crime environment and to make buses safe and pleasant for the travelling public.

TfL funds 32 MPS Safer Transport Teams who provide a visible, reassuring presence on the local bus network across the capital. There are around 2,000 officers (including an additional 414 warranted officers I introduced earlier this year) patrolling on London's public transport. Their policing is based on intelligence-led deployment and working closely with TfL's Revenue Protection Inspectors to tackle antisocial behaviour and ensuring that all young people in receipt of free travel abide by the behaviour code.

TfL has enhanced the powers of approximately 50 Revenue Protection staff using the Accredited Persons Police Reform Act 2002 Schedule 5. These enhanced powers, granted under the Community Safety Accreditation Scheme, assist these RPIs in dealing with a range of antisocial issues on the bus network.

One of my first acts as Mayor was the introduction of the alcohol ban on public transport to crackdown on anti-social behaviour.

TfL has also ensured that every London bus is fully fitted with CCTV. The CCTV on all of London's 8,500 buses acts as both a major deterrent and an invaluable tool in investigations. The very high quality digital images provide police with evidence in order to apprehend and prosecute offenders.

TfL spearheaded the development of road transport premises byelaws to give Police and TfL enforcement staff the powers to deal with antisocial behaviour such as spitting, urinating, littering and noise at bus stations and stops. TfL enforcement staff also use the Public Service Vehicle regulations to deal with antisocial behaviour on the bus. There is more to be done, including the introduction of a Courtesy Card for under 16s.

If you have any specific routes or locations that are of concern, please let TfL know.

## **Oyster online account updates**

**Question No: 2331 / 2012**

[Caroline Pidgeon](#)

Please update me on the progress that has been made in updating Oyster online accounts as announced in a TfL press release on 18 May 2012.

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

The new Oyster online accounts launched in May are proving very popular, with around 150,000 checks being made each week by customers viewing their journey histories.

Good progress is also being made on the other improvements mentioned in the press release of 18 May 2012.

### **Memorial to Sir Ludwig Guttmann**

**Question No: 2332 / 2012**

[Caroline Pidgeon](#)

Will you support the campaign, as led by the publication Jewish News, for a monument in the Queen Elizabeth Olympic Park to celebrate the contribution of Sir Ludwig Guttmann, the founder of the first Games for disabled people in 1948 which paved the way for the Paralympic Games?

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

The Government announced this week that the health centre at the heart of the London 2012 Athletes' Village will be renamed the Sir Ludwig Guttmann Health Centre as a lasting tribute to the father of the Paralympic movement, Sir Ludwig Guttmann. The polyclinic used by the athletes during the London 2012 Games will be handed over to the NHS. The centre will serve the new residents of the Olympic Village (which will be known as the East Village) and the existing local community.

Alongside its GP and pharmacy services, the centre will also provide a range of healthy activities to be chosen and run by the local community.

### **London Metropolitan University (1)**

**Question No: 2333 / 2012**

[Caroline Pidgeon](#)

Do you agree with the actions taken by the UK Border Agency to revoke the university's Highly Trusted Status?

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

I agree that it is necessary to have a robust inspection and assurance process in place regarding the licensing of educational establishments to sponsor non-EEA students. I am unable to comment on the specific decision of UKBA regarding the London Metropolitan University as this is subjudice.

My primary concern is for the genuine students affected. I am satisfied that the Taskforce established by the Minister is doing an excellent job, led by Sir Alan Langlands, to support London Metropolitan University to find suitable alternative courses with other higher education providers for legitimate and appropriately qualified students, so that they can continue their studies in the UK.

London's universities are among the best in the world and I will continue to champion the sector.

## **London Metropolitan University (2)**

**Question No: 2334 / 2012**

[Caroline Pidgeon](#)

What measures have you taken to express to the Home Office the impact that the draconian and disproportionate measure by the UK Border Agency of revoking the university's Highly Trusted Status will have in relation to (1) the students affected, and (2) the loss of income to the university, and (3) the worldwide reputation of London as a place for international study.

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

Please see my response to MQ 2333 / 2102.

## **TfL properties at Brownhill Road, Catford.**

**Question No: 2336 / 2012**

[Caroline Pidgeon](#)

Following the completion of a feasibility study into the refurbishment of empty properties at 16-22 Brownhill Road (SE6), what, if any, progress has been made to regenerate this town centre for the benefit of local residents and businesses?

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

*Officers are drafting a response which will be sent shortly.*

*Written response received 1 October 2012.*

TfL is continuing to explore, both directly and as a part of ongoing collaboration with the Borough of Lewisham, what cost effective options there are to best improve the buildings in a way which will not have adverse impacts on our long term ambitions to make highway improvements to support the regeneration of Catford town centre.

The Borough, as the relevant Planning Authority, is leading the initiative to regenerate Catford town centre and I have passed your request for a progress update on to them.

## **Publishing planning decisions online**

**Question No: 2337 / 2012**

[Caroline Pidgeon](#)

Further to your commitment to publish all planning information on the GLA website "within ten working days of any Mayoral decision, letter or direction", will you ensure that items continue to be listed by borough to make it easier to for Londoners to find out when, and where, decisions have been taken? (As of 03 Sept 2012, the latest planning decisions listed 'by borough' date from 07 December 2011).

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

My officers are currently investigating how to restore this service.

## **Quarterly London Housing Market Reports**

**Question No: 2338 / 2012**

[Caroline Pidgeon](#)

Do you intend to publish a housing market report for Quarter 4, 2011? If not, please explain how key trends from this period will be taken into account when formulating future policy?

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

All quarterly London Housing Market Reports are available here

<http://www.london.gov.uk/publication/archive-quarterly-london-housing-market-reports>.

This now includes the report for Q4 2011, which was inadvertently omitted when the page was first created.

## **Mayoral Community Infrastructure Levy (CIL)**

**Question No: 2339 / 2012**

[Caroline Pidgeon](#)

Further to MQ1838/2012, do you accept the need for an interim assessment of your Mayoral CIL to ensure it does not lead to a reduction in the number of affordable homes being delivered through developer contributions?

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

No, I do not. I will be monitoring the operation and effect of my CIL on a continuous basis, and will have formal biennial reviews. Given the relatively low level of my CIL (particularly when compared with levels being proposed by boroughs), this is both proportionate and appropriate.

## **Mayoral Community Infrastructure Levy (CIL) (2)**

**Question No: 2340 / 2012**

[Caroline Pidgeon](#)

Please outline how much money has been raised through your Mayoral CIL since 1 April 2012? Please list by zone/borough.

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

Under the CIL Regulations, I will not receive this information from the borough collection authorities until 1 October 2012, at the end of the first financial quarter after 1 April 2012, the date on which collection of my CIL started.

## **Seaside and Country Homes scheme (1)**

**Question No: 2341 / 2012**

Caroline Pidgeon

Will you examine the possibility of expanding the Seaside and Country Homes scheme given the large volume of applications (c.500) relative to the number of annual lettings (c.200)?

**Written response from the Mayor**

Yes.

## **Seaside and Country Homes scheme (2)**

**Question No: 2342 / 2012**

Caroline Pidgeon

Have you considered the direct savings to the public purse which could be achieved by expanding the Seaside and Country Homes scheme to release under-occupied family sized homes to those on borough waiting lists?

**Written response from the Mayor**

Priority for Seaside & Country Homes properties is already given to households who will release the most bedrooms.

## **Welfare Reforms**

**Question No: 2343 / 2012**

Caroline Pidgeon

Are you now in a position to provide an update on the early effects of the Government's welfare reforms on London households, including changes to the Local Housing Allowance (LHA)?

**Written response from the Mayor**

These are set out in the recently published initial findings of the DWP's independent evaluation of the impact of the changes to Local Housing Allowance.

[http://research.dwp.gov.uk/asd/asd5/report\\_abstracts/rr\\_abstracts/rra\\_798.asp](http://research.dwp.gov.uk/asd/asd5/report_abstracts/rr_abstracts/rra_798.asp).

## **Empty Homes Audit (1)**

**Question No: 2344 / 2012**

Caroline Pidgeon

Please clarify whether your 2010 Empty Homes Audit considered so-called hidden homes, where properties can be used for both domestic and non-domestic use (e.g. flats above shops)?

**Written response from the Mayor**

The 2010 Empty Homes Audit did not include non-residential property in its count of 'empty homes'. Only properties currently in residential use were included in the scope of the audit – so this would have included flats above shops.

## **Empty Homes Audit (2)**

**Question No: 2345 / 2012**

[Caroline Pidgeon](#)

Further to your 2010 Empty Homes Audit, what future plans do you have to identify under-used or vacant dwellings in the private sector?

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

It is the responsibility of the boroughs to identify under-used or vacant dwellings in their area, and the GLA will support those efforts as appropriate.

## **Empty Homes**

**Question No: 2346 / 2012**

[Caroline Pidgeon](#)

How do you respond to the call from the Residential Landlords Association for all publically owned, empty properties to be put up for auction to help boost housing supply?

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

Please see my response to MQ 2501 / 2012.

## **Affordable Homes in the Olympic Park**

**Question No: 2347 / 2012**

[Caroline Pidgeon](#)

It has been announced that only 28 per cent of the homes on the Chobham Manor site will be affordable. How will you ensure that the London Legacy Development Corporation (LLDC) meets its aim of providing 35 per cent affordable housing across the park?

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

In total, the Legacy Corporation is aiming for 35 per cent affordable housing across the Olympic Park, in line with my London Plan and based on a reasonable assumption of long-term economic stability. The level of affordable housing will vary across the five neighbourhoods to balance at the target figure.

## **Olympic Land Debt**

**Question No: 2348 / 2012**

[Caroline Pidgeon](#)

What progress has been made by the GLA in the repayment of the Olympic Land debt inherited from the London Development Agency? What costs associated with this debt have been incurred by the GLA so far in 2012-13, and how have these costs been covered?

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

The GLA used group cash resources to fully repay the outstanding £360 million of borrowing owed by the LDA at the end of March 2012. This was to enable the GLA to

replace the LDA debt portfolio with a structure better suited to the incoming resources arising from the London Settlement. The GLA agreed to replace only £300 million, so has already made progress of £60 million. Details of the full proposed repayment profile are available in the settlement letter of 2 February 2012.

The GLA also took a strategic decision to postpone the replacement until June/July and so benefit from an anticipated short term fall in interest rates. Consequently, interest and similar costs to date is £1.6 million and for the full year will be £5.8 million, against a budget of £9.2 million. These costs were provided for in the Mayor's revenue budget for 2012-13 and were considered by the Government when arriving at the GLA's funding settlement.

## **Unimplemented planning permissions**

### **Question No: 2349 / 2012**

[Caroline Pidgeon](#)

How do you respond to the Local Government Association's analysis of unimplemented planning permissions, which shows that London accounts for 22 per cent of all unimplemented residential schemes in England and Wales (equivalent to 460,966 units)? Will you convene a group of major developers to address this backlog and boost the London Housing market?

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

Please refer to my response to oral MQ 2500/ 2012.

## **Getting homes built**

### **Question No: 2350 / 2012**

[Caroline Pidgeon](#)

Are you satisfied that in 2011/12 the average time taken in London between obtaining permission and completing all units within a scheme was 30 months? How do you intend to tackle the growing number of sites where schemes have been started, but where units remain to be completed?

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

The build out times for schemes will vary depending on the size of sites and the complexity of the development under construction. Some schemes will take less than 30 months, others more. If you have specific examples in mind I will ask my officers to review the reasons why delays may be occurring with the developers concerned.

## **Affordable Housing – on-site obligations**

### **Question No: 2351 / 2012**

[Caroline Pidgeon](#)

Does the Government's proposal to lift the requirement on developers to build affordable homes in order to boost the housing industry conflict with your existing policy to secure mixed and balanced communities through providing on-site affordable housing (LP Policy 3.9)?

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



Please refer to my response to oral MQ 2539/ 2012.

## **Affordable Housing – compensation**

**Question No: 2352 / 2012**

[Caroline Pidgeon](#)

Further to the Government's proposal to relax planning laws in order to 'kick-start the economy', how will you ensure that London receives its fair share of any additional funding announced to compensate for the loss of affordable homes delivered through developers?

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

I secured a generous settlement for London from national housing resources as part of the 2011-15 CSR, and will continue to make strongly the case to Government for London's share of any further resources as these are made available.

## **First steps scheme**

**Question No: 2353 / 2012**

[Caroline Pidgeon](#)

How many additional first-time buyers will be helped in London following the Government's £280 million extension of the firstbuy scheme?

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

The new funding for Firstbuy is yet to be distributed nationally, so the London share has not yet been determined at this stage. GLA is working closely with Government to ensure that London receives the appropriate share of the new funding.

## **Dundonald Primary School**

**Question No: 2354 / 2012**

[Caroline Pidgeon](#)

Please confirm what contact you have had with Merton Council regarding the expansion of Dundonald Primary School (SW19) onto part of Dundonald Recreation Ground? Will you ensure that all protections currently afforded to the recreation ground are maintained in accordance with the policies of your London Plan?

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

The application has not been referred to me by Merton Council. However, the Protect Dundonald Recreation Ground group has written to the Deputy Mayor for Planning claiming that it should have been referred. My officers have investigated this and outlined to the Group and Merton Council the circumstances whereby this particular application may be referable. Merton Council is currently reviewing the matter.

## **Part-time Jobs**

**Question No: 2355 / 2012**

[Stephen Knight](#)

What progress have you made on your manifesto pledge to deliver 20,000 part-time jobs, including 7,500 across the GLA Group by 2015? Will you set an interim target to deliver a quarter of these jobs by 05 May 2013?

**Written response from the Mayor**

I am delighted that the LEP Employment and Skills Working Group are taking the delivery of this commitment forward. I expect delivery of a campaign will commence in early 2013.

There will be no interim target to deliver a quarter of these jobs by May 2013.

**Part-time Jobs (2)**

**Question No: 2356 / 2012**

[Stephen Knight](#)

Of the 20,000 part-time jobs you have pledged to create, how many will be offered on a permanent basis, and how many on a contract basis?

**Written response from the Mayor**

Of those jobs created within the private sector, I have no intention of determining within the target how firms structure their permanent or contracted workforce.

**Part-time Jobs (3)**

**Question No: 2357 / 2012**

[Stephen Knight](#)

How do you intend to monitor your part-time jobs target? Will you agree to publish quarterly updates on the London City Dashboard?

**Written response from the Mayor**

The LEP Employment and Skills Working Group are currently working to develop a campaign to achieve this target. Appropriate campaign metrics will be developed in line with the outcome of the Working Group.

I am however committed to reporting updates via the London Datastore and will aim to do so with my part-time jobs target.

**Biofuels (1)**

**Question No: 2358 / 2012**

[Stephen Knight](#)

What plans do you have to support the development, commercialisation and market penetration of sustainable biofuels, as set out in your Climate Change Mitigation and Energy Strategy?

**Written response from the Mayor**

I have asked TfL and GLA officers to prepare a new low emission vehicles strategy for London. This strategy will set out my plans for delivering reductions in carbon dioxide emissions and harmful air pollution, whilst stimulating London's market for sustainable fuels, including biofuels.

## **Biofuels (2)**

**Question No: 2359 / 2012**

[Stephen Knight](#)

How will you ensure that London's status as a world leader in the development of biofuels is not harmed by recent changes to the Renewable Transport Fuel Obligation?

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

Please see my responses to MQ 2358 / 2012 and MQ 2719 / 2012.

## **Olympic taxis**

**Question No: 2360 / 2012**

[Stephen Knight](#)

It has been reported that five low emission hydrogen-fuelled taxis used to shuttle VIPs between venues during the Olympic Games were being transported 130 miles every day by diesel-fuelled HGVs to the nearest hydrogen filling station following the temporary closure of the Lea Interchange hydrogen station. What discussions were had with private operators prior to the decision being made to close the Lea Interchange refuelling station during the Games?

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

Five ground breaking fuel cell electric taxis were running in London during the Olympic Games as part of a two year project to develop hydrogen technology in the capital. The taxis were refuelled at a new refuelling station at Heathrow – it was never the intention for the taxis to refuel at the Lea Interchange refuelling station. The company responsible for the new station were delayed in opening it due to planning issues and this meant that an alternative fuelling site was used once to maintain their vital operation during the Olympic Games.

## **London Hydrogen Partnership**

**Question No: 2361 / 2012**

[Stephen Knight](#)

Does the lack of hydrogen refuelling stations currently located in Greater London limit the role that hydrogen can play in offering a clean, alternative fuel source for London's cars, buses and taxis? Will your London Hydrogen Partnership consider the need for increased infrastructure?

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

A new hydrogen refuelling station was opened near Heathrow Airport in July. This adds to a growing network within the London area. Stations are also located at Temple Mills in east London and Millbrook, just north of London. The station provided hydrogen fuel

for the innovative fleet of London's black cabs, which were used during the Games 2012 with great success. The new station and taxis are part of an EU project – HyTEC – that will also bring a fleet of fuel cell electric scooters and passenger cars to London. There are also plans to bring additional passenger cars to London through another EU project – H2Drives.

The London Hydrogen Partnership is currently progressing a new hydrogen refuelling station feasibility study that will deliver a new publicly accessible station under the London Hydrogen Network Expansion project.

London has also submitted three more applications for EU funding to support during the last European funding call.

'Hydrogen London', my vision and plan for London's hydrogen transport and refuelling infrastructure and readiness for commercial vehicle deployment in 2015, will be launched in October.

## **London Air Quality Network - TfL funding**

### **Question No: 2362 / 2012**

[Stephen Knight](#)

Please provide a list of the air quality monitoring sites that have received TfL funding to assist with monitoring the effectiveness of the Low Emission Zone (LEZ)?

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

*Officers are drafting a response which will be sent shortly.*

Written response received 8 November 2012.

As part of the monitoring for the London Low Emission Zone, TfL provided funding towards a number of air quality monitoring sites, commencing in 2007.

There was one wholly new site, located adjacent to the A12 in Tower Hamlets (TH4), which is TfL owned. Part-funding was provided to five other already established sites adjacent to major roads to extend the range of pollutants monitored. These were:

Marylebone Road (MY1)  
Woolwich Flyover (GR9)  
North Circular Brent Ikea (BT4)  
Old Street (HK6)  
A206 Bexley (BX7)

At all of these sites, traffic monitoring equipment was also provided by TfL.

Ongoing maintenance of the TH4 site and TfL equipment at other sites (only) continues in the light of continuing interest in the effectiveness of the LEZ, and other matters such as the recent 2012 Olympic and Paralympic Games. Data is retrieved and processed/published through the London Air Quality Network.

More recently, specific funding was provided in relation to trials of dust suppressant technology at two 'industrial' sites – Manor Road, Bexley and Horn Lane, Ealing. This funding was for the duration of the trials only and has now ended.

## **London Air Quality Network**

**Question No: 2363 / 2012**

[Stephen Knight](#)

Are you concerned by the increasing number of local authorities who are choosing not to participate in the London Air Quality Network (LAQN)? How will you account for these gaps in the monitoring network when carrying out strategic assessments at a London-wide level?

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

The London Air Quality Network (LAQN) is provided by King's College London's Environmental Research Group. It is an excellent resource and I commend King's for their innovative work.

The LAQN is currently funded by a number of London boroughs through contracts for the maintenance of their monitoring stations and data ratification services. However, King's is not the only providers of these services and it is for the boroughs to select their service provider in accordance with their own procurement policies. It would not be appropriate for me to interfere in this process.

However, to ensure that a central repository of London monitoring data remains publicly available I am working with King's and other service providers such as AEA to ensure the monitoring data they collect is also available through the London Datastore.

## **London Air Quality Network (2)**

**Question No: 2364 / 2012**

[Stephen Knight](#)

Will you write to the five boroughs which are not currently participating in the LAQN reminding them of the importance of this network in the development of future policies and strategies to improve air quality?

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

Please see my response to MQ 2363/ 2012.

## **EU Air Quality Standards**

**Question No: 2365 / 2012**

[Stephen Knight](#)

At a meeting of TfL's Safety, Heath and Environment Assurance Committee on 06 March 2012 you agreed to write to Ministers to seek funding to enable London to meet EU Air Quality Standards. Will you now publish a copy of this letter along with any response(s) you have received?

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

I did not attend the meeting of the TfL's Safety, Health and Environment Assurance Committee on 6 March 2012.

## **Plastic bag tax**

**Question No: 2366 / 2012**

[Stephen Knight](#)

You stated last year that your ambition was to "make London a plastic bag free city". What steps have you taken to turn your ambition into a reality?

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

In January 2012 I wrote to the Rt Hon Caroline Spelman MP, then Secretary of State for the Department of Environment, Food and Rural Affairs, to urge Ministers to consider how they could use their powers to best reduce the number of these bags in circulation. I followed this up with Caroline in June and will now raise the issue with the Rt Hon Owen Patterson MP the new Secretary of State for the Department of Environment, Food and Rural Affairs.

## **Heathrow - aircraft noise**

**Question No: 2367 / 2012**

[Stephen Knight](#)

Further to your offer to lead a campaign against a third runway at Heathrow, will you now update your London Environment Strategy to reflect the true economic cost of sleep disturbance caused by night flights across London?

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

My submission to the recently announced Davies Commission will consider the full range of impacts of expanding the capacity of Heathrow Airport.

## **London House (1)**

**Question No: 2368 / 2012**

[Stephen Knight](#)

Please outline the costs associated with the operation of 'London House' during the period of the Olympic and Paralympic Games.

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

These costs include project and event management support from an events production company for logistics, technical and production management, dressing of City Hall and catering for events. The total cost of hosting London House during the Olympic and Paralympic Games is estimated to be around £1 million.

## **London House (2)**

**Question No: 2369 / 2012**

[Stephen Knight](#)

Please outline details of any sponsorship received towards the cost of hosting or

operating London House?

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

We received commercial income of £225,000 towards the cost of London House.

### **London House (3)**

#### **Question No: 2370 / 2012**

[Stephen Knight](#)

Please list the full programme of events that took place at London House during the Olympic and Paralympic Games, stating how many people - excluding employees of the Greater London Authority - attended each event?

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

#### **The following events took place at London House:**

Mayor's Host City Reception - 27th July - **231 attendees**  
Young Global Leaders - 28th July - **61 attendees**  
Asian Century debate and reception - **178 attendees**  
London Business Network (LBN) Sustainability - 1st August - **190 attendees**  
World Cities Cultural Summit and reception - 1st August - **92 attendees**  
Environment debate and reception - 2nd August - **203 attendees**  
EDF conference - 2nd August - **135 attendees**  
LBN Life Sciences and healthcare - Friday 3rd - **89 attendees**  
L&P Environment event - 3rd August - **60 attendees**  
LBN Tech, Media and telecoms event - 4th August - **140 attendees**  
Technology debate and reception - 4th August - **259 attendees**  
L&P Business Tourism event - 5th August - **35 attendees**  
EDF conference - 5th August - **106 attendees**  
Centre for London legacy event - 6th August - **67 attendees**  
Start Up Britain 'Trade Up Britain' event - 6th August - **246 attendees**  
LBN Security - 7th August - **232 attendees**  
LBN International Business Opportunities - 8th August - **198 attendees**  
International Red Cross reception - 8th August - **161 attendees**  
LBN Construction and Transport - 9th August - **156 attendees**  
London's Newest Workforce - 9th August - **86 attendees**  
SINA event - 10th August - **51 attendees**  
Crucibles of change debate and reception - 10th August - **240 attendees**  
UKTI Sports breakfast - 12th August - **88 attendees**  
EDF conference - 12th August - **114 attendees**  
LBN Paralympic Business Opportunities - 29th August - **263 attendees**  
Paralympic Torch Relay Host Reception - 29th August - **235 attendees**  
EDF conference - 30th August - **91 attendees**  
Accessible and Inclusive Games and Mayoral reception - 30th August - **88 attendees**  
L&P Business Tourism event - **40 attendees**  
English UK London Launch Party - **131 attendees**  
Liberty Show and Thank you Event - **85 attendees**  
LBN Legacy Opportunities - 4th Sept - **219 attendees**  
LLDC Paralympic Legacy event - 4th Sept - **96 attendees**  
DWfL Business Masterclass - 5th Sept - **75 attendees**

Inclusive and Active- 6th Sept - **85 attendees**  
Muscular Dystrophy Trailblazers - 7th Sept - **50 attendees**  
Reception for DDPOs - 7th Sept - **148 attendees**  
IPC Inclusion Summit Architect presentation - 8th Sept - **20 attendees**  
EDF conference - 9th Sept - **150 attendees**

## **London House (4)**

**Question No: 2371 / 2012**

[Stephen Knight](#)

How will you evaluate the effectiveness of London House in meeting the objectives set out in your Economic Development Strategy? Please outline any provisional findings, and state when further information will be published.

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

We are conducting an evaluation of London House including how it met the objectives of the Economic Development Strategy. This will include an assessment of performance of the project against strategic objectives, a survey of a sample of attendees and a review of media and social media. A final evaluation of London House will be available in December 2012.

## **Annual 'State of London' debate**

**Question No: 2372 / 2012**

[Stephen Knight](#)

Please provide a final breakdown of all income and expenditure relating to the annual 'Let's Talk' State of London debate held in Westminster on 27 June 2012? Please also list the number of attendees.

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

The budget for Talk London State of London debate is £65,000.

The amount spent on the 2012 events was £61,407 this breakdown as follows:

Venue	£12,907
Marketing	£33,500
Security	£1,000
Staging	£9,000
Accessibility	£2,000
Catering	£3,000

The total attendance was 865 in Hall

The following audiences were also reached:

1. A live webcast via GLA website
2. Social media  
@lbc973 live tweeting, 36,971 followers



@talklondon handle ( fyi #talklondon trended third highest in London on the night)

@talklondon

433,739 accounts reached with 589,561 impressions made

130 individual contributors

#talklondon

121,828 accounts reached, 698,007 impressions made

92 contributors to hash tag

3. LBC as media partner
  - a) Live broadcast on LBC 97.3FM
  - b) 30 minute post event show
  - c) Simulcast live on LBC News 1152 AM

This radio station broadcast to a total survey area of 11,249,000 adults (aged 15+). It was listened to by 809,000 people (7.0%) each week. Each listener tuned in for 9.6 hours per week - a total of 7,809,000. In its area, it had a 3.8% market share.

Final marketing spend = £33,545.05 (including webcast)

## **Olympic Tickets (1)**

**Question No: 2373 / 2012**

[Stephen Knight](#)

In a press release issued on the 23 August 2008 you stated: "Whilst I have witnessed some fantastic sport over the last couple of days I could not help but notice a significant number of empty seats. We must avoid that in London. It's a waste. The chance to watch the world's greatest athletes performing at their very best is a real privilege. They have a right to expect a capacity crowd." Despite this criticism of the Beijing Games, there were thousands of unused seats during the opening week of the 2012 Games in London. Do you believe that every possible step was taken in advance to minimise the number of empty seats in areas reserved for members of the "Olympic family"?

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

LOCOG worked hard to minimise empty seats in advance through its ticketing strategy which included having tickets available at a range of prices, pay-your-age tickets for young people and seniors and sales that continued as venue seating plans were finalised and tickets returned.

Earlier this year, LOCOG also put in place its Key Seats programme. This programme enabled young people from London schools and colleges to be on the Olympic Park and then filled unoccupied seats. In addition, the Organising Committee had in place a Wimbledon-style 'resale' system for Olympic Park venues with team sport double-headers (hockey, basketball, water polo and handball) where people might leave after their team has played. These seats were then sold to people already in the Park for £5 (adult) and £1 (child).

At the Games, LOCOG also released seats to the public by reducing the size of

accredited areas, upgrading ticketed spectators, and offering empty seats to troops and volunteers who had finished their shifts.

The atmosphere in the venues was terrific, with most venues packed to the rafters with enthusiastic sports fans.

## **Olympic Tickets (2)**

**Question No: 2374 / 2012**

[Stephen Knight](#)

Will you now publish on the GLA website the details of which people received Olympic and Paralympic tickets allocated by LOCOG to the GLA, stating the cost of each individual ticket and clarification over the amount of public money that was spent on them?

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

Details of the games time business hosting programme, including a full list of who received tickets, have been posted on the GLA website at the following address:  
<http://www.london.gov.uk/priorities/london-2012/role-mayor>.

## **Games Makers**

**Question No: 2375 / 2012**

[Stephen Knight](#)

What steps are you taking to enable London Ambassadors to continue volunteering via Team London and other routes? What opportunities will be made available, and by when?

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

Please see my response to MQ 2532 / 2012.

## **Team London**

**Question No: 2376 / 2012**

[Stephen Knight](#)

Which of your Mayoral Advisors is leading on taking forward the Team London initiative?

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

I have recently appointed Veronica Wadley as my Senior Adviser for Team London, Volunteering, Charities & Sponsorship.

## **London Affordable Rent definition**

**Question No: 2377 / 2012**

[Stephen Knight](#)

Further to the commitment you made to the London Citizens charity in April 2012, by when do you expect to have published a London 'Affordable Rent' definition, based on the average income of Londoners rather than current market rents?

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

The GLA is scoping the feasibility of this.

### **Council Tax Base – vacant properties**

**Question No: 2378 / 2012**

[Stephen Knight](#)

The latest statistics from the Department for Communities and Local Government suggest there were 74,553 vacant homes in London in 2011. Are you able to confirm the additional amount that would be raised in council taxpayers' revenue if all these homes were subject to full Council Tax?

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

*Written response received 27/09/2012*

It is not possible to make an estimate of the additional council tax which would be generated were all of these properties to be occupied, as this would be dependent on the household size, the extent to which they are eligible for council tax discounts and exemptions, the entitlement of the occupants to council tax benefit and the council tax band to which they are allocated.

### **Olympics Sporting Legacy**

**Question No: 2379 / 2012**

[Stephen Knight](#)

How will you ensure the sporting opportunity afforded by the current wave of 'Olympomania' is not lost?

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

I have already invested £15.5 million through my Sports Legacy Programme in order to help create the sporting opportunities necessary to capture the excitement generated by the 2012 Olympic and Paralympic Games. I have recently committed an additional £7 million to further this aim. If my commitment is mirrored by the various other key stakeholders in London, I am confident that we will see a steady increase in participation in sport amongst Londoners in the years ahead.

### **GLA Sports investment**

**Question No: 2380 / 2012**

[Stephen Knight](#)

Are you confident that the £7 million you have set aside for sports investment over the next three years will increase the number of Londoners participating in at least one session of sport each week? What progress have you made to lever in additional match funding?

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

I am indeed confident that the additional £7 million I have set aside for sports investment over the next three years will increase the number of Londoners

participating in at least one session of sport each week. The process of securing match funding on this £7 million will begin once my London Community Sports Board have agreed exactly how the funding is to be deployed. However, bearing in mind that my previous investment of £15.5 million between 2009 and 2012 leveraged in over £25 million in additional funding, I am confident of meeting our match funding ambitions.

## **Mayor's Sports Legacy Fund**

**Question No: 2381 / 2012**

[Stephen Knight](#)

Further to MQ1415/2012, can you confirm that an interim evaluation of your Sports Legacy Fund has now been completed?

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

Yes.

## **Mayor's Sports Legacy Fund (2)**

**Question No: 2382 / 2012**

[Stephen Knight](#)

Further to your press release of 22 July 2012 [Mayor urges Londoners to try a sport for free as capital's sports facilities get a further £800,000 boost] please can you confirm when successful community groups will receive these grants?

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

The sixteen facilities projects announced in that press release are able to draw down funding once the actual project is under way. How soon this happens varies from one project to another.

The 130 community groups to receive small grants through the Freesport programme have largely received their grants already. Grants are paid as soon as possible after applicants return their signed funding agreements.

## **Digital Advisory Board (1)**

**Question No: 2383 / 2012**

[Stephen Knight](#)

Please will you confirm when the decision was taken to abolish your Digital Advisory Board? Please also state when, and how, board members were informed of this decision?

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

I will continue to take professional advice regarding London's digital economy and am considering the options regarding how best to do this. Consequently, no decisions regarding the board have yet been taken.

## **Digital Advisory Board (2)**

**Question No: 2384 / 2012**

[Stephen Knight](#)

Further to the evidence received at the last meeting of the Assembly's Economy Committee – where witnesses stated that there was a strong case for keeping a digital advisory board going – how do you plan to liaise with this important and growing sector?

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

I will continue to take professional advice regarding London's digital economy and am considering the options regarding how best to do this. Consequently, no decisions regarding the board have yet been taken.

## **200,000 Jobs Pledge (Crossrail):**

**Question No: 2385 / 2012**

[Stephen Knight](#)

As part of your commitment to create 200,000 jobs through the GLA over the next four years, you have estimated that 14,000 jobs will be created by Crossrail; how many of these 14,000 individuals are currently in post?

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

Crossrail is a huge investment project that will see a major investment in London's transport infrastructure. Works are underway and will be completed late in 2019. The number of people employed by both Crossrail Limited and its contractors will vary depending on each phase of construction, and has been estimated to reach a peak of 14,000. Therefore, on a cumulative basis the total number of people employed by Crossrail Limited and its contractors will exceed 14,000 across the lifetime of the project.

## **200,000 Jobs Pledge (Tube Upgrade):**

**Question No: 2386 / 2012**

[Stephen Knight](#)

As part of your commitment to create 200,000 jobs through the GLA over the next four years, you have estimated that 18,300 individuals will be employed through the Tube Upgrade Programme; how many of the 18,300 are currently in post?

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

*Officers are drafting a response which will be sent shortly.*

Written response received 29 October 2012.

The Tube upgrade plan, a massive programme encompassing new trains, new signalling, new track, upgraded stations and improved accessibility, has led to the creation of approximately 18,300 jobs directly through TfL and indirectly through the supply chain.

This includes:

- 2,750 jobs created by TfL, both at LU and at Tube Lines (which is a wholly owned subsidiary of TfL)
- at least another 15,550 created indirectly by LU and Tube Lines through their supply chains.

Clearly the nature of the programme means the total number of jobs at any one time may fluctuate. The jobs involved are a mixture of short term and long term, but the overall level of work on the upgrade will remain fairly stable over the next four years so these figures reflect the net effect in terms of jobs. It is also worth noting that these numbers do not include additional jobs outside the directly contracted supply chain (such as those in catering, accommodation, transport, etc).

## **200,000 Jobs Pledge - Housing Programme (1)**

**Question No: 2387 / 2012**

[Stephen Knight](#)

As part of your commitment to create 200,000 jobs through the GLA over the next four years, you have estimated that 100,000 individuals will be employed through the Housing Programme, how many of the 100,000 are currently in post? Additionally, how many of the 4,000 and 1,500 posts which you expect to be created by the Greenwich peninsula and Royal Docks respectively are currently occupied?

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

As set out in the 'Measuring Jobs - Methodology' paper to the IPB meeting on 19th July (see: <http://www.london.gov.uk/who-runs-london/greater-london-authority/ipb/19-july-2012>), we are currently formalising reporting requirements and will report on the actual number of jobs created by the various initiatives of the GLA, as far as this is possible, in the near future.

## **200,000 Jobs Pledge - Housing Programme (2)**

**Question No: 2388 / 2012**

[Stephen Knight](#)

When responding to my initial questioning of your housing programme and its contribution to employment in London, you stated: "...there is no multiplication. We are not talking about jobs per year". However, you later clarified that the estimates in your manifesto employ the ratio of "up to two new jobs created for a year for every home built". Given this admission, do you now accept that your housing programme is not going to employ 104,000 people by 2015?

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

As noted previously, estimates derived from the National Housing Strategy suggest that my housing programme could deliver at least 104,000 jobs.

## **200,000 Jobs Pledge (Foreign Direct Investment):**

**Question No: 2389 / 2012**

[Stephen Knight](#)

As part of your commitment to create 200,000 jobs through the GLA over the next four years, London and Partners have estimated that 14,000 jobs will be generated through foreign direct investment (FDI) in London over the next four years. What efforts have you made to secure FDI and ensure that these jobs come to fruition?

**Written response from the Mayor**

I have been using this summer relentlessly to promote London to investors. Through my 2012 Business Hosting Programme I hosted almost 200 international business leaders, showing them the huge opportunities London has to offer and encouraging them to invest here and to create jobs and growth, as promised in my manifesto. My Business Programme has already resulted in 88 business leads, and within that 70 international businesses are looking to establish or grow their London presence within the next 18 months.

I will work hard to exceed the job targets that we set ourselves and in doing so we will create many additional opportunities for Londoners through the economic spill-over that high value FDI brings to other industries.

**200,000 Jobs Pledge (Olympic Games Jobs):**

**Question No: 2390 / 2012**

[Stephen Knight](#)

As part of your commitment to create 200,000 jobs through the GLA over the next four years, LOCOG have estimated that approximately 10,000 entry level jobs will be created as a result of Games time activity. How many of these 10,000 individuals are currently in post?

**Written response from the Mayor**

The LOCOG entry-level jobs referred to were jobs with LOCOG contractors to service the requirements of the Games. The vast majority of the post holders will therefore no longer be in employment.

More than 20,000 job offers were made by LOCOG contractors through the Games-time recruitment process. Although final figures on Games-time employment will not be available from contractors until October, we know that the majority of these people were previously workless, and that around half of them came from the six host boroughs.

As well as now having experience on their CV, these people are being offered extensive support to help them secure their next job, as outlined in the response to MQ 2394/2012 Olympic Jobs.

**200,000 Jobs Pledge (Regeneration):**

**Question No: 2391 / 2012**

[Stephen Knight](#)

Your agreements with the European Regional Development Fund contract for the provision of a total of 7,000 jobs over the next four years, which you have added to your commitment to create 200,000 new jobs overall. How many of these 7,000 posts are currently held?

Furthermore, it is estimated that a further 3,500 jobs will be created by the Mayor's Regeneration Fund over the next four years; will you provide an update on this target including how many posts are currently filled?

**Written response from the Mayor**

912 jobs have been created through the London ERDF programme so far. There is no update to the previously-stated Regeneration Fund jobs target as yet.

**200,000 Jobs Pledge (Outer London Fund):**

**Question No: 2392 / 2012**

[Stephen Knight](#)

As part of your commitment to create 200,000 jobs through the GLA over the next four years, you have estimated that the Outer London Fund will facilitate the creation of 700 new jobs. How many of these 700 individuals are currently in post?

**Written response from the Mayor**

Across the OLF programme our delivery partners have confirmed that they will deliver 700 jobs over the next 2 years. Projects will be monitored closely to ensure delivery against these targets is achieved and recorded.

Jobs will be reported at evaluation stage.

**200,000 Jobs Pledge (Green Jobs):**

**Question No: 2393 / 2012**

[Stephen Knight](#)

As part of your commitment to create 200,000 jobs through the GLA over the next four years, you have estimated that 4,300 'Green Jobs' will be generated through the RE:NEW and RE:FIT programmes. How many of these 4,300 individuals are currently in post?

**Written response from the Mayor**

Please see my response to MQ 1737/ 2012 which gives the latest available data.

**Still human, still here**

**Question No: 2398 / 2012**



[Darren Johnson](#)

In October 2010 the London Assembly agreed a motion calling for asylum seekers to be allowed to work if they have been waiting for more than six months for their cases to be concluded, or if they have been refused asylum but temporarily cannot be returned home through no fault of their own, until their cases are resolved. You subsequently commissioned GLA Economics to study the cost effectiveness of implementing this policy in London. When will this be published?

**Written response from the Mayor**

A scoping exercise by GLA Economics found that UK Border Agency data is insufficient to permit any meaningful aggregate quantification to be carried out at the London level. For example the UK Border Agency produces no statistics on the number of asylum seekers in London, let alone on the number in London still awaiting a decision on their case after 12 months, at which point they are permitted to work.

## **Funding for Peckham Rye Station improvements**

**Question No: 2399 / 2012**

[Darren Johnson](#)

In your answer to my question (1917/2012) on cycle access at Peckham Rye Station, you say that Southern is responsible for the management and improvement of facilities at the station. Has TfL offered any funding to Southern for improvements to Peckham Rye Station to make it easier for cyclists to make use of the new Overground service?

**Written response from the Mayor**

TfL has agreed co-funding worth £50,000 towards a new "Cycle Hub" at Peckham Rye station alongside the Department for Transport and the London Borough of Southwark. This will offer all users of the station the following facilities: a cycle shop, maintenance/repair shop, a Brompton Dock hire system, controlled access system, monitored CCTV and a help point. The design and installation process for the Hub will be managed by Southern with work finishing in spring 2013.

## **Drivers illegal use of mobile phones**

**Question No: 2400 / 2012**

[Darren Johnson](#)

A constituent has written to me expressing his concerns about the common sight of drivers, illegally using hand held mobile phones while driving. He has asked whether you would consider setting up a police operation to crackdown on this illegal practice?

**Written response from the Mayor**

I am assured that the MPS is committed to proactively tackling this problem. There were 16,490 Fixed Penalty Notices (FPN) issued from April 2011 to March 2012 for driver distraction. Since April this year there have been three operations specifically targeting driver distraction which includes the illegal use of mobile phones. These operations have so far resulted in 8,030 FPNs being issued between April and August and will continue.

## **Cycling in Cutty Sark Gardens, Greenwich**

**Question No: 2401 / 2012**

[Darren Johnson](#)

In your answer to my question (MQT 1800 / 2012) on cycling in Cutty Sark Gardens, you say that TfL will be raising the issue with RB Greenwich. Was it assumed that people could cycle through Cutty Sark Gardens when TfL awarded LIP funding to build the east-west east-west route through the naval college, which now terminates at the park? Was TfL money used to finance the Sustrans National Cycle Network routing via the Thamespath from Deptford which now comes to a halt at Cutty Sark Gardens?

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

*Officers are drafting a response which will be sent shortly.*

*Written response received 1 October 2012.*

TfL can confirm that funding has been provided in the past to support the introduction of the east-west and the Thames Path routes to which you refer. Support for these projects was provided in the knowledge that cyclists are currently required to dismount through Cutty Sark Gardens.

However, I am pleased to report that TfL has raised this with RB Greenwich and they have agreed to re-examine the by-law banning cycling in Cutty Sark Gardens. The Borough will establish a working group to look at the issues involved, together with gathering more data on the number of cyclists/pedestrians in the area. I am particularly keen to see progress on this in the light of the success of London 2012 and to build on the sustainable transport legacy that it has provided.

## **Lessons from Pride 2012**

**Question No: 2402 / 2012**

[Darren Johnson](#)

What lessons can be learnt from Pride 2012, so that next year's event is not plagued with similar problems and does not have to be downgraded at the eleventh hour?

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

World Pride was an ambitious project managed by Pride London.

The issues surrounding this year's large-scale public event came about as a result of problems within the organisational structure of Pride London and the transparency within it. This was compounded by limited resources – both physical and budgetary – and unrealistic expectations of what could be delivered within the available resources and timescales.

Since the event, we understand that a number of internal changes have taken place at Pride London including resignations of board members and believe a new board is to be elected.

It would not be prudent at this stage to speculate as to the exact form that future events will take, or who is ultimately responsible for them. The GLA will continue discussions with the LGBT community to establish how it can best support a public LGBT event in the future.

I look forward to the receiving the recommendations from the London Assembly's current investigation into World Pride London.

## **Threat to Wimbledon Loop Thameslink service**

**Question No: 2403 / 2012**

[Darren Johnson](#)

A number of constituents have written to me expressing their concerns about the detrimental impact this proposal will have on journey times and on passengers with pushchairs or with mobility problems. Are you opposed to this plan? Will you make available any submissions you made to the consultation?

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

I share these concerns and indeed TfL has raised these as part of DfT's consultation.

TfL's response says:

*It would be unacceptable for through Thameslink services on the Wimbledon Loop to be curtailed at Blackfriars without substantial mitigation, such as an increase in service frequency and serious consideration of some services continuing as through services.*

## **A&E Unit at Ealing Hospital**

**Question No: 2404 / 2012**

[Darren Johnson](#)

At a time when London's population is rising and there is increasing demand on frontline services, will you agree to make representation to government to refrain from cutting the A&E unit at Ealing Hospital.

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

As you know, I have no formal responsibilities for the provision of health services in the capital. I also understand that, in this case, the consultation is ongoing and no decisions on the proposals have yet been made.

As I have stated before, I will support the protection of services in a way that is consistent with the best clinical advice. In this case, I understand that the NHS 'Shaping a Healthier Future' programme is being clinically led by eight Clinical Commissioning Groups of GPs who are working together with hospital doctors, nurse leaders, community care providers and other local groups to improve the health outcomes of Londoners, which is one of my overall priorities. As such, I will be watching this issue with interest and plan to meet the London Assembly Member for Ealing and Hillingdon, Dr Onkar Sahota, in October to discuss this further.

## **LSDC and future generations**

**Question No: 2405 / 2012**

[Darren Johnson](#)

Would you support enhancing the remit of the London Sustainable Development Commission to give it a specific role in speaking up for the interests of future generations and to advise on and help “future-proof” London’s policies and practices, so that the interests of future generations are carefully considered and safeguarded as far as possible?

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

The London Sustainable Development Commission (LSDC) was set up in 2002 to advise me on my sustainable development duty as set out in the GLA Act. Therefore throughout all the Commission’s work it already champions the interests of future generations and has frequently advised on future proofing London’s policies and strategies. This was recently shown when its members gave evidence at the Examination in Public of the London Plan.

The LSDC will be feeding into my 2020 Vision for London. I also look forward to proposals regarding how it can support London in developing commercial opportunity around some of the problems that we face.

## **Emirates Air Line Cable Car figures**

**Question No: 2406 / 2012**

[Darren Johnson](#)

Can you provide a daily breakdown of the number of people using the new cable car in the weeks since the 11th August? At what point will you review the passenger figures and consider if any adjustments to the pricing structure are necessary in order to maximise the success of the cable car as a genuine part of the public transport system?

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

*Officers are drafting a response which will be sent shortly.*

*Written response received 1 October 2012.*

Please see my answer to question MQ 2303 /2012.

TfL will look at how best it can manage the scheme to continue to ensure good value for money for both the travelling public and tax- and fare payers.

## **Cycle hire scheme**

**Question No: 2407 / 2012**

[Darren Johnson](#)

Is the full payment of the £50m sponsorship money from Barclays for cycle hire and superhighways dependent upon Transport for London delivering these schemes? Can you please list the obligations upon TfL which flow from this agreement?

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

The Barclays sponsorship agreement is worth up to £50 million to 2018. No further detail can be provided due to confidentiality provisions in the contract.

### **Cycling Superhighway 2 extension**

**Question No: 2408 / 2012**

Darren Johnson

If you do go ahead with plans to install segregated cycle tracks between Bow Roundabout and Stratford, will you examine extending the segregated lanes around the whole of the Bow Roundabout, as this is the major danger point on the Cycling Superhighway route?

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

The preliminary designs for the CS2 extension are still being developed. TfL will consult on the proposals once complete.

### **Feasibility study in cycle hire in outer London**

**Question No: 2409 / 2012**

Darren Johnson

When will your feasibility study into cycle hire in outer London be published? Will it include the option of the outer London schemes being interoperable, so a cyclist can choose to cycle and park within the existing inner London scheme?

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

TfL is currently undertaking a feasibility study to examine if cycle hire could play a key role in contributing to an increase in cycling in Outer London. Analysis will consider town centres such as Bromley, Croydon, Hounslow, Kingston, Richmond, and Romford; and is scheduled to be published by the end of the year.

### **Ramps on the tube/rail network**

**Question No: 2410 / 2012**

Darren Johnson

The use of 16 Manual Boarding Ramps (MBR) on the Underground during the 2012 Games has opened up parts of London previously out of bounds to wheelchair users. Will you continue the use of these ramps indefinitely? Will you roll out these manual boarding ramps to every suitable station?

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

Please see the press release:

<http://www.tfl.gov.uk/corporate/media/newscentre/archive/25656.aspx>

### **London Metropolitan University and UK Border Agency**

**Question No: 2411 / 2012**

[Darren Johnson](#)

Do you oppose the action of the UK Border Agency in removing the right of London Metropolitan University to accept foreign students and, if so, what representations have you made to Government?

**Written response from the Mayor**

Please see my response to MQ 2333 / 2102.

**Tram on A2**

**Question No: 2412 / 2012**

[Darren Johnson](#)

Given the congestion on the A2, would you explore the idea of a tram running through east London as part of your 2020 vision?

**Written response from the Mayor**

*Written response received 27/09/2012*

No.

**Anne Naysmith & destruction of railway vegetation (1)**

**Question No: 2413 / 2012**

[Darren Johnson](#)

Were Transport for London staff aware of the presence of Anne Naysmith, prior to their decision to cut down vegetation and destroy her 'encampment' on the edge of the Chiswick car park? If so, was any attempt made to discuss the situation with her and assess her mental health?

**Written response from the Mayor**

Regrettably, Miss Naysmith's circumstances and the special significance of this piece of land for her were not known to maintenance staff or the contractors who, working on behalf of TfL, were tasked to remove overgrown vegetation prior to replacing a section of damaged fencing. The damaged fence needed to be secured - trespass on the railway and in particular theft of cables, which have a high scrap metal value, are as you know a continuing problem for TfL and other railway operators, which directly affects the reliability and safety of the train service, so maintaining the integrity of security fences such as this is very important.

Obviously TfL much regret the distress caused to Miss Naysmith and will take steps to ensure extra care is taken when working at this location.

**Anne Naysmith & destruction of railway vegetation (2)**

**Question No: 2414 / 2012**

[Darren Johnson](#)

A constituent has asked whether TfL were in breach of their legal duty under the Equality Act 2010 to consider the impact of their actions on people with disabilities (such as Anne Naysmith) and take steps to prevent unfair and illegal discrimination against them?

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

There has been no breach of any legislation. However, TfL certainly regrets the distress caused to Miss Naysmith.

### **Courier scams**

#### **Question No: 2415 / 2012**

Darren Johnson

Given the Metropolitan Police Service is re-issuing its warning regarding "Courier Scams" a fraud that is mainly targeting the elderly and vulnerable in our communities, will you press for a national awareness campaign to alert people of the risks that people face from such scams?

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

The Payments Council, together with the MPS and City of London's Dedicated Cheque and Plastic Crime Unit, ran a national targeted media campaign in March 2012, securing media coverage on both national and local levels, to raise awareness of courier scams against the elderly and vulnerable of our community.

The Metropolitan Police Service has circulated its 'Little Book of Big Scams' nationally through other Police Forces. This makes specific reference to courier scams. This booklet can be downloaded at:

[www.met.police.uk/fraudalert/docs/mps\\_little\\_book\\_big\\_scams.pdf](http://www.met.police.uk/fraudalert/docs/mps_little_book_big_scams.pdf)

### **Cycle Hire – Stoke Newington**

#### **Question No: 2416 / 2012**

Darren Johnson

Will you expand the existing cycle hire scheme to Stoke Newington as part of the third stage of your expansion plans?

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

The TfL Cycle Hire team is currently developing proposals for a southern and south-western expansion of the existing scheme, as requested by me in July 2010. I view the scheme as an expanding programme, subject to topography, operational considerations and available funding.

### **Cycle Hire - Wimbledon**

#### **Question No: 2417 / 2012**

Darren Johnson

Will you expand the existing cycle hire scheme to Wimbledon as part of the third stage of your expansion plans?

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

The TfL Cycle Hire team is currently developing proposals for a southern and south-western expansion of the existing scheme, as requested by me in July 2010. I view the

scheme as an expanding programme, subject to topography, operational considerations and available funding.

## **London Air Quality Network**

**Question No: 2418 / 2012**

[Jenny Jones](#)

According to the London Air Quality Network website, five London boroughs including Lambeth are not part of the network. Are you concerned that other boroughs are considering dropping out of the LAQN? What else will you do to encourage boroughs to remain committed to the network?

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

Please see my response to MQ 2363 / 2012.

## **Move your Money**

**Question No: 2419 / 2012**

[Jenny Jones](#)

Will you investigate whether you could move the banking services of the Greater London Authority, Metropolitan Police Service, London Fire Brigade and Transport for London to banks with better ethical credentials?

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

*Written response received 27/09/2012*

All of the GLA Group's procurement activity, including the procurement of banking services, has to be undertaken in compliance with relevant EU and UK legislation (i.e. procurement law, employment law, and relevant EU Directives).

In addition, the GLA Group (including its functional bodies) have to comply with the GLA Group Responsible Procurement Policy in their procurement activities.

Responsible procurement requires that goods, works and services are purchased in a socially and environmentally responsible way that delivers value for money and benefits to the contracting authority and to London. It is also aimed at encouraging ethical sourcing practices among suppliers, partner organisations and the broader market.

## **Lending to small businesses**

**Question No: 2420 / 2012**

[Jenny Jones](#)

Will you ask banks tendering for banking services for the GLA group about their track record in lending to micro and small businesses?

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

*Written response received 25 September 2012.*



All of the GLA Group's procurement activity, including the procurement of banking services, has to be undertaken in compliance with relevant EU and UK legislation (i.e. procurement law, employment law, and relevant EU Directives).

When re-procuring its banking services, members of the GLA group will set out a number of questions to be assessed using pre-agreed evaluation criteria.

## **Banking services**

### **Question No: 2421 / 2012**

[Jenny Jones](#)

Please list the banks and their services used by each of the GLA, MPS, LFB and TfL, including for example, bank accounts and credit card processing. For each service, please also provide a breakdown of the money paid for those services in 2008/09, 2009/10, 2010/11 and 2011/12 where applicable.

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

*Written response received 27/09/2012*

#### **GLA**

RBS has provided the GLA's corporate banking services for the relevant period, with card services provided through NatWest, an RBS subsidiary. Both contracts are free, but there are incremental charges for the following: transmission of funds, foreign exchange, use of overdraft and accepting card payments from the GLA's customers. Costs for recent years are as follows:

2009/10 - £4,207.95  
2010/11 - £3,843.49  
2011/12 - £5,859.20

Records are currently unavailable for 2008/09 but costs for 2009/10 provide a good estimate.

#### **LFEPA**

LFEPA's banking services are provided by the Royal Bank of Scotland Group – The main banking service is provided under the National Westminster Bank brand and the business/credit card service is provided under the Royal Bank of Scotland brand.

2008/09	£ 13,766.69 (includes business card charge of £105.00)
2009/10	£ 5,789.62 (includes business card charge of £135.00)
2010/11	£ 7,900.34 (includes business card charge of £90.00)
2011/12	£ 8,590.85 (includes business card charge of £90.00)

The Authority switched from HSBC to RBS/Nat West during 2008/09.

#### **MOPAC**

MOPAC has received free bank services from National Westminster Bank (part of Royal Bank of Scotland (RBS) Group) for all of the years in question.

MOPAC uses the RBS credit card for corporate procurement of flights and train travel and the Barclaycard Government Procurement Card for low value no contract

procurement both of which are provided free of charge.

MOPAC also uses Barclaycard travel and subsistence card for travel expenses. There are marginal charges for cash withdrawals which are largely offset by the annual rebate.

For Credit Card Receipts MOPAC uses Barclays Merchant Acquiring services. These are charged at £0.37 for debit cards and 2.02 per cent for Visa/Master credit cards etc. MOPAC has a very limited requirement for such services and caps payments at £2,000.

## **TfL**

HSBC – relationship banking and securities services

2008/09	£421,000
2009/10	£248,000
2010/11	£320,000
2011/12	£285,000

Barclays – debit/credit card processing

2008/09	£5,817,000
2009/10	£6,483,000
2010/11	£7,761,000
2011/12	£8,940,000

American Express – American Express card processing

2008/09	£713,000
2009/10	£818,000
2010/11	£985,000
2011/12	£1,285,000

Santander – cash collection bank accounts

2008/09	£69,000
2009/10	£123,000
2010/11	£127,000
2011/12	£111,000

Bank of America – commercial paper issuing and paying agent

2010/11*	£3,000
2011/12	£14,000

*\*Programme started in November 2010*

Citi – trustee services / issuing and paying agent services for TfL bonds

2008/09	£2,000
2009/10	£2,000
2010/11	£2,000
2011/12	£2,000

Bank of New York Mellon – issuing and paying agent for Tube Lines notes

2011/12\*\* £20,000 (custodian fees)

\*\*TfL acquired Tube Lines in 2010/11; TfL started paying fees following the acquisition

## **Meeting with the Gurkha community**

**Question No: 2422 / 2012**

[Jenny Jones](#)

Representatives of the Gurkha community in London have contacted me, requesting a meeting with the Mayor. Will you agree to this meeting?

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

Like other communities in London, the Gurkha community are welcome to meet and engage with my office but it is important for them to first meet with my Community Relations Team to facilitate effective engagement.

## **Renewables Obligation Subsidy - Anaerobic Digestion (1)**

**Question No: 2423 / 2012**

[Jenny Jones](#)

There is serious concern within the renewables industry about the Department of Energy and Climate Change proposal to block green energy installations smaller than 5MW from the Renewables Obligation subsidy scheme. Particularly as the vast majority of Anaerobic Digestion plants fall below this capacity, and projects already in the pipeline whose business case had been based on being eligible to this scheme. Will you make a representation to DECC strongly opposing this proposal?

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

Please see my response to MQ 2424 / 2012.

## **Renewables Obligation Subsidy - Anaerobic Digestion (2)**

**Question No: 2424 / 2012**

[Jenny Jones](#)

Have you investigated the potential impact of the Department of Energy and Climate Change proposal to block green energy installation smaller than 5MW from the Renewable Obligation subsidy scheme on anaerobic digester plants currently progressed through the London Waste and Recycling Board?

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

Yes. Revenue streams, and therefore Government incentive schemes, are a key part of LWARB's assessment of projects. There are other incentives that anaerobic digestion plants benefit from, specifically Feed In Tariffs. As such, removal of ROC's for 'small scale AD' is not considered an issue. I believe all of LWARB's anaerobic digestion plant pipeline projects have been modelling Feed In Tariffs.

**John Lewis**

**Question No: 2425 / 2012**

Jenny Jones

Will you approach John Lewis as part of your living wage employers campaign and encourage them to ensure their subcontracted cleaners are paid the London Living Wage. Their trade union is currently campaigning for a living wage having seen off proposals to cut jobs and hours?

**Written response from the Mayor**

I have made a manifesto commitment to 'work constructively with the private sector to increase to 250 the number of companies offering the London Living Wage'. I am working in partnership with the Living Wage Foundation to achieve this. As part of this I will be encouraging London employers from all economic sectors to consider paying the London Living Wage.

**Average speed cameras**

**Question No: 2426 / 2012**

Jenny Jones

Your answer to question 1911/2012 does not make clear what plans you have to roll out the use of average speed cameras in 20mph areas? Can you tell me which boroughs are using these cameras on their roads in the current financial year, using funding from Transport for London?

**Written response from the Mayor**

*Officers are drafting a response which will be sent shortly.*

*Written response received 1 October 2012.*

TfL has recently announced a programme (circa £40 million) to upgrade aging safety cameras (with 'wet' film technology) to modern digital safety cameras. This will ensure that the safety benefits delivered by the existing safety camera network in London continue to be secured in future.

As part of this TfL will also work with boroughs to review their safety camera network to ensure the maximum safety benefit is achieved. TfL has already written to all boroughs requesting meetings to discuss their safety camera requirements for the future. TfL will be able to update you once these discussions are complete.

**Infringement of advanced stop lines**

**Question No: 2427 / 2012**

Jenny Jones

Please could you let me know if the MPS takes enforcement action against motorcyclists for the infringement of advanced stop lines?

**Written response from the Mayor**

*Officers are drafting a response which will be sent shortly.*

*Written response received 28/09/2012.*

Yes. If the motorcyclist is caught crossing an ASL when the traffic light is red. However, in terms of the recording of performance data there is no specific offence dedicated to an infringement of ASL's. The traffic offence is "contravening an automatic traffic signal", which does not distinguish between a Fixed Penalty Notice processed for venturing into the cyclist box demarcated by the advanced stop line and for going through a red traffic light.

The MPS Traffic OCU is about to engage with TfL on an educational approach to ASL's post Olympics and once this has been completed, it is probable that there will be a period of focused enforcement activity on the infringement of ASL's.

## **Cycle racks**

### **Question No: 2428 / 2012**

[Jenny Jones](#)

Can the Mayor explain why TfL is fitting two different sorts of Sheffield cycle racks in London on main roads, one of which has no low level crossbar intended to help blind pedestrians?

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

The London Cycling Design Standards (LCDS) provides guidance relating to the design and layout of cycle parking stands on street with the aim of preventing obstruction to other users of the footway or carriageway space as far as possible.

Both types of Sheffield stand that you refer to are used on the TfL Road Network and are shown in London Cycle Design Standards (2005) Drawing Number CCE/P1. The guidance recommends that within a rack of stands, a tapping rail is included at end stands to assist visually impaired pedestrians using a cane to identify obstructions. However, the tapping rail can be omitted at stands within the rack, where there is unlikely to be conflict with pedestrian movement.

Individual land owners, including the London Boroughs, are responsible for the delivery of cycle parking in their areas and they are at liberty to specify their own cycle parking designs and suppliers, with regard to the specific needs of each area of installation. This means that not all stands delivered on street across the capital will be of the same design.

It should be noted however, TfL does promote the LCDS to those designing and installing cycling infrastructure across London including the London boroughs and developers where it is consulted on planning applications.

## **Recycling of used cooking oil**

### **Question No: 2429 / 2012**

[Jenny Jones](#)

Can the Mayor outline what support he is providing to businesses that produce biodiesel by recycling used food catering oil?

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

Please see my response to MQ 2719 / 2012.

### **Anaerobic Digesters (1)**

**Question No: 2430 / 2012**

[Jenny Jones](#)

How many anaerobic digesters are currently in construction or in operation in London? Can you provide me with details of expected dates of operation and processing capacity?

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

There are no anaerobic digesters currently in construction or in operation in London.

There are two anaerobic digesters that have planning permission in London - One in Mitcham, Merton to be constructed and operated by SITA UK and one in the Sustainable Industries Park in Dagenham to be constructed and operated by TEG. Both of these are a matter of public record and details are available on Merton's and Barking and Dagenham's websites respectively.

### **Anaerobic Digesters (2)**

**Question No: 2431 / 2012**

[Jenny Jones](#)

How many anaerobic digester proposals are currently being progressed through the London Waste and Recycling Board? Can you provide me with details of funding, project status and processing capacity?

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

This information is in the public domain and available at;  
<http://www.lwarb.gov.uk/page/?identity=pipeline>

Further to this; TEG Group has now reached financial close.

### **Anaerobic Digesters (3)**

**Question No: 2432 / 2012**

[Jenny Jones](#)

What are the main reasons for anaerobic digester proposals failing?

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

The reasons for anaerobic digestion proposals failing to be realised are numerous, including project financing, planning, guaranteeing feedstock and agreeing gate fee's. However, these are not exclusive to anaerobic digestion facilities, or even London, but are familiar to all waste and recycling projects that require infrastructure.

### **Anaerobic Digesters (4)**

**Question No: 2433 / 2012**

[Jenny Jones](#)

Are there legislative or other changes you would like to see, to speed up anaerobic digestion in London?

**Written response from the Mayor**

London Waste and Recycling Board and others, including SITA UK, are proving it is possible to establish economically viable anaerobic digestion plants in London. I am not proposing to lobby for any legislative, or other, changes at present.

**Work experience in the GLA group**

**Question No: 2434 / 2012**

[Jenny Jones](#)

Will any part of the GLA group be providing work experience opportunities in partnership with Work Programme providers?

**Written response from the Mayor**

No. My focus on working with the Work Programme providers is on ensuring that some of the opportunities generated within our contractor workforce are made available to work programme individuals. I am delighted that in the last year 100 long-term workless Londoners have entered employment with a GLA Group contractor.

**Work programme jobs**

**Question No: 2435 / 2012**

[Jenny Jones](#)

Will all jobs in the TfL supply chain promoted partnership with Work Programme providers be paid roles with the same pay and conditions as others performing an equivalent role?

**Written response from the Mayor**

Yes, all work programme candidates will be offered the same pay and conditions as others performing an equivalent role without exception.

**Work programme targets**

**Question No: 2436 / 2012**

[Jenny Jones](#)

How many people do you expect to get into jobs in the TfL supply chain through the Work Programme in the current financial year?

**Written response from the Mayor**

We expect to get 150 work programme candidates into employment through the TfL supply chain this financial year.

**Ride London**

**Question No: 2437 / 2012**

[Jenny Jones](#)

Why did you lower the number of participants in the Ride London event from 35,000 cyclists to 20,000?

**Written response from the Mayor**

Please see my response to MQ 2326 / 2012.

**Living wage accreditation (1)**

**Question No: 2438 / 2012**

[Jenny Jones](#)

Will you ensure that the GLA group are accredited living wage employers in time for the launch of the Living Wage Foundation in November?

**Written response from the Mayor**

I have committed to ensuring that the GLA Group is accredited and officers are progressing this commitment now, but full accreditation is unlikely before November.

**Living wage accreditation (2)**

**Question No: 2439 / 2012**

[Jenny Jones](#)

What are you doing to press the organisations listed as living wage employers in your previous 'fairer London' reports to become accredited living wage employers?

**Written response from the Mayor**

I will be writing to them to recommend they consider becoming accredited living wage employers.

**Part time jobs pledge**

**Question No: 2440 / 2012**

[Jenny Jones](#)

Currently a disproportionate number of part time job vacancies are offered at very low wages, making them unsuitable or difficult for parents returning to work. Will you therefore ensure that part time jobs created in the GLA group are offered at a variety of pay levels, and encourage the private sector to follow suit?

**Written response from the Mayor**

I am committed to ensuring that the part-time jobs campaign improves the number of quality part-time roles at a range of pay levels. I am convinced that this is good for business and good for Londoners.

**Measuring part time jobs (1)**

**Question No: 2441 / 2012**

[Jenny Jones](#)



How will you ensure that full time jobs aren't converted into part time jobs and then counted as "new" part time jobs?

**Written response from the Mayor**

I set out the methodology for counting the 200,000 jobs on the 19<sup>th</sup> July Investment & Performance Board. This explains how my Officials will count both part-time and full-time jobs. Please see the following link for more details:

<http://www.london.gov.uk/sites/default/files/12%20Measuring%20jobs%20cover%20report%20PDF.pdf>

**Measuring part time jobs (2)**

**Question No: 2442 / 2012**

[Jenny Jones](#)

What information will you collect from employers when measuring progress towards your target of 20,000 high quality part time jobs?

**Written response from the Mayor**

The LEP Employment and Skills Working Group are currently working to develop a campaign to achieve this target. Appropriate campaign metrics will be developed in line with the outcome of the working group.

**Assistant Commissioner for Business Crime**

**Question No: 2443 / 2012**

[Jenny Jones](#)

You promised the Federation of Small Businesses that you would require an Assistant Commissioner in the Met to be giving responsibility for business crime during the election campaign. Can you update me on your progress in making this appointment?

**Written response from the Mayor**

The MPS lead for Business Crime is Deputy Commissioner, Craig Mackey.

Each borough now has a senior leadership team lead for business engagement to support the MPS commitment to improve local business liaison. The Deputy Commissioner chairs bi-monthly meetings with the British Retail Consortium, to which the Federation of Small Businesses has been invited.

**SME revolving fund**

**Question No: 2444 / 2012**

[Jenny Jones](#)

Your manifesto pledged to establish a £35m revolving loan fund for SMEs. Can you update me on your progress in setting this up?

**Written response from the Mayor**

Since I was re-elected in May, the Government has announced a series of initiatives aimed at supporting SMEs, in particular in the area of small business loans (i.e. the Business Finance Partnership being one such initiative). Therefore, to ensure that the GLA does not duplicate activity my officers are carrying out a full review of the offers available to small businesses which they will report on shortly. This will enable the GLA's funds to be targeted in the best possible way to support SMEs in the capital.

## **Heathrow Capacity**

### **Question No: 2445 / 2012**

[Jenny Jones](#)

Given that only 15% of flights from Heathrow are for business purposes, do you feel that more could be done in the short term to adjust existing capacity to meet the needs of business by focusing slots upon the BRIC countries of Brazil, Russia, India and China?

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

In 2010, the most recent year for which data is currently available, more than 30 per cent of passengers at Heathrow were travelling for business purposes. At Heathrow, charter and cargo-only flights are kept to an absolute minimum, so I would expect each and every passenger flight to have business travellers on board.

With Heathrow's lack of spare capacity, airlines have no incentive to take a punt on routes to BRIC nation cities – regardless of the benefits for the UK economy – they would sooner operate another lucrative flight to New York or Hong Kong. And airlines cannot currently be forced to provide routes to one destination over another. Instead, what is needed immediately is action to resolve the aviation capacity crisis which London and the UK is currently facing.

## **20mph & cycle superhighway**

### **Question No: 2446 / 2012**

[Jenny Jones](#)

At the Cycle Revolution meeting hosted by Kulveer Ranger in October 2010, a discussion was held about my idea of making all Cycle Superhighways 20mph. The minutes say that whilst there is no objection to this in principle, it is not seen as practical, but Kulveer asked for a wider strategy to be prepared "around this proposition" and Transport for London agreed to take this forward. May I have a copy of this strategy?

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

TfL's approach to 20mph speed limits is as set out in my answer to MQ0199 / 2012.

20mph zones have been provided as part of Barclays Cycle Superhighway route 7 on Southwark Bridge Road and route 8 on Old York Road. TfL will continue to consider such measures for future routes on the basis outlined above, and alongside a wide range of other measures.

Where reducing traffic speeds is deemed to have a safety benefit to cyclists, TfL will consider the best way of achieving this, including through the reduction of speed limits or by making physical changes to the road layout.

TfL continues to consider interventions on Barclays Cycle Superhighways on a case-by-case basis, with measures tailored to the particular road conditions at a given location.

## **Road Safety Budget**

### **Question No: 2447 / 2012**

[Jenny Jones](#)

Your response to my question 1032/2012 on your road safety budget claimed that getting a precise figure on spending was 'complex'. However, given that both you and your predecessor managed to achieve this in the previous 12 years, including figures in numerous press releases and responses to my questions (e.g. 1365/2010 and 0628/2010), can you now provide me with the TfL figure?

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

*Officers are drafting a response which will be sent shortly.*

*Written response received 1 October 2012.*

Road safety continues to be a high priority in London in 2012/13. TfL is directly investing in the region of £14 million in road safety schemes, covering a wide-range of projects including: highway engineering schemes; information campaigns; and other important road safety initiatives such as Junior Road Safety Officers and BikeSafe.

It should also be noted that public realm schemes, traffic signal improvements, development related schemes, resurfacing and general maintenance schemes also provide an opportunity to improve road safety but are not included in the total set out here. In addition, around £9 million was invested by the boroughs through Local Implementation Plans in 2011/12 and it is expected that investment will remain at similar levels.

## **Barclays sponsorship of cycle hire**

### **Question No: 2448 / 2012**

[Jenny Jones](#)

Will you reconsider the damaging bike hire sponsorship deal with Barclays Bank if any of their senior employees are put in jail as a result of criminal prosecution instigated by the Serious Fraud Office?

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

*Written response received 27/09/2012*

The sponsorship arrangement with Barclay's is not 'damaging' and I have no intention of reconsidering it.

## **Car dooring**

### **Question No: 2449 / 2012**

[Jenny Jones](#)

How many people have been prosecuted in London during the last ten years for opening a vehicle door into the path of a cyclist?

**Written response from the Mayor**

Current MPS Information Technology systems are unable to extrapolate offence data that only involve the opening of vehicle doors in the path of cyclists.

It is also unable to indicate the number of these offences that were prosecuted. The MPS only has records from 2006 onwards relating to endangering or injuring a person by opening a car door.

Available data reveals that since the beginning of 2006, 52 fixed penalty notices have been issued by MPS officers where vehicle doors were opened, endangering others. This includes cyclist, pedestrians or other vehicles. Also, over the same period the MPS Traffic Criminal Justice Operational Command Unit dealt with 427 offences that arose from collisions or police reports relating to vehicle doors being opened in circumstances that would endanger others.

**Mayoral statement on cycling safety**

**Question No: 2450 / 2012**

[Jenny Jones](#)

It has been several months since you asked Transport for London to 'look at' whether there was any evidence for your statement that two thirds of cycling collisions are the result of cyclists not obeying the rules of the road. What is Transport for London's answer and will you now give a public correction?

**Written response from the Mayor**

I asked Transport for London to look into a statistic that I was told about during my election campaign. Its own statistics and research suggest this is not the case in London and I am pleased to be able to set the record straight on this.

**Changes to Permitted Development Rights - impact on gardens**

**Question No: 2451 / 2012**

[Jenny Jones](#)

Are you concerned that the Government's proposal to allow an extension or conservatory of up to eight metres to be built within permitted development rights, up from the current four metre limit, will significantly increase the rate and scale of loss of green space in London gardens? Have you been consulted on these proposed changes?

**Written response from the Mayor**

I have already advised Government that in a dense and highly populated conurbation like London, the contribution gardens make to people's amenity, climate change mitigation and bio diversity cannot be under-estimated.

More generous permitted development rights, whilst welcome in principle, could therefore lead to the loss of this valuable space with adverse impacts on the quality of life of residents and renewed attempts at 'garden grabbing'.

I have advised Government that I want to give further consideration to application of its proposal in the distinct circumstances of London.

## **Police officer numbers pledge**

**Question No: 2452 / 2012**

[Jenny Jones](#)

Can you foresee any circumstances in which you might change your pledge to maintain officer numbers at 31,957?

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

I expect numbers to reduce after Olympics posts are removed but overall strength will remain at or around 32,000.

I am confident that we can keep police numbers high while achieving substantial financial savings.

## **Officers on the streets**

**Question No: 2453 / 2012**

[Jenny Jones](#)

How many fully warranted police officers were on London's streets in May 2012?  
("streets" as defined in your manifesto commitment)

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

*Officers are drafting a response which will be sent shortly.*

*Written response from the Mayor received 25 July 2013*

Please see my response to MQ 2380 / 2013.

## **Neighbourhood policing**

**Question No: 2454 / 2012**

[Jenny Jones](#)

Please could you let me know how many Police Officers, PCSOs and Special Constables there were in the Safer Neighbourhood Teams in May 2012?

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

Police Officers: 2,024.24 FTE

PCSOs: 1,617.67 FTE

The Safer Neighbourhood Team structure is based on Sergeants, Constables and PCSOs. Special Constables are not part of the formal Safer Neighbourhood Team structure although they are often informally assigned to teams. At the end of May 2012 there were 5,008 special constables in Territorial Policing.

## **Safer Schools Partnership**

### **Question No: 2455 / 2012**

[Jenny Jones](#)

Please could you provide me with the number of dedicated officers and PCSOs involved in Safer Schools Partnership for each year since its establishment?

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

Safer Schools Partnerships were established in 2002. Historic figures for schools officers prior to the academic year 2010-2011 are not available.

During the academic year 2011-2012 there were 233 PCs and 102 PCSOs dedicated to secondary schools. Currently there are 223 PCs working in schools, although this figure is set to increase to 303. PCSOs are no longer dedicated to secondary schools; however local Safer Neighbourhood Team PCs and PCSOs remain flexible to support dedicated schools officers, as required.

## **Met projects for young people**

### **Question No: 2456 / 2012**

[Jenny Jones](#)

How much has the Metropolitan Police Service spent in each of the last 4 years on projects specifically related to protecting young Londoners and reducing youth crime?

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

In the last four years the MPS has spent £9.05 million on major projects to protect young Londoners and to reduce youth crime. The MPS invested:

- £1.79m in 2008/09;
- £2.41m in 2009/10;
- £1.89m in 2010/11; *and*
- £3.06m in 2011/12.

This figure does not include expenditure on day to day and specialist policing operations to protect young Londoners.

## **Fully fit officers in support roles**

### **Question No: 2457 / 2012**

[Jenny Jones](#)

Please could you provide me with the number of fully fit officers in support roles within the Metropolitan Police Service for each of the last 6 years?

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

*Officers are drafting a response which will be sent shortly.*

*Written response from the Mayor received 25 July 2013*

Please see my response to MQ 2377 / 2013.

## **Borough police shortages**

### **Question No: 2458 / 2012**

[Jenny Jones](#)

Please could you let me know which boroughs have asked to reclaim money from the Metropolitan Police because of a shortage in the agreed levels of PCs and PCSOs?

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

During this financial year Hammersmith & Fulham, Kensington & Chelsea, Redbridge and Westminster local authorities have queried their charges for their relevant match funding or cost sharing schemes on the basis of the non-deployment of PCs or PCSOs.

## **Front counter closures (1)**

### **Question No: 2459 / 2012**

[Jenny Jones](#)

Please can you confirm police station front counters in Gipsy Hill and Cavendish Road have been closed on a temporary basis at short notice because of a police officer and staff shortage?

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

The front counters at Gipsy Hill and Cavendish Road were closed on a temporary basis on 20th August 2012, as a response to police officer and staff shortages, as well as the need to manage local demand. This has been the subject of an ongoing review, with assessment of any community concern and of staff availability. No other boroughs have implemented front counter closures as a result of shortages.

## **Front counter closures (2)**

### **Question No: 2460 / 2012**

[Jenny Jones](#)

Please can you confirm if borough commanders have been given the authority to close any other police station front counters on a temporary basis because of police officer and staff shortages?

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

The MPS is considering a policy where temporary closure of certain front counters may be authorised by Borough Commanders, under specified circumstances and for short periods of time. This has not yet been discussed or agreed with my Deputy Mayor for Policing and Crime.

## **Front counter closures (3)**

### **Question No: 2461 / 2012**

[Jenny Jones](#)

Please could you confirm how long the temporary closures of these front counters will be?

**Written response from the Mayor**

The MPS is currently considering a policy for temporary closure of certain front counters.

The policy is yet to be agreed with the Deputy Mayor for Policing and Crime.

**Bike thefts (1)**

**Question No: 2462 / 2012**

[Darren Johnson](#)

Can you provide a breakdown of bike thefts in London by borough for the calendar years 2007 - 2011?

**Written response from the Mayor**



**Offences of Theft of Pedal Cycle between 01/01/2007 and 31/12/2011**

<b>Borough/Business Unit / BCU</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>Grand Total</b>
Barking & Dagenham	173	180	253	264	285	<b>1155</b>
Barnet	203	164	274	249	230	<b>1120</b>
Bexley	134	164	133	124	113	<b>668</b>
Brent	315	260	413	362	361	<b>1711</b>
Bromley	191	226	263	209	280	<b>1169</b>
Camden	1183	1238	1869	1568	1413	<b>7271</b>
City of Westminster	1423	1441	2062	1896	1764	<b>8586</b>
Croydon	283	234	416	324	419	<b>1676</b>
Ealing	403	535	671	693	712	<b>3014</b>
Enfield	227	173	273	244	275	<b>1192</b>
Greenwich	415	331	418	415	433	<b>2012</b>
Hackney	1138	1191	1585	1510	1578	<b>7002</b>
Hammersmith & Fulham	877	1020	1303	1303	1226	<b>5729</b>
Haringey	357	285	435	466	487	<b>2030</b>
Harrow	122	138	151	143	177	<b>731</b>
Havering	122	145	151	168	237	<b>823</b>
Heathrow	7	3	10	6	27	<b>53</b>
Hillingdon	277	307	295	263	318	<b>1460</b>
Hounslow	510	579	610	651	724	<b>3074</b>
Islington	1366	1255	1791	1632	1471	<b>7515</b>
Kensington & Chelsea	868	790	928	921	775	<b>4282</b>
Kingston-upon-Thames	525	471	451	478	524	<b>2449</b>
Lambeth	806	990	1320	1138	1336	<b>5590</b>
Lewisham	344	304	581	487	532	<b>2248</b>
Merton	320	358	442	390	563	<b>2073</b>
Newham	316	360	436	521	526	<b>2159</b>
Redbridge	157	141	180	203	303	<b>984</b>
Richmond-upon-Thames	643	649	644	655	643	<b>3234</b>
Southwark	1015	1127	1492	1304	1467	<b>6405</b>
Sutton	208	244	239	208	201	<b>1100</b>
Tower Hamlets	1074	1110	1286	1421	1214	<b>6105</b>
Waltham Forest	411	335	518	442	480	<b>2186</b>
Wandsworth	1196	1029	1283	1293	1363	<b>6164</b>
<b>Grand Total</b>	<b>17609</b>	<b>17777</b>	<b>23176</b>	<b>21951</b>	<b>22457</b>	<b>102970</b>

**Bike thefts (2)**

**Question No: 2463 / 2012**

[Darren Johnson](#)

Can you provide the success rate of the Met Police in returning bikes and prosecutions for bike theft for the period 2007 - 2011?

**Written response from the Mayor**

There is no "Property Returned" field/code on the Crime Report Information System (CRIS) so it is not possible to provide data on returned bikes.

**Electric Taxi**

**Question No: 2464 / 2012**

[Darren Johnson](#)

Can you outline the timetable for Transport for London to test and potentially approve

the Nissan's NV200 taxi as part of the black cab fleet?

**Written response from the Mayor**

*Officers are drafting a response which will be sent shortly.*

*Written response received 28/09/2012.*

As with any manufacturer, as soon as Nissan formally submit their taxi for approval, TfL will begin this process.

**Removing cycle lanes in Richmond**

**Question No: 2465 / 2012**

[Darren Johnson](#)

Are you aware that the consultation by Richmond Council on the Twickenham street scene and Highways scheme could lead to the loss of cycle lanes as the footpath is widened. Do you still maintain the Transport for London policy of not allowing council's to spend Local Improvement Plan money on schemes that remove cycle facilities?

**Written response from the Mayor**

I welcome the news that Richmond is planning to revitalise Twickenham town centre and particularly, in the light of the fantastic success of London 2012, that it aims to do so in time for the 2015 Rugby World Cup. I am aware there are elements of the draft proposals that have raised some concerns locally and that these have been flagged with the Borough under the recent consultation exercise.

However, I am also aware the Borough has moved swiftly to address these concerns and is now recommending cycle lanes be introduced to link to the Advanced Stop Lines that are also proposed at every junction within the area covered by the scheme. In addition, a proposed 20mph speed limit to be introduced across the whole town centre will bring benefits particularly for cyclists and pedestrians.

It remains the case that Local Implementation Plan funding cannot be used for measures that would compromise my Transport Strategy objectives. Consequently, TfL officers continue to work with colleagues at Richmond to ensure their scheme delivers real and achievable benefits for all who live, visit, shop and do business in Twickenham.

**Success of Crossrail policy**

**Question No: 2466 / 2012**

[Darren Johnson](#)

Given the success of the Crossrail policy on HGVs, will you ensure that this is standard practice for the procurement policies of Housing Associations and others who are beneficiaries of funding from Homes for London and other parts of the GLA?

**Written response from the Mayor**

I am delighted that Crossrail's policy on HGV safety standards has been successful, and as a result TfL is implementing these standards on all new TfL contracts. It is now mandatory for all primary contractors and their sub-contractors to implement additional safety measures including vehicle safety devices and specific driver training.

These safety standards will also be implemented on existing TfL contracts by December 2012. Details of the standards can be viewed at:  
<http://www.tfl.gov.uk/assets/downloads/businessandpartners/work-related-road-risk-requirements.pdf>

I am now promoting the uptake of this procurement policy more widely across the GLA, and the Housing & Land Directorate is working with TfL to determine how these safety standards can be applied to its new contracts and Homes for London funding beneficiaries.

## **Cable car energy supply**

**Question No: 2467 / 2012**

[Darren Johnson](#)

Are you using non-nuclear, renewable sources of energy to power the cable car?

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

The Emirates Air Line incorporates brown roofs, solar panels, rainwater harvesting and timber fenders in the Royal Victoria Dock.

The energy supplies for the Emirates Air Line are taken from the national grid using a number of suppliers, one quarter of the energy sources are renewable.

## **Cyclist death at Junction of Ruckholt Road and Eastway (1)**

**Question No: 2468 / 2012**

[Darren Johnson](#)

Can you outline the temporary changes made to the junction of Ruckholt Road and Eastway where a 28 year cyclist died under the wheels of an Olympic coach? Who was responsible for agreeing these changes?

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

*Officers are drafting a response which will be sent shortly.*

*Written response received 1 October 2012.*

In July, the following temporary changes were made at the junction of Ruckholt Road and Eastway in preparation for the operation of the Olympic Route Network and Olympic Park Venue requirements:

- Introduction of Games Lanes on Eastway on the eastbound approach to the junction with Ruckholt Road. Access was permitted for Games family vehicles only. The existing shared use footway adjacent to the Games Lanes remained in place providing access to the crossing points for cyclists and pedestrians.
- Conversion of Eastway to two-way working from east of the canal bridge at the junction with Lee Conservancy Road to the junction with Ruckholt Road (this section of road previously operated one way west bound only).
- Introduction of north east bound and south west bound Games Lanes on Ruckholt Road at its junction with Eastway.

The Olympic Delivery Authority engaged TfL to design, implement and operate the Olympic Route Network in London, and so TfL was responsible for the temporary changes following consultation with the London Borough of Hackney and other stakeholders.

## **Cyclist death at Junction of Ruckholt Road and Eastway (2)**

**Question No: 2469 / 2012**

[Darren Johnson](#)

Can you provide a copy of the safety audit which was carried out in advance of these changes to the junction? Did the safety audit or any other Transport for London report comment upon the 'safety' of temporarily removing advanced stop lines at this junction?

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

*Officers are drafting a response which will be sent shortly.*

Written response received 29 October 2012.

The Olympic Route Network design was divided into sections and each was subjected to full safety audit procedures. These included: preliminary design stage 1; detailed design stage 2; and post-implementation stage 3. These are included in **Appendix 4**. Please note that one of the Stage 2 Safety Audits was for additional measures that were not implemented and is provided for completeness.

None of these road safety audits raised a specific concern or problem regarding the temporary removal of the Advanced Stop Line on the eastbound approach of Eastway at the junction with Ruckholt Road.

## **Cyclist death at Junction of Ruckholt Road and Eastway (3)**

**Question No: 2470 / 2012**

[Darren Johnson](#)

Do you feel that the additional signage measures which were put in place at the junction of Ruckholt Road and Eastway after the death of the cyclist there, should have been in place before the collision?

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

*Officers are drafting a response which will be sent shortly.*

Written response received 1 October 2012.

This unfortunate incident remains the subject of ongoing investigations by the Police and Coroner's Office and it would not be appropriate to express an opinion on whether additional signage should have been in place before the collision. However, I can confirm that the existing signage prior to the collision had passed Road Safety Audits.

## **Cyclist death at Junction of Ruckholt Road and Eastway (4)**

**Question No: 2471 / 2012**

[Darren Johnson](#)

Did you ensure that bus drivers for the London 2012 Olympics and Paralympics, were given the same training in cycle safety as regular drivers on the London bus fleet?

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

Bus drivers for the London 2012 Games Family were employed by LOCOG and not by the GLA or TfL. I suggest you speak to LOCOG about this.

## **Cyclist death at Junction of Ruckholt Road and Eastway (5)**

**Question No: 2472 / 2012**

[Darren Johnson](#)

Was this junction on one of the routes which Transport for London advised cyclists to use to get to and from one of the Olympic Park cycle parking sites, due to the canal path closure?

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

The cycling parking facilities and associated route and direction signage at the Olympic Park and other Games venues was the responsibility of LOCOG venue transport. Hence it was LOCOG, and not TfL, that provided advice on all cycle facilities and routes.

## **Cyclist death at Junction of Ruckholt Road and Eastway (6)**

**Question No: 2473 / 2012**

[Darren Johnson](#)

Will you now change the layout of this junction to abandon the motorway-style layout which includes a 40mph speed limit onto a high-speed slip road?

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

The London Borough of Hackney is the Highway Authority for Ruckholt Road and Eastway. TfL is the highway authority for the A12 and slip-roads at Lea Interchange.

TfL has no plans to change the layout or speed limit of the A12, but will carefully consider any relevant matters arising out of the Police and Coroner's investigations.

## **Tenants' rights**

**Question No: 2474 / 2012**

[Darren Johnson](#)

Will your London Rental Standard encourage landlords to offer tenants more than the minimum rights guaranteed by Assured Shorthold Tenancies?

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

Please see my response to MQ2649 / 2012. This will include details of the London Rental Standard.

## **Tech City (1)**

**Question No: 2475 / 2012**

[Tony Arbour](#)

A report published over the summer by the Centre for London argued that the desire to grow Tech City eastwards and into the Olympic Park is desirable, but unlikely to be successful. Do you agree? How would you like Tech City to expand geographically?

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

I want to see economic growth across London, geographically and sectorally. The technology and creative communities will be an important driver of that, whether it be in the Tech City, Soho, Hammersmith or elsewhere. My job is to direct the GLA Group to enable growth, responding to businesses' needs and investing in infrastructure, both physical and technological.

The Queen Elizabeth Olympic Park has the potential to offer fantastic opportunities to London's current and future business community and it is the role of the London Legacy Development Corporation under my Chairmanship to attract companies - including tech firms - from all over the world to come and establish themselves there.

## **Tech City (2)**

**Question No: 2476 / 2012**

[Tony Arbour](#)

The Tech City report also identified a lack of highly skilled developers in the cluster as a significant problem for expanding firms. Will you commit to prioritising apprenticeships in tech firms as a way of addressing this skills gap?

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

Apprenticeships can meet employers needs across a whole range of skills levels. I am committed to encouraging employers in any sector that has the potential for growth to consider apprenticeships as a way of meeting their skills gaps. My officers have already met with e-skills UK, the Sector Skills Council for this sector to discuss how we can promote the opportunities available. I am in continual dialogue with Tech City partners and will ensure this issue remains high on the agenda.

## **Forensic Science Service (FSS) archive - MPS facilities**

**Question No: 2477 / 2012**

[Tony Arbour](#)

With the closure of the FSS archive – which housed more than 1.7 million case files which were regularly used to investigate unsolved crimes and review miscarriages of justice – does the MPS have adequate facilities and resources to protect and preserve forensic archive material?

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

Yes. The MPS is able to obtain case files and other materials on request from the Forensic Archive Services, a company owned by the Home Office that replaced the Forensic Science Services archive.

Additionally, since 2009 case files arising from Forensic Science Services examinations in London supporting MPS investigations have been retained by the MPS at a Lambeth archive storage site.

## **Forensic Science Service (FSS) archive – recommendations**

**Question No: 2478 / 2012**

[Tony Arbour](#)

With the closure of the national FSS archive, should we introduce clear recommendations to ensure the MPS keeps all relevant material relating to crimes?

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

Recommendations are not required. MPS guidance already exists on exhibit retention, alongside that recently produced by the National Police Improvement Agency (February 2012). Both contain specifications regarding minimum retention periods for simple, volume and major/serious crimes.

The closure of the national Forensic Science Service archives has not produced any change to MPS arrangements for the retention of forensic exhibits or other material.

## **Forensic Science Service (FSS) archive - fragmentation**

**Question No: 2479 / 2012**

[Tony Arbour](#)

Is the accusation that the MPS will no longer know if a rapist, who has attacked in London, has attacked a victim again outside of London correct? If so, what does the MPS intend to do to tackle this risk of fragmentation?

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

No, the accusation is incorrect.

Any sex offender leaving behind a sufficiently complete DNA profile would have that profile loaded to the National DNA Database. The MPS and any other police force outside of London would be able to conduct a search of the database to ascertain whether there was a match of the same DNA sample from the same offender regarding other sexual assaults.

Additionally, all registered sex offenders are monitored through Multi Agency Public Protection Arrangements.

## **CRIB crime classifications**

**Question No: 2481 / 2012**

[Tony Arbour](#)

What can MOPAC do to tackle the distortion in crime figures caused by misleading crime classifications within CRIB?

**Written response from the Mayor**

MOPAC and the MPS are not aware of any issues of misleading crime classification within CRIB.

CRIB was set up to ensure that crime recording is standardised across all boroughs. This reduces the possibility of misleading comparisons between boroughs.

**Police thefts**

**Question No: 2482 / 2012**

[Andrew Boff](#)

A police officer based in Westminster has been suspended over claims that he stole from his own force. Are identical, robust actions taken when members of the public make theft allegations against members of the police force?

**Written response from the Mayor**

Any theft allegation against members of staff made by the public are investigated in the same way as any internal investigation. Similarly, sanctions are imposed, as appropriate, according to the gravity of the offence and any mitigation factors - these vary from case to case.

**Trafficking during the Olympics**

**Question No: 2483 / 2012**

[Andrew Boff](#)

Did the MPS find evidence of an increase in trafficking during the 2012 Olympic and Paralympics Games?

**Written response from the Mayor**

The MPS has worked in partnership with a number of agencies to ensure that the London 2012 Olympics were safe and secure. A year on year comparison of CRIS reports recorded between 25/07 - 10/09 relating to trafficked victims showed 4 cases recorded in 2011. The same period in 2012 also showed 4 cases.

There is a single on-going investigation where individuals have allegedly been trafficked into London to be sexually exploited. The alleged perpetrators' activity was motivated by the perceived increase in business within the sex industry during the Olympic period. No further details can be disclosed as this investigation is on-going.

**Olympic Park Revenue Streams**

**Question No: 2484 / 2012**

[Andrew Boff](#)

Following the end of Olympics, when do you anticipate the first revenue stream to be going live on the park, and what is the estimated income from this stream?



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

The Legacy Corporation aims to begin generating revenues from food and beverage concessions, ticketing, events and visitor attractions in 2013/14. Estimates of the levels of income to be generated and the timing of these are still being reviewed.

### **Access to the Orbit**

**Question No: 2485 / 2012**

[Andrew Boff](#)

Will you be pushing for the Orbit tower to remain open to the public before the park officially re-opens next year, as has recently been mooted?

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

The Legacy Corporation is doing everything it can to keep people involved as the Park transforms into Queen Elizabeth Olympic Park. It is currently looking into how the transformation programme can accommodate visits to the ArcelorMittal Orbit with pre-booked coach tours. The scale of construction works means that the quickest and safest way to re-open the Park is to close the whole area for nine months. The Legacy Corporation plans to run regular guided bus tours of the Park whilst it is closed.

### **Olympic No Marketing Rights Protocol**

**Question No: 2486 / 2012**

[Andrew Boff](#)

Sir John Armitt's report on the Olympic No Marketing Rights Protocol recommended that following the Games the Protocol should be lifted so that companies, particularly those in the construction industry, are able to promote their Olympics related work. Now that the Olympics are over, will you lobby hard to see that this happens?

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

Sir John Armitt's report made a lot of sense to me and I am keen to work with Government and the Olympic authorities to find a way to overcome this frustration.

### **Formula One**

**Question No: 2487 / 2012**

[Andrew Boff](#)

In your view, what would be the impact of staging a Formula One race in London?

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

F1 is a fantastic event that I am sure any city would feel privileged to host. Following the success of the London 2012 Games I am positive that London would do a spectacular job of holding a London Grand Prix. However, at present this remains merely an idea and it is impossible to say what the impact might be without detailed planning and research.

### **Olympic Stadium**

**Question No: 2488 / 2012**

[Andrew Boff](#)

There have been reports suggesting that an extra £20m will be required to convert the Olympic Stadium to make it fit for purpose for whoever the tenant will be, on top of the £95 million already earmarked. How much additional public money will be available for this conversion, and where will the money come from?

**Written response from the Mayor**

The cost for converting the Stadium is dependent on the outcome of the concession process and the Stadium's final specification. Once this is determined, the transformation works will be subject to a competitive tender process. The Legacy Corporation cannot compromise its commercial position by commenting or speculating on conversion costs ahead of any procurement exercise.

Funding for the transformation works will potentially come from a range of sources including, but not limited to, transformation funding already set aside from the Olympic budget, the Legacy Corporation's budget, the London Borough of Newham and commercial arrangements.

The Legacy Corporation is committed to determining the best long-term option for the venue, securing long-term committed usage, ongoing revenue generation and wider regeneration benefits for the local community.

## **Olympic Stadium Naming Rights**

**Question No: 2489 / 2012**

[Andrew Boff](#)

How will you ensure that the LLDC strikes the best possible deal on naming rights for the Olympic Stadium?

**Written response from the Mayor**

Once the concession process is complete and there is certainty on the Stadium's long-term event profile and technical specification, there will be a competitive process to maximise the full commercial naming rights for the Stadium. This will allow the Stadium not only to exploit its iconic profile and status from being the centrepiece of the 2012 Olympic and Paralympic Games, but also its capacity for long-term usage as a high-profile venue for sporting and cultural events with extensive community access.

It should also be noted that the commercial strategy for the Stadium will not be limited to the main naming rights, but will also include pouring rights, secondary naming rights and association rights. There will be a co-ordinated approach embracing all Stadium stakeholders and commercial partners to ensure the best possible deal for the Stadium is achieved.

## **Open Data**

**Question No: 2490 / 2012**

[Andrew Boff](#)

What lessons can the GLA learn from LOCOG's temporary blocking of the 2012 Ticket Alert Twitter account and the widespread outrage that followed? How can these lessons be applied to the operation of the London Data Store?

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

I generally support technological solutions such as the 2012 ticket alert service, and encourage the secondary use of all public data for the development of private sector business and public value. In blocking this ticket alert service Ticketmaster were attempting to prevent touts snapping up tickets and selling them for a profit, and inadvertently affected this legitimate business.

### **BalticCycle/Crotos International Olympic Bicycle Expedition**

#### **Question No: 2491 / 2012**

[Andrew Boff](#)

Will the Mayor join me in congratulating the members of the BalticCycle/Crotos International Olympic Bicycle Expedition who cycled 13,000 kms across the world from Beijing to reach London on 9 August in celebration of the London 2012 Olympic Games?

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

Absolutely, this is a fantastic achievement. We were determined to see the London 2012 Games enthuse people about sport and encourage them to get involved and so it is brilliant to see that the Games inspired this incredible expedition!

### **Trafficking**

#### **Question No: 2492 / 2012**

[Andrew Boff](#)

In 2011 (or the last recordable year) how many trafficking victims were found in London?

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

In the calendar year 2011 a total of 73 CRIS reports were recorded relating to a victim of trafficking. This included offences of rape, false imprisonment, slavery and controlling prostitution for gain.

This figure does not reflect the level of trafficked victims as trafficking is an under-reported and often hidden crime. Additionally, many victims do not wish to formally record the offences against them.

The UK Human Trafficking Centre (UKHTC) record referrals from all agencies in London and recently published an assessment of the levels of trafficking in the UK using 2011 data. This document can be accessed online.

### **Trafficking (II)**

#### **Question No: 2493 / 2012**

[Andrew Boff](#)

In 2011, what percentage of trafficking victims in London were used for (i) sexual exploitation (ii) labour exploitation (iii) domestic servitude (iv) criminal exploitation (v) multiple exploitation (vi) unknown?

In each category, what were the top three countries of origin of the victims?

How many victims were from the UK in each category?

How many victims were from Nigeria in each category?

How many victims were from China in each category?

How many victims were from India in each category?

How many victims were from Pakistan in each category?

How many victims were from Romania in each category?

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

Wherever information is available to respond to a question, this will be provided. In this instance, extensive and disproportionate diversion of operational MPS resources would be required and thus the MPS is unable to answer these questions.

I understand you are meeting with colleagues from SCO9 Trafficking and Prostitution Unit on 26th September. During this meeting, the MPS will be pleased to provide you with details of this area of MPS work where the requested data is easily retrievable and will not divert officers from operational activity.

### **Trafficking – traveller community**

#### **Question No: 2494 / 2012**

[Andrew Boff](#)

What percentage of exploiters in each category in 2011 came from the traveller community?

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

Wherever information is available to respond to a question, this will be provided. In this instance, extensive and disproportionate diversion of operational MPS resources would be required and thus the MPS is unable to answer these questions.

I understand you are meeting with colleagues from SCO9 Trafficking and Prostitution Unit on 26th September. During this meeting, the MPS will be pleased to provide you with details of this area of MPS work where the requested data is easily retrievable and will not divert officers from operational activity.

### **Trafficking – raids**

#### **Question No: 2495 / 2012**

[Andrew Boff](#)

Approximately what percentage of SC&O9 work to tackle sex trafficking goes into planning, attending and responding to brothel raids or visits?

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

Wherever information is available to respond to a question, this will be provided. In this instance, extensive and disproportionate diversion of operational MPS resources would be required and thus the MPS is unable to answer these questions.

I understand you are meeting with colleagues from SCO9 Trafficking and Prostitution Unit on 26th September. During this meeting, the MPS will be pleased to provide you with details of this area of MPS work where the requested data is easily retrievable and will not divert officers from operational activity.

## **Trafficking – missing victims**

**Question No: 2496 / 2012**

[Andrew Boff](#)

In 2011, how many potential trafficking victims, identified by police, left the UK before a full investigation could take place?

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

Wherever information is available to respond to a question, this will be provided. In this instance, extensive and disproportionate diversion of operational MPS resources would be required and thus the MPS is unable to answer these questions.

I understand you are meeting with colleagues from SCO9 Trafficking and Prostitution Unit on 26th September. During this meeting, the MPS will be pleased to provide you with details of this area of MPS work where the requested data is easily retrievable and will not divert officers from operational activity.

## **Trafficking – child victims**

**Question No: 2497 / 2012**

[Andrew Boff](#)

In 2011, what were the top three origin countries of child victims of trafficking; and what areas of exploitation were they involved in?

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

Wherever information is available to respond to a question, this will be provided. In this instance, extensive and disproportionate diversion of operational MPS resources would be required and thus the MPS is unable to answer these questions.

I understand you are meeting with colleagues from SCO9 Trafficking and Prostitution Unit on 26th September. During this meeting, the MPS will be pleased to provide you with details of this area of MPS work where the requested data is easily retrievable and will not divert officers from operational activity.

## **Trafficking – arranged marriage**

**Question No: 2498 / 2012**

[Andrew Boff](#)

How many cases of sexual or domestic trafficking within arranged marriages did the MPS come across in 2011?

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

Wherever information is available to respond to a question, this will be provided. In this instance, extensive and disproportionate diversion of operational MPS resources would be required and thus the MPS is unable to answer these questions.

I understand you are meeting with colleagues from SCO9 Trafficking and Prostitution Unit on 26th September. During this meeting, the MPS will be pleased to provide you with details of this area of MPS work where the requested data is easily retrievable and will not divert officers from operational activity.

## **Trafficking – passports**

**Question No: 2499 / 2012**

[Andrew Boff](#)

What percentage of Nigerian victims came on stolen passports in 2011?

What percentage of Nigerian victims came to the country through seemingly legal means?

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

Wherever information is available to respond to a question, this will be provided. In this instance, extensive and disproportionate diversion of operational MPS resources would be required and thus the MPS is unable to answer these questions.

I understand you are meeting with colleagues from SCO9 Trafficking and Prostitution Unit on 26th September. During this meeting, the MPS will be pleased to provide you with details of this area of MPS work where the requested data is easily retrievable and will not divert officers from operational activity.

## **Empty Properties**

**Question No: 2501 / 2012**

[Andrew Boff](#)

The Residential Landlords Association has stated that there are over 16,000 empty properties currently owned by local authorities, housing associations and other public bodies in London. Do you recognise this figure and would you encourage the respective bodies to make these properties available to help improve London's housing supply?

**Written response from the Mayor**

According to official statistics from DCLG there were 13,338 empty homes in London owned by local authorities, housing associations and other public bodies in 2011. I certainly do encourage the respective bodies to make these properties available for occupation as soon as possible.

## **Overcrowding**

**Question No: 2502 / 2012**

[Andrew Boff](#)

Would you consider updating the London Plan to ensure that all major housing applications are assessed for their contribution to reducing overcrowding in London?

**Written response from the Mayor**

As you know, I am concerned about reducing overcrowding in London and welcome suggestions on how it can be addressed more effectively.

The London Plan already seeks to do this in three ways, firstly through its housing targets which are informed by an assessment of need which takes into account overcrowding; secondly through its new housing standards which relate the size of dwellings in terms of area and bedroom spaces to occupation; and thirdly, to the priority it gives to provision of affordable family accommodation.

In addition, the revised London Housing Strategy introduces a statutory target to reduce overcrowding; provides the context for the London Overcrowding Action Plan which sets out best practice for tackling the issue; promotes schemes to free up larger social rented homes; introduces the London Overcrowding Board to develop innovative solutions including reducing under-occupation; and places a clear priority on investment in new family sized affordable housing.

## **Estates review and community engagement**

**Question No: 2503 / 2012**

[Roger Evans](#)

When will proposals from the review of MPS estates be published and what engagement will be carried out with local communities?

**Written response from the Mayor**

The MOPAC and the MPS are refreshing their approach to public access, moving towards a local policing model, more details of which will be available in the autumn when stakeholder engagement will commence.

The Estates Strategy is being refreshed and an implementation plan is being developed

which will be published later in the year.

## **Trade Unions**

**Question No: 2504 / 2012**

[Roger Evans](#)

Does the Mayor agree that it was regrettable that Trade Unions, in my opinion, attempted to blackmail Londoners in order to gain bonuses during the Olympics?

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

I pay tribute to all transport workers and volunteers who together made the 2012 Games such a success.

## **London Bus Route 256**

**Question No: 2505 / 2012**

[Roger Evans](#)

A constituent has written to me with regard to overcrowding on the London Bus Route 256, which occurs between Hornchurch and Harold Hill during the rush hour times. Could you please urge TfL to look again at the possibility of introducing double decker buses on this route during the rush hour times to ease overcrowding especially during term time?

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

TfL reviewed this route recently and no capacity issues were identified.

However, I have asked TfL to contact you to ascertain the exact location of this overcrowding and then to see if further surveys of demand are required.

## **Licensed Taxi Drivers**

**Question No: 2507 / 2012**

[Roger Evans](#)

I recently met with a number of Licensed Taxi Drivers who feel they are being unfairly treated by the PCO. It currently takes about four years to pass the All-London Knowledge in order to work anywhere in the Greater London area. Can you ensure that



the PCO are doing everything they can to ensure a timely examination process for yellow badge holders who wish to progress to green badge status?

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

Through my own discussions with suburban drivers over the past year I am well aware they have been finding the current economic conditions very challenging.

That is exactly why I announced a suburban taxi driver action plan in my manifesto which TfL is actively taking forward. The first step in this process is a Suburban taxi driver workshop which TfL has arranged for 24 September. At this workshop TfL is looking to discuss and explore all aspects of suburban licensing and how TfL and the trade can work together on improving conditions for suburban drivers.

I can assure you TfL is committed to ensuring all candidates pass through the world famous knowledge examination process as quickly as possible. In the past 18 months many changes have been made to speed up the process including increasing the number of examiners, reducing delays between stages and reducing administration to increase the time available for examinations. However there may well be opportunities to assist suburban drivers who wish to qualify for the all London licence further and these will be explored at the workshop and through any subsequent discussions and consultation.

## **Crossrail station designs**

### **Question No: 2508 / 2012**

[Richard Tracey](#)

Will the Mayor encourage Crossrail to share their final draft GRIP 4 designs for stations with all serviced boroughs as early as possible, in order to incorporate them within wider construction plans?

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

Crossrail Limited and their delivery partner Network Rail have made good progress in delivering their programme of investment across the surface sections of the Crossrail network.

This will include improvements being undertaken at existing stations, most of which will require planning applications to be determined by relevant local authorities in accordance with the provisions under Schedule 7 of the Crossrail Act.

Crossrail has commenced a programme of presentations based on its 'GRIP 4' station designs to discuss the plans with local authorities prior to the submission of these planning applications. The timetable for the completion of these design activities will however vary between stations, given the different packages of upgrade works and their relationship with other infrastructure programmes, such as the electrification of the Great Western Mainline.

I understand that Crossrail and Network Rail are committed to concluding all GRIP 4 station designs as soon as possible to enable other construction schemes to be progressed and to communicate the benefits of their investment to the local community.

## **Swandon Way/Old York Road junction**

**Question No: 2509 / 2012**

[Richard Tracey](#)

In light of the number of illegal left turns from Old York Road into Swandon Way, will the Mayor ask TfL to take up Wandsworth Council's offer of using their CCTV camera installed at this junction to monitor the offences?

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

The protection of all road users is paramount to me and TfL has been liaising with Wandsworth Council to ensure this junction is appropriately enforced and that the illegal left turn movement is clearly visible.

Discussions between TfL and Wandsworth over the possibility of camera sharing to enforce the illegal left turn are ongoing and subject to a number of technical and legal considerations.

## **265 bus route on Beverley Way**

**Question No: 2510 / 2012**

[Richard Tracey](#)

Following TfL's decision to proceed with routing the 265 bus along Beverley Way, contrary to the wishes of residents, will the Mayor agree to publish the consultation results in full?

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

*Officers are drafting a response which will be sent shortly.*

Written response received 8 November 2012.

The consultation report can be found at: <https://consultations.tfl.gov.uk/buses/265-beverley-way/results/beverley-way-consultation-report.pdf>.

TfL's proposal for route 265 will address a safety concern as highlighted by the Police, as well as improve the accessibility of this service. The benefits will be felt by the local community on both sides of the A3, with reduced walking time to access the service, as well improved access to local facilities and improved interchange opportunities. Around 600 households would be within approximately five minutes walk of the new and relocated stops.

## **Road signage Wandsworth Plain/A3**

**Question No: 2511 / 2012**

[Richard Tracey](#)

Given the ambiguity of the current signage, will the Mayor instruct TfL to modify the signs for road users coming north along Wandsworth Plain onto the A3 to show that only a right turn is permissible?

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

Drivers may only turn right at the junction of Wandsworth Plain with Armoury Way and Frogmore, and may not travel straight ahead into Frogmore. TfL informs me the existing signage for drivers exiting Wandsworth Plain is fit for purpose and unambiguous.

However, to emphasise the restriction and to ensure greater driver compliance, I have asked TfL to consider whether further road markings or additional signage may be of benefit. Any enhancements at this location will be delivered before the end of the calendar year.

## **Olympic Transport**

**Question No: 2512 / 2012**

[Richard Tracey](#)

Please will you provide me with a breakdown of how many people travelled to the Olympic Park during the Olympics and the Paralympic via buses, the London Underground, the DLR, the London Overground, Mainline trains, the Javelin, river transport, by bicycle or on foot?

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

During the Olympic and Paralympic Games, 4.47 million spectators visited the Olympic Park. Approximately 86 per cent (3.8 million) are estimated to have travelled by rail services including London Underground, DLR, London Overground and National Rail services. Of these, around 12 per cent used Javelin services. It is not possible to give a further split of passengers by service as ticket gates were frequently left open to maximise station throughput.

Of the remainder, around 5 per cent of spectators used park-and-ride, private/chartered coaches, direct coach services or Blue Badge parking. An estimated 1-2 per cent walked and a further 1-2 percent cycled to their events. The remaining 5 per cent used other modes including local buses, river services, taxis and private hire vehicles.

It should be noted that there was variation in these figures by day of the Games.

## **River Transport – Olympic Legacy**

**Question No: 2514 / 2012**

[Richard Tracey](#)

How will you aim to build on the increased use of river transport during the Olympics to create a longer term boost to river transport?

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

Making better use of the river for passenger transport is one of my election pledges. Transport for London is therefore developing a 10-Year Passenger River Transport Strategy. This will incorporate the lessons learnt on the use of river transport during this summer's Games.

## **Home Working**

**Question No: 2515 / 2012**

[Richard Tracey](#)

Do you know how many people who regularly work in London switched to working from home during the Olympics?

**Written response from the Mayor**

*Officers are drafting a response which will be sent shortly.*

*Written response received 1 October 2012.*

We will be putting out a full report on passenger behaviour during the 2012 Games as part of the Travel in London report due to be published in December. This information will be contained in that publication.

## **Home Working – Olympic Legacy**

**Question No: 2516 / 2012**

[Richard Tracey](#)

Will TfL liaise with companies which were encouraged to allow their employees to work from home during the Olympics to discover if there are any measures TfL might introduce to make home working easier?

**Written response from the Mayor**

TfL is in the process of engaging with London businesses to review the actions it undertook which contributed to what was an exceptional transport system during the Olympic and Paralympic Games. This will include understanding from the businesses how home working, and flexible working in general, reduced the demand for the transport network, how the businesses managed this during the Games and how the businesses propose to continue these measures in the future.

## **Raised Cycle Network**

**Question No: 2517 / 2012**

[Richard Tracey](#)

Could you update the Assembly on plans for a raised cycle network in London?

**Written response from the Mayor**

Please see my response to MQ2319 / 2012.

## **Police complaints and body cameras**

**Question No: 2518 / 2012**

[James Cleverly](#)

In light of the recent flurry of high-profile complaints against the Met – such as the accusation that an officer stamped on the face of a man in Windrush Square on 26 August 2012 – should more police officers be fitted with body cameras, as has recently been adopted by all Hammersmith and Fulham traffic wardens?

**Written response from the Mayor**

In a limited number of cases of operational trials of body-worn cameras for evidential

capture, local and national, these cameras have proved helpful. However, the trials have also identified a number of issues for consideration before further roll-out can be considered. In some cases, such as events happening out of the sightline of the officer or violent encounters which result in dislodging devices, there has been no material benefit. So the MPS is still exploring the concept and working with suppliers to capitalise on any innovation and emerging technology that will provide evidence to deal with public complaints. A priority is investing in recording facilities at locations where there are the greatest levels of risk or the need for corroboration and transparency, such as custody offices, traffic cars, and police vans used to transport prisoners. The MPS commitment to ensure officers are held to account remains absolute.

## **Bus routes B13 and 132: revision of afternoon timings**

**Question No: 2519 / 2012**

[James Cleverly](#)

In order to alleviate the problems experienced by students from Blackfen School in Sidcup who are unable to board bus routes B13 and 132 at the end of their school day, will the Mayor instruct TfL to undertake a review in September of the timings of those bus routes to ascertain whether a re-timing of both routes or the provision of an extra bus would assist with current overcrowding?

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

TfL will review this issue and let you know the outcome.

## **Sustainable Industries Park**

**Question No: 2521 / 2012**

[James Cleverly](#)

When do you expect this new industrial park to be delivered and what are its predicted benefits to London's economy?

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

The infrastructure for the London Sustainable Industries Park (LSIP) (roads, utilities and landscaping to create developable plots) is expected to complete by April 2013 and future occupiers are expected to build out their facilities over the next 3 to 5 years. Once fully developed the LSIP is expected to attract up to 750 jobs (these may include temporary, permanent and supply chain jobs) with up to 500 construction jobs anticipated during the construction phase. The LSIP will also attract significant levels of private sector investment into London's economy and divert hundreds of thousands of tonnes of waste from landfill each year.

## **Intelligence - Twitter**

**Question No: 2522 / 2012**

[Steve O'Connell](#)

What has the MPS done since the August disorder in 2011 to improve its use of Twitter as a tool for intelligence?

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

Since August 2011, a joint MPS and Home Office project has identified organisational requirements for Social Media in relation to all aspects of policing, including public disorder. This has led to additional resources and training for police use of Social Media to gather intelligence. Subsequently, the MPS has ensured that intelligence is gathered from Twitter and other sources in a proportionate and timely manner, which enhances the policing picture.

## **Specialist housing provision for older people in London**

**Question No: 2523 / 2012**

[Steve O'Connell](#)

What plans do you have to ensure that suitable housing provision is made for older people in the London Housing Strategy and the London Plan, and what budget has been set aside to deliver this?

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

My plans are set out in Section 1.3.3 of my draft revised Housing Strategy and Chapter 3 of the London Plan.

## **Sentencing unit**

**Question No: 2525 / 2012**

[Steve O'Connell](#)

Will your new sentencing unit review the short sentences of the gang who, while burgling a home in Hampstead, stabbed Alan Chaytor as he tried to protect his family?

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

The stabbing of Alan Chaytor was a dreadful crime. The Attorney General is currently considering if the sentences passed for the defendants involved in this stabbing need to be reviewed.

My office for policing and crime is developing the key elements which will form part of the new sentencing functionality and we are planning to announce these shortly.

Sentencing decisions are, of course, ultimately for the judiciary but my office is fully committed to working with partners to improve sentencing for victims and Londoners.

## **Helicopter Noise**

**Question No: 2526 / 2012**

[Steve O'Connell](#)

An increase in helicopter flights in and out of the London Heliport in Battersea is having an adverse effect on the quality of residents' lives in Carshalton, in terms of noise and air pollution.

Are you able to use your statutory planning powers, through your London Plan, to

restrict the amount and flight path of Heliport traffic?

**Written response from the Mayor**

No. My London Plan policy opposing further heliport development (unless for emergency vehicles) is concerned with future planning applications and cannot help in this situation.

**Abstraction of fire resources from Croydon to Surrey**

**Question No: 2528 / 2012**

[Steve O'Connell](#)

You will be aware of recent significant abstractions of LFEPA appliance resources away from the Croydon area, across the border to Surrey. Can you explain why and reassure me that this will absolutely have no detrimental effect on the service to my residents.

**Written response from the Mayor**

The increase in the number of times LFB has mobilised to emergency incidents in Surrey is currently being discussed with Surrey FRS. But when fire engines are sent from Croydon to an emergency incident in Surrey, other fire engines are moved to maintain the first cover.

Other non-emergency functions have not been affected. Over 3,500 Home Fire Safety Visits have been carried out in Croydon and community partnerships continue, leading to an 8 per cent reduction in all fires, 11 per cent reduction in arson and 13 per cent reduction in attendances to Automatic Fire Alarms.

**Knife offences**

**Question No: 2529 / 2012**

[Steve O'Connell](#)

What percentage of young offenders found with a knife/sharp object received custodial sentences last year (2011 or 2010/11)?

What percentage of young offenders found with a knife/sharp object received custodial sentences this year (2012 or 2011/12)?

**Written response from the Mayor**

Wherever information is available to respond to a question, this will be provided. In this instance extensive and disproportionate diversion of MPS operational resources would be required.

Thus, the MPS is unable to provide the conviction data that is requested for the specified periods due to the limited timescale for collecting and analysing the extensive range of data covering the 2 year period. This requires extensive cross referencing between databases across the MPS, MOJ and Youth Justice Board. MOPAC will liaise with partner agencies to obtain the requested data for future reference.

## **The closure of the Forensic Science Service (FSS)**

**Question No: 2530 / 2012**

[Victoria Borwick](#)

In a New Scientist survey, forensic scientists raised concerns that the closure of the FSS could lead to miscarriages of justice. What can we do to ensure this will not be the case in London?

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

I concur with the MPS Director of Forensic Services who cannot see any foundation for this claim. Scientific examinations conducted in the post-Forensic Science Service era, either within the MPS's Specialist Forensic Services laboratories at Lambeth, or within commercial providers, are subject to the same checks and balances as those undertaken by the Forensic Science Service. These are aimed at preventing miscarriages of justice.

They include an accepted regulatory framework based on accreditation to an international standard (ISO17025), the Forensic Science Regulator's Code of Conduct, and the Criminal Procedure Rules. The MPS and its commercial partners have also established Quality Management Systems that ensure the work conducted is demonstrably accurate, valid and objectively presented, irrespective of commercial or organisational pressures.

## **191 Bus route**

**Question No: 2531 / 2012**

[Victoria Borwick](#)

Could the Mayor examine the possibility of increasing the frequency of this bus route, the result of which would be a regular and more efficient bus service for the students at the local schools?

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

The 191 is already a high frequency route with a bus every ten minutes. TfL is aware that usage is increasing and is organising further surveys in the near future.

## **Volunteering (2)**

**Question No: 2533 / 2012**

[Victoria Borwick](#)



Does the Mayor support the efforts of two charities in Enfield, Retail Trust and VInspired in establishing a programme that encourages young people to volunteer in creating a retail space and thus developing their skills and knowledge of this sector?

**Written response from the Mayor**

Improving youth opportunity is one of the key priorities of my volunteering plan – Team London. I therefore commend all efforts, such as these, to improve the chances of our young people.

**Crime in Brent**

**Question No: 2534 / 2012**

[Victoria Borwick](#)

Can the Mayor highlight what steps the SNT's have taken in the Stonebridge and Harlesden wards in Brent in order to reassure residents that every effort is being made to prevent the increase in robberies and burglaries in their area?

**Written response from the Mayor**

The SNT use their e-networks, such as virtual Ward Panels to circulate good news messages, e.g. *Robbery down by 29 per cent and 24 members of the 'Thugs of Stonebridge' gang charged, awaiting trial for burglary and subject to curfews*. The SNT also distribute leaflets after executing search warrants and significant incidents to reassure and explain police action. There is also a SNT-led multi-agency plan with Brent Local Authority and Hyde Housing to target-harden residential communal front doors, and, working with Hyde, targeted enforcement work with problem tenants who through criminality are in breach of their tenancy.

**Hampstead Police Station**

**Question No: 2535 / 2012**

[Victoria Borwick](#)

Can the Mayor tell us what is being done to reassure the people of Hampstead that they will still have a strong, visible police presence in Hampstead?

**Written response from the Mayor**

Please refer to my oral response to MQ2545 / 2012.

**Reasonable force**

**Question No: 2538 / 2012**

[Gareth Bacon](#)

The chairman of Greater Manchester Police Federation has asked politicians to define the level of "reasonable force" an officer may use in a riot, citing the criticism they receive when they do carry out "robust" policing. How would you define "reasonable force" and "robust policing"?

**Written response from the Mayor**

What is “reasonable force” and “robust policing” is a complex matter. I would not commit to a definition as I would not want to constrain the judgement of chief officers and front-line police officers in such exceptional and challenging circumstances. I would expect each case to be reviewed on its merits.

## **Council Tax Benefit**

**Question No: 2541 / 2012**

[Andrew Dismore](#)

What will you do to ameliorate the cuts in Council Tax benefit which the Government has required local authorities to impose?

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

*Written response received 25 September 2012.*

The GLA is currently assessing the impact of the localisation of council tax benefit from next April including the schemes being proposed by each London borough.

It will be a matter for each borough to determine how they intend to manage the expected 10% reduction in council tax benefit subsidy (or council tax support grant as it will be redesignated) in the design of their local scheme. Pensioners will be unaffected by these changes and will continue to be eligible for council tax benefit on the same basis as now – any changes will therefore be confined to working age claimants.

Boroughs will also be able to take advantage of new powers being granted by the Coalition Government to reduce or remove exemptions and discounts for second and empty homes – which in many cases will allow them to offset most if not all of the reduction in council tax support funding.

Six London boroughs (Hammersmith and Fulham, Kensington and Chelsea, Merton, Tower Hamlets, Wandsworth and Westminster) have indicated that they intend to retain the current council tax benefit system in 2013-14 and therefore working age claimants will generally see no change in their level of benefit. Redbridge may also do so. So this is a local decision.

## **Government Investment in London’s Infrastructure**

**Question No: 2543 / 2012**

[Valerie Shawcross](#)

In total exactly how much funding has been given to London by Central Government to pursue the 3 key infrastructure projects to boost London’s Economy which were announced in the Chancellors 2011 Autumn statement - namely - the Connected Cities project, the East London River Crossing and the extension to the Northern Line to Battersea ?

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

In relation to the Super-Connected Cities project, on 20 September DCMS announced that the London allocation will be £25 million. London was expecting an allocation of between £10-25 million.

On the Northern Line Extension, the Government expressed its support for an Enterprise Zone at Battersea to support the extension, subject to commitment from a developer to develop the Power Station site and make agreed contributions. Under the proposals, additional funds to support the NLE would therefore come from the retention of the projected uplift in business rates in the area.

There has been no specific allocation to the East London River Crossing but discussions with Government continue.

## **Safer Neighbourhood Boards**

**Question No: 2544 / 2012**

[Navin Shah](#)

What progress has been made with Safer Neighbourhood Boards?

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

Setting up 32 new Boards is no small task and MOPAC officers are in the early stages of developing project plans. This is being informed by initial discussions with a range of stakeholders, such as the London Communities' Policing Partnership and Neighbourhood Watch. As discussed when you recently met my Deputy Mayor for Policing and Crime to offer your views, there will, of course, be a formal period of consultation at the appropriate time.

## **NHS Blood & Transplant Testing Centre closure**

**Question No: 2547 / 2012**

[Andrew Dismore](#)

Do you agree with the NHS Blood and Transplant Service plan to move blood testing from Colindale to Filton, which will have serious implications for health in London, as there will no longer be a testing centre in London and the South East?

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

As you know, I have no formal responsibilities for the provision of health services in the capital including the NHS Blood and Transplant Service. That is the responsibility of the NHS. However, I would expect that when changes are proposed to health service provision in the capital an assessment should be made as to the potential impacts this could have on the health of Londoners and on health inequalities.

## **Olympic Park Legacy**

**Question No: 2550 / 2012**

[Andrew Dismore](#)

Will you ensure that Londoners, who in large part paid for the Olympic and Paralympic Games 2012, will be allowed access to venues inside the Olympic Park – the Stadium, the Velodrome, the Swimming Pool – before they are closed to the public and/or

reduced in size?

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

I have examined every conceivable option in an attempt to keep the Park open after the Games but it wasn't possible. The vital work of transforming the Park is already under way. Any delay would have meant that contracts could not be honoured, money would have been lost, and the timetable for Park re-opening would have been pushed back considerably.

I do appreciate that people would like to see the Park after the interest it has generated from the Games and that is why, together with the Legacy Corporation, I recently ran a competition called A Day on the Park to give 10,000 Paralympics tickets to Londoners to give them the opportunity to visit the Park before it closes.

When the venues re-open, under our price pledge, it will cost Londoners the same price to swim in the Aquatics Centre and use the Copperbox facilities as a leisure centre in the boroughs around the Park.

## **Apprenticeships**

### **Question No: 2551 / 2012**

[Andrew Dismore](#)

In July 2011 you announced 28,000 apprenticeships had been created. In February 2012 you announced the figure was now 54,000. At July MQT you said, "The figures are publicly available. In due course they will be on the expanded London Datastore." Can you explain where the figures of 28,000 and 54,000 apprenticeships that you announced can be found? Can you also explain when figures on apprenticeships will feature on the London Datastore?

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

I am delighted to report that there have been 75,000 apprenticeships starts since the start of the Apprenticeships Campaign in August, 2010.

The London Datastore currently only reports the annual number of apprenticeships starts. You can find this information at:

<http://data.london.gov.uk/datastore/package/apprenticeships-starts-and-completions-region>

The numbers referred to in your question were quarterly updates as provided in the Statistical First Release on the Government's Data Service. I will ensure that the quarterly updates are also now included on the Datastore along with a running total of our apprenticeships achievements.

## **Olympic Games**

### **Question No: 2552 / 2012**

[John Biggs](#)

Would you agree with me that the Games were an inspirational event for London?

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

Completely. The London 2012 Games brought together our fantastic city like never before. The eyes of the world fell upon us this summer and we did ourselves proud with the spectacle that we put on. My army of Team London Ambassadors warmly welcomed people from across the globe and made everyone see what a brilliant and vibrant place London is. We mobilised previously unemployed Londoners into work, lifted spirits and fiercely and successfully challenged perceptions of disability. And in the wake of all of this we will be left with a whole new community, having transformed what was once one of the most neglected parts of our city into a fantastic new area of London which Londoners, visitors and even elite athletes will be able to continue to enjoy.

### **Playing Fields**

**Question No: 2553 / 2012**

[John Biggs](#)

What, if any, representations have you been making to London Boroughs and London schools to discourage the sale of playing fields?

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

While I am strongly opposed to the sale of playing fields, unless there is a compelling reason otherwise, my statutory powers are limited to those available through the planning system and most of my representations have been made in this context. Thus I discourage the sale of playing fields by ensuring that an individual boroughs' Local Plan is in general conformity with the London Plan, including its policy to resist developments "that result in the net loss of sports and recreation facilities including playing fields", and I also consider relevant strategic planning applications in this context.

### **Gospel Oak to Barking (1)**

**Question No: 2554 / 2012**

[John Biggs](#)

What steps have you taken to challenge the Government's bizarre "Catch 22 -like situation" on this vital project to ensure that it happens? Would you agree with me that, while the line is certainly used for local services, it is a vital strategic link for our national rail system?

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

I have written to the Secretary of State for Transport very recently to make just that point, namely that it is a vital strategic link for our national rail system. TfL officers are working with DfT officials and Network Rail staff to explore every avenue to progress this.

### **Gospel Oak to Barking (2)**

**Question No: 2556 / 2012**

[John Biggs](#)

Are you acquainted with the idea that at a relatively low cost this might be extended, mainly over existing lines but also across development land to help facilitate

regeneration of the Barking Riverside area? Is this an initiative you are happy to explore?

**Written response from the Mayor**

TfL is currently reviewing options to help facilitate growth in the Barking Riverside area. One option under consideration is the possible extension of the Overground network from Barking station to terminate at Barking Riverside. Engineering and demand assessments are underway to assess the feasibility and cost of this.

**Veronica Wadley**

**Question No: 2560 / 2012**

[John Biggs](#)

How many hours, weekly, will Veronica Wadley be working as your advisor for "Team London, Volunteering, Charities and Sponsorship?" Will she be continuing as Chair of the Arts Council in London?

**Written response from the Mayor**

*Written response received 25 September 2012.*

The response below sets out response to all your questions on this subject, namely questions 2560 and questions 2803 to 2811.

The role of Mayoral Advisor, Team London, Volunteering, Charities & Sponsorship will be to lead on the construction, development and delivery of the policy and strategy to meet the Mayor's priorities in relation to volunteering and take forward the volunteering legacy from the games. The role will also act as the mayoral lead on sponsorship. A copy of the JD is attached. The personal qualities, skills and experience required for the role are outlined in the person specification. The decision to recruit to the post was taken in July 2012

The term of appointment for the previous Mayoral Advisor working on volunteering came to an end at the election. She was not re-appointed to a role. The role of the Mayoral Advisor for Team London, Volunteering, Charities and Sponsorship is not the same role as was previously held and has a broader remit and focus not only on Team London but also covers sponsorship and charities.

The appointment to the post was made under section 67 (1) (b) of the GLA Act 1999 and is required to be made on merit. Veronica Wadley was interviewed to determine her suitability for the role. She was the only candidate interviewed. I chaired the interview panel. Sir Edward Lister, the Mayor's Chief of Staff and the GLA's Head of Paid Service were present. The selection process was in line with the protocol on Mayoral Appointments.

The interview determined that Veronica Wadley had the skills and experience to undertake the role. She has significant experience in the voluntary sector and has worked extensively with a number of charities supporting young people. She is Trustee of The Mayor of London's Fund for Young Musicians and Northern Ballet. She is an advisor to the Greenhouse Schools Project, a London based charity which provides sport

and performing arts programmes for teenagers from disadvantaged backgrounds and is a Governor of the Yehudi Menuhin School.  
Veronica also has significant experience and expertise in fundraising.

Veronica Wadley has been employed to work part-time, working in City Hall at least three days a week. She has advised that she will work the hours required to undertake the role. She will also continue as Chair of the Arts Council, London.

Veronica has requested that she not be paid any salary for the first year at least. All other elements of her contract of employment are the same as other section 67 (1) (a) and (b) contracts of employment.

At present there are no members of staff directly reporting to the Advisor. She will, as with other Mayoral Advisors, give policy direction to GLA staff working in her areas of interest

## **Rent**

### **Question No: 2561 / 2012**

[Nicky Gavron](#)

Is the current rate of private sector rent inflation acceptable?

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

Please see my response to MQ 2649 / 2012. This will include my assessment of private sector rents.

## **Olympic Bonuses**

### **Question No: 2562 / 2012**

[John Biggs](#)

At time of unprecedented fares increases, is it right that TfL managers should share in a £600k bonus pot?

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

*Officers are drafting a response which will be sent shortly.*

Written response received 8 November 2012.

There are no Olympic bonuses.

Decisions regarding overall Chief Officer compensation are a matter for the TfL's Remuneration Committee.

## **Benefit Sanctions for Young People (1)**

### **Question No: 2563 / 2012**

[John Biggs](#)

While there may be some merit in this proposal, is it perhaps ignoring the fact that there

is a problem with the economy leading to high levels of unemployment?

**Written response from the Mayor**

The number of workforce jobs in London has increased by 207,000 in the last year. It is critical that we have schemes in place that support young Londoners to access the opportunities London's private sector is creating.

My 200,000 jobs plan does recognise the importance of creating demand in London's economy which is why I have consistently made the case for investment in London's infrastructure.

**Benefit Sanctions for Young People (2)**

**Question No: 2564 / 2012**

[John Biggs](#)

Your recent announcement, with Chris Grayling, of a pilot for young unemployed Londoners was widely reported. In the announcement you stated that "All placements are expressly required to deliver clear benefits to the communities in which people taking part in the project live." Yet you also stated that the primary purpose is to enhance the employability for the young people. What guarantee will you give that this is not simply a 'workfare' scheme, but secures experience of real value to young people?

**Written response from the Mayor**

Providing vital work experience opportunities whilst ensuring that placements deliver a community benefit are not mutually exclusive. It is clear within the specification for providers that only work experience opportunities that meet the requirements set out by DWP and the GLA will be eligible. Quite simply providers will not be paid for supporting young people into opportunities that don't meet these requirements.

**Rising Homelessness**

**Question No: 2565 / 2012**

[John Biggs](#)

London has seen a 34% rise in homelessness in the period 2009/10 and 2011/12, on your watch. Are you ashamed of this?

**Written response from the Mayor**

Homelessness was lower in the last quarter than it was when I came to power in 2008.

**London Met University (1)**

**Question No: 2566 / 2012**

[John Biggs](#)

Would you agree that regardless of the background there is a risk of reputational damage to London from the recent decisions regarding LMU? What steps are you taking to ensure that this matter is rapidly resolved and that London's reputation as a destination for overseas students does not suffer lasting damage? Are there things that



the Mayor's Office can do to maximise the transfer of students to other institutions?

**Written response from the Mayor**

Please see my response to MQ 2334 / 2102

**Athletes' Village (1)**

**Question No: 2568 / 2012**

[John Biggs](#)

When was a decision taken to allocate to the Greater London Authority nomination rights over 10% of the affordable housing units on the Athletes' Village?

**Written response from the Mayor**

Discussions began over a year ago and concluded in August 2012.

**Athletes' Village (2)**

**Question No: 2569 / 2012**

[John Biggs](#)

With whom did the Greater London Authority negotiate its allocation of nomination rights in the Athletes' Village?

**Written response from the Mayor**

The London Borough of Newham and Triathlon Homes, in consultation with the other east London boroughs.

**King Edward Memorial Park**

**Question No: 2570 / 2012**

[John Biggs](#)

A constituent has asked me to put the following question to you.

In your election campaign you said that you would review the sewage works plans of the private, foreign-owned Thames Water Corporation.

What have you done to get the plan changed from destroying King Edward Memorial Park and using instead an alternative plan that preserves the riverside park in the East End and takes the tunnel through an industrial estate?

If the answer is nothing, then what are you going to do?

**Written response from the Mayor**

I wrote to the Government suggesting a review of the project given my concerns about the overall cost and the construction impacts at a number of sites. I have also written to Thames Water again seeking to understand why it is absolutely necessary to use the park as a construction site and what Thames Water propose doing to minimise any impact on the park during construction and what reinstatements they propose post-construction.

## **Olympic Rail Travel (1)**

**Question No: 2571 / 2012**

[John Biggs](#)

Regarding MQT 64/2011, can you brief me on what discussions you had with ATOC regarding the issue of "railheading" during the Olympics. Can you further explain what changes were implemented by the train companies as a result of your intervention?

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

I discussed the issue of railheading, along with other Games-related matters, at several meetings with ATOC in the lead up to the London 2012 Games. To encourage travel by rail, train operators made available to Games ticketholders discounted rail fares with additional flexibility from every National Rail station on the network. Event ticketholders were sent information and emails encouraging them to book in rail tickets in advance. As a result, while London Underground car parks in outer London were busy, there were no significant problems associated with railheading during the Games.

## **Olympic Rail Travel (2)**

**Question No: 2572 / 2012**

[John Biggs](#)

Regarding MQT 64/2011, can you brief me on what discussions you had with developers about using under-developed land for Park & Ride facilities for the Olympics, specifically in the Nine Elms area?

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

*Officers are drafting a response which will be sent shortly.*

Written response received 8 November 2012.

Pre-Games analysis suggested that the combination of public transport provision, alongside planned ODA operated Park & Ride sites and direct coaches services, would be sufficient to cope with spectator demand. As such, there were no specific discussions with developers in the Nine Elms area about using under-developed land for Park & Ride facilities.

Experience of demand during the Games demonstrated this analysis to be accurate.

## **Transport for 2012 Olympics**

**Question No: 2573 / 2012**

[John Biggs](#)

Regarding MQT 2099/2008, can you confirm whether TfL instructed "Cubik to start work on enabling visitors to the Olympics from outside London to use Oyster Card or their mobile phones for events and for travel." Can you further confirm what the result of this piece of work was?

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

Following an initial investigation in 2009, TfL and Cubic concluded that the mobile technology available at the time was not sufficiently mature for it to be appropriate for the Olympics.

The printed, low tech ticket solution subsequently adopted for games spectators has worked well and reliably.

Since 2008, mobile phone payment systems have made substantial advances.

TfL is currently monitoring progress with a view possibly to accepting mobile payments alongside contactless bank cards in the future.

### **London Legacy Development Corporation**

#### **Question No: 2574 / 2012**

[John Biggs](#)

When did the London Legacy Development Corporation begin to publish all expenditure, including the expenses of staff?

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

From August, London Legacy Development Corporation has published all expenditure above £250, in line with the GLA's commitment to financial transparency. The Legacy Corporation is investigating the data protection implications of publishing staff expenses.

### **Host London House**

#### **Question No: 2575 / 2012**

[John Biggs](#)

Can you confirm when the decision was made to host "London House" and list all Mayor Decisions that relate to "London House"?

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

MD 792 in April 2011 confirms the Mayor's commitment to host London House. DD655 and MD1017 also relate to London House.

### **10,000 Jobs**

#### **Question No: 2576 / 2012**

[John Biggs](#)

Do you agree that the London Legacy Development Company had announced that it would create 10,000 Olympic legacy jobs in October 2010?

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

I refer you to MQ 2271 /2012.

## **11,000 Homes**

**Question No: 2577 / 2012**

[John Biggs](#)

Do you agree that the London Legacy Development Company had announced that it would create 11,000 Olympic legacy homes in October 2010?

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

I refer you to MQ 2271 /2012.

## **Remploy Redundancies**

**Question No: 2578 / 2012**

[John Biggs](#)

You will be aware that the government have failed to protect the employment of a number of my disabled constituents, who are being dismissed on the closure of the Remploy plant at Barking. What are you proposing to do to ensure that new and meaningful work opportunities are made available to the less able amongst us?

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

As you know my officials have been in regular contact with Remploy to get updates on the status of the Remploy factories.

It is unfortunate that the Barking factory will have to close, but I am a strong believer that disabled people, with the necessary support, will be able to integrate in the job market finding appropriate jobs. Indeed, I specifically launched an ESF project earlier in the year to address just this issue. My project will support 16 – 25 year olds with learning difficulties and/or disabilities across the capital into employment.

## **Critical Post-Olympic Decisions**

**Question No: 2579 / 2012**

[John Biggs](#)

What is the timescale for critical decisions concerning each of the Olympic Venues – the Media and Press Centres and the Stadium – for which a legacy use and user has not yet been secured?

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

Six out of eight permanent Olympic venues have had their future secured and the Legacy Corporation has made sound progress in determining the final use for the two remaining venues.

iCITY has been awarded sole preferred bidder status to become the long-term tenant of the Press and Broadcast Centres. iCITY now has an opportunity over several months to reach tough, but achievable requirements before any agreement for lease is formally signed. The Board will be assessing iCITY's progress in the New Year.

The Stadium will become the new national centre for athletics and will host the 2017 World Athletics Championships. The current concession process seeking a combination of additional uses is ongoing and the Legacy Corporation is looking to make a decision in October.

## **Bow Roundabout**

**Question No: 2580 / 2012**

[John Biggs](#)

Having agreed that the pre-Olympic changes were an interim, what timescale are you working to for the next set of proposals for the Bow Roundabout?

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

TfL designed and implemented the innovative eastbound cycle early-start at Bow roundabout prior to the Olympics and a similar facility for westbound cyclists is currently being designed.

TfL has also established a widely represented stakeholder group, which is meeting regularly to discuss more significant changes in and around Bow roundabout in the medium- to long-term, for example, as part of new housing and other developments. Proposals made by this group will be shared when they are at an appropriate stage of development.

## **Who is on the 8th Floor at City Hall?**

**Question No: 2581 / 2012**

[John Biggs](#)

Can you provide an office summary for the 8th Floor – your floor – at City Hall? On it can you identify what, if any, office space is allocated to each of your S67 officers, the Deputy Mayor for Policing, the statutory Deputy Mayor, the Chair of LFEPA, the Chair of the LLDC and for any other advisers to your administration?

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

The 8<sup>th</sup> floor is currently undergoing a restructure, with the plans yet to be finalised.

## **Police Officer Numbers in Barnet**

**Question No: 2582 / 2012**

[Andrew Dismore](#)

As of 31st July, how many full time sworn police officers were there in Barnet; how many special constables; how many PCSOs; how many sergeants; what were the strength of each of the SNTs, broken down by officer ranks and types; what were the comparable figures for 31st July 2011 and 2010; and what he expects the figures to be on 31st July 2013?

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

The strengths in Barnet for the relevant dates are set out in the table below:

	<b>31 July 2010</b>	<b>31 July 2011</b>	<b>31 July 2012</b>	<b>31 July 2013</b>
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Police Officers	601.22	570.14	530.10	Not currently known
Sergeants	109.87	107.03	88.48	
PCSOs	165.76	143.31	97.02	
MSC	152.00	174.00	148.00	

The table below shows the strengths of Sergeants, Constable and PCSOs the Safer Neighbourhood Teams at 31 July 2010, 2011 and 2012.

At present we have no confirmed target strengths for 31 July 2013. We remain committed to protecting frontline delivery. Management Board are developing a Policing Model which does this whilst recognising budget pressures.

Borough	Safer Neighbourhood Team	Police Sergeant			Police Constable			PCSOs		
		Jul-10	Jul-11	Jul-12	Jul-10	Jul-11	Jul-12	Jul-10	Jul-11	Jul-12
SX - Barnet Borough	Safer Neighbourhood Team Brunswick Park Ward	1.00	1.00	1.00	2.00	2.00	2.00	5.00	5.00	2.00
	Safer Neighbourhood Team Burnt Oak Ward	1.00	1.00	1.00	2.00	2.00	1.00	6.00	6.00	2.00
	Safer Neighbourhood Team Childs Hill Ward	1.00	0.86	0.86	2.00	3.00	3.00	6.00	6.00	6.00
	Safer Neighbourhood Team Colindale Ward	1.00	1.00	1.00	2.00	2.00	2.00	6.00	6.00	5.00
	Safer Neighbourhood Team Coppetts Ward	1.00	1.00		2.00	2.00	2.00	6.85	4.85	2.89
	Safer Neighbourhood Team East Barnet Ward	1.00	1.00	1.00	2.00	2.00	2.00	5.00	4.40	3.40
	Safer Neighbourhood Team East Finchley Ward	1.00			2.00	2.00	2.00	7.00	6.00	6.00
	Safer Neighbourhood Team Edgware Ward	1.00	1.00	1.00	2.00	2.00	2.00	7.00	6.00	4.00
	Safer Neighbourhood Team Finchley Church End Ward	1.00	1.00	1.00	1.75	2.00	2.00	6.00	5.00	3.00
	Safer Neighbourhood Team Garden Suburb Ward	1.00	1.00	1.00	2.00	2.00	2.00	4.93	4.93	4.00
	Safer Neighbourhood Team Golders Green Ward	1.00	1.00	1.00	2.00	2.00	2.00	6.00	4.00	4.00
	Safer Neighbourhood Team Hale Ward	1.00	1.00	1.00	3.00	2.93	1.00	6.47	3.00	4.00
	Safer Neighbourhood Team Hendon Ward	1.00	1.00		2.00	2.00	2.00	7.00	5.00	3.66
	Safer Neighbourhood Team High Barnet Ward	1.00	1.00	1.00	1.90	1.90	2.00	5.96	5.96	3.96
	Safer Neighbourhood Team Mill Hill Ward	1.00	1.00		2.00	2.00	2.00	6.00	5.00	3.00
	Safer Neighbourhood Team Oakleigh Ward	1.00			2.00	2.00	2.00	4.40	5.00	3.00
	Safer Neighbourhood Team Totteridge Ward	1.00	1.00	1.00	2.00	2.00	3.00	6.00	5.00	4.00
	Safer Neighbourhood Team Underhill Ward	1.00	1.00	1.00	2.00	2.00	2.00	6.00	5.00	4.00
Safer Neighbourhood Team West Finchley Ward	1.00	1.00	1.00	2.00	2.00	2.00	6.00	6.00	3.00	
Safer Neighbourhood Team West Hendon Ward	1.00	1.00	1.00	2.00	2.00	2.00	6.00	5.00	4.00	
Safer Neighbourhood Team Woodhouse Ward	1.00	1.00	1.00	2.00	2.00	2.00	6.00	5.00	4.00	
<b>SX - Barnet Borough Total</b>		<b>21.00</b>	<b>18.86</b>	<b>15.86</b>	<b>42.65</b>	<b>43.83</b>	<b>42.00</b>	<b>125.61</b>	<b>108.14</b>	<b>78.91</b>

## Police Officer Numbers in Camden

### Question No: 2583 / 2012

Andrew Dismore

As of 31st July, how many full time sworn police officers were there in Camden; how many special constables; how many PCSOs; how many sergeants; what were the strength of each of the SNTs, broken down by officer ranks and types; what were the comparable figures for 31st July 2011 and 2010; and what he expects the figures to be on 31st July 2013?

### Written response from the Mayor

The strengths in Camden for the relevant dates are set out in the table below:

	31 July 2010	31 July 2011	31 July 2012	31 July 2013
Police Officers	862.98	798.43	777.57	Not currently known
Sergeants	140.16	132.69	121.79	

PCSOs	118.20	118.32	77.62	
MSC	253.00	300.00	247.00	

The table below shows the strengths of Sergeants, Constable and PCSOs the Safer

Borough	Safer Neighbourhood Team	Police Sergeant			Police Constable			PCSOs		
		Jul-10	Jul-11	Jul-12	Jul-10	Jul-11	Jul-12	Jul-10	Jul-11	Jul-12
EK - Camden Borough	Safer Neighbourhood Team Belsize Ward	1.00	1.00	1.00	2.00	1.00	2.00	3.00	3.00	3.00
	Safer Neighbourhood Team Bloomsbury Ward	1.00	2.00	1.00	2.00	3.00	4.00	4.00	3.00	4.00
	Safer Neighbourhood Team Camden Town & Primrose Hill Ward	2.00	2.00	2.00	8.65	6.68	7.00	6.00	6.00	3.00
	Safer Neighbourhood Team Canteloves Ward	1.00	1.00	1.00	2.93	1.93	2.00	3.00	1.00	3.00
	Safer Neighbourhood Team Fortune Green Ward	1.00	1.00		1.00	2.00	2.00	3.00	3.00	4.00
	Safer Neighbourhood Team Frognaal & Fitzjohn Ward	1.00	1.00	1.00	2.00	2.00	3.00	3.00	2.00	3.00
	Safer Neighbourhood Team Gospel Oak Ward	1.00	1.00	1.00	3.00	3.00	4.00	2.00	2.00	4.00
	Safer Neighbourhood Team Hampstead Town Ward	1.00	1.00		1.00	2.00	2.00	3.00	3.00	2.00
	Safer Neighbourhood Team Haverstock Ward	1.00	1.00	1.00	2.00	2.00	2.00	3.00	3.00	3.00
	Safer Neighbourhood Team Highgate Ward	1.00		0.79	2.00	2.00	3.00	2.00	2.00	3.00
	Safer Neighbourhood Team Holborn & Covent Garden Ward	1.00	1.00	1.00	3.75	2.75	1.75	5.83	3.83	3.83
	Safer Neighbourhood Team Kentish Town Ward	1.00	1.00	1.00	2.00	2.00	2.00	4.00	3.00	3.00
	Safer Neighbourhood Team Kilburn Ward	1.00	2.00	1.00	2.00	7.00	5.00	2.00	5.00	3.00
	Safer Neighbourhood Team Kings Cross Ward	1.00	1.00	1.00	3.00	3.00	2.00	3.00	4.00	4.00
	Safer Neighbourhood Team Regents Park Ward	1.00	1.00	1.00	2.00	2.00	2.00	3.00	3.00	3.00
	Safer Neighbourhood Team St Pancras & Somers Town Ward	1.00	1.00	1.00	3.00	2.00	5.00	3.00	3.00	2.00
	Safer Neighbourhood Team Swiss Cottage Ward	1.00	1.00	1.00	1.00	2.00	2.00	3.00	3.00	1.00
Safer Neighbourhood Team West Hampstead Ward	1.00	1.00	1.00	1.00	2.00	2.00	4.00	4.00	5.00	
<b>EK - Camden Borough Total</b>		<b>19.00</b>	<b>20.00</b>	<b>16.79</b>	<b>44.33</b>	<b>48.36</b>	<b>52.75</b>	<b>59.83</b>	<b>56.83</b>	<b>56.83</b>

Neighbourhood Teams at 31 July 2010, 2011 and 2012.

At present we have no confirmed target strengths for 31 July 2013. We remain committed to protecting frontline delivery. Management Board are developing a Policing Model which does this whilst recognising budget pressures.

## Policing at Protests

### Question No: 2584 / 2012

Andrew Dismore

What are the present arrangements for the police to supervise protest marches on the ground, including requirements on organisers to provide their own stewards in place of police officers who formerly would have been expected to police marches?

### Written response from the Mayor

Please follow this link to find all requested information:

<http://content.met.police.uk/Article/Organising-a-protest-march-or-static-demonstration/1400002380711/1400002380711>

## Police Stations for Disposal

### Question No: 2585 / 2012

Andrew Dismore

Please list the disused police stations on the market for disposal or planned for disposal, with the date they ceased to be operational.

### Written response from the Mayor

Sidcup Police Station is presently being marketed with bids due on 14th September. Service ceased from the building on 16th March 2012.

Highbury Vale, which is approved, in principle, for disposal, closed on 31st August 2012. The marketing campaign is planned to start in October.

## **Boys Clubhouse Barnet**

**Question No: 2586 / 2012**

[Andrew Dismore](#)

Over the past 2 years the Boys Clubhouse supporting teenagers in crisis in Barnet has been receiving financial help via the MPS Police Property Act fund but Barnet Police has informed them that they have not been allocated any funds for this year. Why is this, and will you indentify funds to help support this extremely important project?

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

*Officers are drafting a response which will be sent shortly.*

*Written response received 28/09/2012.*

The process for allocating funds from the Police Property Act Fund is being improved, moving away from the previous policy of two-year funding limits for any recipient. Following the abolition of the MPA and the creation of MOPAC, I have been given far greater commissioning powers in areas of policing and crime. MOPAC is currently developing a comprehensive and transparent commissioning framework which will consolidate a number of separate funding streams, including the Police Property Act Fund. This will enable a new community safety fund to be established which will provide sustainable funding, allowing effective initiatives and projects to be commissioned for longer periods at a local level. Projects like the Boys Clubhouse in Barnet will need to engage with MOPAC once the new commissioning regime is in place.

## **Team London Projects**

**Question No: 2588 / 2012**

[Andrew Dismore](#)

When will you complete the evaluation of the impact of your Team London funded projects and when will details of any further funding be published?

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

The Team London full evaluation report will be published in autumn 2012. Details of any further funding will be made public as, and when, funding agreements are signed.

## **Parking enforcement at Market Place/Fallden Way**

**Question No: 2589 / 2012**

[Andrew Dismore](#)

In light of your previous answer concerning parking enforcement in Market Place/Fallden Way NW11 and the need for common sense in enforcement, why is this sadly lacking?



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

TfL is committed to enforcing parking restrictions in a commonsense manner and to ensure that parking and loading bays are used correctly and are available to all motorists who need to use them. This is particularly important in areas such as Market Place where the turnover of vehicles using the bays is high.

TfL wants to ensure the facilities on the TLRN meet the needs of businesses and the general public. It is liaising with representatives of the businesses at Market Place to understand their concerns and raise driver awareness of the restrictions in place.

### **Parking enforcement at Market Place/Fallden Way (2)**

**Question No: 2590 / 2012**

[Andrew Dismore](#)

Why despite photographic evidence that shows the only loading bay sign in Market Place/ Fallden Way NW11 to have been facing the wrong way and an admission by TfL that it needed to be re-positioned does TfL maintain that the loading restriction remains enforceable at all times?

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

The loading sign on Fallden Way, near Hill Rise, had become twisted and action was taken to correct it. If signs become illegible, or are missing completely, TfL will cease enforcement until the sign can be reinstated.

It is TfL's view however that, in this case, the sign remained legible. The need to ensure the availability of loading provision for the benefit of local shops was also a consideration in deciding to continue with enforcement.

### **Parking enforcement at Market Place/Fallden Way (3)**

**Question No: 2591 / 2012**

[Andrew Dismore](#)

Will you act upon the traders' petition for removal of the loading bays in Market Place/ Fallden Way NW11?

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

The Hampstead Gardens Suburb Residents Association has petitioned TfL requesting that the loading bay in the vicinity of 35 The Market Place, Fallden Way be converted to a parking bay.

The section of the A1 that forms part of TfL Road Network (TLRN) in the vicinity of The Market Place is red route clearway. The inset bay provided accommodates the Bus Stop for routes 102 and H3, a loading bay for '20 minutes' and parking provision for up to eight vehicles for '1 hour no return for 2 hours'.

A survey of parking usage of The Market Place facility has been undertaken which observed parking in the AM peak (08:00-10:00) and PM peak (16:00-18:00) over 5 days from 25 May 2012 to 1 June 2012. The survey showed that between 08:00-10:00 there was an average of two spaces available in the main parking area at all times. Both

the disabled bay and loading bay were used from time to time. In the evenings from 16:00-18:00 there was an average of three spaces available in the main parking area at all times. Again, both the disabled bay and loading bay were used on an infrequent basis. It was also observed that when the loading bay was occupied delivery vehicles stop in the near side lane of the A1 causing an obstruction and thereby reducing the capacity of the A1 in the vicinity of The Market Place.

On this basis it is not proposed to make any changes to the parking and loading arrangements at this time. However, I have requested that a more in-depth study be commissioned in the very near future covering the hours from 7am to 7pm Monday to Saturday and, subject to the findings, changes to the parking and loading arrangements will be re-considered.

## **Small Business Procurement**

### **Question No: 2592 / 2012**

[Andrew Dismore](#)

With members of the Federation of Small Business still reporting that they are being locked out of local government contracts with too few contracts remaining within the London area and too few going to micro and small businesses , will you ensure that the 'CompeteFor' procurement portal remains in existence after the 2012 Games as a measurement of legacy and best practice to enable businesses to fill in a single pre-qualification questionnaire as opposed to varying local government procurement requirements?

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

I committed to strengthen CompeteFor in my manifesto and have already instructed my officers to progress work on sourcing a new commercial model for the service which will be in place from April 2013.

## **York Road Tube Station**

### **Question No: 2593 / 2012**

[Andrew Dismore](#)

Is it feasible and desirable for the abandoned tube station at York Road to be brought back into commission in light of the increasing demand as a result of the development at King's Cross?

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

There are currently no plans to re-open York Road station, which was closed in 1932 due to very low passenger numbers.

A pre-feasibility study in 2005 concluded that while there were potential benefits to re-opening York Road station these were not sufficient to justify the very substantial costs involved. Creating an additional stop would also extend journey times for existing users of the Piccadilly line, which needs to be taken into account.

The area is already well served by buses and by the much improved King's Cross St. Pancras Tube station, which now offers step-free access to all six Tube lines that serve it.

Of course this will be kept under review over the long term.

## **Dial a Ride**

### **Question No: 2594 / 2012**

[Andrew Dismore](#)

Why has Dial a Ride invested in an expensive computer booking system which cannot be overridden by common sense so that 2 or 3 Dial a Ride vehicles, each capable of taking 6 or 8 passengers, arrive at the same time to pick up one client individually each, when two or more are neighbours or live near each other?

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

The Dial-a-Ride computerised booking and scheduling system has enabled the service to organise itself in a far more efficient and fair way than was previously the case when a 'paper and pencil' system was used at depots. Journey requests are now scheduled on a 'first come, first served' basis, ensuring equal access to journeys to members whether they are travelling to an individual or a group activity. It has led to record numbers of trips being delivered last year. Centralised booking and scheduling has enabled the service to record the most delivered trips in its 30 year history in 2010/11 (1.34m trips) and 2011/12 (1.37m trips).

While Dial-a-Ride tries to encourage members attending group activities to book through a single 'group' contact, to ensure consistency in the requested arrival and departure times, customers sometimes book separately for group activities, requesting different arrival and departure times. This can result in Dial-a-Ride allocating more buses than would have been necessary had the journey requests been co-ordinated through a single point of contact.

Dial-a-Ride can, and often does, manually 'fine tune' computer-generated schedules to maximise efficiency of its schedules where necessary such as to optimise deployment of a bus. The service also tries to encourage customers to identify suitable 'group' contacts where a number of members are all travelling to a particular activity to improve co-ordination of booking requests and minimise the number of buses that have to be allocated.

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

### **Question No: 2595 / 2012**

[Andrew Dismore](#)

Will you ensure Dial a Ride works in collaboration with day centre/ day opportunity providers like Age UK Barnet, who have experience of running their own bus service and have offered to set up runs for them and confirm pick ups free of charge?

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

Dial-a-Ride has had no approach from Age UK Barnet but would be happy to liaise with them for the benefit of older and disabled people in the Borough. Dial-a-Ride has now initiated contact with Age UK Barnet.

## **Dial a Ride (3)**

**Question No: 2596 / 2012**

[Andrew Dismore](#)

Will you ensure Dial a Ride Dial a ride arrives at the booked time so that clients do not arrive an hour late for the day centre or have a vehicle arrive to collect them when they are still eating lunch, long before the booked time?

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

Unfortunately, there will sometimes be occasions when Dial-a-Ride vehicles arrive late, due to circumstances out of its control, such as severe traffic disruption. Dial-a-Ride strives to minimise these occurrences through efficient and realistic scheduling that takes account of anticipated traffic conditions.

Dial-a-Ride's Customer Charter pledges the service will arrive within a 15-minute flexible window either side of the time agreed with a customer whenever possible, and that the service will contact the customer if the vehicle is going to be delayed by more than 15 minutes. The service also offers a facility whereby a 'no earlier or later than' booking can be requested which is particularly useful for timed activities such as luncheon clubs to ensure the flexible scheduling window is not extended too early or late such that the customers may miss part of their lunch.

Details of any specific concerns should be passed to Dial a Ride so that they can be properly investigated.

## **4G Hotspot Freeview disruption**

**Question No: 2597 / 2012**

[Andrew Dismore](#)

What representations are you making in response to the reports that London will be a 4G hotspot and, that households will need to find over £200 for filters to continue with Freeview TV reception, and that in any event filters will not necessarily work and that satellite/cable would be needed?

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

I believe London will benefit massively from the rollout of 4G technology but it is important that the impact of this change does not have an unfair impact on the TV reception of Freeview customers. I understand this is why the Department for Culture, Media and Sport have established a £180 million national scheme to mitigate the impact of the changes on Freeview customers however (including free filter provision, assistance for people to switch to satellite or cable where filters will not work and extra support for vulnerable consumers).

## **Rationing of Elective Surgery**

**Question No: 2598 / 2012**

[Andrew Dismore](#)

Have you made a recent assessment of the impact of rationing of elective surgery by the NHS on public health in London?

**Written response from the Mayor**

As you know, I have no formal responsibilities for the provision of health services in the capital. It is the responsibility of the NHS to assess the impact of its policies on the health of the population and I expect these discussions to be based on clinical need.

**Transfer of Education Powers****Question No: 2599 / 2012**

[Andrew Dismore](#)

Have you discussed with the boroughs your proposals for a transfer of education powers from DfE to you?

**Written response from the Mayor**

I have stated that I would like to play a more strategic role in supporting education in London. I have been working on a range of educational issues with London Councils in relation to education, including on school places planning, the impact of the new bursary fund and better transitions to the job market. In addition to the boroughs responding to my independent Education Inquiry's call for evidence, there will be further discussions with London Councils in the lead up to the Education Inquiry publishing their report this autumn.

**Mayors Roads Task Force****Question No: 2600 / 2012**

[Andrew Dismore](#)

As the Mayor's Roads Task Force will be an important body shaping the future of the London roads network, why is the City and Croydon the only London Boroughs on it?

**Written response from the Mayor**

*Officers are drafting a response which will be sent shortly.*

*Written response received 1 October 2012.*

The Roads Task Force will help inform the development of a new strategy for London's roads to ensure this vital network is fit for the 21st century. While the Task Force is necessarily a small group, it is representative of a wide range of different interests in the road network, including, the boroughs, with not just the City and Croydon but also London Councils. It would simply not be possible for all London boroughs to be members of the Task Force, but we will be working with them all in developing this strategy through a number of different mechanisms. This has been discussed and agreed through London Councils.

These include specific working groups being established by London Councils, discussions as part of the ongoing sub-regional transport planning process and bilateral meetings. TfL has also offered to hold further meetings with individuals or groups of boroughs if they wish. There has been a very positive response to this, with a number of workshops to consider specific case studies being planned in all sub-regions.

Furthermore, all boroughs have been invited to contribute their views formally through a consultation, with 19 boroughs having responded to date. We have also invited all the boroughs to a stakeholder event on 1 October.

It is clear that the experience and expertise of boroughs and their role in the road network will be crucial in developing – and delivering – a new strategy and we will continue to engage actively with them. We are open to any other suggestions boroughs may have to enable their further contribution to this work.

## **Mayors Road Task Force (2)**

### **Question No: 2601 / 2012**

[Andrew Dismore](#)

How will issues about major roads like Marylebone/Euston Road affecting a range of issues from road safety to congestion, to air quality and the public realm be discussed in the Mayor's Roads Task Force without any representation from the local authorities affected?

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

*Officers are drafting a response which will be sent shortly.*

*Written response received 1 October 2012.*

Please refer to my response to MQ 2600 / 2012. In the particular case of Camden, my Deputy Mayor for Transport has offered the Leader a detailed session to discuss their input to the Road Task Force.

## **Safety for Cyclists**

### **Question No: 2602 / 2012**

[Andrew Dismore](#)

Do you support Bradley Wiggins's call at the Olympics after winning his Gold Medal for more safety measures for cyclists in London, and if so, what are you going to do about his suggestions?

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

Like Bradley Wiggins, I believe we need to do more to make London safer for cycling. That is why I published my Cycle Safety Action Plan which was developed in consultation with stakeholders such as cycle campaign groups, the freight transport association and the Metropolitan police.

During the development of the Plan, in depth analysis identified the key types of collisions that were most likely to result in cyclists being killed or seriously injured. Using

this information and additional details as to whom, and where and when these collisions take place, 52 actions were developed to make cycling safer. These include actions to make infrastructure safer, enforcement against anti social road user behaviour, and education and information to help all road users stay safe. The Plan highlights in particular, the need to take action to reduce the number of cyclists killed and injured in collisions with goods vehicles.

My Cycle Safety Action Plan along with the 2011 end of year report can be viewed at <http://www.tfl.gov.uk/corporate/projectsandschemes/15480.aspx>.

Furthermore, Transport for London is reviewing the safety of junctions in London. One hundred junctions have been prioritised for improvement, with ten junctions due to be improved before the end of this year.

## **Decline in trade during Olympic period**

**Question No: 2603 / 2012**

[Andrew Dismore](#)

Do you agree with the Culture Secretary's harsh criticisms of business in London who complained of loss of business during the Olympics or do you support those businesses who expressed concerns over loss of trade, and if so what are you going to do about it?

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

My message has always been that London would be open for business during the Games, though people were strongly encouraged to plan their journeys carefully and avoid the hotspots identified. Since the Games started, nearly all London boroughs have reported that business recovered quickly in the capital after a slow start to the Games period. Indeed although, the first weekend of the Games resulted in a slight decrease, footfall actually increased by 5 per cent during the Olympics overall with the West End enjoying a 10.6 per cent year on year rise over the second week of the Olympic Games.

LOCOG and TfL also undertook significant measures to minimise the impact of the Games on London businesses, including a major programme of public transport investment, a campaign of events and information to help companies plan ahead to manage their operations during games time including the website [www.london2012.com/business](http://www.london2012.com/business) and a major programme of advertising on the tube, rail and road network across the city.

## **Mill Hill Circus Drainage**

**Question No: 2604 / 2012**

[Andrew Dismore](#)

When will the drainage round Mill Hill Circus on the A41 be fixed, to stop flooding?

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

TfL has been working closely with Thames Water to identify and remedy the flooding problem at Mill Hill Circus. TfL has installed additional gullies in an attempt to improve surface water drainage, but the underlying problem is with the capacity of the Thames

Water surface water sewer. This results in gullies surcharging water back onto the A41 during heavy rainfall and on occasions to the Mill Hill brook overflowing.

TfL has accompanied Thames Water during investigations to identify the cause of the capacity constraint but so far no issues such as blockages have been identified.

Further remedial measures by TfL will simply transfer the problem, and TfL believe the only means of ameliorating the problem is for Thames Water to take steps to improve capacity. TfL will continue to press Thames Water to take action.

## **Oyster Card Auto Top Up on River Services**

**Question No: 2605 / 2012**

[Andrew Dismore](#)

When will auto top-up (ATU) on River Services be introduced?

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

TfL is currently thinking about the future of smartcard ticketing on these services and incorporation of ATU will be a consideration.

## **Next Gen Skills**

**Question No: 2606 / 2012**

[Tom Copley](#)

Will you sign up to the Next Gen Skills “Get Schools Coding” statement on Computer Science in schools?

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

My Deputy Mayor for Education and Culture, Munira Mirza, has been in contact with Next Gen and has ensured that their campaign issues on computer science in schools have informed my Education Inquiry’s work on Science, Technology, Engineering and Maths (STEM) issues.

## **GLA Job Definition**

**Question No: 2607 / 2012**

[Andrew Dismore](#)

MQT 776/2012 says, “At present there is no consistent methodology applied across the GLA Group (or the UK more generally) for job definitions.” What steps, if any, are you taking to provide a definition? When do you expect such a definition to be produced?

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

I set out the methodology for counting the 200,000 jobs on the 19<sup>th</sup> July Investment & Performance Board. This includes a “Job definition”. More information can be found at:

<http://www.london.gov.uk/sites/default/files/12%20Measuring%20jobs%20cover%20report%20PDF.pdf>



## **600 jobs**

**Question No: 2608 / 2012**

[Andrew Dismore](#)

How will you use City Hall's procurement process to create at least 600 jobs for the long-term unemployed?

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

Embedding skills and employment outcomes across our supply chain is taken forward by the GLA Group Supplier Skills Team. Activity includes the use of innovative contractual clauses and developing strong relationships with our suppliers.

I am delighted to report that half way through the year the team have already created 695 job starts for workless Londoners.

## **Stop & Shop Bays**

**Question No: 2609 / 2012**

[Andrew Dismore](#)

You said you would, "Increase by a third the time motorists can park in "Stop and Shop" bays on TfL roads to support local businesses. From 20 mins to 30mins outside restricted hours."

- Can you provide a definition of what a "stop & shop" bay is?
- How many "stop & shop" bays there are in London on TfL roads?
- How many of those bays allow parking for 20mins outside restricted hours?
- When do you expect to change the times from 20 to 30mins?

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

*Officers are drafting a response which will be sent shortly.*

*Written response received 1 October 2012.*

Following the successful 2012 Games, TfL is drawing up proposals to implement my pledge. Once they are available, I will be happy to share them.

## **Business Bootcamps (1)**

**Question No: 2610 / 2012**

[Andrew Dismore](#)

Can you confirm the cost of the business bootcamps and what, if any, GLA funds were committed to the project?

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

The original pilot programme of Business Bootcamps totalled £576,000. The cost of the

programme was met through sponsorship from the Royal Bank of Scotland, Interreg IVB funding and revenue generated through bootcamp attendees.

The GLA did not contribute any funding.

## **Business Bootcamps (2)**

**Question No: 2611 / 2012**

[Andrew Dismore](#)

Can you confirm how many business bootcamps have taken place?

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

31 Business Bootcamps have taken place. In addition a thriving alumni network is in place with over 200 entrepreneurs regularly attending monthly business meet-up events.

## **Business Bootcamps (3)**

**Question No: 2612 / 2012**

[Andrew Dismore](#)

Can you confirm how many attendees there were at the business bootcamps?

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

850 budding and early stage entrepreneurs have attended a full 16 hour+ Business Bootcamp. A further 800 have attended shorter bootcamp workshops.

The pilot programme came to a close in June 2012. Full evaluation is taking place but expectations are that 275 new businesses will have been started, 120 new products launched/developed and 275 jobs created/safeguarded.

## **Business Space**

**Question No: 2613 / 2012**

[Andrew Dismore](#)

You have said that you would take “direct action to increase the availability of workspace in the capital...initiatives are in hand to encourage development of a variety of workspace provision to accommodate different needs and help develop a healthy balance of economic activities.” What action have you taken and what have the results been?

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

My Economic Business Policy Unit will commission research in the next few weeks to identify and map existing business incubators/accelerators and shared working space across London. The research will also look at the different financial models, success and options for improvement. We will also identify best ways of promoting these spaces among start ups and SMEs. A map will be produced and promoted through various networks to ensure growth through Small and Medium Enterprises.

## **Economic Recovery Action Plan**

**Question No: 2614 / 2012**

[Andrew Dismore](#)

Please update us on the 70 actions from your Economic Recovery Action Plan to show whether the action was achieved and what you did to achieve it.

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

The third update of the 'Economic Recovery Action Plan' outlines the activities that have taken place to achieve each of the 70 actions. This update can be found using the link below:

<http://www.london.gov.uk/archive/mayor/publications/2009/docs/economic-recovery-action-update-nov09.pdfm>

## **Business Improvement Districts (1)**

**Question No: 2615 / 2012**

[Andrew Dismore](#)

Please confirm the cost to the GLA of your BIDs Awards in 2010?

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

The 2010 Business Improvement Districts award's ceremony was organised by the London Development Agency but hosted in City Hall.

## **Business Improvement Districts (2)**

**Question No: 2616 / 2012**

[Andrew Dismore](#)

What is the projected cost to the GLA of your BIDs Awards in 2012?

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

We are not planning to host an awards ceremony this year.

## **Low carbon economy (1)**

**Question No: 2617 / 2012**

[Andrew Dismore](#)

Given the GLA website says, "If London can produce just 1% of the low carbon goods and services that are forecast to be needed globally, we will attract £40 billion of investment and create 200,000 jobs over the coming years." How much investment and jobs were created in the low carbon goods sector during your first term? And how much of that investment and how many of those jobs were as a direct result of your interventions?

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

The Climate Change Mitigation and Energy Strategy states that an estimated £40 billion is needed to deliver the entire 60 per cent reduction by 2025 (Government and Mayoral savings). The global market for low carbon goods and services is worth around £3 trillion and set to increase by £368 billion a year until 2030. If London secured 1 per cent of global spend, equivalent to its market share of GDP it would be worth £3.7 billion a year through to 2030.

The latest available figures for London's low carbon and environment good and services sector show that the turnover of these businesses in London has increased from £20,929 million in 2007/08 to £22,980 million in 2009/10. This is forecast to reach £27,097 million by the end of 2012/13. The sector currently employs 160,000 in London.

Further details can be found in the Low Carbon Market Snapshot published in December 2011

<http://www.london.gov.uk/priorities/environment/climate-change/low-carbon-economy>.

### **Low carbon economy (2)**

**Question No: 2618 / 2012**

[Andrew Dismore](#)

Please explain what changes you have made to the GLA Group procurement strategy that has helped to create good environmental management and practices?

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

Each GLA group functional body (FB) has an individual procurement strategy to meet their organisational needs and objectives. Each FB has a rigorous procurement governance procedure to ensure environmental considerations are implemented, where relevant, into contracts on a case by case basis, in accordance with EU Public Procurement Regulations.

Good environmental management practices are implemented through procurement via the governance of the Responsible Procurement Programme.

The GLA group members were recognised in spring 2010 for their progressive environmental procurement strategies when all GLA group members were the first public authorities to achieve Level 5 (Leadership Level) of the Government's Sustainable Procurement Flexible Framework. Examples of leading projects are RE: FIT and RE:NEW.

### **Low carbon economy (3)**

**Question No: 2619 / 2012**

[Andrew Dismore](#)

The 2009 report, "Prospectus for London the Low Carbon Capital", says that there could be "business opportunities of up to £3.7 billion a year from moves towards a low carbon future." What have you done to help secure those opportunities for business?

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

My Climate Change Mitigation and Energy Strategy sets out the policies and programmes that are supporting the low carbon economy and developing opportunities for businesses within London.

#### **Low carbon economy (4)**

**Question No: 2620 / 2012**

[Andrew Dismore](#)

What funding from the Joint European Support for Sustainable Investment in City Areas (JESSICA) has London received, by financial year? How much of that funding has been provided to businesses?

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

'JESSICA' is a financial engineering instrument created by the European Commission and European Investment Bank, which can form part of the delivery of EU regional 'structural funds'. London's 2007-13 European Regional Development Fund (ERDF) programme used 'JESSICA' to invest £50 million ERDF into the London Green Fund.

The Fund has recently made its first two investments into PlasRecycle Ltd (£1.15 million) and TEG Biogas Ltd (£5.2 million). Further investments are expected shortly. In accordance with EC rules, 'JESSICA' funding must be utilised by the end of 2015.

#### **Low carbon economy (5)**

**Question No: 2621 / 2012**

[Andrew Dismore](#)

What action have you taken to address skills shortages which could hinder moves towards a low carbon future?

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

The London Enterprise Panel is currently reviewing the current and future skills needs of the capital and I expect them to report early in the new year with their findings and recommendations for action.

In addition, the LDA delivered the Retrofit Employer Accord Pilot (REAP) which was designed to link the employment opportunities arising from my carbon reduction programmes (RE:NEW & RE:FIT) to London's long term workless. REAP provided employment support and bespoke training to 499 Londoners who were out of work. REAP delivery partners sourced alternative employment for their candidates.

#### **Low carbon economy (6)**

**Question No: 2622 / 2012**

[Andrew Dismore](#)

Please provide an update to MQT 0006/2010 regarding the progress of the four strands of the Retrofit Academy Programme?

## **Written response from the Mayor**

### **Low Carbon Skills Forum**

The Forum was transferred from the LDA to the GLA in March 2011. Its role is now being reviewed in light of the significant changes to National Skills and Employment Policy and the creation of the LEP.

### **Research**

The following have all been published:

- Skills for a Low Carbon London, June 2010
- Green Expectations: London's low carbon job prospects, September 2010
- The London Low Carbon Market Snapshot, December 2011

**The OECD International Benchmarking study** – "Climate Change Employment and Local Development in London", was also published in March 2011

### **Retrofit Employer Accord Pilot (REAP)**

REAP provided employment support and training to 499 unemployed Londoners, 92 of whom secured employment. REAP ended in March 2012.

## **Low carbon economy (7)**

### **Question No: 2623 / 2012**

[Andrew Dismore](#)

What have you done to help London's businesses understand the basic principles of mitigation and adaptation, and encourage them to build carbon thinking into their future plans?

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

Chapter 6 of my Climate Change Mitigation and Energy Strategy and Chapter 9 of my Climate Change Adaptation Strategy set out the actions I am taking to support businesses.

## **Low carbon economy (8)**

### **Question No: 2624 / 2012**

[Andrew Dismore](#)

How many companies signed up to the Green 500 programme during your first term? Please name them all? Please show how much carbon emissions were reduced as a result?

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

The overall CO<sub>2</sub> savings for the Green500 programme totalled 1,149,958 tonnes over the duration of the programme.

172 organisations signed up to the Green 500 programme during my first term, these are listed below:

16 St James's Street - L&GP

21 Great Winchester Street - L&GP  
210 High Holborn - L&GP  
35 Great Smith Street - L&GP  
350 Euston Road - British Land  
50 Pall Mall - L&GP  
7/10 Hanover Square - L&GP  
99 Gresham Street - L&GP  
Addleshaw Goddard LLP  
ADT Fire and Security plc  
AEA  
AEG Europe (the O2 arena)  
Amco Investments  
AMEC plc  
Aon  
Aon Benfield  
Apcoa Parking Services (UK) Ltd.  
Apex Lifts  
Archer Daniels Midland (UK) Ltd.  
Arsenal FC  
Ascent Media  
Asig  
Associated Newspapers (DMGT Daily Mail and General Trust)  
Barts and The London NHS Trust  
BBC Worldwide  
Ben & Jerrys  
Bentalls  
Biffa  
Bio Products Laboratory  
BNP Paribas  
Brick Court Chambers - L&GP  
British Land Corporation Ltd  
British Library Magazines Library  
British Museum  
Britvic Soft Drinks Ltd  
BSkyB  
Burwood House - L&GP  
Canary Wharf Group  
Cancer Research UK  
Cannons Health and Fitness Ltd  
Capio Nightingale Hospital  
Carphone Warehouse  
Central Office of Information  
Channel 4  
City & Islington College  
CitySprint (UK) Ltd  
Climate Group  
Clipper Group  
Coca Cola Great Britain  
Courier Systems  
Crowne Plaza  
Davis Langdon  
Dechert LLP

Denton Wilde Spate  
Deutsche Bank  
Dial-a-Cab  
DWP (Department of Work and Pensions)  
Earls Court Olympia  
Eastman Dental Hospital  
Elizabeth Garrett Anderson & Obstetric Hospital  
Enterprise Mouchel  
EPS Group Ltd  
Europcar UK Group  
ExCeL London  
F M Conway Ltd.  
First Bus  
First Great Western  
Fortis Investments  
Game (Stores) Ltd.  
Gap Inc  
GE  
Goldsmiths, University of London  
Gourmet Burger Kitchen  
Hays plc  
Herbert Smith LLP  
Holman Fenwick Willan  
Hospital for Tropical Diseases  
HSBC  
HSBC Private Bank  
Imperial College Healthcare NHS Trust  
ING  
Invesco  
Keir Street Services Bexley  
Keir Street Services Bromley  
Keir Street Services Waltham Forest  
Kier  
KPMG  
Legal & General Property  
Lewisham London Borough Council  
London Aquarium  
London City Airport  
London Concrete  
London Dungeon  
London Eye  
London First  
London General/Docklands  
London Metropolitan University  
London Midland  
LSE  
LSN  
Madame Tussauds  
Man Group PLC  
Markel International Ltd  
MCM Architecture  
Merrill Lynch



Metropolitan Housing Partnership  
Metropolitan Police Service  
Mishcon De Reya  
Mouchel  
Nabarro  
National Audit Office  
National Gallery  
National Hospital for Neurology & Neurosurgery  
National Magazine Company  
New Star Asset Management Group PLC  
Newham Homes  
Newham University Hospital NHS Trust  
Norton Rose LLP  
Nuffield Health Fitness & Wellbeing  
Octink  
Pestana Chelsea Bridge Hotel  
Post Office  
Powerday Recycling  
Queen Mary University of London (QMUL)  
Radisson  
Reed Elsevier  
Regents College  
Royal Mail Group Plc  
Saatchi & Saatchi  
Schroders plc  
Selfridges  
Serco Dockland  
Sony Computer Entertainment Europe  
South Eastern Rail  
South West Trains  
Southbank Centre  
Southern Rail  
Specialist Schools and Academies Trust  
St George's, University of London  
Stanhope PLC  
Surrey County Cricket Club (The Oval)  
Talkback Thames  
Tate  
Tate & Lyle  
Ted Baker London  
Telegraph Media Group  
The AD Construction Group Ltd  
The Dorchester  
The Heart Hospital  
The Nichols Group  
The Real Greek  
The Royal London Homoeopathic Hospital  
Timberland European Services Ltd  
T-Mobile UK  
Tony & Guy / Mascolo Group  
Tootsies  
Tower Hamlets Primary Care Trust

Trinity Mirror Manufacturing  
Tullow Oil plc  
UBS  
United Biscuits  
United House Ltd  
University College Hospital  
University Hospital Lewisham (NHS)  
University Of East London  
University of Westminster  
Veolia Environmental Services  
Warren Evans  
Wiles Greenworld  
WRG  
WWAV Rapp Collins  
zsl

## **Low carbon economy (9)**

**Question No: 2625 / 2012**

[Andrew Dismore](#)

What have you done to ensure that low carbon considerations play a major part in new development proposals?

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

Chapter 7 'Building Towards a Zero Carbon London' of my Climate Change Mitigation and Energy Strategy and Chapter 5 'London's response to Climate Change' of my London Plan set out the measures I am taking to ensure development makes the fullest contribution to minimising carbon dioxide emissions.

## **London's High Streets**

**Question No: 2626 / 2012**

[Andrew Dismore](#)

The GLA website says, "We are in the middle of spending nearly £250 million to boost local trade and activity in London's high streets." Please provide a breakdown of the £250m?

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

- The Outer London Fund is injecting £71 million directly into London's High Streets.
- The Mayor's Regeneration Fund is providing around £51 million to high street places.
- The Portas Pilots have granted £300,000 to 3 high street locations.
- High Street 2012 has seen £5 million invested.
- TfL is working on projects to enhance our high streets totalling around £123 million.

## **Peel Centre (1)**

**Question No: 2627 / 2012**

[Andrew Dismore](#)

What are your plans for the sell off and development of land at the Peel Centre?

**Written response from the Mayor**

MOPAC has approved proposals to rationalise the estate at Hendon, this includes the disposal of Peel Centre and some of the ground at Hendon

Subject to planning consent the proposal is to build a new office/training facility and the provision of additional driving school facilities on the retained land.

**Peel Centre (2)**

**Question No: 2628 / 2012**

[Andrew Dismore](#)

Will you ensure that in any sell off of land at the Peel Centre, the playing field and running track are preserved and made available for public use?

**Written response from the Mayor**

Part of the proposals being discussed with the London Borough of Barnet for the site includes retaining a large area of public open space.

**Advertising on TfL Sites**

**Question No: 2629 / 2012**

[Andrew Dismore](#)

What is your policy concerning the advertising of political messages on TfL sites, including buses, with particular reference to adverts promoting Hesbollah sympathising events?

**Written response from the Mayor**

*Written response received 27/09/2012*

Please see my response to oral MQ 2537/ 2012.

**Chase Farm Hospital**

**Question No: 2630 / 2012**

[Andrew Dismore](#)

What representations have you made or plan to make concerning the future of Chase Farm Hospital?

**Written response from the Mayor**

As you know, I have no formal responsibilities for the provision of health services in the capital. However, I would expect any proposed changes to be meaningfully consulted on and based on the best clinical advice. The immediate issue must be to bring about improvements in health outcomes and a reduction in health inequalities, which is one of my overall priorities.

I am aware that, in this case, Barnet and Chase Farm Hospitals NHS Trust will be working with the Royal Free Foundation Trust to explore whether a viable larger Foundation Trust can be created from bringing together the two organisations, in order to achieve patient, staff and financial benefits. As such, I will be watching this with interest.

## **Repossessions**

**Question No: 2631 / 2012**

[Andrew Dismore](#)

What is your latest estimate of the number of home repossessions in the capital and what were the figures for each of the last 3 years?

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

Statistics on mortgage and landlord repossession orders are available from the Ministry of Justice at this link: <http://www.justice.gov.uk/statistics/civil-justice/mortgage-possession>.

## **Blue Badges**

**Question No: 2632 / 2012**

[Andrew Dismore](#)

Do you agree with Barnet Council's new policy of charging for blue badges and will you make representations to Barnet Council against their plan to charge disabled residents for Blue Badge parking permits?

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

I understand that the London Borough of Barnet has consulted on a proposal to charge £10 for the issue of a Blue Badge valid for three years, as part of a package of proposed changes to transport services for people with mobility problems. The responses to the consultation are now being evaluated and the proposal is not policy.

I have no power to specify whether a fee should be charged, or the level of the fee, as the regulations governing the Blue Badge Scheme are set by the Department for Transport and give local authorities the discretion to charge a fee on the issue of a badge. This fee cannot exceed £10.

## **Improving the Economy**

**Question No: 2633 / 2012**

[Len Duvall](#)

I have been asked by a constituent to put the following question to you:

"You recently announced that the economy would improve and grow through three measures – "The way to get business really motoring in the UK is to cut taxes, cut regulation, create the infrastructure and get behind it. That's what you should do" (Evening Standard interview). What taxes and by how much? What regulations and

which parts? Increased investment – apart from an airport in the Thames, what, where and when?”

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

I will be putting my detailed proposals to the chancellor prior to this year's Autumn Statement and the 2013 Budget and as part of the work on the 2020 Vision.

## **Levels of debt in London**

### **Question No: 2634 / 2012**

[Fiona Twycross](#)

Is the Mayor aware that Londoners have the highest levels of debt of any government region in the UK? What is the Mayor doing to support the development of credit unions or other measures and to stop families being forced to resort to high cost lenders, loan sharks and credit cards?

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

As stated previously in my response to MQ 72/ 2012, since 2009, I have supported, and continue to support, the work of the London Debt Strategy Group and Capitalise, which was instrumental in the development of the website [www.londonmoney.org.uk](http://www.londonmoney.org.uk) which provides details of credit unions and sources of ethical finance across the capital.

## **Mayoral Grand World Tours**

### **Question No: 2635 / 2012**

[Murad Qureshi](#)

It is reported that you plan to embark upon a world tour, specifically to India and China during the course of this year. Can you provide more details about these planned trips and what you expect to achieve at the end of them?

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

I am currently planning a visit to India towards the end of November this year, visiting Delhi, Mumbai and Hyderabad. Detailed planning is now underway and further details will be available shortly. Plans for further international visits, including to China, are yet to be confirmed, although it is likely that no other major visits will take place until 2013.

The aim of these visits will be to promote London and the opportunities that exist for new and increased trade and investment, as well as highlight the continued excellence of London's offer in the tourism and education sectors.

## **Mental Health First Aid Training**

### **Question No: 2636 / 2012**

[Onkar Sahota](#)

What steps will you be taking to promote Mental Health First Aid Training provided by employers across London?

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

Supporting organisations and employees to build capacity for mental and physical well-being is part of my Health Inequalities Strategy delivery plan. This includes coordinating a framework for employers to self-assess their current work environment against recommended standards. We will be recognising employers that have successfully met these standards later this year, including examples of rolling out Mental Health First Aid Training. These examples of practice will be promoted to employers across London. In addition, we are in discussions with a Mental Health First Aid Training provider about offering the course to GLA staff.

## **Hampstead Police Station**

**Question No: 2637 / 2012**

[Andrew Dismore](#)

In a written answer (2302/2012) to my colleague Joanne McCartney AM, you listed the police stations that have been earmarked for closure in 2012/13. Hampstead Police Station was not listed. According to press reports there are now plans to close this police station. Please confirm whether or not there are plans for or preparatory work for plans for the closure of Hampstead Police Station.

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

Please refer to my oral response to MQ 2545 / 2012.

## **Albany Street Police Station/West Hampstead Police Station**

**Question No: 2638 / 2012**

[Andrew Dismore](#)

Please confirm whether or not there are plans for or preparatory work taking place for the closure of Albany Street Police Station and/or West Hampstead Police Station.

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

There are no current plans for the closure of Albany Street or West Hampstead Police station.

## **Mitt Romney's Visit to London**

**Question No: 2639 / 2012**

[Tom Copley](#)

Did London Council Tax Payers contribute in whole or part to the security costs for Mitt Romney's recent visit to London?

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

The costs were met from the specific counter terrorism grant provided by the Home Office.

## **Decent Homes**

**Question No: 2640 / 2012**

[Tom Copley](#)

Do you agree that the Decent Homes standard should apply to the private rented sector?

**Written response from the Mayor**

I believe that everyone's home should be decent.

**Crossrail 2**

**Question No: 2642 / 2012**

[Tom Copley](#)

Could you provide an update on your discussions with the government with regards to Crossrail 2?

**Written response from the Mayor**

The Chelsea- Hackney (Crossrail 2) line is part of my longer term plans and referred to in my Transport Strategy.

The Government has asked me to review the safeguarded alignment of the Chelsea- Hackney line (Crossrail 2) and report within the next 2-3 years to inform a safeguarding refresh. I have therefore asked TfL to review this taking into account current issues and accommodating future growth as outlined in the London Plan. I am also concerned by the need to integrate Crossrail 2 with HS2 and in fact HS2 means that Crossrail 2 needs to be progressed more speedily. This work is progressing well and TfL is due to report back to me with recommendations for any amendments by the end of the year. Further discussions will then be held with the DfT prior to a Safeguarding consultation.

Given the key timescales for HS2 specific discussions have also been held to progress outline design concepts to ensure Crossrail 2 can serve Euston – dispersal from this station being a key issue. This is an amendment from the current safeguarded alignment. This dialogue is on-going and discussions regarding pursuing Crossrail 2 will continue over the coming months.

**Affordable Rent**

**Question No: 2643 / 2012**

[Tom Copley](#)

Could you explain how, given the extremely high level of market rents in inner London in particular, the government's "affordable rent" model of up to 80% market rent can be regarded as genuinely affordable to ordinary Londoners?

**Written response from the Mayor**

London's Affordable Homes Programme provides Affordable Rent homes at a range of rents, including at social rent levels, and housing benefit is available to help tenants meet their housing costs.

**Islington Council's Housing Plan**

**Question No: 2644 / 2012**

[Tom Copley](#)

Could you explain how your formal objection to Islington Council's housing plan, which

will create more homes for social rent, squares with the government's localism agenda?

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

In London, "localism" has to include an appreciation of city-wide issues as well as those at borough and, indeed more local, levels. My fundamental objection to Islington's proposed approach is that it would not make the best use of available resources, allocated as part of a London affordable housing programme to maximise affordable family housing output at or around target rents (approximating to social rent), much less address the broader range of housing needs facing the Borough and the capital more widely.

The Borough's approach is not in general conformity with a London Plan determined to maximise affordable housing in the face of really pressing need. It is also incompatible with national policy.

I remain willing to work with Islington to make the most effective use of strategic and local resources to address the spectrum of needs facing different communities in Islington and across London.

## **Affordable Homes**

### **Question No: 2645 / 2012**

[Tom Copley](#)

How many affordable homes do you anticipate will be built in London between your re-election as mayor in May 2012 and the end of your second term?

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

I intend to deliver around 100,000 affordable homes across two Mayoral terms.

## **Affordable Homes (2)**

### **Question No: 2646 / 2012**

[Tom Copley](#)

Why did the number of affordable home starts drop to the lowest level since 2002 in the last quarter?

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

The new AHP programme is now fully operational with an increased number of starts expected in the latter part of this year.

## **Council Assets**

### **Question No: 2647 / 2012**

[Tom Copley](#)

Do you agree that it is up to councils, not the government, to decide how they manage their assets?

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



The Government has a localist agenda, believing that decisions should be taken as closely as possible to the people affected as proven by the Localism Act. Therefore the general presumption should be that locally elected authorities should decide on how to manage their assets.

## **GLA Land**

**Question No: 2648 / 2012**

[Tom Copley](#)

Do you have any plans to work with councils to deliver new council housing on GLA land?

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

The GLA disposes of its remaining land either by direct sale or, for the majority of its sites by appointing development partners. A development brief that had been agreed with the relevant local authority form the basis of the disposal which dependant on a number of factors may include housing

## **Longer Tenancies**

**Question No: 2649 / 2012**

[Tom Copley](#)

Do you agree that longer tenancies in the private rented sector would provide stability both for landlords and the growing number of families in the sector?

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

I will shortly publish a policy document setting out my views on and approach to the private rented sector.

## **Full Time Equivalent Police Officers**

**Question No: 2650 / 2012**

[Tom Copley](#)

How many a. Full Time Equivalent Police Officers; b. PCSOs were there in Havering on 31st July 2012?

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

There were 381.72 Full Time Equivalent Police Officers and 69.25 Full Time Equivalent PCSOs in Havering as of the end of July 2012.

## **Full Time Equivalent Police Officers (2)**

**Question No: 2651 / 2012**

[Tom Copley](#)

How many a. Full Time Equivalent Police Officers; b. PCSOs were there in Redbridge on 31st July 2012?

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

There were 481.74 Full Time Equivalent Police Officers and 81.16 Full Time Equivalent PCSOs in Redbridge as of the end of July 2012.

### **Visas**

#### **Question No: 2652 / 2012**

[Tom Copley](#)

What discussions have you had with the government regarding the UKBA's decision to revoke London Metropolitan University's license to authorise Visas?

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

Please see my response to MQ 2333 / 2102.

### **European Regional Development Funds**

#### **Question No: 2653 / 2012**

[Len Duvall](#)

You have said that you will, "Launch a new £35 million revolving fund. I will seek to attract private-sector funding to double the size and scope of this fund to £50 million, including the remaining European Regional Development Funds worth £10 million." Can you update us on what progress you have made to secure these ERDF funds?

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

Since my election the Government has announced a series of SME finance initiatives (such as the Business Finance Partnership). Therefore, to ensure that the GLA does not duplicate activity my officers are carrying out a review of the support offers available to small businesses to enable the GLA to target support to London SMEs in the best way possible. The potential use of funds from London's 2007-13 ERDF programme to sit alongside this support remains under consideration and my Deputy Mayor for Business and Enterprise will be raising London SME support on his forthcoming Brussels visit.

### **Regeneration Funding (1)**

#### **Question No: 2654 / 2012**

[Len Duvall](#)

What are the criteria for regeneration projects to be awarded funding from your £221 million regeneration pot?

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

The £221 million regeneration pot referred to comprises primarily funding contained within the Outer London Fund (OLF), Mayor's Regeneration Fund (MRF) and London Growth Fund (LGF) programmes.

The criteria to award funding for projects applying for funding from both the OLF and LGP are contained within the OLF rounds 1 and 2 and LGF prospectuses as published by the GLA.

As the MRF was established as a response to a particular and extraordinary set of circumstances, namely the civil disorder in August 2011, the recipients of MRF funding have been selected on the basis of the level of damage and impact on businesses in the local area. The worst affected London boroughs were invited to submit proposals for MRF funding which were prioritised on the basis of deliverability, value for money and contribution to economic growth.

## **Regeneration Funding (2)**

**Question No: 2655 / 2012**

[Len Duvall](#)

Please provide the total GLA expenditure on non-Olympic Games regeneration for each year of your first term that meet these criteria?

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

For all of the Mayor's first term with the exception of the period between 1<sup>st</sup> December 2011 and 4<sup>th</sup> May 2012, the London Development Agency was the responsible body for regeneration funding in London. The GLA remained primarily a strategic authority with minimal spending on direct programme delivery until it took over the functions of the LDA including its regeneration agenda as part of a gradual transfer of functions leading up to its eventual winding up in March 2012.

## **Supporting Shops**

**Question No: 2656 / 2012**

[Len Duvall](#)

Please list the number, and value, of planning obligations that you have used to support the provision of small affordable shop units suitable for small or independent retailers.

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

These obligations are secured by local planning authorities through their S106 agreements, and so I have no record of the amounts of money that they have secured, although as you are aware my London Plan encourages that support.

## **Economic Development Strategy**

**Question No: 2657 / 2012**

[Len Duvall](#)

In MQT 0359/2011 you said you would aim to publish your implementation plan at the start of the 2011/12 financial year. Why has it still not been published?

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

I will be refreshing my Economic Development Strategy in the light of work on the 2020 Vision in due course, working with my newly appointed Deputy Mayor for Business and Enterprise. In the meantime, I have set clear priorities regarding apprenticeships and jobs (with targets) which I will be focusing on in order to foster growth and opportunity in London.

### **MD1034 Olympic ticket payment (1)**

**Question No: 2658 / 2012**

[Len Duvall](#)

How much of the £314,565 did you expect to raise from sponsorship?

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

My 2012 Business Hosting Programme was a targeted programme for international business leaders during the period of the Olympic Games. The programme was arranged and managed by London and Partners. The cost of the Olympic event tickets was met by a combination of sponsorship and by private sector income from London & Partners. No public funds were used for this purpose.

### **MD1034 Olympic ticket payment (2)**

**Question No: 2659 / 2012**

[Len Duvall](#)

How much more sponsorship, over the £175,000, do you expect to raise?

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

This piece of work has now been completed and the final sponsorship figure was £205,000.

This was close to our expectations, given that under the terms of our Host City contract we were limited to only raising funds from the Olympic Sponsor family, where budgets were under huge pressure for activation.

### **MD1034 Olympic ticket payment (3)**

**Question No: 2660 / 2012**

[Len Duvall](#)

When will the sponsorship raising window close? At the end of the Olympics, Paralympics, or another date?

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

The sponsorship raising window closed at the start of the Olympic and Paralympic Games as by that time all plans are in place and being delivered.

### **MD1034 Olympic ticket payment (4)**

**Question No: 2661 / 2012**

[Len Duvall](#)

Why has the Mayor cut the L&P Funding from £56m to £54m?

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

I have reduced the funding to London & Partners by £1 million for each of the final two years of the current four year grant agreement.

It is anticipated that the revenue will be replaced by an uplift in private sector income including from revenue generated from the London top level domain (.London) which it anticipates will be operational in 2013.

## **MD1034 Olympic ticket payment (5)**

**Question No: 2662 / 2012**

[Len Duvall](#)

Why doesn't L&P produce accounts to show how their public sector funding is spent AND their private sector funding? Will you commit to producing such accounts?

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

London & Partners is a company limited by guarantee and as such will produce annual accounts which will set out the income and expenditure of its public and private sector funding. The accounts for the company's first accounting period from its creation to 31 March 2012 are currently being finalised and will be completed by mid-October.

## **Woolwich Ferry**

**Question No: 2663 / 2012**

[Len Duvall](#)

Can you provide a breakdown of how many days the Woolwich ferry has been suspended due to sickness of staff over the past two years?

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

TfL does not separate sickness and absenteeism for the Woolwich Ferry as this is a single classification. In 2010/11, there were no hours lost to sickness or absenteeism. In 2011/12, 43.5 vessel hours were lost when the service reduced to a one-boat service but the service was not suspended due to this at any point.

## **Woolwich Ferry 2**

**Question No: 2664 / 2012**

[Len Duvall](#)

Can you provide a breakdown of how many days the Woolwich ferry has been suspended due to absenteeism over the past two years?

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

Please see my response to MQ 2663 /2012.

## **Woolwich Ferry 3**

**Question No: 2665 / 2012**

Len Duvall

Can you provide a breakdown of how many days the Woolwich ferry has been suspended due to technical faults over the past two years?

**Written response from the Mayor**

*Officers are drafting a response which will be sent shortly.*

*Written response received 1 October 2012.*

In 2010/11, 95 scheduled vessel hours were lost due to technical faults and repairs. This equates to 1.1 per cent of the 8,349 hours scheduled.

In 2011/12, 227 scheduled vessel hours were lost due to technical faults and repairs. This equates to 2.7 per cent of the 8,465 hours scheduled.

TfL has embarked on a programme of essential upgrades to ageing ferry vessels and infrastructure which date back to the 1960s. These include improvements to link span bridges and procuring a stock of essential components for quick repair such as the propulsion system.

The life-extension works over and above normal maintenance will make reliability more robust and prolong the life of the ferry infrastructure.

**Bus Text Services**

**Question No: 2666 / 2012**

Len Duvall

Revenue per SMS generated through the Bus Text Service is almost entirely consumed by the service provider. Does the Mayor consider this service the best value for money for commuters and TfL?

**Written response from the Mayor**

*Officers are drafting a response which will be sent shortly.*

*Written response received 1 October 2012.*

TfL is providing Live Bus arrival information for 19,000 bus stops free of charge via the web and mobile web; and 2,500 on-street signs as well as providing free data that powers over 30 TfL registered Smartphone 'Apps'.

SMS is a separate delivery channel which reaches a different audience.

SMS text messages charges are set by the communications industry and regulated by OFCOM. TfL has chosen the lowest available charge scale that does not require TfL to subsidise the message (regardless of the network they are requesting from). The 12p of revenue per SMS delivered is almost entirely consumed by the charge to TfL from the service provider. TfL receives less than 1.3p per SMS message meaning revenue benefits are marginal and any surplus is absorbed by manpower and overhead costs of running the Live Bus Arrivals service.

## **WiFi on the underground**

**Question No: 2667 / 2012**

[Len Duvall](#)

What assessment has been conducted on the uptake of WiFi usage on TfL underground stations across London?

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

The most recent figures provided to TfL show that nearly 600,000 customers have registered since launch. This number continues to grow and demonstrates the success of the provision of WiFi.

## **WiFi on the underground 2**

**Question No: 2668 / 2012**

[Len Duvall](#)

When will WiFi cease to be free to non-Virgin customers on TfL underground stations across London?

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

*Officers are drafting a response which will be sent shortly.  
Written response received 1 October 2012.*

Virgin Media committed to provide free WiFi access throughout the 2012 Olympic and Paralympic games. This has happened and the scheme has been a huge success with over one million registered users. We expect the majority of users will carry on enjoying full WiFi access, either because they are a customer of Virgin Media or because their own provider has entered into a contract with Virgin Media to allow continued access to the full service. Everyone else will have a free basic WiFi portal - offering travel information and other popular services - or if they wish, they can take up a pay-as-you-go option for full access. The service will transition to the new arrangements later this year. Virgin Media will announce the timescales and the detailed arrangements shortly.

## **WiFi on the underground 3**

**Question No: 2669 / 2012**

[Len Duvall](#)

When does the Mayor intend to release details on the pricing tariff agreement with Virgin for subscription to WiFi on TfL Underground Stations?

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

*Officers are drafting a response which will be sent shortly.*

*Written response received 1 October 2012.*

TfL is agreeing a detailed plan with Virgin Media to transition to the commercial phase later this year.

## **Cycle Superhighway 5**

**Question No: 2670 / 2012**

[Len Duvall](#)

I welcome the extension of the CS5 from Victoria to Lewisham, but can you provide clear details on how the Going Dutch Campaign has feed into the safety provisions for the development of this scheme?

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

As you may be aware, TfL has been undertaking a review of junctions with leading road safety stakeholders, including the London Cycling Campaign (LCC). The reviews have considered the kinds of principles addressed by LCC's Go Dutch campaign.

TfL has analysed key themes arising from the reviews undertaken to date and will be incorporating this learning into the designs for future Cycle Superhighways, including Barclays Cycle Superhighway Route 5 (CS5). CS5 is currently under design and TfL will consult on its proposals in due course.

## **DLR in Lewisham**

**Question No: 2671 / 2012**

[Len Duvall](#)

Can the Mayor provide an up-date on the feasibility and engineering studies for the extension of the DLR from Lewisham to Bromley and how this has affected the delivery timetable for the proposal?

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

*Written response received 27/09/2012*

Please see my response to oral MQ 2520/ 2012.

## **Grove Park**

**Question No: 2672 / 2012**

[Len Duvall](#)

Grove Park Community Group has been working with the Prince's Foundation and Southern Trains on a heritage-led regeneration project which would renovate Grove Park Station. A part of the scheme requires the relocation of an Oystercard Reader; however, TfL are insisting on charging £10,000 for the move the Reader that was originally installed in the wrong place. Will the Mayor intervene on behalf of residents and community groups to scrap this charge?

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

By way of background, Grove Park station is operated by South Eastern Trains (not Southern).

At train company stations such as this, TfL installs equipment as a contractor to the company responsible for the station.



The Oystercard readers at Grove Park have been installed to meet South Eastern's specification. As far as TfL is aware, it is not the case that they are "in the wrong place". To date, TfL has had no involvement in the project referred to in the question and has not supplied any cost estimates.

If South Eastern bring forward a proposal to relocate certain of the validators at the station, TfL will be happy to assess the costs involved and see how the regeneration project can be best facilitated.

## **Wembley Central Step-Free Access (1)**

**Question No: 2673 / 2012**

[Navin Shah](#)

During the Olympics I was contacted by a constituent who saw a disabled person unable to board a Bakerloo line train at Wembley Central Station due to a lack of ramp. It seems ridiculous that this station is step-free from the street to the platform but inaccessible in terms of actually boarding the train. As this station is in close proximity to Wembley Stadium, do you not agree that this should be made a priority?

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

*Officers are drafting a response which will be sent shortly.*

Written response received 1 November 2012.

For those passengers who wish to travel to or from Wembley Central but require step-free access to trains, I recommend that they use the Metropolitan line at Wembley Park station, where step-free access from street to train is available.

If required, passengers can access bus routes 182 or 223 which operate between Wembley Central and Wembley Park stations and are easily accessible.

As I make clear in my answer to MQ 2674/2012, I am very keen that we keep trying to find a way through this and have asked TfL to continue to review options and try and find a solution.

## **Wembley Central Step-Free Access (2)**

**Question No: 2674 / 2012**

[Navin Shah](#)

Have any ramps been developed to ensure accessibility for disabled people where trains are lower than platforms, as in the case of Wembley Central Station?

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

*Officers are drafting a response which will be sent shortly.*

Written response received 29 October 2012.

I am aware of the issue around ramps at stations where trains are lower than the platforms. TfL has looked at this and also consulted the DfT – who concluded that there is no workable solution (a view endorsed by the Office for Rail Regulation).

I am however very keen that we keep trying to find a way through this and have asked TfL to continue to review options and try and find a solution.

## **Freedom Pass**

**Question No: 2675 / 2012**

[Navin Shah](#)

I have been contacted by a commuter from Hertfordshire who would like to know whether it would be possible for the Freedom Pass to be made available to all eligible people living within the M25 boundary?

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

The Freedom Pass is provided by the London boroughs for their residents and is not available to residents in Hertfordshire. The GLA boundary does not match with the M25 boundary.

TfL accepts Freedom Passes for travel on its services but has no role in issuing them.

## **Elderly Care**

**Question No: 2676 / 2012**

[Navin Shah](#)

I have been contacted by a constituent who would like you to support a befriending service for elderly people who live on their own. It would identify those people living alone. Would you support this?

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

Building stronger communities has been one of the key priorities of my volunteering plan – Team London. Through that work I have supported several projects which have benefited older people including those which provide befriending services. I recommend that your constituent contacts Team London, with full details of the project, to see how we might be able to support.

## **Neighbourhood Watch**

**Question No: 2677 / 2012**

[Navin Shah](#)

Would you help promote the benefits of Neighbourhood Watch? I have been contacted by a constituent who feels the aim should be to have a Neighbourhood Watch in every street in London. Would you support this and if you do, how would you reach this ideal?

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

I would certainly promote Neighbourhood Watch and the benefits of Londoners working with police and relevant partners to keep their areas safe and free of crime. My Deputy Mayor for Policing and Crime will shortly be meeting with the London Neighbourhood Watch Association to discuss how MOPAC could work with them on this and how it might be supported through the new MOPAC Safer Neighbourhood Boards.

## **Congestion Charge (1)**

**Question No: 2678 / 2012**

[Navin Shah](#)

Does TfL refund someone who pays the congestion charge but then does not actually use it?

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

TfL does not refund Congestion Charges in the circumstances described.

However, I would encourage all motorists to register for Congestion Charging Auto Pay which means they will be automatically billed and need not worry about whether they have entered the Congestion Charge Zone.

In addition to paying a reduced daily charge of £9, other benefits of Auto Pay include never having to remember to pay the charge, and never having to worry about receiving a Penalty Charge Notice for non-payment.

## **Congestion Charge (2)**

**Question No: 2679 / 2012**

[Navin Shah](#)

How many cars are registered for the auto-pay Congestion Charge service?

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

As at 11 September, there 283,374 vehicles registered for Congestion Charging Auto Pay.

## **Tubelines post-Olympics**

**Question No: 2680 / 2012**

[Navin Shah](#)

What are the proposals for Tubelines after the Olympics? Is the plan to ultimately transfer this contract back to LUL?

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

No decision has been taken on whether there is a need for any longer term changes to the current structure, under which Tube Lines continues to operate as a wholly owned subsidiary of TfL.

## **Weekend Engineering Works**

**Question No: 2681 / 2012**

[Navin Shah](#)

I see that there are planned closures on at least four underground lines every weekend for several months following the end of the Paralympics. How will you ensure that my constituents won't be stranded at the weekend in North West London like they have been over the last two years?

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

As you know, TfL is undertaking a huge and essential upgrade of the London Underground network. The improvements delivered so far, together with an enhanced programme of maintenance carried out ahead of the Games, helped TfL to deliver a record breaking performance on the Tube during the Games.

TfL paused the upgrade programme during the Games but it is essential that the improvement works now continue, delivering extra capacity and ensuring that equipment is maintained and replaced before it wears out and causes failures and disruption.

Although the level of work required to upgrade and maintain the Tube has not reduced, TfL has worked to reduce the impact of these works by as much as possible. As a result, TfL has reduced the number of closures required by 25 per cent compared with two years ago and by 10 per cent compared with last year. All works have been planned to have the least impact possible on passengers, and on each of the forthcoming weekends this year at least 80 per cent of stations remain served and all areas of the capital remain accessible at all times.

TfL also provide replacement bus services where necessary to ensure that all parts of London remain accessible via alternative routes.

Ahead of each weekend closure TfL will let passengers know how their service may be affected in a number of ways, including through the TfL website, Twitter and through information posted at stations. The TfL website or Travel Information Centre (available 24 hours on 0843 222 1234) will detail all the closures in advance and give extensive information about the alternative routes available and, of course, staff are available at all stations to help.

## **Metropolitan Town Centres**

**Question No: 2682 / 2012**

[Navin Shah](#)

Which Metropolitan Town Centres in London are served by fully accessible public transport? Please list them.

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

All Metropolitan Town Centres in London are served extensively by bus; a fully accessible fleet of low-floor vehicles, which means that they can be lowered to pavement level when the bus stops and the doors open. Floor-level buses enable all customers, including wheelchair users, people with buggies, people with assistance dogs

and people with other mobility impairments to get on and off easily. All of London's 22,000 Black cabs have accessibility features including ramps for wheelchair users.

There are also currently 66 step free access London Underground stations across London. Current commitments mean that by the end of March 2016, 69 LU stations will be step free, equating to 26 per cent of stations.

Additionally, manual boarding ramps installed for the Olympics will be retained for the next few months while a review of their use is undertaken. Accessible manual boarding ramps, which have helped spectators using wheelchairs travel to the Games by Tube, were well received by customers. The ramps have been used at 16 key London Underground stations where there is a gap between the train and platform, enabling customers using wheelchairs to board trains more easily.

## **TfL staff (1)**

### **Question No: 2683 / 2012**

[Navin Shah](#)

How many staff members (out of the 800 ticket office staff who lost their roles) were paid voluntary severances in February 2011, and what grade were they at?

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

All employees who occupied a position called Station Assistant Multi-Functional have been analysed based on the changes that took place in February 2011. Using data from this month gives a total number of staff of 548.

The number of staff who were paid Voluntary Severance in February 2011 was 40. All 40 staff were operative grade.

The number of staff who were retained in February 2011 was 506. The split of numbers and grades is as follows:

Operative Grade = 495  
Supervisory = 11

The number of staff who retired in February 2011 was two. Both staff were operative grade.

No members of staff were dismissed.

## **TfL staff (2)**

### **Question No: 2684 / 2012**

[Navin Shah](#)

How many of these staff were retained for other jobs and at which grades?

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

Please see my answer to MQ 2683 / 2012.

### **TfL staff (3)**

**Question No: 2685 / 2012**

[Navin Shah](#)

How many of these staff retired and at what grades?

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

Please see my response to MQ 2683 / 2012.

### **TfL staff (4)**

**Question No: 2686 / 2012**

[Navin Shah](#)

How many of these staff were dismissed and at what grades?

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

Please see my response to MQ 2683 / 2012.

### **SNT**

**Question No: 2687 / 2012**

[Navin Shah](#)

Thank you for your response to Q. 2066 / 2012. Has training of these PCSOs started yet, as promised?

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

As advised in my previous response, the training courses commenced this month, on the 24 September.

### **Landlords in London**

**Question No: 2688 / 2012**

[Navin Shah](#)

Further to your response to Q. 2168 / 2012, how successful has your scheme to incentivise landlords by paying Local Housing Allowance direct to those who lower their rents to an affordable level been? How many landlords have lowered their rent?

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

According to the recently published initial findings of the DWP's independent evaluation of the impact of the changes to Local Housing Allowance (LHA), 11 per cent of London LHA landlords stated that they had already reduced rents for tenants in exchange for direct payments and a further 16 per cent said they would consider doing so.

[http://research.dwp.gov.uk/asd/asd5/report\\_abstracts/rr\\_abstracts/rra\\_798.asp](http://research.dwp.gov.uk/asd/asd5/report_abstracts/rr_abstracts/rra_798.asp)

### **Chiltern Services to Sudbury Stations**

**Question No: 2689 / 2012**

[Navin Shah](#)

Following on from your answer to Q. 2171 / 2012, please could I see a copy of your letter to Chiltern Railways?

**Written response from the Mayor**

I wrote to the Managing Director of Chiltern Railways on 17 August 2012. A copy of my letter is attached as **Appendix 2**.

**Manifesto Commitment**

**Question No: 2690 / 2012**

[Navin Shah](#)

Please reconfirm your 2012 manifesto commitment to expand the East London Line to five-carriage trains by 2014, and the projected opening date of your Tramlink extension to Crystal Palace. What are your timescale milestones to extend the DLR from Lewisham, and Tramlink from Beckenham, to meet in Bromley (is that Bromley North station?) to provide your promised outer-London 'orbital rail loop'?

**Written response from the Mayor**

*Officers are drafting a response which will be sent shortly.*

*Written response received 1 October 2012.*

I am of course committed to all my 2012 manifesto commitments.

Work to assess the feasibility of extending the DLR southwards from Lewisham and to identify the best route is also under way. TfL is liaising with the Boroughs of Lewisham and Bromley on route options. TfL has also developed a Tramlink Strategy. Work on detailed expansion and extension options, costs, timescales and engineering issues is continuing.

**Crossrail**

**Question No: 2691 / 2012**

[Navin Shah](#)

Under what timescale might your Crossrail project join up to the West Coast Main Line? Which Crossrail Two route is currently most favoured by you, in the south-west, central London, and north-east? Whether or not Crossrail Two is routed via Euston, are you actively studying connecting the main-line and Underground Euston stations to Euston Square station, which would greatly benefit my constituents, and on what timescale would this be?

**Written response from the Mayor**

This idea has been considered by Network Rail and TfL as part of the HS2 proposals on the basis it could potentially reduce some of the impacts of HS2 at Euston. However, there are no current plans to extend Crossrail to connect with the West Coast mainline.

In October 2011 TfL provided me with a report outlining three possible options for Crossrail 2: a central London-focussed metro option, a regional scheme and the current

safeguarded option. All three include a new station at Euston to facilitate interchange with HS2. I instructed TfL to continue to develop these options and report back to me by the end of 2012 so that a decision on renewing the safeguarding for Crossrail 2 can be made next year. I await this report and will provide more information in the New Year.

In response to my request, HS2 Ltd has now confirmed that there will be a direct underground link between Euston and Euston Square underground stations.

## **Overcrowding at Baker Street**

**Question No: 2692 / 2012**

[Navin Shah](#)

My constituents suffer overcrowding at Baker Street station. Your less-than-perfect attempt to make the station step-free before the Olympics was abandoned. Will you start again, with a more ambitious long-term station improvement strategy? Might that eventually allow a deep-level non-conflicting Metropolitan Line junction to reduce delays, better interchanges between all lines, and more station entrances, where step-free access can be provided now, but is compatible with possible major improvements in later years?

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

In autumn 2009, following the collapse of Metronet and in very challenging financial circumstances it was, very regrettably, necessary to cancel a scheme to provide step-free access to the Circle, Hammersmith & City and Metropolitan lines at Baker Street station. This was in order to ensure that other vital improvements to the Underground network, including the upgrades of signalling and trains to provide extra capacity, could continue to be delivered.

In order to ensure that the available funds are used to the benefit of the maximum numbers of passengers, with respect to its programme of major station upgrades TfL is currently focusing its resources on rebuilding Tottenham Court Road, Bond Street, Paddington, Victoria and Bank stations and there are no current plans for major changes to Baker Street.

TfL will however be undertaking work to refurbish parts of the station in the early part of 2013, including electrical and communication systems. This will reduce the likelihood of these vital systems becoming faulty in the future and therefore reduce related disruption to passengers. I recognise the need to continue to improve the accessibility of the public transport system. The Accessibility Implementation Plan, published in March 2012, indicates potential future schemes which, subject to funding, could achieve further accessibility improvements across London. Any future plans for Baker Street station would need to be considered alongside this and as part of the wider funding case we put together for London's transport network.

More broadly, TfL remains focused on continuing to improve the reliability of the Underground system - there has been a 40 per cent reduction in delays since 2007/08 and I have set a further target of reducing them by a further 30 per cent by 2015.

The upgrade of the Circle, District, Hammersmith & City and Metropolitan lines, which is currently underway, will also significantly reduce delays and provide faster journeys –



thereby improving the experience of passengers using these lines from Baker Street station.

## **Materials of Signage**

**Question No: 2693 / 2012**

[Navin Shah](#)

What disposal method is used for the backing paper and vinyl sheets, currently applied as advertising to a complete London Overground train, and sometimes to large areas of Underground station walls and surfaces? Does that apply to all the Olympic signage as well? Have you studied what are the most environmentally benign materials that you could use, and are you using them?

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

The material used for the advertising wraps applied to the Overground trains and the large areas of Underground stations is a '3M' backing material which cannot be recycled due to the silicon coating. TfL has asked its suppliers to investigate alternatives to this as a matter of urgency. On London Underground stations the paper posters, which make up the majority of CBS Outdoor's advertising materials, are recycled.

When CBS Outdoor updated London Underground's advertising sites, it moved to dry-posting, which means the paper that is removed is able to be recycled. Prior to this wet posting stripping could not be recycled due to contamination by paste.

All Olympic Signage material, and its disposal is in accordance with the LOGOC environmental policy, which can be found on the London 2012 website at: [www.london2012.com/about-us/publications/sustainability](http://www.london2012.com/about-us/publications/sustainability). TfL will ensure that it complies with this policy.

## **Cutting VAT on the Tourism Sector**

**Question No: 2694 / 2012**

[Fiona Twycross](#)

During the Olympics, London showed itself to be both a fantastic venue for the games and a great destination for tourists. Yet, overall, London is losing out to other EU countries. Will the Mayor support the British Hospitality Association's campaign to reduce the current rate of VAT to 5% for hotel accommodation and attractions which would make London more competitive and which major studies show would stimulate growth in this key industry for London? If so, what actions will the Mayor take to lobby government on this issue?

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

I have previously received submissions from the tourism industry regarding this matter and will encourage the Government to continue to be open to and assess the case carefully. European law prevents regions in a single country having different VAT rates for the same good/service, so the decision of what VAT rate to levy on a particular good/service is one for Government.

## **Extent of problem of gangs in London**

**Question No: 2695 / 2012**

[Fiona Twycross](#)

What is the Mayor doing to establish the extent of the problem of gangs in London?

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

The MPS Trident Gang Command is focussing efforts on monitoring the impact of gangs in London. The Trident Gang Command Gang Matrix is used to identify members.

The London Crime Reduction Board Partnership Gang Strategy – which MOPAC is steering – will strengthen alignment of the arrangements of Criminal Justice System partners such as London Probation, the Prison Service and local community safety partnerships to identify and assess the risks associated with gangs in London.

## **Mayoral Term**

**Question No: 2696 / 2012**

[Len Duvall](#)

Can you confirm that you will serve a full mayoral term and will not seek to re-enter Parliament before May 2016.

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

I refer you to MQ 2863/ 2011.

## **Sexual exploitation and gangs in London**

**Question No: 2697 / 2012**

[Fiona Twycross](#)

Is the Mayor aware of the extent of the problem of sexual exploitation of girls and young women by gangs in London and what is the Mayor doing to address the issue?

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

The sexual exploitation of girls and young women by gangs in London is an under-reported problem, which is why I am working with the Met Police to try to determine the potential scale of this issue.

I also await the forthcoming publication of the interim report of the inquiry into child sexual exploitation in gangs and groups by the Office of the Children's Commissioner. This will help inform my understanding of the extent of this problem in London.

MOPAC has started developing a strategic framework for responding to gang associated young women and girls to improve the way local partnerships identify and respond to these issues.

## **Mentoring programme for young black boys**

**Question No: 2698 / 2012**

[Fiona Twycross](#)

Can the Mayor provide an update on the progress of the work being carried out by GLA officers and the University of East London to review a recovery plan for the mentoring programme for young black boys. Is the Mayor confident that the programme is now on track in relation to delivery?

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

A review of my Mentoring Programme has been undertaken and a plan is now in place going forward. We are confident that the programme will achieve my ambition to provide 1,000 mentoring relationships by the end of this Mayoral term.

### **London Living Wage**

#### **Question No: 2699 / 2012**

[Fiona Twycross](#)

Does the Mayor agree that in light of changes to Welfare Benefits, the introduction of the London Living Wage is even more important now than it was previously? What specific actions has the Mayor taken in the past six months to promote more widespread adoption of the London Living Wage?

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

The Living Wage is as important now as ever. I have committed to campaigning to achieve over 250 employers signed up to the Living Wage. I have begun the process of accrediting the GLA Group. Living wage contracts were delivered across the Olympic Park during the Games. My Deputy Mayor Kit Malthouse has met with London Citizens and its Living Wage Foundation to discuss the living wage campaign which overall I support. Finally, I have agreed to launch the new living wage figure on 5 November.

### **Accidents at stations due to access issues**

#### **Question No: 2700 / 2012**

[Fiona Twycross](#)

What accidents have occurred on public transport in London in the past year that can be attributed to issues associated with accessibility, for example parents carrying buggies on stairs? What actions have been taken as a result of any such accidents?

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

Making the transport network more accessible is a key priority for Transport for London and great improvements have been made. The bus network has been operated with easily accessible buses for many years and just prior to the start of the Games, Farringdon became the 66<sup>th</sup> step-free station on the London Underground network.

Over the past year London Underground has recorded 358 accidents involving passengers using crutches, wheelchairs, buggies or heavy luggage. This is obviously a very low proportion in the context that there were 1.17 billion journeys on the Underground network over the same time period.

TfL recently published its detailed implementation plan for accessibility. I will also be communicating my specific plans for the Mayoral term on accessibility in the coming months.

## **MOPAC anti-corruption review**

**Question No: 2701 / 2012**

Fiona Twycross

What is the timescale for the completion of the MOPAC Anti-Corruption Review? What, if any, actions have already been identified as priority areas for improvement?

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

The work of the review team has concluded and the written report is near completion, after which it will be signed off by the Deputy Mayor for Policing. He will then discuss the findings and recommendations with the Commissioner at one of their regular bi-laterals. After this meeting, the review will be formally published.

## **'Know your rights' campaign**

**Question No: 2702 / 2012**

Fiona Twycross

What evaluation of the Know your Rights campaign has been carried out and what were the results of this evaluation? What resources are committed to the campaign and how are these targeted at low income families and in Boroughs with high level of people living on low incomes? How will the success of the campaign be measured?

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

The first part of your question was responded to previously in MQs 1298/2012, 1713/2012 and 2288/2012.

Resources for a future campaign and monitoring and evaluation process have yet to be finalised.

## **Concerns about safety at junctions for cyclists**

**Question No: 2703 / 2012**

Fiona Twycross

Which junctions in London have been identified as in particular need of improvements in relation to safety for cyclists? What plans are there to improve the junctions concerned to make them safer for cyclists and make cyclists feel less vulnerable as a result and, if plans exist, when will any improvements be completed?

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

*Written response received 27/09/2012*

All the latest junction review information, including updates, can be found at [www.tfl.gov.uk/junctionreview](http://www.tfl.gov.uk/junctionreview).

## **School playing fields**

**Question No: 2704 / 2012**

[Fiona Twycross](#)

Given the recent approval of the sale of the playing field at Elliott School, Putney despite local opposition, what is the mayor doing to ensure his stated commitment not to sell off school playing fields is reflected in practice?

**Written response from the Mayor**

Please see my response to MQ 2553/ 2012.

**Olympic boost to employment****Question No: 2705 / 2012**

[Fiona Twycross](#)

What is the Mayor doing to ensure that the recent welcome boost to employment in London apparently due to the Olympics is maintained now that the games have finished?

**Written response from the Mayor**

I will continue to focus on creating the 200,000 jobs I outlined in my manifesto to help maintain the boost to London's employment rate. In addition, I have recently announced the new Day One Support offer that aims to help young people develop the skills they need to gain employment. This will further compliment the ESF Youth programme and Apprenticeships campaign that will offer support to help young people into education, training and/or employment.

**Electric black cab****Question No: 2706 / 2012**

[Fiona Twycross](#)

Now that the prototype of an electric London black cab has been unveiled, what steps will the Mayor take to ensure that a zero-emission taxi fleet will be in service by 2020 in line with his commitment that this will be the case?

**Written response from the Mayor**

TfL and my team are actively engaged with a number of vehicle manufacturers and designers who are working on the development of zero-emission capable taxis.

**Earlsfield Rail Station construction and refurbishment****Question No: 2707 / 2012**

[Fiona Twycross](#)

A constituent has asked me to raise delays to the refurbishment of Earlsfield Rail Station as they have had to endure the inconvenience and disruption of the station works for over a year. The works have not been completed by Summer 2012 as originally planned. What are the reasons for delay and when will the station be fully functioning again?

**Written response from the Mayor**

The works at Earlsfield station are being managed by Network Rail, not TfL.

I have passed your query to Network Rail to reply.

## **Public Mental Health in London**

### **Question No: 2708 / 2012**

[Fiona Twycross](#)

How much money will be spent by the GLA on public mental health in London in 2012/2013 and what proportion of the GLA's public health budget does this constitute?

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

Please see my response to MQ 1553/ 2012

## **Public Mental Health in London**

### **Question No: 2709 / 2012**

[Fiona Twycross](#)

Will the mayor be publishing a plan for public mental health in London and if so, when will this plan be published?

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

I'm not a provider of health services in the capital, as you know, but I believe that mental health is an important issue in London and have highlighted it as such through my Health Inequalities Strategy. My health team are currently working with stakeholders to determine the nature and scope of work in this area, and how this will fit with wider public health priorities across London.

## **Thameslink - through trains**

### **Question No: 2710 / 2012**

[Fiona Twycross](#)

In light of the recent consultation on the combined Thameslink, Southern and Great Northern franchise, what is the mayor doing to protect through trains on the Wimbledon Loop?

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

TfL's response to the DfT's public consultation on the combined Thameslink, Southern and Great Northern franchise renewal says that:

*It would be unacceptable for through Thameslink services on the Wimbledon Loop to be curtailed at Blackfriars [from 2018] without substantial mitigation, such as an increase in service frequency and serious consideration of some services continuing as through services.*

It goes on to say that this mitigation should take the form of an increase in frequency and/or provision of, for example, a 2 tph through Wimbledon Loop service at the expense of a 2 tph through service from south east London as long as there is not a substantial adverse impact on reliability or overall capacity. The increase in frequency would provide 4 tph in both directions around the Wimbledon Loop. This would result in a significantly greater usage of these services as a result of the move towards a turn-up-and-go frequency.

## **London Metropolitan University**

**Question No: 2711 / 2012**

[Fiona Twycross](#)

In view of the importance of income to the London economy from international students to London, what is the mayor doing to ensure that innocent students are not deported as a result of the UKBA decision to revoke London Metropolitan University's licence to sponsor international non-EU students?

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

Please see my response to MQ 2333 / 2102.

## **Olympic Park Community Land Trust (1)**

**Question No: 2712 / 2012**

[John Biggs](#)

What plans do you and the London Legacy Development Corporation have in place to ensure that any Community Land Trust on the Olympic Park site is owned by local people, and does not take the form of a "government land trust"?

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

The Legacy Corporation has commissioned a set-up strategy and implementation plan for a potential Community Land Trust as a pilot for its first development on the Park in Chobham Manor. The potential model for a Community Land Trust is under development, but whatever form it takes, it will be a community organisation that will deliver permanently affordable housing. If successful, the pilot model could be rolled out in other developments across the Park.

## **Olympic Park Community Land Trust (2)**

**Question No: 2713 / 2012**

[John Biggs](#)

With whom will the freehold of any potential Community Land Trust on the Olympic Park site ultimately reside?

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

At present the intention is for the Legacy Corporation to retain the freehold of publicly owned land, with a potential Community Land Trust taking a long leasehold.

## **Olympic Park Community Land Trust (3)**

**Question No: 2714 / 2012**

[John Biggs](#)

As Mayor do you recognise the inherent benefits of an 'organic' Community Land Trust - created and run by local people, such as at St Clements - as opposed to a 'captive Community Land Trust', set up and run by a municipal body, the likes of which have been unsuccessful elsewhere in delivering the full potential of community-led regeneration?

**Written response from the Mayor**

This is something that is currently being considered as part of the set-up work under commission for a potential Community Land Trust in the Olympic Park.

**Evaluation of RE:NEW****Question No: 2715 / 2012**

[Murad Qureshi](#)

When will you publish an evaluation of your RE:NEW home energy efficiency scheme?

**Written response from the Mayor**

We will publish an evaluation of the RE:NEW home energy efficiency programme in November.

**RE:FIT scheme****Question No: 2716 / 2012**

[Murad Qureshi](#)

How many GLA buildings have been retrofitted under your RE:FIT scheme? Please break this down by GLA family member.

How many of these were completed during your first term in office?

**Written response from the Mayor**

Retrofits have been completed on 52 of the GLA buildings through the RE:FIT scheme during my first term in office. 20 buildings from London Fire & Emergency Planning Authority, 10 from Metropolitan Police and 22 from Transport for London.

In addition to this, a further 13 LFEP fire stations currently have retrofitting works underway.

The Metropolitan Police Service and Transport for London are both looking to retrofit further buildings across their estate through RE:FIT. MPS has identified 7 potential buildings and TfL has identified 13 additional buildings to date.

This is a total of 85 GLA Group buildings, and discussions are underway across the GLA Group to identify further opportunities.

**Felling & pruning trees at nesting time**



**Question No: 2717 / 2012**

Murad Qureshi

As you are aware, it is an offence against The Wildlife and Countryside Act 1981 (amended 2000) to take, damage or destroy the nest of any wild bird while it is in use or being built.

What is TfL's policy with regard pruning or removing trees on TfL land, on red routes or at franchise stations like the London Overground?

**Written response from the Mayor**

TfL's Health, Safety and Environment policy commits TfL to complying with the spirit and letter of environmental legislation, including the Wildlife and Countryside Act.

The approach is to plan for work to take place outside the bird nesting season. On the rare occasions where specific trees and other vegetation have to be managed within the season for safety reasons, appropriate advice is sought from competent ecologists to minimise disturbance.

Network Rail is responsible for vegetation management on most of the London Overground (LO) network because Network Rail owns and maintains the infrastructure. Where TfL does manage the London Overground infrastructure on the East London Line, TfL's Infrastructure Maintainer controls line-side vegetation in accordance with Network Rail's Standard for Maintenance of Line-side Vegetation.

Further details on TfL's approach to track side vegetation management are available in the London Assembly's January 2012 Report 'On the Right Lines? Vegetation management on London's Railway Embankments'. This can be viewed at: <http://www.london.gov.uk/moderngov/mgConvert2PDF.aspx?ID=7843>

**Diesel vehicles and cancer****Question No: 2718 / 2012**

Murad Qureshi

In answer to MQ 1894 / 2012 you advised that diesel cars have gone from 6.9% of London's fleet in 2000 to 21.7% in 2011.

Given this % increase and the WHO's reclassification of the harmful effects of diesel, do you have any plans to restrict or reduce the number of diesel cars in London?

**Written response from the Mayor**

*Written response received 27/09/2012*

Please see my answer to MQ 1994/ 2012 and oral MQ 2395/ 2012.

**Biofuels****Question No: 2719 / 2012**

Murad Qureshi

Following the removal of the duty exemption for biofuels - and given the lack of a price

floor for Renewable Transport Fuel Certificates - what assessment have you made of the implications of the closure of the few remaining companies currently recycling London's used catering oil into biodiesel? Have you or your team had any discussions on this issue with the Department for Transport or HMT?

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

My officers have spoken to Government officials and have assured me that, as a result of the decision to award two Renewable Transport Fuel Certificates (RTFCs) per litre of waste derived biofuel versus one RTFC for non waste derived biofuel, this will support the production of highly sustainable biofuel. As with any market, there will be fluctuations but Government has assured my officers that it will continue to monitor the market to understand the impacts.

My focus now is on stimulating the market for biodiesel in London and this has started with a 12 month trial of a 30 per cent blend in existing Dial-a-Ride vehicles. Once the trial has concluded I will discuss further options with TfL.

## **Barclays Sponsorship**

**Question No: 2720 / 2012**

[Murad Qureshi](#)

In the wake of Barclay's £290 million fine in June for attempting to manipulate the global rate of interest, the resignation of its then Chief Executive Bob Diamond and the ongoing controversy about some of its business practices; do you believe that Barclays remains a suitable sponsor for the bike hire scheme in London?

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

Please see my answer to MQ 2448 /2012.

## **F1 Grand Prix**

**Question No: 2721 / 2012**

[Murad Qureshi](#)

Do you support the idea of a London Grand Prix and if so, do you have any preferred routes for this to follow?

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

F1 is a fantastic event that I am sure any city would feel privileged to host. Following the success of the London 2012 Games I am positive that London would do a spectacular job of holding a London Grand Prix. However, at present this remains merely an idea and it is impossible to say what the impact might be without detailed planning and research.

## **Tube map with toilet signs**

**Question No: 2722 / 2012**

[Murad Qureshi](#)

How much would it cost to show stations with toilet facilities on the tube map in the same way that step free stations are highlighted?

**Written response from the Mayor**

The cost to include this on the Tube map would be minimal. However we do not include it on the large map as this information is already included on the pocket Tube map. This means that customers have a map they can keep with them while travelling on the network.

**MOPAC staff resignation**

**Question No: 2723 / 2012**

[Murad Qureshi](#)

Were there any cost implications to the taxpayer for ending the contract of the former Chief Executive of MOPAC Catherine Crawford and her deputy Jane Harewood?

**Written response from the Mayor**

Yes.

**Policing outside the Ecuadorian embassy**

**Question No: 2724 / 2012**

[Murad Qureshi](#)

On average, how many police officers are stationed outside the Ecuadorian Embassy during the ongoing Assange case and what number has this peaked to?

**Written response from the Mayor**

*Officers are drafting a response which will be sent shortly.*

Written response received on 8 November 2012.

Operational deployments change frequently, and the Metropolitan Police has not been able to provide a detailed daily breakdown or running total of the number of police officers deployed at the Ecuadorian Embassy.

**Cost of policing outside the Ecuadorian embassy (1)**

**Question No: 2725 / 2012**

[Murad Qureshi](#)

Since Julian Assange took up residence in the Ecuadorian Embassy, how much has it cost the Metropolitan Police Service so far to police outside these premises?

**Written response from the Mayor**

The overall cost of policing the Ecuadorean Embassy between 19 June and 10 Sept is currently estimated to be £905,000.

## **Cost of policing outside the Ecuadorian embassy (2)**

**Question No: 2726 / 2012**

[Murad Qureshi](#)

What is the average cost of maintaining the current police presence outside the Ecuadorian Embassy broken down both by daily cost and weekly cost?

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

Levels of resources at the Ecuadorian Embassy have varied on a daily basis since Mr Assange entered the Embassy on 20th June and have been influenced by a number of factors, including the level of public protest and media attention at the location. A detailed summary of costs is not available at the present time.

## **Cost of policing outside the Ecuadorian embassy (3)**

**Question No: 2727 / 2012**

[Murad Qureshi](#)

Given that essentially, the Assange case is a diplomatic affair for the Foreign and Commonwealth Office (FCO) to resolve, have you, or will you consider holding any discussions with the FCO about reimbursing the Metropolitan Police for the cost of policing around the Ecuadorian Embassy in recent months?

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

To date no discussions have been had with the Foreign and Commonwealth Office as a detailed summary of costs is not available at the present time.

## **Policing at football matches (1)**

**Question No: 2728 / 2012**

[Murad Qureshi](#)

Who currently pays for policing on match days which is provided outside of football stadiums on any grounds which are not owned, leased or in the control of the football club in question, but which are within the vicinity of the stadium?

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

The MPS currently meets the cost of the policing on match days outside of football stadiums on land which is not owned, leased or on the control of football clubs as it is viewed as core policing and not special police services pursuant to Section 25 of the Police Act 1996.

## **Policing at football matches (2)**

**Question No: 2729 / 2012**

[Murad Qureshi](#)

Following the recent High Court decision in the test case of Leeds United Football Club Ltd v Chief Constable of West Yorkshire Police, how will policing outside of football

stadiums on match days be affected?

**Written response from the Mayor**

The MPS's position on the policing on match days outside of football stadiums on land within the vicinity of the stadium which is not owned, leased or in the control of the football clubs, is that this is core policing and not special police services pursuant to Section 25 of the Police Act 1996. Therefore the recent judgement is not considered an issue. The MPS will continue to only charge for policing on land owned or controlled by the football clubs.

**Policing at football matches (3)**

**Question No: 2730 / 2012**

[Murad Qureshi](#)

In light of the recent High Court decision in the test case of Leeds United Football Club Ltd v Chief Constable of West Yorkshire Police MET, and given that West Yorkshire Police will now refund Leeds United approximately £1million for the contested costs the club have incurred over the last three seasons, have you considered the extend of potential claims against the MET by the six London premiership football clubs?

**Written response from the Mayor**

The MPS's position on the policing on match days outside of football stadiums on land within the vicinity of the stadium which is not owned, leased or in the control of the football clubs, is that it is core policing and not special police services pursuant to Section 25 of the Police Act 1996. It has therefore not charged football clubs for the policing outside the ground and do not expect claims from the six London Premiership football clubs in light of the Leeds United v West Yorkshire Police High Court ruling.

**London House costs during the Olympics and Paralympics (1)**

**Question No: 2731 / 2012**

[Murad Qureshi](#)

How much did it cost to dress City Hall as London House during the Olympic and Paralympics games?

**Written response from the Mayor**

We are awaiting final costs from contractors but an estimate of total costs of dressing City Hall is £250k, including contractors project management, design work, installation and removal.

**London House costs during the Olympics and Paralympics (2)**

**Question No: 2732 / 2012**

[Murad Qureshi](#)

Do you know how many visits were made to City Hall during London House outside of the planned events?

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

City Hall was used by Potters Field performers and for a limited number of business as usual meetings during Games time. Daily data from the security gate is not retained; the monthly total of guests passing through security for August was 10,967.

### **Thames Estuary Airport promotion at London House (1)**

**Question No: 2733 / 2012**

[Murad Qureshi](#)

How much was spent on promoting the concept of an airport in the Thames Estuary airport at London House?

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

The estimated cost of the graphic of the proposed Thames Estuary airport on the temporary wall on the Lower Ground Floor is £870.

### **Thames Estuary Airport promotion at London House (2)**

**Question No: 2734 / 2012**

[Murad Qureshi](#)

Did the promotion of an airport in the Thames Estuary airport at London House generate any interest or positive ideas for funding the idea and if so from whom?

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

Guests were encouraged to visit the Land and Property exhibition during London House to see the range of investment opportunities in London and investors and developers were invited to events. We have not received specific feedback on the Thames Estuary airport.

### **Royal Parks – Number of crimes per park (1)**

**Question No: 2735 / 2012**

[Murad Qureshi](#)

Following on from your response to my question 2211/2012 which lists total reported crimes for the period 2000–2003 in the Royal Parks, can you provide a further breakdown of those figures listing the number of reported crimes per park for each of those years?

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

The total reported crime figures for the period 2000–2003 in the Royal Parks were obtained from hardcopy archives of the Royal Parks Constabulary Chief Officer's Annual Reports. The reports do not breakdown the total figures into figures per park for each of those years so that level of detail is not available.

### **Royal Parks - Number of crimes per park (2)**

**Question No: 2736 / 2012**

Murad Qureshi

Following on from your response to my question 2212/2012 which lists by calendar year reported crimes in the Royal Parks for the period the 1st of April 2004 to the 31st of May 2012, can you provide a further breakdown of those figures listing the number of reported crimes per park in each of those years?

**Written response from the Mayor**

Year	Hyde Park	Regents Park	Richmond Park	St James's Park	Greenwich Park	Bushy Park	Grand Total
2004	123	50	11	33	12	3	232*
2005	353	243	32	178	79	32	917
2006	599	311	46	302	131	31	1420
2007	683	291	52	426	253	24	1729
2008	770	259	60	493	256	26	1864
2009	703	282	38	608	216	42	1889
2010	651	229	71	606	101	68	1726
2011	1047	296	86	674	184	82	2369
2012	269	99	48	157	82	23	678**
<b>Grand Total</b>	<b>5198</b>	<b>2060</b>	<b>444</b>	<b>3477</b>	<b>1314</b>	<b>331</b>	<b>12824</b>

(Source: MPS CRIS database, data includes only those reports which have either been 'D' Detected or 'U' Undetected. All crime related incidents or reports that have been no crimed have been excluded.)

\* This covers the period 01/04/2004 – 31/12/2004

\*\* This covers the period 01/01/2012 – 31/05/2012

**Royal Parks – Type of crime per park (1)****Question No: 2737 / 2012**

Murad Qureshi

Following on from your response to my question 2211/2012 which lists total reported crimes for the period 2000-2003 in the Royal Parks, can you provide a further breakdown of those figures listing the types of crime reported per park for each of those years?

**Written response from the Mayor**

As noted in the reply to MQ 2735/12, the total reported crime figures for the period 2000-2003 in the Royal Parks were obtained from hardcopy archives of the Royal Parks Constabulary Chief Officer's Annual Reports. Those reports do not breakdown the total figures into figures per park for each of those years.

However, the types of crimes reported for the period 2000-2003 across the whole of the Royal Parks were as follows:

	2000/2001	2001/2002	2002/2003
<b>VIOLENCE AGAINST THE PERSON</b>			

Serious assault	12	17	8
Common assault	47	23	25
Police assault	3	1	1
Other	12	6	7
<b>SEXUAL OFFENCES</b>			
Rape	1	Nil	Nil
Indecent assault	11	5	5
Indecent exposure	7	7	4
Other indecency offences	1	Nil	5
<b>CRIMINAL DAMAGE</b>			
Arson	1	3	3
Criminal Damage	59	62	61
<b>MOTOR VEHICLE/CYCLE OFFENCES</b>			
Theft of motor vehicles	16	3	5
Theft from motor vehicles	54	80	50
Criminal damage to motor vehicles	19	Nil	Nil
Interference with motor vehicles	Nil	7	3
Theft of pedal cycles	Nil	8	4
<b>THEFT ACT OFFENCES</b>			
Burglary	33	35	33
Robbery	33	38	33
Theft person (snatch/ pickpocket)	137	19	44
Going equipped	Nil	4	1
Other Theft Act offences	105	140	135
<b>PUBLIC DISORDER OFFENCES</b>	7	6	8
<b>FRAUD/FORGERY</b>	Nil	2	2
<b>DRUG OFFENCES</b>			
Trafficking in controlled drugs	Nil	4	2
Possession of controlled drugs	44	20	26
<b>FIREARMS OFFENCES</b>	1	Nil	Nil
<b>TOTAL REPORTED CRIME</b>	<b>603</b>	<b>490</b>	<b>465</b>

## Royal Parks – Type of crime per park (2)

**Question No: 2738 / 2012**

Murad Qureshi

Following on from your response to my question 2212/2012 which lists by calendar year reported crimes in the Royal Parks for the period the 1st of April 2004 to the 31st of May 2012, can you provide a further breakdown of those figures listing the types of crimes reported per park in each of those years?

### Written response from the Mayor

Please find attached in **Appendix 3** all the tables of crimes in the Royal Park broken down by year, park and types of crime.

2004 figures run from 01/04/2004 to 31/12/2004. The 2012 figures run from 01/01/2012 to 31/05/2012.



Please note that the 2012 total provided in the previous MQ response (2212/2012) was January 2012 to March 2012 figures instead of January 2012 to May 2012 as previously stated. For this reason the numbers below may differ from those given in MQ 2212/2012.

## **Playing fields**

**Question No: 2739 / 2012**

[Murad Qureshi](#)

Do you support the comments made recently by Lord Moynihan about private schools sharing their sports facilities with state primaries in return for the £100m-a-year tax breaks they enjoy through their charitable status? If yes, what steps will you take to promote this practice?

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

I believe that private schools should ensure that their facilities are as accessible to the wider community as is practicable. My Sports Commissioner Kate Hoey has made this point strongly on many occasions and I have asked her to push the case once again in the months ahead.

## **Empty homes in Central London impact on house prices**

**Question No: 2740 / 2012**

[Murad Qureshi](#)

Last year alone, there was an estimated £5.2 billion worth of property in Central London purchased by foreign investors (up from £3 billion in 2010). One of the side effects of this trend is rising prices at the top of the market with consequent knock-on effects further down the property chain in pricing out resident Londoners. Are you worried about this trend and its affects and what if any steps are you taking to redress this problem?

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

It is not within my statutory powers to determine to whom private vendors choose to sell their homes on the open market. However, the majority of the homes to which you refer become private rented housing, occupied by Londoners.

## **Concrete balls at bus stops near Westfield Shepherds Bush**

**Question No: 2741 / 2012**

[Murad Qureshi](#)

Concrete balls (presumably in the name of art?) have been placed in front of bus stops near Westfield shopping centre in Shepherds Bush located just at the point where the bus doors stop, clearly preventing the use of a ramp. This is an obvious danger for disabled passengers attempting to use the bus service. Who is responsible for placing the balls there and why and when will they be removed?

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

TfL had no involvement in their placement or knowledge of who placed them there. It is liaising with borough officers and Westfield site management to ensure they are moved without delay and not placed in the immediate vicinity of bus stops again.

## **Manifesto Commitment - Special Constables**

### **Question No: 2742 / 2012**

[Joanne McCartney](#)

Please answer both parts of this question:

- 1) When do you intend to offer London's Special Constables a 50% rebate on the Mayor's share of their council tax as promised in your manifesto?
- 2) How much progress have you made in encouraging Boroughs to match this pledge?

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

Proposals are currently being developed to ensure the manifesto commitment is met as soon as practically possible.

## **Manifesto Commitment - Special Constables (2)**

### **Question No: 2743 / 2012**

[Joanne McCartney](#)

In your manifesto you committed to doubling the number of Special Constables to 10,000, do you have a date for when you intend to reach this number?

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

The policing requirement is being refined through the development of the Met Change Local Policing Model. Further work will be undertaken through this programme to deliver my commitment to move to 10,000 special constables in support of the regular force by the end of this Mayoral term.

## **Manifesto Commitment - Compulsory Sobriety**

### **Question No: 2744 / 2012**

[Joanne McCartney](#)

What progress have you made on your manifesto pledge to introduce 'compulsory sobriety' for drunken offenders?

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

Tremendous progress has been made on the alcohol sobriety scheme. I successfully lobbied Government for the necessary legislative change to allow for the testing for alcohol of offenders who have been convicted of violent offences where alcohol has played a part. This is now part of the Legal Aid, and Sentencing and Punishment of Offenders Act.

The Deputy Mayor for Policing and Crime and his officials at MOPAC are now working with Government and partners in the criminal justice system to develop a pilot to test

the concept. The London site for this pilot will be Croydon and Sutton. The pilot is expected to commence in the New Year.

### **Housing Allocations (1)**

**Question No: 2745 / 2012**

[John Biggs](#)

Following the Greater London Authority's acquisition of nomination rights over 10 per cent of the affordable housing units on the Athletes' Village, will you be seeking similar nomination rights in the future on other developments?

**Written response from the Mayor**

Yes.

### **Housing Allocations (2)**

**Question No: 2746 / 2012**

[John Biggs](#)

Please list all developments on which you, as Mayor, hold or is seeking nomination rights.

**Written response from the Mayor**

I have nomination rights on some East Village homes and all and Seaside & Country Homes. Currently, I am not actively seeking nomination rights on any other developments.

### **Housing Allocations (3)**

**Question No: 2747 / 2012**

[John Biggs](#)

Under what circumstances would it be appropriate for you, as Mayor, to seek nomination rights on future housing developments?

**Written response from the Mayor**

When there is a clear strategic case to do so.

### **Hampstead Police Station**

**Question No: 2748 / 2012**

[Andrew Dismore](#)

In your response to question 1967/2012 you stated "The MPS have undertaken extensive consultation on front counters as part of their review of public access and any changes will need to be approved by MOPAC."

Will you share with me the report and the results of the extensive consultation you had with the local community in Camden regarding the closure of Hampstead Police Station?

**Written response from the Mayor**

I am unable to share the document at the present time. The document summarising the results is extremely lengthy and contains personal information.

## **Current Account Charges**

**Question No: 2749 / 2012**

[Jennette Arnold](#)

Following recent press reports about the potential introduction of charges for current accounts will you use your offices to argue against such a change that would adversely impact on less affluent savers in constituencies like my own?

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

I am not aware that any bank has announced plans for such charges.

## **Support for Tech City (1)**

**Question No: 2750 / 2012**

[Jennette Arnold](#)

In your manifesto you state that by the end of 2011 London & Partners had helped 130 new tech firms set up in London, creating more than 1,300 jobs. Please provide a breakdown of a.) the names of the 130 firms, b.) the nature of the assistance they received, c.) How many people each firm employs?

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

As my promotional and economic development organisation, London & Partners helps foreign owned companies to understand how London can play a role in the development and delivery of their international business plans and so create economic growth and jobs for Londoners. In doing so, London & Partners provides a range of services, for example the provision of business intelligence and comparative data about other global cities and, through its network of commercial partners, advice on business critical issues such as legal structure, accountancy, employment law, recruitment of staff and securing the right business and residential property. A key element of the London & Partners value proposition to business is that the services are delivered on a confidential basis. London & Partners cannot therefore make public the details of its clients nor their business plans. However London & Partners would be happy to meet you privately and explain their work in more detail.

## **Support for Tech City (2)**

**Question No: 2751 / 2012**

[Jennette Arnold](#)

On page 25 of your manifesto you refer to your "digital strategy" which you claim includes a plan for "ultra fast broadband".

When was this strategy published and where can I obtain a copy?

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

I have a range of developing strategies that relate to the digital economy including the Dashboard, Vision 2020, Economic Development Strategy, Wifi London, Datastore, and Superfastbroadband.

### **Support for Tech City (3)**

**Question No: 2752 / 2012**

[Jennette Arnold](#)

On what date was the last meeting of the Mayor's Digital Advisory Board held and are there any plans for it to be re-established?

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

No meetings have been held since the election mainly because of the Olympics and Paralympics taking priority. I will continue to take professional advice regarding London's digital economy and am considering the options regarding how best to do this. Consequently, no decisions regarding the board have yet been taken.

### **Tale of Tech City Report**

**Question No: 2753 / 2012**

[Jennette Arnold](#)

Do you agree with the conclusion of the Tale of Tech City report, published by the Centre for London that the Tech City Investment Organisation (TCIO) should develop a broader remit that focuses more heavily on SME and start up support?

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

Not necessarily. I agree that such support is needed, but it is not necessarily for TCIO to provide that support.

### **Tech City Investment Organisation**

**Question No: 2754 / 2012**

[Jennette Arnold](#)

Please provide an update on the status of your negotiations with Central Government on plans to fold the Tech City Investment Organisation and its associated budget into London & Partners.

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

Following discussions, the Government is currently not minded to fold TCIO into London and Partners; consequently we will be working to ensure that our excellent partnership with TCIO that has delivered thousands of jobs and hundreds of firms to the area continues and that the whole of London benefits from the rolling digital revolution.

### **Cycle Hire Scheme**

**Question No: 2755 / 2012**

[Jennette Arnold](#)

Are there any plans to expand the cycle hire scheme further and install docking stations near Dalston Junction and Haggerston Stations?

**Written response from the Mayor**

The TfL Cycle Hire team is currently developing proposals for a southern and south-western expansion of the existing scheme, as I requested in July 2010. However, I view the scheme as an expanding programme, subject to operational considerations, topography and available funding.

## **Supporting the Co-operative Economy in London**

**Question No: 2756 / 2012**

[Jennette Arnold](#)

Following the Publication of Co-ops UK's Annual Economic Review which showed that the Co-operative economy grew by 1.5% in 2011 compared to overall UK economic growth of 0.7% last year, will the mayor confirm the following:

1. What specific action will you be taking to support the growth of London's co-operative economy in 2012/2013?
2. Please list all meetings you have had with representatives from the co-operative movement and business leaders from the sector since you assumed office in 2008.
3. In your manifesto you pledged to lobby central government on behalf of London. Given the growth in the co-operative economy that this report so clearly demonstrates will you commit to lobby central government for the extra funding and support that will allow the sector to continue to flourish?

**Written response from the Mayor**

I remain committed to supporting London's economic growth in every sector of its economy. As such, I do not have any plans to single out the co-operative economy for action in 2012/13 or to lobby for this sector to receive additional funding from central Government. In line with this approach I have met with a range of business leaders from all sorts of different sectors during my time in office without categorising them as co-operative business leaders or otherwise.

## **MOPAC Contracts**

**Question No: 2757 / 2012**

[Jennette Arnold](#)

Will you be bringing forward changes to MOPAC contracts, under which all employees of contractors and sub-contractors will be paid the London Living Wage from 2014, to an earlier date?

**Written response from the Mayor**

All employees of MOPAC contractors living in London are paid the London living wage.

The London living wage will be included for sub contractors in future contracts and will be implemented as and when the new contracts start.

## **Affordable Housing (1)**

**Question No: 2758 / 2012**

[Nicky Gavron](#)

How many of the 55,000 affordable homes you promise to deliver during the 2011-15 affordable housing programme have been granted planning permission?

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

A total of 32,077 affordable homes to be delivered during 2011-15 has been granted planning permission and represents 60 per cent of the applicable programme. This is an increase of 17 per cent compared to the previous programme where just 43 per cent was granted planning consent at the end of the first year of delivery.

## **Affordable Housing (2)**

**Question No: 2759 / 2012**

[Nicky Gavron](#)

Please provide the most up to date figures of housing starts and completions funded through the 2011-15 affordable housing programme, broken down on a quarterly basis.

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

In line with national reporting by the HCA and DCLG, I will be reporting on starts and completions in the Affordable Housing Programme at the end of the financial year.

## **Affordable Housing (3)**

**Question No: 2760 / 2012**

[Nicky Gavron](#)

The Draft Housing Strategy said “the Mayor will develop proposals for onward funding of affordable housing after the end of the 2011-15 spending round”. Given the urgency of the issue, when will you publish your proposals?

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

This is part of an ongoing process of engagement and dialogue with Government and other partners, and proposals will be published in due course.

## **Pan-London Mobility Scheme**

**Question No: 2761 / 2012**

[Nicky Gavron](#)

The pan-London mobility scheme was launched in May. How many households have moved through this scheme so far?

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

As at 11 September, 18 households had moved through the scheme, a further 38 properties were in the lettings process, and around 1,700 households had applied.

## **Gypsies and Travellers**

**Question No: 2762 / 2012**

[Nicky Gavron](#)

Will the Mayor monitor the number of pitches being brought forward by boroughs for gypsies and travellers through the London Plan Annual Monitoring Report?

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

The London Plan Annual Monitoring Report (Report 8, paragraph 4.32) already monitors this issue.

## **London Rental Standard**

**Question No: 2763 / 2012**

[Nicky Gavron](#)

When will the consultation document for the London Rental Standard be published?

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

Please see my response to MQ 2649 / 2012.

## **Montague Report**

**Question No: 2764 / 2012**

[Nicky Gavron](#)

Which aspects of the Montague Report does the Mayor support? Will the Mayor be adopting any of the recommendations?

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

Please see my response to MQ 2649 / 2012. This will include my response to the Montague Report.

## **Homes for London**

**Question No: 2765 / 2012**

[Nicky Gavron](#)

Is Homes for London an advisory body or a decision making body? If the latter, who is legally responsible for making the decisions?

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

The ultimate statutory responsibility for formal decision making on GLA activities rests with the Mayor.

For further information about the remit of the Board please see its terms of reference at: <http://www.london.gov.uk/homesforlondon>.

## **Work Programme**

**Question No: 2766 / 2012**



[Nicky Gavron](#)

What, if any, is the Mayor's role in delivering the Government's Work Programme?

**Written response from the Mayor**

I have no role in the delivery of the Government's Work Programme.

**Foreign Workers**

**Question No: 2767 / 2012**

[Nicky Gavron](#)

On 7 May 2012 the Guardian reported that the Mayor had set out plans "to investigate why young Londoners are "losing out" to foreign nationals in the jobs market". What progress has been made?

**Written response from the Mayor**

To understand why a large number of Londoners are currently not able to compete successfully I announced in the Telegraph my intention to commission further work through his Education Inquiry, led by Munira Mirza, Deputy Mayor for Education and Culture, to further focus on why young Londoners are not getting the jobs they need.

Additionally I have asked my business led London Enterprise Panel (LEP) to explore how the Greater London Authority working with stakeholders can enable Londoners of all ages to compete successfully with both international and domestic migrants for employment opportunities. The LEP have recently commissioned a number of research and LMI reports which will provide evidence to support the LEP's strategy in relation to this area going forward.

**5-13 Roseberry Place**

**Question No: 2768 / 2012**

[Nicky Gavron](#)

How many affordable housing units will be on this site? Please break down by tenure.

**Written response from the Mayor**

The planning permission and Section 106 agreement for this site secure ten affordable housing units, comprising six intermediate and four social rented units.

**School Sports Fields**

**Question No: 2769 / 2012**

[Nicky Gavron](#)

How many planning applications have been approved under your mayoralty for development on school sports fields? Please provide a breakdown by year and site.

**Written response from the Mayor**

The London Development database does not collect information relating specifically to school playing fields, so I am unable to provide the information you have asked for.

## **Red Tape Challenge**

**Question No: 2770 / 2012**

[Nicky Gavron](#)

Did the Mayor respond to the Government's 'red tape challenge'? If so, please provide the document.

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

I fully support the Government's Red Tape Challenge with its aim of reducing the regulatory burden placed on the private and voluntary sectors. The Challenge is aimed at gathering companies' and individuals' experience with red tape; therefore the GLA has not made a written submission. However, I have made many other representations to Government on the need to reduce red tape and create a freer environment for businesses to operate. I have raised it in ministerial meetings and I am contributing to the Heseltine Review on pro-growth policies. My Deputy Mayor Kit Malthouse has met with several BIS Ministers to make the same point. I have also ensured the GLA does its bit to reduce red tape, for example through the simplification of the planning process.

## **Rough sleeping**

**Question No: 2771 / 2012**

[Nicky Gavron](#)

Currently, the GLA Budget outlines £28.5 million of spending on rough sleeping services. This is £5.3 million short of the full £33.8 million that was devolved to you by the government. The Mayor has said the full £33.8 million would be outlined in the new Housing and Land Directorate's business plan. Has this now been published?

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

The business plan will be published shortly.

## **Empty Properties**

**Question No: 2772 / 2012**

[Nicky Gavron](#)

Does the Mayor support proposals to sell of expensive council properties, as proposed by Policy Exchange?

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

It is a matter for landlords to manage their assets.

## **Empty Homes**

**Question No: 2773 / 2012**

[Nicky Gavron](#)

What progress is the Mayor making in bringing empty homes back into use in the private sector?

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

In February 2012 £15.6 million was allocated in London to bring back into use 1,124 empty homes. This is in addition to the £60 million allocated in the last investment round.

### **North London Waste Plan**

#### **Question No: 2774 / 2012**

[Joanne McCartney](#)

Now that the Planning Inspector has declared the North London Waste Plan to be unsound, what action will you take to ensure that any future plan listens to local residents and does not include the controversial and unpopular proposal for a waste management facility at Pinkham Way in my constituency?

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

The Inspector's report following the EiP into the Haringey core strategy is expected soon and this will establish whether the Pinkham Way site has an employment site designation and is therefore suitable as a waste use.

Future drafts of the North London Waste Plan will be consulted on and local residents will have another opportunity to object to the site designation. I will of course take these views into account when responding to consultations on the Waste Plan.

### **School Places Crisis**

#### **Question No: 2775 / 2012**

[Joanne McCartney](#)

London councils is now estimating that there will be a shortfall of 90,000 school places in London by 2016. What discussions have you had with government about this crisis? What are you doing to find a solution to this crisis?

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

Along with Cllr Steve Reed I have previously met with the Secretary of State for Education to secure additional resources for London in this area. My Education Inquiry Panel is currently analysing the evidence and ideas towards solutions to school places shortages. On 11 September, my Deputy Mayor for Education and Culture met with Cllr Reed as Executive Member for Children at London Councils to discuss what more might be done in partnership with the boroughs, developers, free schools and others to help tackle this issue in the context of the Inquiry's emerging recommendations. In my response to the Panel's Final Report next month, I shall set out how I see the GLA playing a stronger role in this area alongside Government and the boroughs, including increasing free schools' role in meeting the most acute needs for more school places.

### **School Places Data**

#### **Question No: 2776 / 2012**

[Joanne McCartney](#)

Why were recent estimates of required school places provided by the GLA to London Boroughs been so wrong?

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

To the best of our knowledge, there is nothing wrong with the GLA's latest set of schools rolls projections. Not one of the 25 boroughs using the service has fed back concerns suggesting inaccuracy on our part. The projections service is a collaborative, iterative process, with boroughs providing feedback on the initial projections produced by the GLA, drawing as they can on their more detailed knowledge of local factors.

## **Public Health**

### **Question No: 2777 / 2012**

[Joanne McCartney](#)

What representations have you made to government to ensure that sufficient and uplifted funding is provided to London's local authorities to ensure they can meet their obligations under their new public health duty?

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

I have written with the Chair of London Councils to the Secretary of State for Health to raise our joint concerns about the interim recommendations on the public health formula from the Advisory Committee on Resource Allocation (ACRA). I have also assisted London Councils in a more detailed response to the consultation on ACRA's interim recommendations. I would be happy to share the letter with you should you wish to have a copy.

## **Child Poverty**

### **Question No: 2778 / 2012**

[Joanne McCartney](#)

What representations have you made to Government regarding the proposed Universal Credit which it is estimated will make a significant number of London families financially worse off, particularly those with children, thereby placing many more children in poverty.

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

I continue to have a constructive and positive ongoing dialogue with Government on matters of welfare reform. More families should be better off as a result of the introduction of Universal Credit, because of better work incentives, an improvement in take-up rates for all the benefits to which they are entitled and a reduction in over-payments which need to be re-paid. Families who are already claiming benefits will be offered transitional protection, to ensure that they do not receive less when the system is reformed.

## **Front counters**

### **Question No: 2779 / 2012**

[Joanne McCartney](#)

In response to my question MQ2302/2012 you listed a number of police buildings and front counters, however, you failed to include Hampstead Police station as one of the front counters or police buildings earmarked for closure. What other buildings have you failed to include in this list?

**Written response from the Mayor**

In response to your question I provided you with a comprehensive list of all police stations and buildings that currently have in principle approval for disposal. Hampstead Police Station was not included on the list as it has not been approved for disposal. No proposals for the future have been put to the DMPC for consideration.

**Peel Centre - Hendon**

**Question No: 2780 / 2012**

[Joanne McCartney](#)

Please answer all three parts of the following question:

- 1) Do you plan to dispose of the Peel Centre in Hendon and its grounds?
- 2) If so, what do you plan to replace it with?
- 3) Will there be a new training centre in London for police recruits?

**Written response from the Mayor**

- 1) MOPAC has approved proposals to rationalise the estate at Hendon, this includes the disposal of Peel Centre and some of the ground at Hendon.
- 2) Subject to planning consent the proposal is to build a new office/training facility and the provision of additional driving school facilities.
- 3) Training will in the future be provided at five Regional Learning Centres, one of which will be at Hendon.

**Recording of Data**

**Question No: 2781 / 2012**

[Joanne McCartney](#)

Given your response to MQ 2293/2012 I am very concerned that the MPS are unable to say for any given number of offences how many led to an arrest and a charge without expending significant staff resource. Will you be asking the MPS to review the way they capture offence data to make it fit for purpose?

**Written response from the Mayor**

The answer to MQ 2293 / 2012 does provide the number of offences and how many led to an arrest and a charge. This data is obtained from the MPS Crime Recording and Information System (CRIS). However, the conviction data comes from the HM Courts & Tribunals Service. It is not ideal to find that each organisation's systems do not talk to

one another. This matter goes across other offence types, not just my answer to MQ 2293/2012.

## **Screening Tube Passengers**

**Question No: 2782 / 2012**

[Joanne McCartney](#)

It has been reported recently that following a recent Home Office report fresh consideration is being given to the introduction of airport-style mass security screenings across London's tube and rail network. What consultations have you held with, the Home Office and/or the Department of Transport as Mayor of London, as London's Police and Crime Commissioner and as Chair of TfL regarding the possibility of this kind of passenger screening in London?

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

TfL and the Police work continuously on my behalf with the Home Office, Department for Transport and others to ensure that security arrangements for the Tube and Rail networks in London remain effective and proportionate. This includes considering new security technologies as they emerge.

The reports in the media you refer to are incorrect and there are in fact no specific plans to introduce airport-style security to London's Rail or Tube networks.

There will continue to be a highly visible Police presence on the public transport network in London, complemented by CCTV and other security systems to ensure public transport remains a safe, controlled environment.

## **PCSOs**

**Question No: 2783 / 2012**

[Joanne McCartney](#)

Has the Met begun its autumn recruitment drive to fill the PCSO vacancies in London's Safer Neighbourhood Teams?

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

The 2012/13 PCSO recruitment process commenced in April 2012 with the aim of getting more PCSOs on the streets by the autumn and the first 62 new recruits joined in July. Further recruitment has subsequently taken place and training courses for successful candidates commenced on 24 September. Candidates on this intake will finish training in early November.

## **PCSOs (2)**

**Question No: 2784 / 2012**

[Joanne McCartney](#)

How many PCSOs do you plan to recruit by December 2012?

How many PCSOs do you plan recruit by April 2012?

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

*Officers are drafting a response which will be sent shortly.*

*Written response received 28/09/2012.*

Activity is in place to recruit approximately 360 new PCSOs with training commencing in September 2012.

As the MPS continues to develop the OneMet model, there will be greater clarity around the PCSO establishment for future years and this will inform recruitment plans for the remainder of 2012/13.

## **Privatisation of the Police**

### **Question No: 2785 / 2012**

[Joanne McCartney](#)

In answer to my question 2072/2012 you stated that "There is an irreducible core of police business requiring the use of police powers which I believe should never be privatised."

Please list which areas of police business you believe constitute this "irreducible core".

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

I am quite clear the irreducible core includes all officers with warranted powers and others involved in frontline policing such as PCSOs. Apart from that a detailed list cannot be drawn up until a review has been undertaken of back and middle office functions and how best they can deliver a cost effective service to the public in future.

## **Wards Corner**

### **Question No: 2786 / 2012**

[Joanne McCartney](#)

Many local people are very disappointed with the planning approval granted in respect of the Wards Corner Development in Haringey, and in particular with the rapid speed of the planning process. A resident has written to me; "I would like the mayor to reconsider calling in the plan or suspend the result until a longer and wide reaching consultation has been seen as taking place". Will you do so?

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

The Deputy Mayor for Planning has made a decision not to direct refusal of this scheme. That decision is final and cannot be re-taken. I understand that Haringey's decision is now subject of a judicial review.

## **London Datastore**

### **Question No: 2787 / 2012**

[Joanne McCartney](#)

Why are crime figures on the London datastore 3 months out of date?

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

It was agreed in May 2012 that crime data on the London Datastore would be released to coincide with the publication of the 'MOPAC Monthly Report to the Police and Crime Committee', which contains the same data. The data in this report is 2 months in arrears and therefore replicated on the London Datastore. However, there was no Police and Crime Committee meeting scheduled in the month of August. Under a new agreement with the MOPAC, data will now be provided 1 month in arrears, both online and on Datastore.

## **Improvements for Disability Access on London's Transport System**

**Question No: 2788 / 2012**

[Valerie Shawcross](#)

There were some major improvements in signage, communication and temporary access facilities such as ramps on London's Transport system during the Olympics and Paralympics, will you respond to the calls of Disability organisations to maintain these improvements after the Olympic period?

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

We have invested hundreds of millions of pounds in making the transport network more accessible in the last few years, giving a permanent legacy for disabled passengers and people with reduced mobility. Manual boarding ramps will remain in use for the next few months while a review is conducted to see if they are permanently viable and to assess potential locations for future use. Improvements to communication, such as upgraded access options on Journey Planner and films about accessible travel in London, will remain and we will continue to engage and communicate with disabled people. Signage during the Games was a great success and TfL is conducting a review this autumn to agree what enhancements can be made to its permanent signs.

## **255 Bus Extension**

**Question No: 2789 / 2012**

[Valerie Shawcross](#)

The Weir Estate Residents' Association are still awaiting progress on the extension of the 255 bus route. Please provide an update on TfL's efforts to facilitate this extension.

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

TfL is keen to progress this extension which would use roads in both Lambeth and Wandsworth. It has been in discussion with the Wandsworth Council on the use of Old Devonshire Road, necessary for the route to reach Balham High Road. It is also organising a further route test on a Friday as requested by Wandsworth, and representatives of both Wandsworth and Lambeth will be asked to attend.

## **South London rail services 1**

**Question No: 2790 / 2012**

[Valerie Shawcross](#)

What is your travel advice to users of Peckham Rye and Denmark Hill stations, as well as Wandsworth Road and Clapham High Street stations who may need to travel to Victoria, particularly on Sundays, in the new year?



## **Written response from the Mayor**

*Officers are drafting a response which will be sent shortly.*

*Written response received 1 October 2012.*

As you know, I am not happy with the proposed level of service in these areas from 2013. In its response to the Government's recent consultation on the new Southeastern franchise, to be let from 2014, TfL has called for a new off-peak Bromley South – Victoria service, which would provide a direct connection from all four stations to Victoria, including weekends. TfL has also called for additional stops at Denmark Hill and Peckham Rye in peak-time longer distance Kent services, to boost the frequency of direct trains between those stations and Victoria.

Customers from Denmark Hill and Peckham Rye can travel to Blackfriars and on to Victoria by Underground on Sundays and other days. Customers travelling from Peckham Rye station might reasonably make the journey via London Bridge. There are direct bus routes from near both stations. There also remain direct rail services Mondays to Saturdays.

Customers from Clapham High Street station for Victoria can use the nearby Northern line station, changing cross-platform at Stockwell for the Victoria line.

Customers from Wandsworth Road station for Victoria have the option of bus 77 or 87 to Vauxhall and the Victoria line thereafter.

From December, customers from all four stations will also benefit from the new, four train per hour London Overground service providing direct links to Clapham Junction, Docklands and the City.

## **South London rail services 2**

### **Question No: 2791 / 2012**

[Valerie Shawcross](#)

What is your travel advice to users of Wandsworth Road and Clapham High Street stations who may need to travel to Victoria in the new year?

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

*Officers are drafting a response which will be sent shortly.*

*Written response received 1 October 2012.*

Please see my response to MQ 2790 /2012.

## **Bus services in Southampton Way/North Peckham**

### **Question No: 2792 / 2012**

[Valerie Shawcross](#)

As you know, colleagues and I have been working with a group of residents in Southampton Way regarding the poor transport links in the area. I thought it would be useful to pass on one resident's comments on your answer to my question number

60/2012 and ask for your further comments and plans to improve travel options specifically in the Southampton Way area:

'The response to question 60/2012 is clearly an attempt to fob Val off with information which is irrelevant. Although Val's question referred to Southampton Way, the Mayor lists the following improvements in "Peckham":

- 12 converted to double deck at increased frequencies – this fails to acknowledge a significant cut in capacity (between 10% and 30% at all times except late evening and weekend nights)! Note also that the 12 serves neither Southampton Way nor North Peckham
- 63 increased evening and Sunday frequencies in November 2009 – all well and good, but this does nothing whatsoever to address the ongoing overcrowding in the rush hours, which has previously been drawn to the Mayor's attention! 63 doesn't serve Southampton Way either.
- 436 converted to double deck at increased frequencies – as with the 12, the Mayor fails to acknowledge that capacity was cut! Note also that the 436 serves neither Southampton Way nor North Peckham
- P13 rerouted via Queens Road – of absolutely no help nor relevance to Southampton Way or North Peckham
- N63 increased on weekend nights in Nov 2009 – all well and good, but that isn't going to tackle the rush hour crowding problem. N63 doesn't serve Southampton Way
- N89 increased on weekend nights in Sept 2010 – all well and good, but doesn't help with the rush hour capacity problems, and doesn't serve Southampton Way or North Peckham!

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

*Officers are drafting a response which will be sent shortly.*

*Written response received 1 October 2012.*

MQ0060 /2012 requested an update on work to improve travel in the Peckham/Southampton Way area and the points quoted above address this.

The answer also specifically mentioned route 343 which serves Southampton Way saying: "This route had a frequency increase in February 2011 and now runs every six minutes, with extra journeys at the busiest times. For much of 2011, the service was affected by roadworks, at Borough and in Peckham. Extra buses and drivers were used to help protect the quality of service during this period.

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

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

These surveys showed that there was sufficient capacity to meet the demand as long as the service was reliable. Further surveys will be organised in the autumn to see if this is still the situation.

## **484 bus, Dog Kennel Hill**

**Question No: 2793 / 2012**

[Valerie Shawcross](#)

As you know, local people in the Dulwich area are increasingly keen to see the 484 bus route serve the main entrance of the Sainsbury's in Dog Kennel Hill. TfL's efforts to improve the situation – that of a long walk from the existing bus stops – by moving some of the bus stops – have not improved the situation, and campaigners tell me they are still unhappy. Please can this situation be reviewed again?

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

Unfortunately the store is poorly laid out for public transport, with the car park between the store and the main road where there are four high frequency bus services. Diverting route 484 through the car park would mean that over 2,800 passengers a day that travel along Dog Kennel Hill would have a longer journey. In addition operating costs for the route would increase due to the increased journey times. The benefits to those wanting to access the store would not outweigh the disbenefits caused by the diversion.

## **Dial-a-ride**

**Question No: 2794 / 2012**

[Valerie Shawcross](#)

I have heard reports that some Dial-a-Ride users are still experiencing difficulties – how many complaints have been received so far this year from users and how does this compare to previous periods?

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

It is Dial-a-Ride's policy to encourage full reporting of complaints and use them to improve the service and would welcome you contacting them if you wish to refer a specific complaint.

Dial-a-Ride received 641 complaints in the first five periods of 2012/12 compared to 840 in the first five periods of 2011/12 – a decrease of 199 complaints or 24 per cent.

During the most recent four-week reporting period ending on August 18, the complaint rate stood at 0.97 complaints per thousand trip requests. This is a reduction on the complaint rate of the previous four weeks when the rate stood at 1.04 and on the complaint rate in the corresponding four weeks last year when it stood at 1.21.

Dial-a-Ride customers are not only making fewer complaints about the service, they are also reporting higher levels of overall satisfaction, ratings of which rose in the last quarter by one point to 92 out of 100. This figure is derived from TfL's quarterly customer satisfaction survey which now includes the scores given to the service by a sample of customers who have requested a Dial-a-Ride journey, rather than just those whose requests have been successful as was previously the case.

## **New Transport Ministers**

**Question No: 2795 / 2012**

[Valerie Shawcross](#)

When will you be meeting the new Transport ministers, and do you plan to discuss the implications for South London of the potential outcomes of the new Thameslink and Southeastern franchises, plus the wider issue of forthcoming service changes for South London rail passengers?

**Written response from the Mayor**

I have already met the new Secretary of State for Transport. I have impressed upon him the importance of these issues not just verbally but also in my response to his Department's Southeastern franchise renewal consultation.

**Bike Hire Expansion****Question No: 2796 / 2012**

[Valerie Shawcross](#)

Please give an update on the expansion of the Bike Hire Scheme. What is the timescale for rollout of the expansion, particularly in South London? When can people in Brixton and Stockwell expect to be able to use the scheme?

**Written response from the Mayor**

I have asked TfL to prepare plans for an expansion of the scheme to the west and south-west. This would expand Barclays Cycle Hire into additional areas of Lambeth (including Stockwell) and Kensington & Chelsea, and for the first time into Wandsworth and Hammersmith & Fulham beyond Westfield London.

This would be a geographic extension of around 25km<sup>2</sup> and would add around 2,400 bicycles to the scheme across around 5,000 extra docking points; as well as further development of the estate within the existing scheme area. If approved by the TfL Board, full implementation will be well under way in late 2013.

I have always believed Barclays Cycle Hire to be an expanding scheme, subject to operational considerations and available funding.

**Tenancies****Question No: 2797 / 2012**

[Tom Copley](#)

What are you doing to encourage longer-term tenancies in London's private rented sector?

**Written response from the Mayor**

Please see my response to MQ 2649 / 2012.

**London Living Wage****Question No: 2798 / 2012**

[Andrew Dismore](#)

Why are cleaners on London Underground not paid London living wage?

**Written response from the Mayor**

All cleaners working on the London Underground should be paid the London Living Wage without exception. If there is an instance where this is not the case, it should be brought to the attention of TfL.

**100 days**

**Question No: 2799 / 2012**

[Andrew Dismore](#)

Have you achieved your aim, announced on 10th May, that over the next 100 days you would get 1,000 businesses in London, particularly SMEs, to announce and commit to taking on apprentices?

**Written response from the Mayor**

The performance monitoring of this target is being undertaken by the Data Service in line with all nationally produced Apprenticeships statistics. Performance will be published with the next Statistical First Release. This is currently scheduled for late October and will be included on the London Data Store.

**Hate Crime**

**Question No: 2801 / 2012**

[Joanne McCartney](#)

What extra measures are you taking to tackle Disability Hate Crime in London?

**Written response from the Mayor**

One of my key manifesto commitments is to ensure that the MPS continues to crack down on all hate crimes and I will challenge the MPS to increase reporting and to improve their recording of hate crime. MPS hate crime data is monitored and detailed updates are received from the MPS on those boroughs whose performance is a cause for concern. In addition, a key function for my Safer Neighbourhood Boards will be to provide victims a greater voice in setting policing priorities for their area. Ensuring these Boards engage with disabled organisations and agencies will be integral to this.

**Advisor, Team London (1)**

**Question No: 2802 / 2012**

[John Biggs](#)

What relevant experience has the new Adviser, Team London, Volunteering, Charities and Sponsorship, got in this field?

**Written response from the Mayor**

Please see my response to MQ 2560 / 2012.

## **Advisor, Team London (2)**

**Question No: 2803 / 2012**

[John Biggs](#)

Why was the previous volunteering adviser let go, when they had experience in this field?

**Written response from the Mayor**

Please see my response to MQ 2560 / 2012.

## **Advisor, Team London (3)**

**Question No: 2804 / 2012**

[John Biggs](#)

What was the recruitment process for the position of Advisor, Team London, Volunteering, Charities and Sponsorship?

**Written response from the Mayor**

Please see my response to MQ 2560 / 2012.

## **Advisor, Team London (4)**

**Question No: 2805 / 2012**

[John Biggs](#)

How many people were interviewed for the position of Advisor, Team London, Volunteering, Charities and Sponsorship?

**Written response from the Mayor**

Please see my response to MQ 2560 / 2012.

## **Advisor, Team London (5)**

**Question No: 2806 / 2012**

[John Biggs](#)

Who sat on the sift panel and interview panel for recruitment to the position of Advisor, Team London, Volunteering, Charities and Sponsorship?

**Written response from the Mayor**

Please see my response to MQ 2560 / 2012.

## **Advisor, Team London (6)**

**Question No: 2807 / 2012**

[John Biggs](#)

How many members of staff will be working for or reporting to the Advisor, Team London, Volunteering, Charities and Sponsorship?

**Written response from the Mayor**

Please see my response to MQ 2560 / 2012.

**Advisor, Team London (7)**

**Question No: 2808 / 2012**

[John Biggs](#)

What is the job description for the post of Advisor, Team London, Volunteering, Charities and Sponsorship?

**Written response from the Mayor**

Please see my response to MQ 2560 / 2012.

**Advisor, Team London (8)**

**Question No: 2809 / 2012**

[John Biggs](#)

What competency levels are applicable to the post of Advisor, Team London, Volunteering, Charities and Sponsorship under the GLA recruitment framework?

**Written response from the Mayor**

Please see my response to MQ 2560 / 2012.

**Advisor, Team London (9)**

**Question No: 2810 / 2012**

[John Biggs](#)

What are the non-pay remuneration benefits for the post of Advisor, Team London, Volunteering, Charities and Sponsorship?

**Written response from the Mayor**

Please see my response to MQ 2560 / 2012.

**Advisor, Team London (10)**

**Question No: 2811 / 2012**

[John Biggs](#)

When was the decision taken to recruit for this position?

**Written response from the Mayor**

Please see my response to MQ 2560 / 2012.

## **Earl's Court**

**Question No: 2812 / 2012**

[Darren Johnson](#)

Do you agree that Earl's Court is a hugely important venue that brings in 2.5 million visitors, 30,000 exhibitors and hundreds of events to London, and that demolishing this much-loved, iconic building would be a disastrous mistake?

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

The redevelopment of the Earl's Court Exhibition Centre and surrounds is the object of a current planning application being considered by the Royal Borough of Kensington and Chelsea. The application is referable and I will duly consider the merits of the proposal when I consider the Council's decision.