

## Written Answers to Questions Not Answered at Mayor's Question Time on 29 January 2014

### **CCTV in Metropolitan Police vans**

**Question No: 2014/0048**

[Jenny Jones](#)

How many Metropolitan Police Service vans have yet to be fitted with CCTV cameras?

[The Mayor](#)

There are currently seven vans fitted with CCTV cameras, with a further 123 remaining to be fitted. It is anticipated that all vans will be fully fitted with CCTV by the summer 2014.

### **Better Junctions Review**

**Question No: 2014/0049**

[Jenny Jones](#)

Thank you for your answer to my question 2013/4076. Please can you confirm that since the Better Junctions Review was initiated in January 2012 none of the forty major junctions which have been reviewed by stakeholders and the TfL's Design Review Group, have actually been altered despite all of them having been acknowledged to be serious hazards? Please could you explain why no alterations have yet been made?

[The Mayor](#)

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

### **Written response from the Mayor received 04 February 2014**

Alterations have been delivered at 11 junctions reviewed by TfL's Design Review Group, including an innovative 20mph limit at Waterloo roundabout and two early starts for cyclists at Bow roundabout.

Changes at other junctions are in being designed and will be subject to full public consultation.

We are absolutely determined that all will be delivered properly and to high standards, and a simple focus on speed of delivery could put this at risk.

## **Monthly meetings with the Metropolitan Police Commissioner transparency**

**Question No: 2014/0050**

[Jenny Jones](#)

The notes of the monthly bi-lateral meetings between the Deputy Mayor for Policing and Crime and the Metropolitan Police Commissioner are published on the Greater London Authority website. In the interest of transparency, will you publish the notes, redacted where necessary, of your monthly meetings with the Metropolitan Police Commissioner?

[The Mayor](#)

Yes, I will.

## **Global Peace and Unity (GPU) Conference at Excel Arena, 23rd-24th November**

**Question No: 2014/0051**

[Darren Johnson](#)

In your response to question 2013/4643 you stated that you did not issue a statement of support for this conference. A statement of support purportedly from the Mayor of London has been on the conference website for several months now. Do you deny that you made this statement and, if so, what action are you taking against the event organisers over their claim that you supported this conference?

[The Mayor](#)

I did not issue a statement of support for the 2013 Global Peace and Unity Conference. The message that you refer to was issued in 2008, and was not intended for use beyond that particular event.

## **Southeastern Trains**

**Question No: 2014/0052**

[Darren Johnson](#)

Will you work with Southeastern trains to encourage commuters to take the train for the whole of their journey to help prevent road and car park congestion from building up in and around rail stations (such as Falconwood station in the London Borough of Bexley) when rail commuters decide to drive part of their journey?

[The Mayor](#)

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

## **Written response from the Mayor received 04 February 2014**

I have asked TfL to speak to Southeastern regarding Falconwood and to contact you directly to update you on the local situation there.

## **Exit from Brockley Station**

**Question No: 2014/0053**

[Darren Johnson](#)

Brockley station users have expressed great dissatisfaction that after taking the trouble to listen to community concerns and install ticket barriers at platform level to allow step-free access, TfL are now closing these barriers at 9.00pm each evening. Can you ask TfL to review either its staffing arrangements or its access arrangements to allow continuous step-free access out of the station throughout the evening?

[The Mayor](#)

At Brockley station the secondary exit from the southbound platform is closed after 21:00. Unfortunately TfL has had to do this to prevent fare-evaders entering and leaving the station unchecked.

TfL recognise that this is not the best situation for those who need to use this (step-free) exit after 21:00. However, customers can approach a member of staff or use the clearly signed intercom, and the staff member will be happy to open the gate to assist with access.

## **Loughborough Junction**

**Question No: 2014/0054**

[Darren Johnson](#)

Given an Overground station at Loughborough Junction would provide a key interchange between the Overground and Thameslink (Sutton branch) and would be the only such interchange in south London, would the Mayor ensure that evaluation of the options for an Overground station here is incorporated into the next TfL business plan?

[The Mayor](#)

TfL has previously looked at the feasibility of a London Overground station at Loughborough Junction and also at Brixton. Unfortunately, constructing a station at either location would be very difficult - and therefore very costly - because the railway is not only on a viaduct but the tracks are curved and on a gradient. As a result, any benefits of stations at these locations would be outweighed by the costs and so they would not offer value for money.

However, the London Borough of Lambeth has recently commissioned a study to review and update the previous analysis to see if there is a better case for a new station on this route. TfL is assisting Lambeth with this study and the outputs are expected later in the year.

## **Oxford Street - Highways Authority**

**Question No: 2014/0055**

[Darren Johnson](#)

Thank you for your response to question 2013/3406. As per the Traffic Management Act 2004, Westminster City Council must gain approval from TfL in exercising its role as the highway authority. This was confirmed by the Head of Transport for LB Westminster, in an email to the Secretary of Westminster Living Streets on 13th December 2013. Will you now provide a response to question 2013/3406 with this in mind?

[The Mayor](#)

The response provided for MQ 3406 / 2013 is still relevant. Westminster City Council is the responsible highway authority for Oxford Street. However, as Oxford Street is part of the Strategic Road Network (as opposed to the Transport for London Road Network), Westminster would consult with TfL on any proposed changes to the layout or speed limit on Oxford Street.

## **Cycle Hire contract**

**Question No: 2014/0056**

[Darren Johnson](#)

Given the termination of the Barclays cycle hire contract, is it now time for TfL to initiate a thorough review of the scheme including sponsorship, contractual arrangements, hire charges and geographical scope in order to ensure London gets the best possible scheme in a way that does not detract from the investment needed for improving cycle safety and infrastructure?

[The Mayor](#)

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

## **Written response from the Mayor received 04 February 2014**

TfL is constantly monitoring and reviewing the operation of the scheme, exploring and developing the customer experience ensuring we are delivering the best possible scheme.

With regard to the sponsorship, the Barclays sponsorship will end in July 2015. TfL is in the process of appointing a third-party sponsorship advisor to work with us to review the cycling portfolio including but not limited to the Cycle Hire Scheme. The output will be used to develop the optimum operational and commercial strategy.

## **Cycling budget**

**Question No: 2014/0057**

[Darren Johnson](#)

Can you confirm that the £913m for cycling started in 2012/13? Will the underspent money carried over from the 2011/12 cycling budget be in addition to this £913m?

[The Mayor](#)

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

### **Written response from the Mayor received 10 March 2014**

We have made an unprecedented financial commitment to cycling - £913 million over the ten years 2012/13 to 2021/22, more than three times our previously-proposed level, and more than twice what the Government is spending, over the next few years, on the whole of the rest of the country put together.

Because the standards required in the Mayor's Cycling Vision are more ambitious than before, and the programme is much larger than before, the programme has had to be extensively redesigned. This is what we have been doing over the last ten months, in conjunction with the dozens of other stakeholders whose consent we need - the London boroughs, the Royal Parks, the Canal & Rivers Trust, Network Rail, the LLDC, landowners, developers and others.

What this means, of course, is that within the ten-year total of £913 million, which is fixed, yearly spending totals will change. Spending this financial year - which has been mainly a planning, capacity-building and consent-gathering year - will be less than the amounts budgeted.

As we move from the planning and consent stage to the delivery stage, spending in future years will be greater than the amounts budgeted.

No underspend is lost to the programme; it will be added to the amounts available to cover the overspends in future years.

Questions like this betray a misunderstanding of our purpose. Our purpose is not to spend money for its own sake, or to meet some annual spending quota. Both would result in waste and failure. Our purpose is to deliver high-quality cycling facilities.

Cycle Hire Scheme

## **Involvement of National Standard cycling trainers**

**Question No: 2014/0058**

[Darren Johnson](#)

Will you ensure that National Standard cycle trainers will be involved in the consultation process on improving cycle superhighways and can you give an assurance that those involved in delivering cycle training will be properly represented in the junction review?

[The Mayor](#)

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

**Written response from the Mayor received 28 February 2014**

Yes.

## **Cycling under-spending**

**Question No: 2014/0059**

[Darren Johnson](#)

On the 14th January you stated that under-spending on TfL capital projects was a 'fact of life'. Given that you have underspent your cycling budget by around a quarter over the last six years, do you think it would be wise to over-program, so that all the money you have allocated is actually spent?

[The Mayor](#)

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

**Written response from the Mayor received 28 February 2014**

I find this focus on spending totals puzzling. Our focus is on the quality of outcomes delivered with our budget, not on the quantity of money spent in a particular period. Good schemes take time to design. It would be wholly wrong to spend the money on second-rate schemes simply for the sake of spending it within the "right" year. All money will be spent on high-quality, Vision-compliant cycle facilities.

## **Staffing and delivery of the vision for cycling**

**Question No: 2014/0060**

[Darren Johnson](#)

Your press release of the 6th November announced "over 100 additional designers, engineers and traffic modellers will be sought to help deliver the massively-expanded cycling programme..." However, according to TfL "The posts will not all be new staff to TfL - some headcount will be filled by existing staff who 'roll-off' as projects are completed or internal staff secondments, and will be supplemented by additional resource only where necessary." Can you explain how many will actually be new staff?

[The Mayor](#)

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

### **Written response from the Mayor received 28 February 2014**

All the staff will be additional to those previously helping deliver the cycling programme; however, not all will be new to TfL, since some will be moved from other parts of the business. In areas where we already have people with the necessary skills (for instance, traffic modelling or community engagement), it is cheaper and quicker to redeploy them internally. In areas where we lack sufficient people with the necessary skills, we are recruiting externally. It is not at this stage possible to determine the breakdown between internal and external recruits.

## **Safe junction program**

**Question No: 2014/0061**

[Darren Johnson](#)

Your answer to my question 2013/4659 did not say what action, if any, you are taking on the remaining 67 junctions not on your list for safer junctions and what the budget will be for these. Can you please answer the question and also explain what action will be taking on these dangerous junctions between now and the end of the 10 year business plan?

[The Mayor](#)

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

### **Written response from the Mayor received 28 February 2014**

As I stated in my response to MQ4659 / 2013, the Better Junctions programme has been changed to focus on major and transformational improvements at the worst 33 junctions, and not all junction improvements will be delivered under this programme. Further junction improvements will be delivered, as I also stated in my answer, under the Quietways and Superhighways programmes. Others will be delivered under the general TLRN improvement programme. The total of these will add up to rather more than 67.

## **Bus ridership**

**Question No: 2014/0062**

[Darren Johnson](#)

Can you explain why over a decade of increase in bus ridership has now come to a halt, despite London's population continuing to rise? What is Transport for London's assumption for bus ridership in 2014?

[The Mayor](#)

Bus ridership growth has not come to a halt.

Bus journeys in November were up 3 per cent on a year ago and are expected to be up around 2 per cent for 2013/14 as a whole.

TfL's forecast for 2014/15 bus journeys will be reported in due course but it is anticipated that similar growth will be projected as is being experienced in the current year.

## **Cycle lanes and parking**

**Question No: 2014/0063**

[Darren Johnson](#)

Are you concerned that running a new cycle lane along a main road, next to parking bays will increase the risk of 'car dooring' incidents and possible fatalities as cyclists are flung into the path of fast moving traffic? Would the preference be to move the parking bays out and have the cycle track run behind the parking bays, next to the pavement, with properly designed bus stop bypasses, on the continental model?

[The Mayor](#)

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

### **Written response from the Mayor received 28 February 2014**

Running cycle tracks between the footway and parking bays has distinct advantages for the quality and attractiveness of infrastructure to support cycling. It is recommended as a good option where space allows it, and where the impact on other road users, particularly pedestrians, has been assessed. It offers continuous, direct, consistent cycle provision and it should significantly reduce the risk and severity of injuries sustained in 'dooring' collisions.

Where cycle lanes are provided on-carriageway, a buffer zone of 0.5-1m should be included between the parking bays and the cycle lane, and the lane should be at least 1.5m wide. This is to discourage cyclists from riding in a place where they are at risk from 'dooring'.

All these options are included in the draft London Cycling Design Standards which is currently being prepared for consultation.



## **Cycle Hire Budget**

**Question No: 2014/0064**

[Darren Johnson](#)

Can you explain why the total budget for cycle hire has increased from £75m in the 2011 version of the TfL Business Plan, to £144m in the recent one? Can you provide a breakdown showing how much of this: contract inflation, revised estimates for sponsorship money and revised expansion plans?

[The Mayor](#)

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

### **Written response from the Mayor received 09 April 2014**

The increase in the total operating budget for Cycle Hire between financial years 2011/12 and 2021/12 as shown in the TfL Business Plan is due to the costs associated with the major new expansion of Cycle Hire to southwest London. This initiative was not included in the 2011 Business Plan and has increased the scheme area by more than 50 per cent.

The 2013 budget figures also include estimates for investment into the future of Cycle Hire, such as the introduction of contactless payment, improved redistribution and corporate accounts, as well as a revised income projection since the 2011 Business Plan.

## **Cycling budget - superhighways**

**Question No: 2014/0065**

[Darren Johnson](#)

Are you confident that you can spend £100m on cycling superhighways in the final year of your term as Mayor, in order to achieve your stated goal of completing all the superhighways by 2016?

[The Mayor](#)

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

### **Written response from the Mayor received 04 February 2014**

Yes.

## **Cycling budget - central London cycling grid**

**Question No: 2014/0066**

[Darren Johnson](#)

Are you confident that you can spend over £40m on the central London cycling grid in the final year of your term as Mayor, in order to achieve your stated goal of completing the bulk of the grid by 2016?

[The Mayor](#)

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

### **Written response from the Mayor received 28 February 2014**

Yes.

Cycling budget - safer junctions budget

## **Cycling budget – safer junctions budget**

**Question No: 2014/0067**

[Darren Johnson](#)

You are spending £14m of your £100m safer junctions budget in the coming year, how many will that complete? Are you confident that you will finish 25 safer junction schemes by the following year and how much will that cost in total?

[The Mayor](#)

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

### **Written response from the Mayor received 28 February 2014**

We have promised to complete 25 of the 33 safer junction schemes by 2016, not 2015. These are major and transformational improvements, with significant traffic impacts, and cannot be designed and delivered overnight. The full list of junctions will be published in the near future. The total allocated for the programme is £100 million - more than five times the previous budget, for a third the number of junctions. Further sums will also be spent on many other junctions under other programmes.

## **Cycling budget cut (1)**

**Question No: 2014/0068**

[Darren Johnson](#)

Last year you stated that £127m would be spent on cycling in 2014/15 and £145m on cycling in 2015/16. We know that next year's cycling budget has been cut back to £107m, is there a new total for 2015/16?

[The Mayor](#)

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

### **Written response from the Mayor received 04 February 2014**

The planned expenditure in the TfL Business Plan on cycling in 2015/16 is £203m. This will be updated on a quarterly basis as part of the internal forecasting process within TfL and is also subject to change.

## **Cycling budget cut (2)**

**Question No: 2014/0069**

[Darren Johnson](#)

In response to the massive lobbying campaign by London's cyclists last year, you promised to increase the 2014/15 budget to £127m, but you are now planning to spend £107m which is even less than you originally planned. How do you explain this broken promise to be more ambitious?

[The Mayor](#)

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

### **Written response from the Mayor received 28 February 2014**

Please see my response to MQ0059 / 2014.

## **TfL's 2012/13 under-spend**

### **Question No: 2014/0070**

[Darren Johnson](#)

Can you explain why Transport for London have failed, despite repeated requests since March 2013, to tell me how much they under-spent on the 2012/13 cycling budget? Will you please do so?

[The Mayor](#)

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

### **Written response from the Mayor received 04 February 2014**

The cycling budget for 2012/13 was £73m and the overall spend for the year was £33m. The difference between the budget and actual spend for 2012/13 is principally because the entire cycling programme was being re-worked to bring it into line with the standards set out in my Vision for Cycling, published in late 2012/13, but under preparation previously. Our focus is on the quality of outcomes achieved for our money, not on spending the allocated sum simply for the sake of spending it within the "right" year. Rest assured that all this budget will be spent on high-quality, Vision-compliant cycling facilities.

## **Cycling budget - Quietways**

### **Question No: 2014/0071**

[Darren Johnson](#)

You are spending £10m on Quietways in the coming year, how many Quietway routes will this complete in how many boroughs? Are you aiming to dramatically step up the delivery of Quietways in the following year in order to make full use of the £115m budget?

[The Mayor](#)

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

### **Written response from the Mayor received 28 February 2014**

I stated in my Cycling Vision for London the hope that the first Quietways would be open later this year. There have been workshops with borough officers to review progress and develop the pilot phase of the programme. This will see costed delivery plans for initial routes completed soon, with plans for further routes to follow by the end of the summer.

The experience of the pilot phase will then inform the size and scope of the wider Quietways programme and the resources required to deliver it. This will also be influenced by decisions arising from and opportunities presented by other initiatives, not least the cycling 'mini-Hollands' programme. I would stress that Quietways is a ten-year programme that can accommodate both 'quick win' routes and those that will take time to deliver given the need to address more serious barriers to cycling.

## **Speed limiters**

**Question No: 2014/0072**

[Darren Johnson](#)

After the successful trials of speed limiters in London in 2009 and the creation of a digital speed map, what have you done to take this initiative forward? What are your future plans for encouraging the uptake of this technology on either public service vehicles and/or privately owned vehicles?

[The Mayor](#)

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

### **Written response from the Mayor received 10 March 2014**

TfL's Road Safety Action Plan, Safe Streets for London (SSFL), committed to support a revolution in intelligent speed assistance technology by updating, maintaining and making freely available a digital speed limit map of all of London's roads. Since the publication of the document, TfL has been updating London's digital speed limit map and is in the process of preparing it for publication. The map will be published to raise awareness of the speed limit changes in London and will be supported by the release of the speed limit data. Following a successful workshop with technology developers in January, TfL will hold further workshops and discussions with developers and manufacturers to encourage them to make use of the freely available data to create applications that provide drivers with additional information on speed.

## **New homes bonus (1)**

**Question No: 2014/0073**

[Darren Johnson](#)

Can you provide clarity on when you will finalise arrangements for the LEP's top-slice of the New Homes Bonus, and on the period over which the LEP will spend the money?

[The Mayor](#)

My officers are meeting with officials from the Department for Communities and Local Government in early February to discuss the conditions of the New Homes Bonus top-slice in more detail. We are also meeting with London Councils to agree the best way forward.

Government have confirmed that the money will be available to spend from 2015/16.

## **New homes bonus (2)**

**Question No: 2014/0074**

[Darren Johnson](#)

In your response to the Government's technical consultation, you argued that some boroughs received higher levels of New Homes Bonus funding both because more homes were built in their boundaries, and because they have relatively higher property values. Will you also take account of the relative poverty of boroughs when deciding how the LEP's money is allocated, to avoid a regressive transfer from poor boroughs to relatively wealthy boroughs with fewer social needs?

[The Mayor](#)

I will ensure that any funds spent by the LEP will be allocated to projects that will gain maximum benefit for London's growth.

## **Medium density housing in outer London**

**Question No: 2014/0075**

[Darren Johnson](#)

At the 26 November meeting of the Homes for London board you discussed the potential for medium density housing in outer London boroughs. You have also said in answer to question 2013/4689 that you have asked the Outer London Commission to investigate higher density housing-led development in town centres. What is your view of the potential for medium density housing in other contexts in outer London, in order to avoid building on greenbelt and other land containing valuable biodiversity?

[The Mayor](#)

The Further Alterations to the London Plan (FALP) highlights the role town centres in delivering higher density development across London and the continuing role of Opportunity Areas in delivering higher density housing.

In addition the FALP is clear that boroughs should seek to reconcile the gap between housing need and supply. The Housing Density Study commissioned by the OLC demonstrates how a range of densities can be delivered in outer London in a way that is in keeping with the prevailing character and can help boroughs meet need without compromising policies to protect green belt and biodiversity.

The FALP also continues the existing approach to optimising housing development using the sustainable residential quality matrix which promotes higher density development in areas with good transport accessibility, while taking into account the character of the area.

## Untapped housing capacity

### Question No: 2014/0076

Darren Johnson

Papers for the 26 November meeting of the Homes for London Board mention "untapped existing capacity". What capacity does this refer to, what is its potential, and what are your views on the best way to tap it?

The Mayor

This refers to comments made in a presentation to the Homes for London Board, with regard to maximise the potential of homes that are under-occupied. No detailed assessment has been made of this capacity.

## Affordable homes funding

### Question No: 2014/0077

Darren Johnson

What was (or will be) the average annual budget for new affordable housing construction in each of the 2008-11, 2011-15 and 2015-18 investment rounds? Please only include funding from the GLA and HCA, not extra funding secured for example through section 106 agreements during that period.

The Mayor

The table below is formed from expenditure and outputs for the affordable housing programmes to 2012-13, agreed budgets and forecasts for 2013-15 and the expected new funding and outputs for 2015-18. The table clearly demonstrates the effect of a move from a capital intensive programme to a lower subsidy per unit which is delivering more affordable homes overall.

	2008-11	2011-15	2015-18
Funding average per year	£1,244m	£499m	£483m*
Affordable homes average per year	13,547	13,750	15,000**

\*Includes up to £200m expected funding for London Housing Bank.

\*\*Includes up to 1,000pa expected delivery from London Housing Bank.

## **Rough sleeping funding (1)**

**Question No: 2014/0078**

[Darren Johnson](#)

Can you confirm (a) the original budgets for rough sleeping agreed through the budget process, (b) final budgets following any mid-year adjustments, and actual or forecast spend for each of the financial years between 2011-15?

[The Mayor](#)

	2011/12	2012/13	2013/14	2014/15	Total
Budget agreed through budget setting process	£8.450	£8.500	£8.060	£8.808	£33.818
Actual/forecast spend	£6.873	£9.193	£9.057	£8.733	£33.856

## **Rough sleeping funding (2)**

**Question No: 2014/0079**

[Darren Johnson](#)

In your 2013-14 GLA budget, you earmarked £8,905,000 for rough sleeping in 2014-15. In your draft budget for 2014-15, that amount has dropped to £8,060,000. Can you explain the reduction by £845,000?

[The Mayor](#)

Please see my response to MQ 0078/2014. The full £33.8 million budget will be spent on rough sleeping.

## **Crystal Palace Park freehold**

**Question No: 2014/0080**

[Darren Johnson](#)

The brochure for the Crystal Palace project states that "the park will remain in the freehold ownership of the London Borough of Bromley". As Chair of the project advisory board, and guardian of Metropolitan Open Land in London, can you confirm that all of the land currently designated as Metropolitan Open Land including any built on by the developers would remain in the freehold ownership of the London Borough of Bromley?

[The Mayor](#)

Negotiations over the transfer of any interests within the park are a matter for discussions between the London Borough of Bromley and the proposed developer.

The impact of the proposals on Metropolitan Open Land is a matter for consideration through the planning process and will be considered by the borough and the GLA as appropriate.



## **Crystal Palace Park project and Metropolitan Open Land**

**Question No: 2014/0081**

[Darren Johnson](#)

As Chair of the project advisory board, and guardian of Metropolitan Open Land in London, can you confirm that the project will not result in the net loss of functional Metropolitan Open Land, and that in making this assessment your calculations exclude the notional reintroduction of public access to land that is currently temporarily fenced off for safety concerns, and exclude the landscaping of land that is currently covered in hard surfaces such as car parking?

[The Mayor](#)

The impact of the proposals on Metropolitan Open Land is a matter for consideration through the planning process and will be considered by the borough and the GLA as appropriate.

## **Crystal Palace Park project trusts**

**Question No: 2014/0082**

[Darren Johnson](#)

The brochure for the Crystal Palace project states that "the GLA and Advisory Board [which you chair] will ensure appropriate safeguards are in place" to protect community interests. If the Crystal Palace project establishes one or more trusts to own or manage any part of the project, will you commit to the local community having a controlling interest?

[The Mayor](#)

Free access to a fully restored park is an integral part of this. However, it is normal for public space to be owned and managed in a variety of ways, which successfully allow and encourage public access. There is potential for one or more trusts to successfully take on the responsibility for management of the park.

My officers are working with the borough and the developer's team to ensure that local people are consulted in an open and inclusive manner as proposals for the park develop further. This will include consideration of the management options for the park.

## **Heritage and the Crystal Palace Park project**

**Question No: 2014/0083**

[Darren Johnson](#)

What contact have you, your office or other officers in the GLA had with English Heritage regarding the Crystal Palace Park project?

[The Mayor](#)

A GLA officer joined a meeting between Arup and English Heritage to discuss the scheme in late 2013.

## **Heritage Lottery Fund decision on Crystal Palace Park**

**Question No: 2014/0084**

[Darren Johnson](#)

What contact have you, your office or other officers in the GLA had with the Heritage Lottery Fund regarding the bid for Crystal Palace Park, which was rejected due to the new Crystal Palace Park Project?

[The Mayor](#)

The bid for Crystal Palace Park was developed and submitted by London Borough of Bromley in August 2013, with support from my officers. In the time before a decision over the award was made, the proposal for the development of the top site was announced. Following this, my officers met and corresponded with the Heritage Lottery Fund to understand how the proposed investment from the developer might affect the bid. Furthermore, the Deputy Mayor for Housing, Land and Property wrote to the Heritage Lottery Fund in November in support of the bid.

While the bid was unsuccessful, HLF acknowledge that the bid had been strong but that the Crystal Palace Project represented the greater opportunity to deliver transformation of the important heritage asset.

## **Crystal Palace Park project Stage 1 report**

**Question No: 2014/0085**

[Darren Johnson](#)

The paper for the Stage 1 business case approval for the Crystal Palace Park Regeneration Project is currently reserved. Further your recent commitments to increased transparency, will you release a partially redacted version of this paper for the public?

[The Mayor](#)

Yes.

## **Crystal Palace Park Memorandum of Understanding**

**Question No: 2014/0086**

[Darren Johnson](#)

In the interests of transparency, will you publish the Memorandum of Understanding signed between the GLA, the London Borough of Bromley and the ZhongRong Group in March 2013, and send me a copy?

[The Mayor](#)

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

## **Written response from the Mayor received 20 March 2014**

The Memorandum of Understanding will be publicly available on the Bromley Council website.

## **Taxi licence extension**

**Question No: 2014/0087**

[Jenny Jones](#)

When more environmentally friendly taxis are about to become available on the market, have you considered allowing drivers a short extension on their taxi licence so that they have the option of making that greener purchase?

[The Mayor](#)

I have asked TfL officers to contact you directly about this, as we are not entirely sure as to the meaning of the question.

## **Cyclists killed during morning peak**

**Question No: 2014/0088**

[Jenny Jones](#)

How many cyclists have been killed in London during the morning peak in the last six years?

[The Mayor](#)

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

### **Written response from the Mayor received 28 February 2014**

Pedal cycle fatalities between 7am and 9am (2008 to end of October 2013)

Year	Number of fatalities between 7am and 9am		Total number of fatalities
2008	5	15	
2009	3	13	
2010	3	10	
2011	3	16	
2012	1	14	
2013	2	14	

## **HGV ban and air pollution**

**Question No: 2014/0089**

[Jenny Jones](#)

Will the beneficial impacts on air quality be part of your consideration of a move towards a ban on HGVs in London during day time?

[The Mayor](#)

As part of the tighter Low Emission Zone requirements for HGVs I introduced in January 2012, all HGVs operating in London must now meet a minimum Euro IV PM standard or pay a daily charge of £200. I also intend to include HGVs in the scope of my Ultra Low Emission Zone, which will be introduced in central London from 2020.

As part of my Roads Task Force and Cycling Vision programmes, I am considering further measures to tackle congestion and improve safety. In developing these I am also seeking to maximise any potential air quality benefits.

## **Employment for older Londoners**

**Question No: 2014/0090**

[Jenny Jones](#)

Given the significant increase in healthy life expectancy over recent decades, UK citizens can now expect 10-15 years of wellness following retirement. Londoners, however, face a challenging retirement because no government has been willing to fund a living wage pension. Given that these demographic and economic trends will continue, and that the fastest population increase in London will be among older Londoners, will you look at how the GLA can develop better opportunities and mechanisms for those in early retirement (typically 60 to 75 year-olds) to find suitable paid work opportunities that fit with their skills, experience and availability?

[The Mayor](#)

The London Enterprise Panel has identified older people among the target groups that will benefit from the skills and employment proposals set out in the European Structural and Investment Fund Strategy. The fund covers the period 2014 - 2020 and will mean an extra £678 million for the capital.

## **Impact of Energy Company Obligation changes - RE:NEW**

**Question No: 2014/0091**

[Jenny Jones](#)

In answer to question 2013/4637 you highlighted your concerns over the funding of solid wall insulation installation as a result of the Government's changes to the Energy Company Obligation. Can you list all projects being supported by RE:NEW2 which have been stalled as a result of changes to the ECO?

[The Mayor](#)

The Government's extension of ECO to 2017 will mean that a number of projects which would not have delivered within the original timescales could now come forward. The RE:NEW Support Team has been tasked with reviewing the project list and this will be finalised when the government publishes details of ECO revisions for consultation shortly.

## **Impact of Energy Company Obligation changes - funding**

**Question No: 2014/0092**

[Jenny Jones](#)

You have previously stated that British Gas have a committed £320m of their ECO spend to London. Will this funding reduce due to the Government's changes to the ECO and by how much?

[The Mayor](#)

The government is expected to publish details of ECO revisions for consultation shortly. At this stage the level of funding from British Gas will be confirmed but initial discussions suggest they will deliver similar carbon savings as previously agreed

## **Impact of Energy Company Obligation changes - Affinity Sutton**

**Question No: 2014/0093**

[Jenny Jones](#)

The Housing Association, Affinity Sutton recently reported that a 5,000 home solid wall insulation programme has now been postponed because of the Prime Minister's changes to the ECO. Do you have a view on this?

[The Mayor](#)

Please see my response to MQ0091 / 2014.

## **Memorandum of Understanding**

**Question No: 2014/0094**

[Jenny Jones](#)

How many energy suppliers have now joined your Memorandum of Understanding on energy efficiency in London?

[The Mayor](#)

Negotiations on the MoU's are advanced and will be concluded shortly.

## **RE:NEW - installing insulation measures**

**Question No: 2014/0095**

[Jenny Jones](#)

Your RE:NEW evaluation report published last year stated that only 3% of homes visited by RE:NEW actually went on to install insulation measures. How many homes under RE:NEW 2 are going on to install insulation measures after their RE:NEW visit?

[The Mayor](#)

The GLA expects the proportion to increase under RE:NEW Phase II, and further again under the next phase, RE:NEW Phase III.

## **Streatham Police Station 1**

**Question No: 2014/0096**

[Jenny Jones](#)

Thank you for your answer to my question 2013/1346. Please could you let me know if the new deployment base is still planned for 326-328 Streatham High Road. If so, when will work begin and when do you expect the new site to be operational?

[The Mayor](#)

The new deployment base is still planned for 326-328 Streatham High Road. Work will begin in spring 2014 and is expected to be operational by late spring 2014.

## **Streatham Police Station 2**

**Question No: 2014/0097**

[Jenny Jones](#)

Thank you for your answer to my question 2013/1345. Please could you explain why the decision was made to replace the existing station with a new site rather than adapting it to meet existing policing needs permanently?

[The Mayor](#)

The existing site for Streatham Police Station would require significant investment to bring the building back into good condition. In addition, following relocation of the custody facility to new facilities at Brixton and the relocation of the neighborhood team, the station is now significantly under-occupied. Therefore the front counter will be relocated to Streatham High Street and is due to be operational in late spring.

## **Advanced public order (CADRE) trained officers**

**Question No: 2014/0098**

[Jenny Jones](#)

Please could you provide me with the total number of CADRE officers and let me know how many are (a) from the BME community (b) women?

[The Mayor](#)

There are currently 94 Cadre Officers (cadre officers are Chief Inspector's and above). Of these 14 are female and 7 are BME.

## **Criminal justice system - cyclist deaths**

**Question No: 2014/0099**

[Jenny Jones](#)

With only four drivers jailed out of the 40 cyclists deaths in London between 2010 and 2012, is the criminal justice system being too soft on drivers?

[The Mayor](#)

Every death is a tragedy. However this is a matter for the Criminal Justice System.

## **Criminal justice system - motoring offences (1)**

**Question No: 2014/0100**

[Jenny Jones](#)

Of the 137,000 drivers in London prosecuted for motoring offences in 2011, only 11 were banned for life. Do you think that a change in the national guidance on driver bans would help the Met Police enforce the rules of the road?

[The Mayor](#)

Without knowing the full circumstances of each case I am not in a position to comment on the criminal justice response in those cases.

## **Criminal justice system - motoring offences (2)**

**Question No: 2014/0101**

[Jenny Jones](#)

In 2011, around half of the London drivers with more than 12 points on their licence were still legally entitled to drive. Do you think that a tougher approach by magistrates to driver bans would help the Met Police to enforce the rules of the road?

[The Mayor](#)

Please see my response to MQ0100 / 2014.

## **Undercover police and the Hillsborough campaign**

**Question No: 2014/0102**

[Jenny Jones](#)

If the Metropolitan Police Service can confirm publicly that they are investigating the allegation around undercover police officers spying on Stephen Lawrence please could you explain the reasons why the police will not confirm if they are investigating allegations that undercover police spied on the Hillsborough campaign?

[The Mayor](#)

Due to the unique circumstances surrounding the Lawrence family case, where a former MPS officer made public allegations, the MPS took the decision to comment on that specific investigation. Ordinarily, the MPS would neither confirm nor deny details of the deployment of undercover officers and that remains their position. This is a long established practice:

To avoid criminals targeted for undercover operations drawing conclusions if they were to give negative answers in some cases but not comment in others. Once the police start denying false or incorrect allegations, their silence in other cases could be taken as a confirmation, and that could be very damaging and dangerous for those who risk their lives to combat organised and serious criminality.

Judges have accepted its legitimacy in the interests of the wider public good in the courts, when asked whether an individual was an informant or an undercover officer.



## **20mph enforcement**

### **Question No: 2014/0103**

[Jenny Jones](#)

Will you make the enforcement of 20mph speed limits one of the contract goals in the current negotiations between Transport for London and the Met Police Transport command?

[The Mayor](#)

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

### **Written response from the Mayor received 28 February 2014**

Improving road safety will be one of the key objectives in the contract between TfL and the MPS for the policing of London's roads. One of the activities contributing to this objective will be speed enforcement. It is important to note however that the TfL Road Network accounts for 5% of roads in London and therefore the issue of whether to implement 20mph limits on other roads is a matter for local boroughs to decide.

As with all speeding, the police will take enforcement action where there is intelligence of deliberate and wilful speeding, causing risk to vulnerable road users, or at locations where there is a history of collisions.

## **Electric taxis**

### **Question No: 2014/0104**

[Jenny Jones](#)

Will you conduct a survey of taxi drivers to assess whether the lack of a comprehensive electric re-charging network, especially rapid charging, is going to be a deal breaker when considering the purchase of one of the new electric taxis?

[The Mayor](#)

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

### **Written response from the Mayor received 20 March 2014**

I have recently announced that all newly licenced taxis will have to be zero emission capable by 2018, with GPS being used to specify where the electric only capability of the taxi will be used. This approach gives greater flexibility as to which technologies can be used, including range extended hybrid. This means that there will be less demand for rapid charging infrastructure than if a pure electric approach had been adopted.

Nevertheless London has a comprehensive network of 1,400 on-street charge points, of which 129 are rapid chargers. TfL has recently appointed IER to take over the operation and management of the Source London scheme from summer 2014.

IER will be looking to expand the number of Source London charge points to 6,000 by 2018. I am also working with a range of stakeholders on my own proposals for how to expand this network in the future and this includes surveying taxi drivers.

## **Chobham Manor Community Land Trust (1)**

**Question No: 2014/0105**

[Jenny Jones](#)

How many homes do you expect to be in the Community Land Trust?

[The Mayor](#)

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

### **Written response from the Mayor received 20 March 2014**

The Legacy Corporation is committed to community involvement in shaping Queen Elizabeth Olympic Park and establishing new neighbourhoods and communities and as I have previously made clear, it is exploring options for delivering a Community Land Trust (CLT) within the Park.

Initial feasibility studies have identified a number of issues that will need to be satisfactorily addressed before the extent of CLT provision can be confirmed.

## **Chobham Manor Community Land Trust (2)**

**Question No: 2014/0106**

[Jenny Jones](#)

What community involvement and leadership has there been to date in developing your plans for Chobham Manor?

[The Mayor](#)

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

### **Written response from the Mayor received 20 March 2014**

The Legacy Corporation has worked with Chobham Manor LLP on its community engagement programme, for example when the Zonal Masterplan was prepared and also when the detailed design for phase one was prepared.

A series of public and stakeholder events gathered input into proposals and projects were undertaken to engage with existing local communities and build community capacity.

## **Climate change programme budgets**

### **Question No: 2014/0107**

[Jenny Jones](#)

Can you please provide me with (a) the original budget and (b) the actual outturn broken down by project within the GLA's environment and climate change programmes, for each of the years 2011/12, 2012/13 and 2013/14? For the current financial year please provide a forecast for the outturn. Please provide at the level of detail provided in answer to question 2010/2237.

[The Mayor](#)

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

## **Future climate change programme budgets**

### **Question No: 2014/0108**

[Jenny Jones](#)

What are the gross revenue and capital budgets for each of your environment and climate change programmes in 2014/15? Please break the figures down by funding source, e.g. indicating money from the GLA's own budget, funding from Defra, funding drawn from reserves, and so on.

[The Mayor](#)

Decisions on the details of budgets have not been agreed yet, so I am unable to comment.

## **Impact of Government flood defence cuts**

### **Question No: 2014/0109**

[Jenny Jones](#)

The government will be spending £546m in 2015-16 on flood defence projects, far less when compared to £646m in 2010-11. Do you know if any planned London based flood defence projects have not gone ahead as a result of these year on year spending cuts?

[The Mayor](#)

I am not aware of any London projects not being progressed on the basis of budget cuts.

## **Flood Act and developers obligation**

### **Question No: 2014/0110**

[Jenny Jones](#)

Are you concerned about the impact in London of the Government's failure to implement The Flood Act of 2010 obligation on builders to landscape developments so that water from roofs and driveways seeps into open ground, rather than rushing into the water system? Have you made any representations to Government over this failure?

[The Mayor](#)

I am concerned about delays to the enactment of the Sustainable Drain Approval Bodies legislation, but via Drain London, my officers are working with boroughs to help them prepare for its implementation. I would note that London Plan policy already requires sustainable drainage systems to be implemented in new development.

## **GLA waste officers**

### **Question No: 2014/0111**

[Jenny Jones](#)

Can you provide annual figures starting in 2006/7 up to 2013/14 for the number of staff employed in the GLA's waste team?

[The Mayor](#)

2006/07 - 9 FTE's + 2 externally funded Recycle for London staff

2007/08 - 8 FTE's

2008/09 - 7.5 FTE's

2009/10 - 5 FTE's (one of which on secondment) + 1 externally funded Recycle for London staff

2010/11 - 4 FTE's + 1.6 externally funded Recycle for London staff

2011/12 - 4 FTE's + 1.6 externally funded Recycle for London staff

2012/13 - 4 FTE's + 1.6 externally funded Recycle for London staff

2013/14 - 4FTE's (two of which are externally funded for ERDF)

In 2008/9, the London Waste and Recycling Board became operational with a four fte's increasing to six in 2013/14 and in 2013/14 the Environment Team restructured establishing two policy teams and two delivery teams. The Environment Team now operates a more flexible working structure that enables the team to move resources into policy areas as required reflecting the organisations priorities.

## **Cost of policing raids on sex workers in Soho**

**Question No: 2014/0112**

[Jenny Jones](#)

Please could you let me know the full cost of the policing raids on sex workers in Soho in December 2013?

[The Mayor](#)

Westminster police were allocated £20,000 for the overall operation. This funding was used to pay for the additional resources on the night.

## **Clock Tower at Goswell Road**

**Question No: 2014/0113**

[Caroline Pidgeon](#)

Further to my question to you in January 2012, (MQ2012/0308) I am told that the clock tower at the junction of Goswell Road and City Road is once again out of action. What is the causing this repeated failure and can it be repaired once again?

[The Mayor](#)

TfL have carried out a number of repairs to the clock. Following the latest repair on 15 January 2014, I can report that the clock is now in full working order.

The failures have related to the joint power supply, which powers both the clock and the internal lighting. On occasion, the illumination of the lighting causes a surge fuse to blow, cutting the power supply to the clock mechanism. An independent power supply is being installed for the clock which should ensure that this failure will not occur again in future.

## **Unreliability of Bus Route 4**

**Question No: 2014/0114**

[Caroline Pidgeon](#)

Residents are again complaining about the number of buses on route 4 going south that terminate at Barbican rather than going all the way to the end of the route at Waterloo, especially in the evenings. How often is this happening? What can be done to improve reliability on this route?

[The Mayor](#)

TfL recently reviewed route 4 and concluded that additional time was required in the schedule to enable buses to complete the journey between Archway and Waterloo. This adjustment was introduced on 25 January 2014 and will make it less likely that buses will have to be curtailed short of their scheduled destination owing to late running.

## **Bus Stop Countdown Indicators in Islington (1)**

**Question No: 2014/0115**

[Caroline Pidgeon](#)

How many bus stops have "Countdown" bus indicators in the Borough of Islington? How many do not have such indicators? How does this compare to other inner-London boroughs?

[The Mayor](#)

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

### **Written response from the Mayor received 13 February 2014**

Islington has a total of 120 Countdown indicator signs, which represents 37.4% of all bus stops with shelters (321) within the borough. This is in line with the inner London borough average.

## **Bus Stop Countdown Indicators in Islington (2)**

**Question No: 2014/0116**

[Caroline Pidgeon](#)

What is being done to increase the number of Countdown indicators at bus stops in Islington?  
How many bus stops in Islington are forecast to have "Countdown" indicators at the end of 2014?

[The Mayor](#)

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

### **Written response from the Mayor received 13 February 2014**

The project to upgrade on-street Countdown signs was successfully completed in July 2012 and delivered a total of 2,506 signs across the London network, a significant increase on the previous 1,900 sites. There are now 120 Countdown indicator signs in Islington, which represents 37.4% of all bus stops with shelters (321) within the borough. This in line with the inner London borough average.

There are no plans or funding for additional signs at stops but TfL will consider other locations where there are opportunities to secure third-party funding. For example, in May 2013, we launched the 'Digital Sign' - a subscription service that enables Countdown data to be displayed on any third-party internet-connected screen. To date, shopping centres, schools, libraries and Health Centres have been provided with a custom link enabling them to display this information on screens placed in and around their premises.

In addition, countdown information can now be accessed on line from the TfL website, on smartphones, and by text message. This puts real time information in the hands of more people than can be achieved by fixed signs.

Further information on Countdown and the Digital Sign subscription service can be found on the TfL website at

<http://www.tfl.gov.uk/corporate/projectsandschemes/11560.aspx>

GLA Responses to Government Consultations

## **Extending the 155 Bus Route**

**Question No: 2014/0117**

[Caroline Pidgeon](#)

I have been contacted about the 155 Bus Route and proposals that were made in the past to extend the 155 bus route to the City. Given the serious overcrowding on the southern end of the Northern Line would you consider revisiting the proposal to extend the 155 route to make it a credible alternative for south Londoners travelling into the City?

[The Mayor](#)

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

### **Written response from the Mayor received 20 March 2014**

Based on recent demand reports, there is spare capacity on the 155 service between Clapham South and Elephant and Castle, suggesting that current demand is not high enough in this area to justify the extension. It is also possible carry on to the City by changing at Elephant and Castle to routes 35, 40, 45, 63, 133 and 344 for the City.

TfL receives frequent requests to prioritise specific schemes, so it is important it balances demand against cost, to ensure the right schemes are prioritised for funding. Extending route 155 from Elephant and Castle to Finsbury Square would increase operating costs by around £1.5 million per annum. While some passengers would transfer from the Northern Line to an extended 155, we anticipate the impact would be limited given the significantly longer journey time.

As with all bus services, TfL regularly reviews links and capacity on this part of the network. A significant increase in the capacity of the Northern line will be introduced later this year and TfL will be monitoring the impact of this on bus demand in the corridor, in the wider context of London's overall development. If this indicates changes to the bus network are desirable, the suggestion of an extension of route 155 will be considered again in the subsequent review.



## **Short-Termination on Bus Route 19**

**Question No: 2014/0118**

[Caroline Pidgeon](#)

I am told that there are problems with buses on route 19 terminating early at Highbury Barn and not going all the way to Finsbury Park. How often has this happened in 2013 and what action will you take to stop this short-termination?

[The Mayor](#)

Whilst all journeys are scheduled to run the whole length of the route from Battersea Bridge to Finsbury Park, there are occasions when it is necessary to curtail some journeys at Highbury Barn owing to late running.

The time allocated for buses to run the full length of the route should be sufficient in most circumstances. However, route 19 experienced a number of severe unpredictable delays during the last three months of 2013. This meant that over 8% of journeys could not run through to Finsbury Park.

TfL has reviewed the time allocated for buses to complete their journeys and, now that a particularly disruptive period has ended, during the first three weeks of 2014 less than 2 per cent of the service has not reached Finsbury Park.

TfL will continue to pay close attention to the performance of route 19.

## **Independent Investment Programme Advisory Group Report 2012/13 (1)**

**Question No: 2014/0119**

[Caroline Pidgeon](#)

The Independent Investment Programme Advisory Group (IIPAG) Annual Report 2012-2013 is dated August 2013 but it was not published by Transport for London until 3 January 2014. What was the cause of such an extraordinary delay? On what date did you read the report?

[The Mayor](#)

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

### **Written response from the Mayor received 11 February 2014**

I understand that TfL received the final IIPAG report in September 2013. The management response was then submitted for review to the first available TfL Projects and Planning Panel meeting on 13 November. Subsequently, as required under the terms of reference for the IIPAG, the report was circulated to the Secretary of State and myself for approval, and publication followed on 3 January 2014.

I agree that this timetable is not ideal, and have since implemented a much tighter timetable for the 2013/14 report that will enable publication of the IIPAG Annual Report in August 2014.

## **Independent Investment Programme Advisory Group Report 2012/13 (2)**

### **Question No: 2014/0120**

[Caroline Pidgeon](#)

The Independent Investment Programme Advisory Group Annual Report 2012/13 identified Transport for London's management of telecommunications as an area where there is considerable scope for significant cost reductions and improved service. How do you and Transport for London respond to this conclusion?

[The Mayor](#)

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

### **Written response from the Mayor received 11 February 2014**

TfL is exploring opportunities for further efficiencies in this area and IIPAG's report is a useful contribution to that work. TfL recognises that there are opportunities to bring together a number of similar telecommunications workstreams, with the potential to generate synergies and efficiencies. TfL has appointed a senior leader to develop its overall telecoms strategy, adding to work on communications that was already under way.

## **Cycle Security Working Group (1)**

**Question No: 2014/0121**

[Caroline Pidgeon](#)

On what dates did your Cycle Security Working Group, announced in June 2010, meet?

[The Mayor](#)

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

### **Written response from the Mayor received 28 February 2014**

The Cycle Security Working Group (CSWG) was established in 2010 to oversee the delivery of the TfL, Metropolitan Police Service (MPS), British Transport Police (BTP) and City of London Police (CoLP) shared Cycle Security Action Plan which is published on the TfL website. The CSWG met on the following dates:

28 July 2010

1 October 2010

19 January 2011

4 August 2011

4 November 2011

3 February 2012

23 May 2012

The CSWG was succeeded by the Project Cycle Ops Board which was set up to oversee a one year partnership project between TfL, MPS, BTP and CoLP - Project Cycle Ops - to deliver at least a 10 per cent reduction in cycle theft in London. This saw the introduction of a more focused and results driven structure to tackling cycle theft. The Board met every six weeks between September 2012 and October 2013.

## **Cycle Security Working Group (2)**

**Question No: 2014/0122**

[Caroline Pidgeon](#)

Please publish the minutes of each Cycle Security Working Group meeting that has taken place.

[The Mayor](#)

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

### **Written response from the Mayor received 28 February 2014**

TfL is looking into options for publishing the minutes of the meetings online. In the meantime, I have asked that the minutes be sent to you.

## **Cycle Security Working Group (3)**

**Question No: 2014/0123**

[Caroline Pidgeon](#)

When and why has your Cycle Security Working Group stopped meeting?

[The Mayor](#)

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

### **Written response from the Mayor received 28 February 2014**

Please see my response to MQ0121 / 2014. The Cycle Security Working Group was succeeded by the Project Cycle Ops Board in 2012. Cycle theft reduction activity is now being monitored through a series of rigorous performance management and problem solving focused meetings between TfL and its policing partners.

## **Oyster Overcharging On Railways**

**Question No: 2014/0124**

[Caroline Pidgeon](#)

My recent FOI requests concerning Oyster Overcharging revealed that railway passengers are three times more likely to suffer Oyster incomplete journey penalties than those using Transport for London services. In the first ten months of 2013, Oyster Overcharging on National Rail cost passengers £23million. What steps will you take to work with Train Operating Companies and Network Rail to help railway passengers avoid Oyster Overcharging penalties?

[The Mayor](#)

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

### **Written response from the Mayor received 10 March 2014**

Customers are recognising the benefits and flexibility that Oyster Pay-As-You-Go journeys offer them on National Rail, and this ticketing option is becoming increasingly popular with journeys last November up 9% year-on-year. TfL is therefore working closely with the Train Operating Companies to improve on-system publicity and awareness of passengers' options.

National Rail passengers were not overcharged by £23m as you suggest. As you will know, passengers using Oyster Pay-As-You-Go must touch in at the beginning of their journey and touch out at their destination in order that the correct fare can be calculated. If this is not done by the passengers TfL therefore cannot know how far the passenger has travelled and will charge the maximum fare for a journey in London.

In the first ten months of 2013, it is estimated that National Rail passengers using Oyster could have saved £5-10m by touching in and out correctly. This is the more realistic figure.

TfL recognises that there are sometimes circumstances whereby passengers cannot always touch in or out correctly, and refunds will be automatically processed. Alternatively, if a passenger considers that they have been overcharged for a journey, then they can call TfL Customer Services on 0343 222 1234, request assistance from station staff who can correct a journey, or go online and request a fare adjustment.

## **Cycle Safety and HGVs in Peak Hours**

**Question No: 2014/0125**

[Caroline Pidgeon](#)

In comments you made to the Evening Standard in early January you said of a London lorry ban, "Reducing both freight journeys at the busiest times and the number of larger vehicles reduces the risk of collisions with other road users, especially cyclists and pedestrians." What steps are you taking to put this into practice?

[The Mayor](#)

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

### **Written response from the Mayor received 28 February 2014**

In the short term, TfL is encouraging voluntary adoption of off-peak deliveries that don't disturb London's residents. Existing guidance has been collated and a note produced for boroughs to accompany a new technical report detailing the different types of regulatory delivery restrictions. An off-peak delivery toolkit is in development with training for transport managers and drivers.

We are identifying the proportion of deliveries currently made off-peak and asking operators where and why off-peak deliveries are not possible. Surveys are being undertaken to identify premises and freight sectors able to adopt off-peak deliveries without undue economic, societal or environmental impact.

Two supermarket chains and three boroughs are committed to demonstrate the introduction of widespread, long-term, sustainable off-peak deliveries. Lessons learnt will help promote adoption by other supermarket chains in other boroughs and, as appropriate, by other freight sectors.

In 2014, trials will show how some delivery restrictions can be overcome. We plan to stage an industry event to demonstrate quiet equipment and successful approaches for introducing off-peak deliveries.

As part of its response to the Roads Task Force, TfL is studying various options including a peak-hour lorry ban and timed access restrictions for freight in certain parts of London.

## **Safety Technology Engagement Event (1)**

**Question No: 2014/0126**

[Caroline Pidgeon](#)

Which organisations and companies attended Transport for London's Safety Technology Engagement event on 13 January 2014?

[The Mayor](#)

Organisations from many areas, including manufacturers and researchers were invited to participate in the event. A list of attendees is below.

Attendees

The Society of Motor Manufacturers and Traders Limited

Safety Shield Systems

Brigade Electronics

Traffic Angel

BackWatch

Vision Alert Automotive

Cycle Alert

ADCG Ltd

University of Leeds

Jimmy Beam Down Light

Pie Mapping

Vision Techniques

Fusion Processing

TTC Parts

Crossrail

AECOM

## **Safety Technology Engagement Event (2)**

**Question No: 2014/0127**

[Caroline Pidgeon](#)

What new technology proposals were identified to improve cycle safety at Transport for London's Safety Technology Engagement event on 13 January 2014?

[The Mayor](#)

The purpose of this event was to provide a forum to bring technology providers interested in engaging with TfL together to hear about our road and vehicle safety programmes, ask questions and discuss issues arising with regards to the role of technology in improving safety for all users.

The event also gave guidance to technology providers on the safety problems to be resolved in order to better inform product development.

## **Safety Technology Engagement Event (3)**

**Question No: 2014/0128**

[Caroline Pidgeon](#)

What are the next steps following Transport for London's Safety Technology Engagement event on 13 January 2014 making better use of new technology to improve cycle safety?

[The Mayor](#)

Following this event, technology providers were invited to express their interest and support for holding a joint technology demonstration event. TfL will work with the providers in attendance and others unable to attend on the day, or since identified, to arrange this event.

Providers were also asked to express an interest in being involved in TfL's programme of research and evaluation of the effectiveness of vehicle safety technology. This evaluation is due to be completed in mid-2014.

## **Oyster at Gatwick Airport**

**Question No: 2014/0129**

[Caroline Pidgeon](#)

When will passengers be able to travel to Gatwick Airport using Oystercards?

[The Mayor](#)

I have asked TfL to work with the Department for Transport with the aim of making this available as soon as possible. Subject to the DfT being able to agree various changes, I expect this will happen within 2014.



## **Update on Tigers Head Junction, Bromley Road**

**Question No: 2014/0130**

[Caroline Pidgeon](#)

Can you give me an update on the works proposed for the Tiger's Head junction on Bromley Road, setting out what changes are to be made and giving the timescale for their implementation?

[The Mayor](#)

TfL is proposing to install staggered signalised crossings on the north side of Bromley Road and Whitefoot Lane. This will mean all arms of the junction will have signalised crossings to assist pedestrians when navigating across this junction. Also included in the works are carriageway resurfacing, kerb realignments and amendments to the signal poles.

Easements are required by Southern Gas Networks (SGN), to abandon a gas main on the south-west side of the junction where TfL will be realigning the kerb. It is therefore essential that the SGN work is completed before TfL can commence the highway improvement.

TfL is liaising with SGN to establish timescales for their work. TfL works are scheduled to start in Spring 2014 subject to the completion of the SGN gas main works.

## **Online Crime Tracking**

**Question No: 2014/0131**

[Caroline Pidgeon](#)

In answer to MQ 2013/1850 you stated that "MOPAC supports the concept" of online crime tracking and that they are "working with the MPS as part of the on-going review of the MPS IT strategy to see how it could be piloted and potentially introduced in future". What progress has been made? Is a pilot of online crime tracking in the IT budget for 2014/15?

[The Mayor](#)

Work on online crime tracking is ongoing. Costs to deliver this are identified in the 14/15 budget.

## **Body-worn cameras for police**

**Question No: 2014/0132**

[Caroline Pidgeon](#)

Further to the Met Commissioner announcing a trial of firearms officers using body-worn video cameras, and the trial already taking place in Sutton, can you confirm how many cameras will be in use by the Met Police from April 2014? Would you consider extending the use of body-worn cameras to all frontline patrol officers, and if so when could they be introduced?

[The Mayor](#)

There are currently around 200 body worn video (BWV) cameras operating in 11 boroughs. These have been funded, in the main, through partnership arrangements with local authorities, to tackle specific local issues.

Significant funding, secured in part through MOPAC and the Home Office will be used to deliver a large scale pilot. This will commence in April 2014 in a number of boroughs and SCO19 Specialist Firearms Command and could include some of the existing schemes in order to build upon current good practice. The specific details are currently being talked through.

More widespread roll-out of BWV cameras will be considered once the results of the pilot and an assessment of the funded schemes have been analysed.

## **Noise caused by 'night tube' service**

**Question No: 2014/0133**

[Caroline Pidgeon](#)

What mitigation do you plan for residents living close to surface sections of tube lines expected to be part of the "night tube" service?

[The Mayor](#)

Tube services already run for up to 20 hours each day, and engineering trains often operate overnight too. As such, the potential for disturbance from night time services on Fridays and Saturdays is expected to be limited.

Prior to the introduction of Night Tube, London Underground (LU) will be carrying out a thorough assessment of noise issues and will undertake works to improve the condition of the track. Once Night Tube is operational, from 2015, LU will of course continue to work with residents to help resolve any issues.

## **Requests for police visits by victims of crime**

### **Question No: 2014/0134**

[Caroline Pidgeon](#)

Further to MQ 2013/3498 can you provide an update on how many scheduled visits to victims of crime the MPS have made? What percentage of the appointments arranged were kept by the MPS?

[The Mayor](#)

The following table shows the number of appointments scheduled throughout 2013.

The MPS attended 92.9% of all scheduled appointments. July was the only month in which the 90% target for achieving appointment times was not met. These figures include all appointments made following a call for service and may include other incidents in addition to crimes, for example, incidents of anti-social behaviour.

As indicated in answer to MQ3494 / 2013 the MPS ceased the manual recording of scheduled appointment visits to victims of crime. It is not therefore currently possible to disaggregate crime related visits from other forms of scheduled appointments. However, there is no reason to believe that performance would be markedly different.

NB It should be noted that where the caller is unavailable when police arrive at an appointment, this is also recorded as a missed appointment.

## 101 call waiting times

### Question No: 2014/0135

[Caroline Pidgeon](#)

How many non-emergency 101 calls did the Metropolitan Police answer in 2013? How many were answered within 30 seconds; how many calls were dropped; what was the average time taken to answer; and what was the longest time taken to answer?

[The Mayor](#)

The table below provides the performance data requested.

2012/13 Performance year	
No of non-emergency calls to 101	2,839,464
No. of calls answered within 30 seconds	2,592,580 (91.3%)
Average time taken to answer a call*	11 seconds
No. of dropped calls**	65,709

You also asked for the longest time taken to answer a call. We do not have this data at present but will endeavour to provide it to you as soon as possible.

\*The target time for answering calls is 30 seconds

\*\*101 calls are abandoned for a number of reasons, whether through callers dialing 101 in error, not wanting to wait or loss of phone reception. The system does not allow the Met Police to look into the reasons for abandonment without looking into each individual call.

## Curtis Green costs (1)

### Question No: 2014/0136

[Caroline Pidgeon](#)

What is MOPAC's budget for the redevelopment of the Curtis Green Building as the new Met HQ?

[The Mayor](#)

The budget for the redevelopment of Curtis Green as the new Met HQ will be announced shortly.

## **Curtis Green costs (2)**

**Question No: 2014/0137**

[Caroline Pidgeon](#)

What is MOPAC's budget for the exit of New Scotland Yard and the move to Curtis Green in terms of moving all of the technological and information systems?

[The Mayor](#)

Provision has been made to relocate all technology and information systems currently located at NSY. This includes the opportunity to replace outdated systems as necessary. The final budget needed is yet to be determined.

## **Safer Neighbourhood Board Meetings**

**Question No: 2014/0138**

[Caroline Pidgeon](#)

Will MOPAC ensure that Safer Neighbourhood Board meetings are held in public?

[The Mayor](#)

I believe local partners will know best how to deliver their functions in their areas. The Safer Neighbourhood Board (SNB) guidance indicates that every SNB should hold at least one public event per year. Most borough proposals include plans to hold their meetings in public and I fully support their decision to do so.

## **Review of Services for Victims of Crime in London**

### **Question No: 2014/0139**

[Caroline Pidgeon](#)

The Deputy Mayor for Policing and Crime awarded a contract to Ecorys Limited to undertake a full review of services for victims of crime in London at a cost of £49,495 +VAT (DMPCD 2013-198, 10/12/13). However he had previously commissioned the Office of the Victims' Commissioner to undertake a full review of services for victims of crime in London at a cost of £35,000 +VAT (DMPCD 2013-134, 11/09/13). Why are you funding two reviews? Why did the Office of the Victim's Commissioner not carry out the review as originally announced?

[The Mayor](#)

Further to the offer from the Victims' Commissioner to undertake a review of victims' services, MOPAC undertook a sole tender action. This was on the basis that, as a consequence of its unique position in terms of national responsibility, credibility and independence, the only suitable supplier is the Victims' Commissioner.

Subsequent discussions were held between MOPAC and Baroness Newlove's office about the specific details of the review and how it might best be delivered. As a result, Baroness Newlove confirmed that, whilst she is committed to providing leadership for the Review, a third party would need to be involved to deliver the work. Therefore a procurement exercise was undertaken which resulted in the appointment of Ecorys UK Ltd. To clarify, DMPCD 2013-198 replaces DMPCD 2013-134 and the only payment (£49,495 + VAT) will be to Ecorys UK Ltd. The Review is now underway.

## **Student Protests**

### **Question No: 2014/0140**

[Caroline Pidgeon](#)

What has been the outcome of complaints made to the Metropolitan Police about what appeared to be unacceptable levels of violence from a small group of police officers towards student protestors on 4 December 2013?

[The Mayor](#)

These complaints are subject to ongoing investigation.

## **Rape victims referred to Havens**

**Question No: 2014/0141**

[Caroline Pidgeon](#)

There have been press reports that there has been a decline in the number of rape victims referred to Havens by the police and of the number of forensic examinations performed on rape victims at Havens; which provide support to victims and help criminal investigations. Given that allegations of rapes made to the police have increased will you work with the Havens to increase the number of referrals?

[The Mayor](#)

In the financial year to date, there has been an 8% increase in police referrals to the Havens. It is not possible from current systems to identify how many result in forensic examinations but work is underway that will enable this in future.

The MPS is working with key partners such as the NHS, who jointly commission Haven services, to continue to increase referrals in the future.

## **Congestion Charge (1)**

**Question No: 2014/0142**

[Stephen Knight](#)

How much additional revenue would be raised from the congestion charge in 2014/15 if the daily charge were raised from £10 to £11.50?

[The Mayor](#)

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

## **Written response from the Mayor received 28 February 2014**

The proposal to increase the daily Congestion Charge is subject to a public consultation which closes on 14 March 2014 and is one of a number of changes being considered:  
<https://consultations.tfl.gov.uk/roads/cc-changes>.

Since 2011 the daily Congestion Charge has remained at £10 (£9 if paid using CC Auto Pay or £12 if paid the next charging day) with the cost of the charge falling in real terms over this period.

TfL estimates that the proposed increases will generate an additional £17.9m of net income in the next financial year. This figure incorporates the estimated increase across all daily charge payments, not just the standard £10 charge. It should be noted that less than a quarter of drivers who are eligible to pay the Congestion Charge do so at the standard daily rate; the majority of drivers paying to use the zone have accounts with TfL and therefore qualify for one of the many discounts which are available.

## **Congestion Charge (2)**

**Question No: 2014/0143**

[Stephen Knight](#)

Can you confirm whether TfL's draft submission to your 2014/15 budget includes the additional income that would arise if the daily charge were raised from £10 to £11.50?

[The Mayor](#)

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

### **Written response from the Mayor received 28 February 2014**

I can confirm that it does include the additional net income that would arise from an increase to the Congestion Charge. As I said in my response to 0142/2014, this is however subject to a public consultation which runs until 14 March 2014. Once this is complete and TfL have analysed the data, I will make my decision as to whether the proposed increase should be introduced.

Since 2011 the daily Congestion Charge has remained at £10 (£9 if paid using CC Auto Pay or £12 if paid the next charging day) with the cost of the charge falling in real terms over this period.

## **Olympicopolis**

**Question No: 2014/0144**

[Stephen Knight](#)

Will the density of housing developments in the Olympic Park now have to be increased in order to accommodate a new higher education and cultural quarter on the land between the Stadium and Stratford station?

[The Mayor](#)

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

### **Written response from the Mayor received 20 March 2014**

The proposals for the higher education and cultural quarter at Marshgate Wharf on Queen Elizabeth Olympic Park means that development densities in this neighbourhood may increase in order to maximise both the delivery of new homes, as well as much needed education and cultural uses that will drive economic growth and help in creating a vibrant place.

However, detailed planning for this neighbourhood has not yet commenced so it is too early to identify any changes to housing densities.



## **Commenting on planning applications**

**Question No: 2014/0145**

[Stephen Knight](#)

Given your previous reluctance to comment on planning applications that have yet to be determined by local authorities, why have you decided to comment on plans to redevelop the Southbank Centre?

[The Mayor](#)

As a strategically referable planning application, I was required to provide a statement of compliance to Lambeth Council on whether the application complies with the London Plan, as required by the Mayor of London Order 2008, which I did on 15 January 2014. You can review the consultation response here:

<https://www.london.gov.uk/priorities/planning/strategic-planning-applications/mayors-planning-decisions/southbank-centre>

## **Fettering Discretion in the Planning Process**

**Question No: 2014/0146**

[Stephen Knight](#)

Does your statement that you will only support plans to redevelop the Southbank Centre if the skate park is "retained in its current position" mean that you have fettered your discretion to determine this application? If so, who will determine the application?

[The Mayor](#)

As set out in my letter and report, which you can view via the link below, I have provided a statement to Lambeth Council on whether the planning application accords with the London Plan. As set out in paragraph 66 of the report, there is no obligation for me to indicate my intentions regarding a possible direction, and no such decision should be inferred from my statement and comments regarding my eventual decision at Stage 2 after the Council has made its resolution.

<https://www.london.gov.uk/priorities/planning/strategic-planning-applications/mayors-planning-decisions/southbank-centre>

## **Convoys Wharf**

**Question No: 2014/0147**

[Stephen Knight](#)

Further to your decision to take over the above application for your own determination, will you consider the concerns raised by Lewisham Council's strategic planning committee on 16 January 2014 before making any final decision?

[The Mayor](#)

Yes. Lewisham Council has stated that it will submit representations to me following its committee meeting on 16 January 2014. I will consider all representations received before coming to my decision on the case.

## **Draft London Housing Strategy**

**Question No: 2014/0148**

[Stephen Knight](#)

Further to the publication of the 2013 London Strategic Housing Market Assessment (SHMA), will you be amending the house building target in your draft London Housing Strategy (currently set at 42,000 new homes per year) to reflect the annual requirement for around 49,000 new homes each year in order to accommodate projected household growth and clear the backlog of need?

[The Mayor](#)

As the draft Housing Strategy made clear, the final version of the London Housing Strategy will take into account the findings of the Strategic Housing Market Assessment and the Strategic Housing Land Availability Assessment, as well as the responses to the public consultation.

## **Supporting small and medium-sized builders**

**Question No: 2014/0149**

[Stephen Knight](#)

Given your desire to support small and medium-sized house builders (as outlined in your draft Housing Strategy) how will you ensure that the London Development Panel (LDP) - through which twenty-five major developers are able to deliver housing projects without the need to go through a full procurement process - does not further concentrate the London house building industry?

[The Mayor](#)

The London Development Panel (LDP) was set up to accelerate housing delivery on medium to large sized housing-led developments on public sector land within London. We are currently exploring the potential to set up a framework for small to medium sized house builders to improve the supply and delivery on smaller housing developments and to help this part of the sector.

## **Fracking opportunities in Greater London**

**Question No: 2014/0150**

[Stephen Knight](#)

How many Petroleum Exploration and Development Licenses have been granted in London to date?

[The Mayor](#)

These licences are granted by the London boroughs. I am not aware of any that have been granted to date.

## **Electric vehicle charge points**

**Question No: 2014/0151**

[Stephen Knight](#)

How many rapid charging points do you expect to be in operation in London by 2018?

[The Mayor](#)

There are currently 129 rapid charge points (20-50KW) in the Source London network (which totals over 1,400 charge points) which can allow an Electric Vehicle (EV) to be charged to 80 per cent of its capacity in around 30 minutes.

TfL has recently appointed IER (a subsidiary of Bolloré Group) to take over the operation and management of the Source London scheme from summer 2014. IER will be looking to expand the number of Source London charge points to 6,000 by 2018. TfL will encourage the installation of rapid charge points in London, where appropriate.

TfL also recently submitted proposals to the Office of Low Emission Vehicles as part of their 'Call for Evidence on Government measures to support uptake of ultra low emission vehicles between 2015 and 2020'. TfL's evidence included a request for further funding for the implementation of rapid charging infrastructure in London.

## **Electric Vehicle Delivery Plan**

**Question No: 2014/0152**

[Stephen Knight](#)

What, if any, plans do you have to update your Electric Vehicle Delivery Plan for London?

[The Mayor](#)

I am committed to improving air quality in London and believe low emission vehicles will play a central role in reducing emissions in the future. TfL is developing a Low Emission Vehicle Roadmap which will supersede the 2009 Electric Vehicle Delivery Plan for London. This will also be supported by a wider Transport Emissions Action Plan. These plans set out future measures to encourage low emission vehicles, alongside promoting a shift to public transport, walking and cycling to reduce emissions. These documents will be published this year.

Significant progress has already been made with the delivery of over 1,400 electric vehicle charge points, the hybrid New Bus for London and the announcement of my vision for an Ultra Low Emission Zone in central London by 2020.

I am also promoting the uptake of electric vehicles via the Ultra Low Emission Discount from the Congestion Charge, trials of inductive charging, the Plugged in Fleets Initiative, working with the taxi industry to develop a zero emission capable taxi, and bidding to the Office for Low Emission Vehicles for funding to support low emission vehicles.

## **Electric Taxis**

**Question No: 2014/0153**

[Stephen Knight](#)

Further to your pledge that from 2018 "all taxis presented for licensing should be zero-emission capable", when do you expect all taxis operating in central London to achieve this target?

[The Mayor](#)

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

## **Written response from the Mayor received 11 February 2014**

Zero emission capable taxis will begin to be seen on London's streets from 2015 onward and will be mandatory for all new taxis joining the fleet from 1 January 2018. I have also announced my intention to create an Ultra Low Emission Zone in central London from 2020 and will begin consultation on potential options later this year.

I am currently working with a number of partners, including the Office for Low Emission Vehicles, manufacturers and financial institutions, to identify ways to provide additional financial support to accelerate the uptake of new zero emission capable taxis.

## **Cleaner Taxi Fund**

**Question No: 2014/0154**

[Stephen Knight](#)

Further to your announcement that all taxis presented for licensing should be zero-emission capable by 2018, will you now implement a financial incentive scheme to encourage drivers to purchase the cleanest available taxis, as promised since 2008?

[The Mayor](#)

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

### **Written response from the Mayor received 11 February 2014**

I am currently working with a number of partners, including the Office for Low Emission Vehicles, manufacturers and financial institutions, to identify ways to provide additional financial support to accelerate the uptake of new zero emission capable taxis.

## **Recommendations from my Affordable Homes and Jobs for London report (1)**

**Question No: 2014/0155**

[Stephen Knight](#)

Have you considered the first recommendation from my Affordable Homes and Jobs for London report, which advocates borrowing against the GLA's revenue stream in order to fund an affordable home building programme for London? If you do not agree, what is your reason for doing so?

[The Mayor](#)

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

### **Written response from the Mayor received 20 March 2014**

As explained before, to be able to borrow more requires not only the Government to relax the GLA's borrowing limits it also requires a sustainable revenue stream to service the debt. The Affordable Homes and Jobs for London report advocates borrowing against the GLA Group's annual revenue stream, quoting a figure of £11.2 billion. However, the Report does not spell out what services across the Group would be lost by revenue resources being transferred to service the borrowing costs. Following on from the London Finance Commission's report, discussions continue with the Government over the Growth Deal and work is concluding on the London Infrastructure Plan as a means of achieving both a relaxation in borrowing limits and a sustainable income stream to service debt.

## **Recommendations from my Affordable Homes and Jobs for London report (2)**

**Question No: 2014/0156**

[Stephen Knight](#)

Have you considered the second recommendation from my Affordable Homes and Jobs for London report, which advocates allocating most, if not all, GLA-owned land to affordable housing? If you do not agree, what is your reason for doing so?

[The Mayor](#)

Land owned by the GLA is sited in a number of locations and with a variety of both existing and proposed uses, acquired as it was by a number of agencies including the LDA and LTGDC. Not all land is appropriate for housing development and much already has planning consents on it. For those sites that are there are a number of factors that need to be considered including best consideration, viability, cross-subsidies gained through providing private homes, mixed and balanced communities and my intention to help provide homes for working Londoners. Whilst sites for residential development will incorporate an element of affordable housing it is not considered appropriate to deliver only this tenure.

## **Recommendations from my Affordable Homes and Jobs for London report (3)**

**Question No: 2014/0157**

[Stephen Knight](#)

Have you considered the third recommendation from my Affordable Homes and Jobs for London report, which advocates that central government scrap the Housing Revenue Account cap on local authorities? If you do not agree, what is your reason for doing so?

[The Mayor](#)

Please see my response to MQ0471 / 2014.

## **Recommendations from my Affordable Homes and Jobs for London report (4)**

**Question No: 2014/0158**

[Stephen Knight](#)

Have you considered the fourth recommendation from my Affordable Homes and Jobs for London report, which advocates that central government invest further in affordable housing in order to bring down the cost of Housing Benefit? If you do not agree, what is your reason for doing so?

[The Mayor](#)

I agree, as did the London Finance Commission, that there should be a shift over time in housing budgets from personal subsidy to bricks and mortar to increase housing supply.

## **Recommendations from my Affordable Homes and Jobs for London report (5)**

**Question No: 2014/0159**

[Stephen Knight](#)

I am aware you support the devolution of the Skills Funding Agency to City Hall, which is the fifth recommendation from my Affordable Homes and Jobs for London report. However do you agree with my sixth recommendation on support for construction SMEs? If so, what work have you or will you undertake to fulfil this?

[The Mayor](#)

Support for construction SMEs is one of the five work streams that will be delivered as part of the Joint Investment Initiative that the London Enterprise Panel has approved and is co-funding with the Construction Industry Training Board (CITB). The initiative worth £2 million is due to launch in spring 2014.

## **Recommendations from my Affordable Homes and Jobs for London report (6)**

**Question No: 2014/0160**

[Stephen Knight](#)

Have you considered the seventh recommendation from my Affordable Homes and Jobs for London report, which advocates that City Hall become a one-stop shop for construction employers and apprenticeship candidates? If you do not agree, what is your reason for doing so?

[The Mayor](#)

I would not consider City Hall becoming a one stop shop for construction employers and apprenticeships candidates because this is the remit of the Construction Industry Training Board (CITB) and the National Apprenticeship Service (NAS). The London Enterprise Panel welcomes the strong links that it has with both organisations, in delivering apprenticeship starts through NAS and by undertaking a joint investment with CITB to promote jobs and growth in the construction sector.

## **Direct, indirect and induced jobs (1)**

**Question No: 2014/0161**

[Stephen Knight](#)

Why do your performance measures not record whether or not the jobs you are allegedly creating are created directly, indirectly or induced?

[The Mayor](#)

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

### **Written response from the Mayor received 07 February 2014**

Whilst the aim is to have as consistent a method as possible to record the employment outcomes of GLA Group activity, some performance measures do not record details of jobs broken down by direct, indirect and induced because the pre-existing reporting requirements for those programmes did not require this level of detail.

Requiring providers to count jobs on a slightly different basis may not be possible or may involve disproportionate costs.

## **Direct, indirect and induced jobs (2)**

**Question No: 2014/0162**

[Stephen Knight](#)

Do you not agree there is a substantial difference between claiming credit for a post you have directly created and one which you have induced (if it is indeed ever possible to accurately measure the latter)?

[The Mayor](#)

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

### **Written response from the Mayor received 07 February 2014**

Whilst indirect and induced jobs are a step removed from the direct impact of our investments in projects, I would argue that they do ultimately result from our investment.



## **EU migrants**

**Question No: 2014/0163**

[Stephen Knight](#)

The London Chamber of Commerce and Industry report "Let Them Come?" states that EU migrants pay more in taxes than they receive in benefits and that "Government must move to neutralise the increasingly negative public image of EU migrants." In light of your recent comments on LBC radio on 7th January 2014, do you agree with the London Chamber of Commerce and Industry? If not, why not?

[The Mayor](#)

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

### **Written response from the Mayor received 11 April 2014**

As I have previously made clear, I believe that hard working migrants play an important role in boosting London's economic prosperity. However, I believe that if you want to come and work in this country, as people from all over the world do, there should be a period before you can claim all benefits.

## **Gerard Lyons' EU report (1)**

**Question No: 2014/0164**

[Stephen Knight](#)

In response to my question 2013/2860 in September last year you said your Chief Economic Adviser Gerard Lyons was researching his report on the pros and cons for London of EU membership, with a view to publishing it in early 2014. Do you now have a clearer idea as to when the report will be published?

[The Mayor](#)

This spring.

## **Gerard Lyons' EU report (2)**

**Question No: 2014/0165**

[Stephen Knight](#)

Which external consultancy is the recipient of the £50,000 you have allocated to help research Gerard Lyons' EU report?

[The Mayor](#)

Volterra Partners have been commissioned to provide supporting research to the report on the relationship between London and the European Union. The value of the contract is £36,400.

## **Part-time job creation manifesto pledge (1)**

**Question No: 2014/0166**

[Stephen Knight](#)

In your answer to my question 2013/4588 you said that "GLA and functional body performance measures do not currently record details of whether jobs created are part-time." However you went on to say "I believe I am on track to fulfil my manifesto commitment in this area." How do you know you are on track to create 20,000 part-time jobs, including 7,500 across the GLA Group by 2015, if you are not actually keeping track of how many part-time jobs you are allegedly creating?

[The Mayor](#)

Given that I am on track to meet the 200,000 target for job creation over this Mayoral term and given that 23% of total employment in London is made up of part-time workers (using data from the Office of National Statistics), I believe I am also on track to achieve my manifesto commitment of creating 20,000 part-time jobs over the course of this Mayoral term.

## **Part-time job creation manifesto pledge (2)**

**Question No: 2014/0167**

[Stephen Knight](#)

Instead of simply repeating your manifesto pledge to create 20,000 part-time jobs over this Mayoral term, can you please answer my question 2013/4589?

[The Mayor](#)

Given that 23% of total employment in London is made up of part-time workers (using data from the Office of National Statistics), a further 26,000 of the 180,000 jobs could be part-time jobs.

## **Source London**

**Question No: 2014/0168**

[Stephen Knight](#)

Will you give an assurance that Transport for London will publish via its website on a quarterly basis information showing the number and length of time that each Source London charging point has been used?

[The Mayor](#)

With Source London in the process of transitioning to IER, they will shortly become responsible for the scheme and any associated data. Therefore it would not be appropriate for me to make this commitment.

## **Fires in London**

**Question No: 2014/0169**

[Stephen Knight](#)

Would the Mayor please provide a week by week chart for the period January 2013 to February 2014 of the number fire engines in operational service, staffed by members of the London Fire Brigade?

[The Mayor](#)

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

### **Written response from the Mayor received 04 February 2014**

Please see the chart attached as Appendix 169 which illustrates that 169 appliances were available at fire stations up to 14 August 2013. On this date 27 fire engines were temporarily withdrawn from service as part of the Authority's contingency plan in response to the FBU's ongoing strike action, leaving 142 appliances available at fire stations. LSP5 was implemented on 9 January 2014, reducing to 155 the number of appliances normally available. The effect of the implementation of LSP5, combined with the opportunity taken by the Commissioner to return appliances to five of the stations from which a contingency service appliance had been withdrawn means that, currently, 142 appliances are normally available to the Brigade (whilst the contingency service retains 27).

## **Fire Engines in London**

**Question No: 2014/0170**

[Stephen Knight](#)

Does the Mayor find it acceptable that during the period of August 2013 until present, Londoners have paid for a full complement of fire engines but are left 27 short due to an ongoing national industrial dispute. An issue further compounded by the net loss of 9 appliances after the implementation of LSP5. If there were several major incidents same time, a co-ordinated terror attack for instance, how does the Mayor propose to deal with it given that 27 engines currently lay in secure storage with no access to Fire Fighters?

[The Mayor](#)

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

### **Written response from the Mayor received 04 February 2014**

Londoners will continue to receive a first classfire and rescue service. The current dispute between the Government and the FBU means that LFEPA has to activate its contingency service arrangements, in line with its statutory duty to provide an emergency response service. The contingency service involves LFEPA making available 27 appliances to its provider.

## **LSP5**

**Question No: 2014/0171**

[Stephen Knight](#)

Why did the Mayor not delay the implementation of LSP5 until industrial action was settled instead of leaving Londoners with a total of 36 fewer fire engines for an indefinite period?

[The Mayor](#)

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

### **Written response from the Mayor received 04 February 2014**

LFEPA has a legal duty to make contingency arrangements. Those arrangements currently involve providing 27 fire engines to LFEPA's contingency service provider.

The LSP5 station closures and pump removals were in response to a reduction in budget and the need for a more efficient approach.

The two issues are separate and entirely unconnected.

Any delay to the implementation of LSP5 would have reduced the level of savings which would be achieved.

It is not the case that there are 36 fewer fire engines available. Between 14 August 2013 and 9 January 2014 there were 27 fewer engines and in the period since 9 January 2014 there have been 13 fewer fire engines.

## **Banning spitting in public**

**Question No: 2014/0172**

[Tony Arbour](#)

26 London boroughs have significantly worse TB rates than the England average and Hounslow has one of the highest rates of new cases of tuberculosis and is currently looking to ban spitting in the borough. Would you support boroughs in London which would like to ban spitting publically?

[The Mayor](#)

It is for boroughs to determine how they wish to tackle this issue in their local areas.

## **Overtime costs**

### **Question No: 2014/0173**

[Tony Arbour](#)

Several newspapers recently revealed that one MPS sergeant was paid £52,784 in overtime last year. Can you break down what this overtime work related to?

[The Mayor](#)

The £52,784 overtime was paid to a Sergeant in SC&O19 (Specialist Firearms) and was largely driven by exceptional circumstances relating to the Olympics. The overtime earned can be broken down as follows; £24.5k for Specialist Firearms operations, £14.6k for the 2012 London Olympics period and £13.6k for the development and delivery of Specialist Firearms training in preparation for the Olympics.

## **Transport to hospitals**

### **Question No: 2014/0174**

[Tony Arbour](#)

Does the Mayor agree that TfL's transport planning should focus more on providing access to NHS Centres of Excellence which are just outside the boundaries of Greater London?

[The Mayor](#)

TfL provides a substantial number of cross-boundary links, ensuring good connections to major town centres either side of the boundary.

TfL is involved in both the London Health Board and the recently created London Health Commission to ensure the wider issues of transport and health are considered.

## **Transport to Epsom Hospital from Chessington**

**Question No: 2014/0175**

[Tony Arbour](#)

Epsom Hospital been recognised as a centre of excellence both nationally and internationally for hip and knee replacement surgery and R&D. Will the Mayor request that TfL investigates transport arrangements between Chessington and Epsom, particularly bus number 467 which crosses the London/Surrey border, with a view to providing direct access to Epsom Hospital for those living in Chessington?

[The Mayor](#)

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

### **Written response from the Mayor received 07 February 2014**

TfL provides cross-boundary services where appropriate to serve nearby major destinations. Six TfL services run to Epsom town centre (routes 166, 293, 406, 418, 467 and 470) of which routes 166 and 293 extend further to Epsom Hospital. TfL has no current plans to extend route 467 to the hospital, which would cost around £150,000 per annum, in part because passengers from Chessington can change to routes 166 or 293 in the town centre.

I understand this may be disappointing and of course we will keep this under review.

## **Transport to St Peter's Hospital from Feltham**

**Question No: 2014/0176**

[Tony Arbour](#)

Will the Mayor request that TfL investigates transport arrangements between Feltham and St Peter's Hospital Chertsey, with a view to providing direct access to the hospital for those living in the Feltham area?

[The Mayor](#)

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

### **Written response from the Mayor received 07 February 2014**

TfL provides cross-boundary services where appropriate to serve nearby major destinations. Other destinations further afield can be reached by interchange. St Peter's hospital is some distance into Surrey and the provision of a TfL bus service cannot be justified. However, passengers wishing to travel to St Peter's hospital from Feltham can take route 235 and change at Sunbury to Surrey County Council service 557.

## **Heathrow Expansion**

**Question No: 2014/0177**

[Tony Arbour](#)

Do you agree with me that an increase in flights at Heathrow would be unacceptable, even if achieved without physically expanding the airport itself?

[The Mayor](#)

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

### **Written response from the Mayor received 07 March 2014**

Yes. Each and every take-off and landing has a substantial negative impact on the quality of life of those who live under Heathrow's flight paths.

Heathrow is already full. The existing airfield and terminal infrastructure cannot reliably accommodate any more air traffic movements, without them being during the middle of the night, or as a result of mixed mode operations. I am vehemently opposed to both.

## **Community engagement to protect human trafficking victims**

**Question No: 2014/0178**

[Andrew Boff](#)

The Metropolitan Police will imminently appoint a senior officer to head up 'community engagement'. Will you ensure he or she engages with the recommendations in my report Shadow City on community engagement?

[The Mayor](#)

The MPS has received a copy of 'Shadow City, your report on Human Trafficking in London. They are currently reviewing this comprehensive work and the senior officer for community engagement will give consideration to the recommendations in due course.

## **Private Rented Sector**

### **Question No: 2014/0179**

[Andrew Boff](#)

Could you please outline how the Further Alterations to the London Plan will help to improve the supply of new homes in London, including affordable homes and those in the private rented sector, and what will be the main benefits of this?

[The Mayor](#)

The Further Alterations to the London Plan (FALP) have increased the housing targets in London by a third, to a minimum of 42,000 homes a year- recognising the pressing need for more homes in London. These numbers will be translated into local plans to help increase housing supply. However, the FALP also recognises that that planning is not the main barrier to housing delivery, but can provide a framework for proactive working, to help translate identified capacity into supply.

The FALP has increased the affordable housing target from 13,200 a year to 17,000, a large number of which will be delivered with the support of Mayoral investment. In addition, the FALP recognises the importance of the private rented sector in delivering homes and seeks to ensure that the planning system provides positive and practical support to sustain the contribution of the PRS in meeting housing needs and increasing housing delivery.

The aim of these alterations is to significantly increase housing supply to help meet the housing needs of Londoners.

## **Data on assaults**

### **Question No: 2014/0180**

[Roger Evans](#)

1) How many (a) physical assaults, (b) verbal assaults, (c) injuries and (d) serious injuries have been reported by Metropolitan police force officers in each year since 1997?

2) How many (a) physical assaults, (b) verbal assaults, (c) injuries and (d) serious injuries have been reported by the public against the Met in each year since 1997?

[The Mayor](#)

This is a complicated area in terms of analysing the data contained within the MPS crime recording system (CRIS). Data searches cannot reliably retrieve the information requested and it is impossible to enter each of the relevant crime reports in order to confirm the details.

We would be happy to have a more detailed conversation about what could be provided.



## **Drugs and sentencing**

### **Question No: 2014/0181**

Roger Evans

What proportion of those serving custodial sentences had been convicted of offences related to drugs in each year since 1995 in London?

The Mayor

The MPS and MOPAC do not hold information on the offences of those serving custodial sentences. Prison population data is the responsibility of the Ministry of Justice, with prison population statistics available at <https://www.gov.uk/government/collections/prison-population-statistics>

## **Focus on acquisitive crime**

### **Question No: 2014/0182**

Roger Evans

In light of the Home Office report 'The Start of a Criminal Career' - which found that offenders who commit acquisitive crime as their debut offence are more likely to become chronic offenders - do you agree that prioritising preventing acquisitive crime is a way to reduce overall levels of crime?

The Mayor

Yes, acquisitive crime accounts for 35% of Total Notifiable Offences therefore any drive to reduce acquisitive crime would lead to an overall reduction in levels of crime. As acquisitive crime is so high volume and has such a significant impact on Londoners, 5 out of the 7 key neighbourhood crimes that MOPAC and the MPS have committed to reducing by 20% are acquisitive crimes namely: burglary, robbery, theft from person, theft of and from a motor vehicle. Furthermore, MOPAC is currently working with the MPS, London Probation Trust and London Councils to develop an Integrated Offender Management model for London which will prioritise the management of offenders who commit acquisitive crime.

## **Gallows Corner**

### **Question No: 2014/0183**

Roger Evans

How soon can my constituents expect to see work undertaken to significantly improve Gallows Corner?

The Mayor

As part of its ongoing improvement programme, TfL is planning to review the road layout at Gallows Corner with a view to reducing the number of collisions at this junction. Computer traffic modelling is also being undertaken to understand whether the management of traffic at this junction and on its approaches can be improved. The initial results from this work will be available by July 2015 and timescales for implementation will be determined in detail, once the scope of the work needed is fully understood.

## **Road traffic police targets**

**Question No: 2014/0184**

[Richard Tracey](#)

Thank you for your answer to Question 2013/4710. You state that it was not right for road traffic police in London to have been given a target to issue ten tickets per month to cyclists. Were the reports in the press that they were given these targets correct?

[The Mayor](#)

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

### **Written response from the Mayor received 11 February 2014**

The article reported one officer's genuine misinterpretation of an instruction sent by email relating to the number of FPNs issued by each officer. Steps have now been taken to correct this matter. The instruction was an average target and the offences it included related to both drivers and cyclists.

## **Ticket Office Closures**

**Question No: 2014/0185**

[Richard Tracey](#)

Closing ticket offices will save TfL £50M per year. If TfL were to follow the path suggested by some politicians and trade union leaders and keep ticket offices unchanged, in percentage terms what level of fares increase would be necessary to cover that cost?

[The Mayor](#)

The Tube station proposals are about an improved focus on customer service - making more staff available and visible in public areas where customers need and want them most; not behind panes of glass but out in ticket halls, at ticket machines, on gatelines and on the platforms helping customers and making their journeys easier.

Of course these proposals will also deliver real savings. TfL's estimate is that without them, it would need to increase fares by an average of 3 per cent in order to offset the lost savings. Instead of pursuing that course, we are able to improve the service for customers, save £50m a year and hold fares down.

I urge the trades unions leaders to work with TfL to shape the future of the Tube.

## **Air Quality on Putney High Street**

**Question No: 2014/0186**

[Richard Tracey](#)

What further measures will TfL take to improve air quality on Putney High Street?

[The Mayor](#)

I have already set out an ambitious package of measures to be delivered along Putney High Street by GLA/TfL and the London Borough of Wandsworth. This includes retrofitting older buses and accelerating the introduction of Euro VI and hybrid buses. In addition, I have allocated £100,000 to the London Borough of Wandsworth from my Air Quality Fund to support additional improvements. The London Borough of Wandsworth has commissioned a report from King's College London to assess the impact of these measures, which we expect to be published later this year.

## **Empty Garages**

**Question No: 2014/0187**

[Steve O'Connell](#)

Further to my recent report, 'From Lock Up to Start Up', would you consider including specific support in the London Plan for turning disused garages into a commercial use, where they would not otherwise be suitable for housing use? If so, would you consider including this in the next draft of your London Plan alterations?

[The Mayor](#)

I welcome the research that illustrates the potential opportunities to bring disused garages back into use and will consider your recommendations.

## **Public Houses**

**Question No: 2014/0188**

[Steve O'Connell](#)

Could you please outline how the new wording in the London Plan Further Alterations improves planning protection for pubs, following my recent report 'Keeping Local'?

[The Mayor](#)

The London Plan Further Alterations (FALP) provide support for boroughs which want to introduce planning policies to prevent changes from pub use to other uses which require planning permission. For this, the borough will have to provide evidence that there is demand for local pubs and that they will be viable if retained as such. Viability and other planning considerations can include whether a pub is listed as an 'asset of community value'. The new position in FALP provides greater certainty and support for protection of pubs providing it is properly justified.

## **Opportunity Areas**

**Question No: 2014/0189**

[Steve O'Connell](#)

How will the opportunity areas identified in the new London Plan Further Alterations help to deliver new homes and economic growth across London?

[The Mayor](#)

Together, the 38 Opportunity Areas identified in Further Alterations to the London Plan provide capacity for around 568,000 jobs (of which 20% are in Outer London, 47% in Inner London and 33% in the Central Activities Zone) and at least 300,000 new homes (of which 40% are in Outer London, 45% in Inner London and 15% in the Central Activities Zone).

I will continue to provide encouragement, support and leadership for partnerships involved in planning Opportunity Areas, including preparation of Opportunity Area Planning Frameworks, in order to realise their full growth potential.

## **Wildlife Crime**

**Question No: 2014/0190**

[Steve O'Connell](#)

Further to your response to my motion on wildlife crime, could you please outline what arrangements will be made to safeguard the future of wildlife crime enforcement once the financial arrangement with WSPA comes to an end?

[The Mayor](#)

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

**Written response from the Mayor received 11 February 2014**

Please see my response to MQ 705 / 2013.

Cycling budget - Cycling Superhighway

## **Westfield Croydon**

**Question No: 2014/0191**

[Steve O'Connell](#)

What is the latest estimate for the monetary benefit to the London economy of the Westfield development in Croydon?

[The Mayor](#)

The £1bn Croydon Partnership redevelopment of the Whitgift Centre, by both Westfield and Hammersmith, will transform Croydon's town centre and provide south London with a state of the art retail and leisure destination.

It will create 5,000 new jobs for local Londoners and provide over £30million towards local transport improvements and employment and training benefits.

It is estimated that the increase in employment will make a contribution of £136million per annum to the economy in terms of Gross Value Added. The proposed development will also mean an estimated net increase of up to £20million per year in business rates.

The scheme will act as a major catalyst for the wider physical and social regeneration of Croydon town centre, helping it to once again become one of London's most vibrant town centers and a major driver of the London economy.

## **Pedestrian Countdown (1)**

**Question No: 2014/0192**

[Steve O'Connell](#)

Can you list all the crossings in London which now have Pedestrian Countdown?

[The Mayor](#)

Please see the list attached as Appendix 192.

179 junctions and pedestrian crossings have been commissioned with Pedestrian Countdown across London.

## **Pedestrian Countdown (2)**

**Question No: 2014/0193**

Steve O'Connell

Can you list all the crossings in London which are due to have Pedestrian Countdown and, in each case, the date when it is due to be installed?

The Mayor

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

### **Written response from the Mayor received 10 March 2014**

TfL's Pedestrian Countdown at Traffic Signals (PCaTS) programme will see 200 sites (and around 550 pedestrian crossings) across London receive this technology by March 2014.

PCaTS has been well received and, in addition to the 200 sites mentioned above, PCaTS is due to be introduced, as part of other programmes, at a further 83 sites. The announcement of the list is still being finalised.

## **Pedestrian Countdown (3)**

**Question No: 2014/0194**

Steve O'Connell

What criteria do TfL use to determine which crossings are the best candidates for Pedestrian Countdown?

The Mayor

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

### **Written response from the Mayor received 10 March 2014**

The purpose of pedestrian countdown technology is to let pedestrians know how long they have left to cross the road once the green pedestrian phase has gone out, giving more certainty and reassurance to those wanting to cross the road.

In order to install PCaTS, the location must meet TfL's design guidance for Pedestrian Countdown which is available for viewing on TfL's website.

<http://www.tfl.gov.uk/businessandpartners/publications/25956.aspx>

## **Cost of examining rape cases**

**Question No: 2014/0195**

[Victoria Borwick](#)

I welcome the decision to ensure rape allegations dismissed by police are now to be examined by law experts. How much do you predict this will cost?

[The Mayor](#)

I also welcome any measure that will improve the police response to rape and assist in ensuring that victims have the confidence to come forward to report this crime. The MPS are determined to all but eradicate the 'no crime' category from rape allegations and are currently developing a process to achieve this. One element of this will be the review of all allegations marked as 'no crime' by law professors. When the final details of this have been agreed, the MPS will be in a position to give a prediction of cost.

## **Performance based management**

**Question No: 2014/0196**

[Victoria Borwick](#)

In light of the continuing evidence that police may be fiddling figures to fit targets, would you look at the recommendations by D. M. Gorby which found that relying on crime statistics fails to provide accurate evaluations of how a force is doing, and that we need to promote the use of broader measures such as performance-based management which allow for discretion?

[The Mayor](#)

In order that the public can have confidence in police recording of crime, a large amount of work is underway. In addition to the Public Administration Select Committee inquiry, early last year MOPAC's Directorate for Audit Risk and Assurance was asked to look into processes for crime recording in the MPS and identify any areas of concern, and HMIC are undertaking a study into crime recording. It is vital that the public have confidence that the crimes they report are properly recorded and then responded to. Crime recording is complex and the Commissioner and I are committed to ensuring crime is accurately recorded - to suggest that numbers are being fiddled as a result of targets is a mis-representation of the current debate.

## **TfL Pension Scheme (1)**

**Question No: 2014/0197**

[Gareth Bacon](#)

It has been reported in the press that TfL are looking to the Government for a crown guarantee for its pension scheme, and this could save 'tens of millions' of pounds. Do you have a more precise saving figure?

[The Mayor](#)

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

### **Written response from the Mayor received 10 March 2014**

TfL is in active discussions on a range of pension issues with the Government, not only the provision of a Crown Guarantee. The savings from this have yet to be quantified precisely, as it depends on the changes we are able to agree.

## **TfL Pension Scheme (2)**

**Question No: 2014/0198**

[Gareth Bacon](#)

It has been reported in the press that TfL are looking to the Government for a crown guarantee for its pension scheme, and this could save 'tens of millions' of pounds. Is this step simply shifting risk away from TfL and placing a greater burden on the Government?

[The Mayor](#)

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

### **Written response from the Mayor received 10 March 2014**

No. The obligation to support the pension scheme would remain with TfL, and a guarantee would only be called if TfL was unable to meet those obligations. That in itself is a very remote risk.



### **TfL Pension Scheme (3)**

**Question No: 2014/0199**

[Gareth Bacon](#)

Thank you for your answer to Question 2013/3578. You state that there are currently no estimates of what savings may arise from closer working between the Pension Funds of LPFA and TfL as there has been no recent work undertaken on a merger. Will you instruct TfL to undertake this piece of work in order to provide an estimate of the savings figure?

[The Mayor](#)

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

#### **Written response from the Mayor received 28 April 2014**

As I have previously responded, I believe the most effective way to encourage best value for money across the GLA's pension arrangements is for me to continue to encourage dialogue between LPFA and TfL. Meetings have been held, and future meetings are being scheduled, between the LPFA and TfL to continue this dialogue.

### **DLR to Eltham (1)**

**Question No: 2014/0200**

[Gareth Bacon](#)

Could the Mayor outline all communications received by the GLA or TfL from Greenwich Council since 2010 regarding the extension of the DLR to Eltham?

[The Mayor](#)

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

#### **Written response from the Mayor received 20 March 2014**

The Royal Borough of Greenwich first contacted TfL in January 2010 regarding the possible extension of the DLR to Eltham, to inform them that they would be undertaking a pre-feasibility study.

Following this initial contact, the Borough's consultant, Hyder Consulting, contacted TfL regarding technical information, such as demand forecasts and engineering standards.

Following completion of the pre-feasibility study in February 2012, Hyder Consulting met with TfL to discuss their conclusions. No further correspondence has been received on this issue.

As you know, I am very supportive of any extension to the DLR network that can technically be delivered, funded and provides value for money.

## **DLR to Eltham (2)**

**Question No: 2014/0201**

[Gareth Bacon](#)

Was Greenwich Council's study on extending the DLR to Eltham ever submitted to the Mayor for his consideration?

[The Mayor](#)

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

### **Written response from the Mayor received 09 April 2014**

No. Please see my response to MQ 200/2014.

## **Body worn cameras and stop and search**

**Question No: 2014/0202**

[James Cleverly](#)

Would you consider piloting body worn cameras for all frontline officers who may carry out stop and searches in a borough, such as Haringey, where community tensions with police have been high?

[The Mayor](#)

I recognise the potential value of body worn video (BWV) and would support a pilot to evaluate their use and effectiveness in frontline policing. The MPS are currently developing a pilot to commence in April 2014 involving BWV cameras for use by the Specialist Firearms Command and a number of borough command units. The impact of BWV on 'stop & search' encounters will be scoped within the pilot.

The specific locations for the pilot sites have yet to be confirmed. Haringey is among the boroughs being considered for this pilot.

## **Certificate in Knowledge of Policing (1)**

### **Question No: 2014/0203**

[Jennette Arnold](#)

I raised questions about the affordability of the Certificate in Knowledge of Policing in February 2013, and in July 2013 you informed the Assembly that "the MPS is currently doing some work to determine whether the cost of the course is a barrier to entry that needs to be addressed, and if so, what financial support might be feasible to ensure those from low-income backgrounds are not put off applying." Six months on from this statement can you please outline in the detail what this work has so far entailed and what initial conclusions you are drawing?

[The Mayor](#)

Following the first recruitment campaign in August to take place since the Certificate in Knowledge of Policing (CKP) was introduced the MPS commissioned market research in November 2013 with the candidates to establish the impact of the new requirement. Final conclusions are not yet available. However, the MPS will begin offering financial support from March 2014.

This financial support will take the form of an interest free loan which will be reimbursed from salary. Financial support will be offered on the basis of residency (within London) and means tested household income. Details of the financial offer, criteria and how to access it will be provided on the MPS careers website from March 2014.

## **Certificate in Knowledge of Policing (2)**

### **Question No: 2014/0204**

[Jennette Arnold](#)

I raised questions about the affordability of the Certificate in Knowledge of Policing in February 2013, and in July 2013 you informed the Assembly that "the MPS is currently doing some work to determine whether the cost of the course is a barrier to entry that needs to be addressed, and if so, what financial support might be feasible to ensure those from low-income backgrounds are not put off applying." Six months on from this statement, when do you expect this work to be complete? And have you decided what financial support options should be available to those from low-income backgrounds?

[The Mayor](#)

As stated in my answer to MQ 203 / 2014, the MPS will begin offering financial support from March 2014. This financial support will take the form of an interest free loan which will be reimbursed from salary.

### **Certificate in Knowledge of Policing (3)**

#### **Question No: 2014/0205**

[Jennette Arnold](#)

I raised questions about the affordability of the Certificate in Knowledge of Policing in February 2013, and in July 2013 you informed the Assembly that "the MPS is currently doing some work to determine whether the cost of the course is a barrier to entry that needs to be addressed, and if so, what financial support might be feasible to ensure those from low-income backgrounds are not put off applying." If you have decided to offer financial support to applicant, who will the support be available to? From when? How will people be able to find out about the financial support options? What will they have to do to access it?

[The Mayor](#)

As stated in my answer to MQ 0203 / 2014, the MPS will begin offering financial support from March 2014. Financial support will be offered on the basis of residency (within London) and means tested household income. Details of the financial offer, criteria and how to access it will be provided on the MPS careers website from March 2014.

### **Certificate in Knowledge of Policing (4)**

#### **Question No: 2014/0206**

[Jennette Arnold](#)

I raised questions about the affordability of the Certificate in Knowledge of Policing in February 2013, and in July 2013 you informed the Assembly that "From September 2013 all providers [of the Certificate in Knowledge of Policing] will be required to provide data about the candidate profile in compliance with the Equality Act 2010." You have now collecting data on the gender and ethnicity of applicants for four months. Please can you provide a breakdown of both the gender and ethnicity of candidates for this first quarter?

[The Mayor](#)

From August - December 2013 the MPS received circa 4,800 applications. 24% BME and 30% female.

## **Budget proposal and equalities**

**Question No: 2014/0207**

[Jennette Arnold](#)

In your budget consultation document, you say that GLA officers have "sought to protect programmes involving London's communities". It is all well and good to seek to do something, but please provide me with the evidence that shows that your budget for 2014/15 will not impact disproportionately on groups protected under the Equality Act 2010.

[The Mayor](#)

As a means of meeting the financial limits set by government and to respond to the cost pressures arising, my budget proposals include a range of efficiency savings (as detailed in the draft GLA budget published in November 2013). A number of factors were considered in formulating the proposals, including the impact of the budget on reducing poverty, promoting and improving health, education and employment factors and tackling the housing shortage across the capital. As part of this process, there have been no reductions in the scale of the GLA's existing programmes in these areas. As a result, my budget proposals comply with the Equality Act 2010.

## **24-hour tube service and noise pollution**

**Question No: 2014/0208**

[Jennette Arnold](#)

I welcome the plans for 24-hour tube services, but a constituent of mine is concerned that he will be disturbed at unsociable hours by the noise that the nearby underground lines make. What will you do to mitigate against the noise pollution that will become a 24-hour fixture and affect many people who live above or next to those lines that will be running 24 hours per day?

[The Mayor](#)

Please see my response to MQ0133 / 2014.

## **Black History Month**

**Question No: 2014/0209**

[Jennette Arnold](#)

Could I please have a breakdown of what the £6,391.50 was spent on for the Black History Month event at City Hall back in October 2013?

[The Mayor](#)

The expenditure for my Black History Month event at City Hall, which took place in October 2013, was £6391.50. Of that figure, £5891.50 was spent on refreshments, canapés and drinks for a reception which took place in Committee Rooms 4/5 after the main discussions in the Chamber. The remaining £500 was spent on securing the services of a photographer who covered the event.

## **Mount Pleasant planning application**

**Question No: 2014/0210**

Jennette Arnold

I have received several letters, e-mails and phone calls off constituents who live or work near the site on Mount Pleasant that is in the process of having its planning application assessed by the relevant authorities, and I know that it has been referred to your office and rejected in Phase I of your review of the application. The reasons you rejected the application broadly align with those raised by my constituents. However, there are considerable concerns about the height of the proposed development, which is an issue that you did not deem a significant problem because "the locations selected for the taller elements enable the mass to be achieved without disrupting views". Please can I have further details of, and the rationale behind how you came to this conclusion?

The Mayor

I considered the Stage 1 for the applications in September 2013, where I provided a response to Islington and Camden Council setting out an assessment of the scheme against the London Plan. You will note in paragraph 39 of the attached report, I was generally satisfied with the design and height of the scheme and its impact upon views:

[http://www.london.gov.uk/sites/default/files/land\\_north\\_west\\_of\\_royal\\_mail\\_sorting\\_office\\_report.pdf](http://www.london.gov.uk/sites/default/files/land_north_west_of_royal_mail_sorting_office_report.pdf)

In the meantime, you will note that I have resolved to become the local planning authority for the applications, where I will need to assess the applications in more detail, including against borough policies, and where I will consider all the local objections in more detail.

## **Acting as the Local Planning Authority**

**Question No: 2014/0211**

Jennette Arnold

Can you please provide me with a grid of the planning applications where you have acted as the local planning authority in your time as Mayor since 2008, with dates, and details of the main components of each planning application?

The Mayor

Full details can be found on the GLA website:

<http://www.london.gov.uk/priorities/planning/public-hearings>

## **London Access Forum**

### **Question No: 2014/0212**

[Jennette Arnold](#)

Can you update me on the situation with the London Access Forum, since their monthly meetings with the GLA Planning Decisions Unit were stopped - i.e. when the meetings will be reinstated, in what format, and how you have ensured that, in implementing your London Plan policies since the meetings with the Forum were stopped, you have addressed issues around accessibility and inclusion?

[The Mayor](#)

The Forum was initially set up by RADAR and then run by the chair on a voluntary basis. The numbers attending Forum meetings declined significantly, with only 2 or 3 people attending and not always as representatives of local borough groups.

In view of this, I am currently reviewing options on how to involve disabled people more effectively in strategic planning decisions and what form that should take.

The Principal Access Adviser and the planning staff who she has trained have ensured that access and inclusion issues have been taken into account in strategic planning decisions.

## **Bus services to Homerton Hospital**

### **Question No: 2014/0213**

[John Biggs](#)

I have been contacted on behalf of constituents, who live in the City, by a Governor of Homerton Hospital. He raises serious concerns that bus services from the City to the hospital are woefully inadequate as the current route is a "circuitous route via Lower Islington which takes over an hour. Can you ask TfL to review provision with a view to providing a more direct route, which will benefit a large number of my constituents?

[The Mayor](#)

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

### **Written response from the Mayor received 07 February 2014**

Homerton Hospital is served by 8 routes (236, 242, 276, 308, 394, 425, 488 and W15). Currently around 200 people a day travel between stops in the City and those adjacent to the Hospital on route 242. Whilst it is true that route 242 is the only direct route between the City and Homerton hospital, passengers can also interchange in Hackney Central to route 236.

## **TfL Refund Policy**

**Question No: 2014/0214**

[John Biggs](#)

I have been contacted by a constituent who, having forgotten his gold card, had to purchase a day ticket. The TfL refund policy restricts refunds in these circumstances to the pro-rata value of the travelcard but will only allow an individual to claim such a refund twice in twelve months. The constituent believes that the refund should cover the full amount of the replacement ticket if providing proof of purchase along with their travelcard. Will you support my constituent and modify the policy accordingly?

[The Mayor](#)

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

### **Written response from the Mayor received 20 March 2014**

TfL's refund policy ensures that a fair balance is struck between providing some compensation for customers' honest mistakes and deterring potential abuse by a dishonest minority. The policy for refunding the travel costs on a pro rata basis has been in place for more than twenty years and works well.

Whilst I understand your constituent's concerns on this matter, I do not see a sufficient case for changing this policy.

## **Fixed Odd Betting Terminals**

**Question No: 2014/0215**

[John Biggs](#)

As of the date of submitting this question, 13th January 2014, I have yet to receive the courtesy of a reply to MQ2013/3620, submitted on 23rd October, in which I asked you "Do you agree there is a growing and parasitic presence of Fixed Odd Betting Terminals in many deprived areas of London, particularly in my constituency. Would you write to the Government in support of better regulation of Fixed Odd Betting Terminals?" Can you explain the delay in responding to this straightforward question?

[The Mayor](#)

Please see my response to MQ3620 / 2013.



## **Cuts to the Fire Service City and East London**

**Question No: 2014/0216**

[John Biggs](#)

I remain deeply concerned at the impact your recent cuts will have in my densely populated constituency. Are you confident that the closures of Fire stations and the loss of appliances will not have a detrimental effect on my constituents?

[The Mayor](#)

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

### **Written response from the Mayor received 04 February 2014**

The London Fire Brigade will maintain the existing London wide attendance time targets of a first fire engine arriving at an emergency incident within an average of six minutes and a second fire engine, when needed, within an average of eight minutes. As a result, I am confident that there will be no detrimental impact on your constituents.

## **Right to Buy (1)**

**Question No: 2014/0217**

[Tom Copley](#)

Are you concerned that at least 36% of the ex-council homes sold through Right to Buy in London now appear to be rented by private landlords?

[The Mayor](#)

I believe that anyone who owns their own home has the right to rent it out should they wish to do so, as long as they do not breach any conditions or obligations placed upon them or the property.

## **Right to Buy (2)**

**Question No: 2014/0218**

[Tom Copley](#)

At least 36% of former council homes sold through Right to Buy in London are now being rented by private landlords. Do you believe this represents good value for money to taxpayers who funded the building cost of these homes, the discounts offered to tenants and who now pay the higher cost of housing benefit resulting from a greater reliance on the private rented sector to meet housing need?

[The Mayor](#)

Please see my response to MQ0217 / 2014.

## **Empty Homes (1)**

**Question No: 2014/0219**

[Tom Copley](#)

How many empty homes were brought back into use through the Mayor's Empty Homes programme between April 2013 and December 2013 and at what cost?

[The Mayor](#)

The number of empty homes continues to be at historically low levels. The GLA has signed contracts to bring over 1000 empty homes back into use, 11 completed by providers so far with the support of the £55k grant.

## **Empty Homes (2)**

**Question No: 2014/0220**

[Tom Copley](#)

How many empty homes does the Mayor forecast will be brought back into use through his Empty Homes programme in the financial year 2013/14?

[The Mayor](#)

We are currently forecasting to bring back 150-200 empty homes into use in 2013/14.

## **Empty Homes (3)**

**Question No: 2014/0221**

[Tom Copley](#)

What has been the budget for the Mayor's Empty Homes programme in 2013/14?

[The Mayor](#)

The current budget is £1.385m.

## **Seaside & Country Homes (1)**

**Question No: 2014/0222**

[Tom Copley](#)

How many applications have been submitted to date for housing moves through the Seaside & Country Homes programme in the financial year 2013/14?

[The Mayor](#)

555 applications were made for Seaside & Country Homes between 1 April 2013 and 21 January 2014.

## **Seaside & Country Homes (2)**

**Question No: 2014/0223**

[Tom Copley](#)

How many housing moves were facilitated by the Seaside & Country Homes programme in the financial year 2013/14?

[The Mayor](#)

115 moves through the Seaside & Country Homes scheme have so far taken place in 2013/14 (between 1 April 2013 and 21 January 2014).

## **Seaside & Country Homes (3)**

**Question No: 2014/0224**

[Tom Copley](#)

How many applications were submitted for housing moves through the Seaside & Country Homes programme in each of the financial years (a) 2008/09, (b) 2009/10, (c) 2010/11, (d) 2011/12 and (e) 2012/13?

[The Mayor](#)

2008/09 - not available

2009/10 - 505

2010/11 - 578

2011/12 - 518

2012/13 - 444

2013/14 (to 21 January 2014) - 555

## **Seaside & Country Homes (4)**

### **Question No: 2014/0225**

[Tom Copley](#)

How many housing moves were facilitated by the Seaside & Country Homes programme in each of the financial years (a) 2008/09, (b) 2009/10, (c) 2010/11, (d) 2011/12 and (e) 2012/13?

[The Mayor](#)

2008/09 - 220

2009/10 - 232

2010/11 - 204

2011/12 - 208

2012/13 - 201

2013/14 (to 21 January 2014) - 115

## **Gypsy and traveller sites (1)**

### **Question No: 2014/0226**

[Tom Copley](#)

How many gypsy and traveller sites have been started in London in each financial year since 2000?

[The Mayor](#)

The London Development Database started recording the loss and gain of Gypsy and Traveller pitches in 2009. Therefore, we don't have comprehensive information back to 2000. The LDD data suggests that three sites have been started since 2007 (two in 2007 and one in 2011). Some sites have also been extended/ had additional pitches added or been reconfigured over this time.

## **Gypsy and traveller sites (2)**

### **Question No: 2014/0227**

[Tom Copley](#)

How many gypsy and traveller sites have been completed in London in each financial year since 2000?

[The Mayor](#)

The London Development Database (LDD) started recording the loss and gain of Gypsy and Traveller pitches in 2009. We do not have comprehensive information back to 2000. The LDD data suggests one site was completed in 2007, two in 2009 and one in 2011 and an extension to an existing site was completed in 2010.

### **Gypsy and traveller sites (3)**

**Question No: 2014/0228**

[Tom Copley](#)

How many boroughs have brought forward sites for gypsy and traveller housing provision since the Replacement London Plan was published in 2011? Please state the boroughs.

[The Mayor](#)

Identifying the need for Gypsy and Traveller pitches and allocating the required sites to meet this need is essentially a matter for Local Authorities as set out in the Government's "Planning Policy for Traveller Sites" and detailed in the London Plan 2011, consolidated with revised minor alteration October 2013.

However, as part of the devolution of housing powers, I inherited the Traveller Pitch Fund programme from the HCA in April 2012. This funding is used to deliver new pitches and/or improve existing pitches. Funding was allocated to Barking and Dagenham, Hounslow and Lambeth. Funding was also allocated to Camden and Kensington and Chelsea but was later withdrawn as the boroughs found the projects were no longer deliverable.

### **No Second Night Out (1)**

**Question No: 2014/0229**

[Tom Copley](#)

How many rough sleepers have been refused services under the No Second Night Out scheme because they had already spent more than one night on the streets?

[The Mayor](#)

NSNO works closely with outreach teams to ensure that they refer only those who are new to the streets to the service. Refusals on this basis are therefore rarely, if ever, made. The GLA funds other services to work with rough sleepers who are not new to the streets.

### **London Rental Standard**

**Question No: 2014/0230**

[Tom Copley](#)

You have pledged to launch a media campaign to promote the London Rental Standard. When will this be launched?

[The Mayor](#)

The London Rental Standard campaign will launch in spring 2014.

## **Squatting**

**Question No: 2014/0231**

[Tom Copley](#)

How many interventions have the Met police made to prevent squatting in domestic properties since the practice was made a criminal offence?

[The Mayor](#)

It is impossible to determine from MPS systems the number of occasions where some form of police intervention took place before the offence was complete and which may have prevented potential squatters from entering the dwelling for the purpose of living there.

The MPS Crime Recording Information System (CRIS) indicates that there have been 128 recorded allegations of squatting since September 2012, when the offence came into force.

In eight cases it was determined that no crime had in fact been committed following investigation.

Of the 120 crimes that are recorded, 67 cases have been detected and 53 remain undetected.

## **Rent to Save**

**Question No: 2014/0232**

[Tom Copley](#)

In your 2012 manifesto you pledged to "explore "rent to save" schemes that enable people to build equity through their rent payments". What progress has been made on delivering this commitment?

[The Mayor](#)

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

### **Written response from the Mayor received 28 February 2014**

My Housing Covenant - Homes for Working Londoners, published in September 2012 I enabled providers to deliver home ownership products under a more flexible arrangement whereby the purchaser of the home decides which financial product suits them best. 1,325 homes have been approved for delivery under this flexible programme a number of which will be "rent to save" depending on the financial circumstances of individuals.

## **Jobs**

### **Question No: 2014/0233**

[Tom Copley](#)

How many jobs have been created to date through the Mayor's affordable house building operations? Please state how many are direct or indirect jobs.

[The Mayor](#)

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

### **Written response from the Mayor received 07 February 2014**

The August IPB report sets out that at least 21,332 jobs were created through the GLA's housing expenditure in 2012/13 (though this also includes expenditure on the Decent Homes programme). This estimate uses an assumption of two construction jobs created per housing completion (this is in line with analysis undertaken by DCLG as part of the National Housing Strategy). GLA and functional body performance measures do not record details of jobs broken down by jobs created directly, indirectly or induced.

## **Decent Homes**

### **Question No: 2014/0234**

[Tom Copley](#)

How many council homes have been brought up to the Decent Homes standard in London since your election in 2012?

[The Mayor](#)

Since the GLA took over the administration of the Decent Homes Backlog funding programme in April 2012 the contracted London boroughs have brought 17,264 up to the decent homes standard (April 12 - Sep 13) with the GLA on course to exceed its target.

## **London Health Improvement Board**

**Question No: 2014/0235**

[Tom Copley](#)

Your 2012 manifesto pledged you would "work to ensure that the new London Health Improvement Board works with health commissioners to improve the outcomes for homeless people". What progress has been made in meeting this commitment?

[The Mayor](#)

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

### **Written response from the Mayor received 09 April 2014**

As you will be aware, despite lobbying for continued funding for the London Health Improvement Board post 1 April 2013, the Board was not put on a statutory footing and therefore ceased to exist.

However, the pan-London services I commission for rough sleepers have a key role to play in improving access to healthcare for homeless people, as my Rough Sleeping Commissioning Framework sets out. Current relevant projects include the Homeless Health Advocacy Project run by Groundswell, whereby peer mentors help rough sleepers access necessary healthcare. In addition, those using the flagship No Second Night Out project have their health needs assessed and are assisted to access the services they require.

## **Welfare reform**

**Question No: 2014/0236**

[Tom Copley](#)

Are you concerned that many private landlords no longer want to let to tenants in receipt of Local Housing Allowance as a result of the government's reform agenda since 2010? What are you going to do about this?

[The Mayor](#)

Trends in housing benefit claims would suggest that private landlords are letting to tenants in receipt of Local Housing Allowance.

## **Development on Wandsworth Ram Brewery Site (1)**

**Question No: 2014/0237**

[Tom Copley](#)

Are you concerned by comments made by the developers Greenland Group that 'Rich and middle-class Chinese will be the main buyers of our projects'?

[The Mayor](#)

Please see my response to MQ0483 / 2014.



## **One Billion Rising**

**Question No: 2014/0238**

[Tom Copley](#)

What will you do to support the One Billion Rising Campaign to end violence against women and girls, and will this include allowing an event in Trafalgar Square on 14th February?

[The Mayor](#)

The GLA Facilities Management and Events for London teams have agreed to support an application from One Billion Rising for an activity on Trafalgar Square on 14th February 2014.

GLA officers will be meeting with the organisers shortly to discuss plans.

## **Training for Water Cannon**

**Question No: 2014/0239**

[Andrew Dismore](#)

What is the estimated cost of a) purchasing, b) maintaining annually c) officer training initially and thereafter annually of the proposed water cannon for the Met.?

[The Mayor](#)

The initial estimated purchase cost of each of the 3 water cannon from the German Federal Police is €35,000 (approximately £29,000). In addition to this, the costs of transportation, further testing, reconditioning and equipping the cannon with CCTV is £35,000 per vehicle. Annual maintenance costs have not yet been identified. There are currently around 290 MPS officers trained in the use of water cannon following their deployment to Northern Ireland during the G20. There is no additional cost in training further officers as this will be absorbed into the annual public order refresher training.

There will be a small cost in training instructors, however this is not known at this time.

MOPAC are currently running a public consultation exercise on the use of water cannon, which can be found at <http://www.london.gov.uk/priorities/policing-crime/mission-priorities/water-cannon>.

## **Higher education boycotts 1**

**Question No: 2014/0240**

[Andrew Dismore](#)

In view of the importance to London's economy of the higher education sector, what do you consider the consequences for the success of that sector to be, of the growing trend for student unions to pass anti-Israel academic and/or economic boycott motions?

[The Mayor](#)

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

**Written response from the Mayor received 07 March 2014**

Please see my response to MQ 1007 / 2014.

## **Higher education boycotts 2**

**Question No: 2014/0241**

[Andrew Dismore](#)

In view of the importance to London's economy of the higher education sector, what representations have you made to university authorities and to student unions about the growing trend for student unions to pass anti Israel academic and/or economic boycott motions?

[The Mayor](#)

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

**Written response from the Mayor received 07 March 2014**

Please see my response to MQ 1008 / 2014.

## **Anti Semitism on campus 1**

**Question No: 2014/0242**

[Andrew Dismore](#)

In view of the importance to London's economy of the higher education sector, what do you consider the consequences for the success of that sector to be, of anti Semitism on campus?

[The Mayor](#)

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

**Written response from the Mayor received 07 March 2014**

Please see my response to MQ 1009 / 2014.

## **Anti Semitism on campus 2**

**Question No: 2014/0243**

[Andrew Dismore](#)

In view of the importance to London's economy of the higher education sector, what representations have you made to university authorities and to student unions about anti Semitism on campus?

[The Mayor](#)

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

### **Written response from the Mayor received 07 March 2014**

Please see my response to MQ 1010 / 2014.

Mount Pleasant Sorting Office - redevelopment (1)

## **Pavilion Way Fields**

**Question No: 2014/0244**

[Andrew Dismore](#)

Further to your answer to question No: 2013/5207

"In light of your alleged policy to protect playing fields, will you make representations to Barnet Council to desist from the sale of Pavilion Way Fields, formerly the London Transport football field and transferred to Barnet under a covenant to protect the land from development and to keep it for sports use?" your response being- "Officers are drafting a response which will be sent shortly." Will you now give a substantive reply?

[The Mayor](#)

Please see my response to MQ5207 / 2013.

## **Crossrail tunnelling**

**Question No: 2014/0245**

[Andrew Dismore](#)

Crossrail are tunnelling under Brooke's Court EC1N 7RR but now refuse to accept responsibility for the difficulties that have arisen from the noise of trains going under the property at all hours of the night disturbing residents in the basement of this block of flats. Crossrail say that the train noise they have been experiencing is being caused by London Underground trains but the problem did not exist before the tunneling. Will you urgently investigate the matter to find out who is responsible and what can be done to alleviate the problems these residents are experiencing?

[The Mayor](#)

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

### **Written response from the Mayor received 28 February 2014**

Complaints about noise are taken very seriously by both Crossrail Ltd and London Underground and noise must be kept beneath a maximum level agreed with independent environmental health experts. I understand how disruptive construction noise can be to residents and indeed Crossrail always aims to be as considerate as possible to the people affected by its works and to mitigate any concerns as far as possible. For example, TfL proactively communicates forthcoming works to residents and, in some cases, offers respite in terms of alternative accommodation where appropriate.

A temporary railway is currently being used in the construction of Crossrail tunnels near one of the occupants of a basement flat at Brookes Court. Whilst this operates within the noise limit, some noise might be heard within the property.

This temporary railway is due to be removed by the end of February and, as such, I would expect any disturbance that this is causing to come to an end.

In the course of our investigations, it was found that a number of Central Line trains could also be heard in the flat. I have asked London Underground to urgently examine the condition of the Central Line in this area and carry out any work necessary to minimise noise.

Update on Fully Electric Buses (1)

## **Bus 263**

### **Question No: 2014/0246**

[Andrew Dismore](#)

A constituent has raised with me her concern as to where bus 263 is parked at Barnet hospital. It is a very difficult walk to and from the main entrance to the hospital, particularly so if one has a walking problem. "We have to go through a big car park or up or down a steep slope." Can a more convenient place be found for the stop?

[The Mayor](#)

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

### **Written response from the Mayor received 07 February 2014**

TfL recognises the problem raised by your constituent and has looked for ways in which the situation could be improved. Regrettably, no practical alternative could be found, not least because of the steep slope referred to by your constituent. Of course, we remain open to a solution and would be happy to meet to discuss any proposals.

## **Route 24 new buses**

### **Question No: 2014/0247**

[Andrew Dismore](#)

Further to Question 2013/5176 "A 70 years old constituent has complained to me that the grab rails on your new buses on Route 24, which have a shiny bronze metallic finish, are too slippery to hold firmly. The yellow or pale blue plastic rails on other buses are easy to hold so that your hand does not move at all, either along the rail, or - just as important for coming up or down stairs when the bus is moving - round the rail. Nor is there the very helpful higher level rail on the stairs that is there on the other buses.

She tells me she has to avoid the stairs of a 24 unless she is sure the bus is going to be stationary for a minute. Stairs on other buses she can manage fine. She enjoys riding upstairs on buses. What are you going to do about it?" Will you now provide a substantive response?

[The Mayor](#)

Please see my response to MQ5176 / 2013.

## **Finchley Memorial Hospital bus 1**

**Question No: 2014/0248**

[Andrew Dismore](#)

As Finchley Memorial Hospital's new buildings and surrounds were built for bus access and as any visitor to the hospital can see that there is ample space for a bus service to access the site and drop off and pick up passengers why according to your previous answers is the entrance not suitable for buses?

[The Mayor](#)

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

### **Written response from the Mayor received 07 February 2014**

The hospital forecourt is unfortunately not currently suitable for use by a public bus service due to insufficient space for turning and stopping a bus.

## **Finchley Memorial Hospital bus 2**

**Question No: 2014/0249**

[Andrew Dismore](#)

Further to your answers to Question 2013/5111 (a holding reply only) and Questions 2013/4186 and 78 / 2013, "What are you doing about a bus service for Finchley Memorial Hospital?", what "active discussion between Barnet Council and TfL" has taken place and on what dates; and what are the "range of options" you are looking at?" And your reply "These discussions are still under way. I will ask TfL to update you once those discussions have reached an initial conclusion" Will you now answer the question as to what discussions have taken place and on what dates, will you publish the correspondence, set out the range of options, and when will a conclusion, initial or otherwise be reached?

[The Mayor](#)

Please see my response to MQ5111 / 2013.

## **Mayor's Vision for Cycling**

**Question No: 2014/0250**

[Andrew Dismore](#)

Further to Questions 2013/5119 and 2013/4202

"Further to Question 97 / 2013: "While there is a lot of money (or at least a lot promised) through the Mayor's Vision for Cycling, Camden don't have enough officers to progress quickly to make improvements. Whilst TfL have given temporary money to assist with hiring people, would it not be better if boroughs had capacity and experts in post on permanent contract funded by TfL?" and your answer, "TfL is discussing possible solutions with London Councils and individual boroughs including Camden", what possible solutions are under discussion and what is the timetable for them to be implemented?" Will you now provide a substantive response?

[The Mayor](#)

Please see my responses to MQ5119 / 2013 and MQ4202 / 2013.

## **Cycling and pedestrian casualties**

**Question No: 2014/0251**

[Andrew Dismore](#)

Further to Question 2013/5120

"How many cyclists and how many pedestrians have been killed and how many seriously injured in London, in Barnet, and in Camden this calendar year to date?"

Will you now provide a substantive response for the last calendar year, 2013 ?

[The Mayor](#)

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

## **Written response from the Mayor received 10 March 2014**

Please see my response to MQ 5120/ 2014.

Cycling and pedestrian casualties

## **Holborn Tube station upgrade 1**

**Question No: 2014/0252**

[Andrew Dismore](#)

Will you take action to inform the public about progress on the proposed upgrade of Holborn Tube station to deal with the chronic overcrowding on the station?

[The Mayor](#)

Planning for an upgrade of accessibility and capacity at Holborn station is in progress, and funding is allocated in the TfL Business Plan. Although TfL has not yet established the overall programme in detail, the scheme will increase station capacity - through improvements to the entrance and ticket hall area and additional interchange capacity at low level between the Piccadilly and Central lines - and provide step-free access between street level and all platforms.

As it is early in the design process, TfL has not yet developed its proposals in sufficient detail to undertake public consultation. However, in formulating early options TfL has spoken to the London Borough of Camden, the local Area Action Group and the local Business Improvement District team, all of which support the aim of improving the station.

TfL is currently procuring design services to develop a concept design, which will take around 12 months and will include further discussions with key stakeholders. Once this concept design is available, TfL will be able to look at undertaking wider public consultation and engagement.

## **Holborn Tube station upgrade 2**

**Question No: 2014/0253**

[Andrew Dismore](#)

When will you consult the public on the proposed upgrade of Holborn Tube station?

[The Mayor](#)

Please see my response to MQ0252 / 2014.

## **Holborn Tube station upgrade 3**

**Question No: 2014/0254**

[Andrew Dismore](#)

Will you organise a public information display at or near Holborn Tube station early this year to inform the public of the progress so far, the timetable, and the likely proposed improvements to the station?

[The Mayor](#)

Please see my response to MQ0252 / 2014.



## **Holborn Tube stations upgrade 4**

**Question No: 2014/0255**

[Andrew Dismore](#)

What is the present timetable for the upgrade of Holborn Tube station?

[The Mayor](#)

Please see my response to MQ0252 / 2014.

## **Saracens games and parking**

**Question No: 2014/0256**

[Andrew Dismore](#)

Further to Question 2013/5161 "Can TfL arrange for the electronic signs on the A1/A41 on days when Saracens are playing at Allianz Park Copthall Stadium to display that fact, to help ease congestion and parking problems?" Will you now provide a substantive reply?

[The Mayor](#)

Please see my response to MQ5161 / 2013.

## **Kings Cross Underground station**

**Question No: 2014/0257**

[Andrew Dismore](#)

Further to Questions 2013/5234 and 2013/4177 following your previous answer "It is over 18 months since the new dot-matrix displays were fitted to Northern Line platforms at Kings Cross Underground station, and still they do not work. The old signs are so faded that they hardly work either. On what specific date will the new displays be operational?" your answer being - "TfL assures me that following additional modifications, TfL expects the new dot-matrix indicators will become operational in early 2014." What is the reason for such a lengthy delay? and your response- "Officers are drafting a response which will be sent shortly". Will you now give a substantive reply?

[The Mayor](#)

Please see my response to MQ5234 / 2013.

## **Stirling Corner 2**

**Question No: 2014/0258**

[Andrew Dismore](#)

Further to your answer to Questions No: 4161/2012;

"I cycle the whole of London. When I next do Stirling Corner I will give you a report" ;

and your answers to questions 261/2013, 522/2013, 1041/2013, 1464/2013 and Question 2039/2013 and Question 2497 / 2013 referring back to your non- answers to my invitation to

you to attempt to go round Stirling Corner on your bike, and your repeated answer:

"I have nothing to add to MQ 4161/2012.", and your answer to Question 3083 / 2013, "I cycle the whole of London and when I next pass through Stirling Corner I will be sure to give you a report"; and your answer to Question 2013/3698- "Since my last response to you on this matter "I cycle the whole of London and when I next pass through Stirling Corner I will be sure to give you a report", I have not cycled through Stirling Corner. However, when I next pass through Stirling Corner, I will be sure to give you a report."

and further to Question 2013/5236- "Have you ever cycled round Stirling Corner? Have you cycled round Stirling Corner since you promised to do so; if not why not; and if not when do you expect to cycle round Stirling Corner? Or is it that you have no intention of doing so in the foreseeable future and just want to pretend you are a keen cyclist with cyclists' concerns at heart and have no intention of honouring your commitment to do so, so that your original answer can be seen as nothing more than a fobbing off exercise? Or are you frightened of doing so, as it is too dangerous? Why do you have nothing to add? Aren't you embarrassed by your non responses when reminded of your promise? And to Question 2013/4184 "I have nothing further to add to my previous answers to this question. It costs around £70 to respond to each Mayor's Question and this question has now been asked 10 times." "Why have you nothing to add? Are you not ashamed of your continual failure to honour this commitment? Why are you trying to avoid legitimate scrutiny of your work by suggesting that questions such as this that you find difficult and embarrassing should not be repeatedly asked until you provide a proper reply?"

your answer being- "This is the 11th time you have asked this question. I have not cycled through Stirling Corner. However, when I next cycle through Stirling Corner, I will be sure to give you a report."

Did you pass by Sterling Corner on your recent visit to Hendon? Have you cycled round the roundabout yet? If not, why not?

[The Mayor](#)

This is the 12th time you have asked this question. Please see my response to MQ5236 / 2013.

## **55 Broadway**

**Question No: 2014/0259**

[Andrew Dismore](#)

Do you agree that 55 Broadway is an important piece of twentieth century architecture and converting it to flats merely retaining its exterior and a few 'features' inside is totally inadequate to conserve this important office building?

[The Mayor](#)

TfL is currently analysing options for refurbishing the building in ways which would protect its key heritage design features for future generations, as should be expected of any Grade I listed building.

In recognition of the quality and historic importance of the building TfL is leading the planning and listed building applications approval process, rather than engaging with an external developer to do this.

## **Outer London Fund for Cricklewood**

### **Question No: 2014/0260**

[Andrew Dismore](#)

Are you aware there is a problem with the delivery of the public realm project. The plan to de-clutter the pavements, make them more accessible and pleasing to the eye has hit a major issue with BT's refusal to discuss the upgrading of their phone boxes to the pedestal model. The residents have regularly requested the removal of boxes as they attract anti-social behaviour (marketing of sexual services, use for sleeping and urinating), and we have evidence that their usage for phone calls must be very low. In spite of 5 years of communication with BT following surveys which identified the residents and business requests for the removal of these boxes, only 5 have been removed, out of 18 on the less than a mile length of the Broadway/Lane. The area where these boxes have been removed proves the local rationale for their removal; the pavements are now clear of rubbish and provide more space for pedestrians, and no unpleasant activities. Will you now engage directly with BT director to support improving the character, quality and economic vitality of Cricklewood in this way?

[The Mayor](#)

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

### **Written response from the Mayor received 03 February 2014**

Street clutter, including phone boxes, is an issue throughout many high streets and town centres across London that may impact on our effort to improve the vitality of these places through the Outer London Fund and Mayor's Regeneration Fund. I have asked officers in the GLA Regeneration Team to meet with BT and other relevant companies in a discussion about how to address this issue strategically across London.

BT and Arqiva have provided costs for the removal and relocation of phone boxes in Cricklewood. The project steering group, which includes a GLA officer, Barnet officers and members of the Cricklewood Town Team have agreed to look for budget to enable the removal and relocation of boxes that impact on the public realm scheme.

## **Deptford dockyard site**

**Question No: 2014/0261**

[Andrew Dismore](#)

The Deptford dockyard site in Lewisham is one of only four in the UK added to the World Monuments Fund Watch for 2014 - see [http://www.wmf.org.uk/wmf\\_watch/](http://www.wmf.org.uk/wmf_watch/). I understand that the outline planning application has been called in by your office at the request of the developer, allegedly because the relationship with the Lewisham planners had broken down. Will you ensure that the heritage dimension is fully appreciated and that any development fully respects and engages with the internationally significant heritage of the site, which it is currently feared it does not; and what steps will you take to consult the public before making any decisions on the planning application?

[The Mayor](#)

I am mindful of the historic importance of this site, and note that the design response of the proposed development to heritage assets is one of a number of important planning issues on this case.

GLA officers are currently engaged in discussions with the applicant, Lewisham Council, English Heritage and various heritage-led local interest groups as part of a detailed urban design and heritage assessment.

I understand that negotiations are currently ongoing, however, in due course the GLA will provide me with its planning assessment which I shall fully consider.

In terms of public consultation, I note that Lewisham Council has already undertaken an extensive local consultation process. All of the consultation responses have been passed to the GLA, and at this time it is not proposed to duplicate that process.

However, if following GLA negotiations revised plans are submitted by the applicant, further public consultation would be undertaken on those.

## **Lesbian, gay and bisexual people's housing**

### **Question No: 2014/0262**

[Andrew Dismore](#)

Further to Question 2013/5168- "We know that young lesbian, gay and bisexual people are at a higher risk of homelessness than others. What have you done to make sure young gay people have access to emergency housing and the support they need to prevent homelessness?"

and your written response:

"Boroughs have a statutory responsibility for both preventing homelessness and providing emergency accommodation to specified groups, including young people, if they are unable to prevent them from becoming homeless.

I support their efforts to meet the needs of particular equality groups in fulfilling these responsibilities."

How and in what ways have you supported the boroughs' efforts?

[The Mayor](#)

I continue to make the case for London to receive a bigger share of existing funding for affordable housing and temporary accommodation in order to meet the housing needs of Londoners, and continue to fund borough and third sector work to tackle homelessness.

## **London Gay Manifesto**

### **Question No: 2014/0263**

[Andrew Dismore](#)

Further to your holding answer to Question 2013/5172- "When will the revision of your equality framework 'Equal Life Chances for All' be completed and when will it be published?"

raising your answer to Question 2013/4148- "On 2 May 2012 you performed a U-turn on your pledge, made at the Stonewall London Gay Mayoral Hustings on 14 April 2012 and reaffirmed on 29 April, to deliver a London Gay Manifesto. Your office claimed you instead wanted to 'unite the many diverse groups that comprise London'. Since then what work have you done to achieve this goal? And how would it have been hindered by the existence of your promised London Gay Manifesto?"

Your answer to that being- "My equality framework 'Equal Life Chances for All' is currently being revised, and outlines my approach to mainstreaming equality. My approach unites Londoners rather than segregating communities based on their identities, as has been done in the past. Please see my response to MQ 2863/2013 regarding direct engagement with London's LGBT communities."

Will you now give a substantive reply?

[The Mayor](#)

Please see my response to MQ5172 / 2013.

## **Met Police appointment car system 1**

**Question No: 2014/0264**

[Andrew Dismore](#)

On average, how many appointment car appointments per day have been taken up in Barnet in the last 3 months?

[The Mayor](#)

2,355 appointments were made in the London Borough of Barnet in the months of October, November and December 2013. That is equivalent to 25.6 appointments per day.

## **Met Police appointment car system 2**

**Question No: 2014/0265**

[Andrew Dismore](#)

On average, how many appointment car appointments per day have been taken up in Camden in the last 3 months ?

[The Mayor](#)

1,807 appointments were made in the London Borough of Camden in the months of October, November and December 2013. That is equivalent to 19.6 appointments per day.

## **Met Police appointment car system 3**

**Question No: 2014/0266**

[Andrew Dismore](#)

When do you expect to review the success or otherwise of the Met Police appointment car system?

[The Mayor](#)

The appointment car system supports the MPS's pledge to offer a visit to every victim that wants one at a time and place to suit them. Performance is reviewed daily by central communications command and borough commanders are held to account for delivery against the target at monthly crime fighters meetings.

The MPS performance data shows that 93,000 appointments were made in 2011/12, an average of 7,750 per month. In 2013/14 (to December 31st), that rose to 146,106 appointments, an average of 16,200 per month. This means per month an additional 8,450 victims of crime are receiving a personal visit from an officer compared to the same period in 2011/12.

The target is for officers to attend appointments within 30 minutes (either side) of the agreed time and the data shows that the MPS is achieving this for 90% of appointments. So the MPS are visiting more victims at their convenience and achieving the target time for attendance the vast majority of the time, which I would say is a success.

## **Met Police appointment car system 4**

**Question No: 2014/0267**

[Andrew Dismore](#)

What criteria will you apply when assessing the success or otherwise of the Met Police appointment car system?

[The Mayor](#)

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

## **Written response from the Mayor received 13 February 2014**

Please see my response to MQ 268 / 2014.

## **Met Police contact point  system 1**

**Question No: 2014/0268**

[Andrew Dismore](#)

On average, how many contact point visits per week have been taken up in Barnet in the last 3 months?

[The Mayor](#)

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

## **Written response from the Mayor received 11 February 2014**

On average there have been 15 contact point visits per week in Barnet over the last three months. All contact points are being assessed as part of the evaluation into the operation of the new Local Policing Model.

Met Police contact point system 2



## **Met Police contact point&nbsp; system 2**

**Question No: 2014/0269**

[Andrew Dismore](#)

On average, how many contact point visits per week have been taken up in Camden in the last 3 months?

[The Mayor](#)

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

### **Written response from the Mayor received 11 February 2014**

On average there have been 11 contact point visits per week in Camden over the last three months. All contact points are being assessed as part of the evaluation into the operation of the new Local Policing Model.

Safer Neighbourhood Board Consultation (1)

## **Met Police contact point&nbsp; system 3**

**Question No: 2014/0270**

[Andrew Dismore](#)

When do you expect to review the success or otherwise of the Met Police contact point system?

[The Mayor](#)

The MPS is currently undertaking a review of contact points. This commenced in January 2014.

Met Police contact point system 4

## **Met Police contact point&nbsp; system 4**

**Question No: 2014/0271**

[Andrew Dismore](#)

What criteria will you apply when assessing the success or otherwise of the Met Police contact point system?

[The Mayor](#)

As with all public access channels, assessing success is complex and the review (referred to in the response to question 270) will focus on making recommendations for improvement going forward. The review will consider a range of factors including use by the local community. Feedback and suggestions from the public, staff and other stakeholders will be integral to identifying how contact points can be delivered in future.

## **Operation Safeway: Bloomsbury Way**

**Question No: 2014/0272**

[Andrew Dismore](#)

Are you aware of anecdotal evidence that cyclists have feel safer riding in the contraflow bus lane in Bloomsbury Way than in going round the Holborn gyratory? On 15th August 2013 Camden Council carried out a safety audit which stated that there were more risks associated with going round the Holborn gyratory than in using the contraflow bus lane. They now plan to make the bus lane available to cyclists. Nevertheless officers on Operation Safeway are advising cyclists to go round the Holborn gyratory. In view of this anticipated change, will you ask Operation Safeway officers to reflect this change rather than insist on cyclists using the less safe route?

[The Mayor](#)

Yes, I am aware of the concerns raised. Operation Safeway was focused on encouraging all road users, across London, to abide by the rules of the road. Consultation with Camden has been taking place and an experimental traffic order has been approved by Bloomsbury Way, allowing cyclists to use the bus lane for a trial period.

## **Barnet SNB 1**

**Question No: 2014/0273**

[Andrew Dismore](#)

On what basis was the contract to administer Barnet SNB given to Community Barnet without a tendering process?

[The Mayor](#)

The decision about who administers the Safer Neighbourhood Board is a matter for local partners. Community Barnet has an existing relationship with the local independent community and police engagement group (CPEG), and is supporting the development of the Safer Neighbourhood Board (SNB) as part of the transition from CPEGs to SNBs under the terms of that existing agreement.

## **Barnet SNB 2**

**Question No: 2014/0274**

[Andrew Dismore](#)

Why were the SNB proposals put to MOPAC by Community Barnet not approved by a meeting of the community in Barnet before they were submitted, as was agreed would happen at the MOPAC workshop held in Barnet on 21 October 2013?

[The Mayor](#)

MOPAC's role is to provide guidance on our requirements for Safer Neighbourhood Boards. The process by which local proposals are developed is a matter for local partners and communities.

## **Barnet SNB 3**

**Question No: 2014/0275**

[Andrew Dismore](#)

What is the appropriate role for the Borough Commander in Barnet in the setting up of the Barnet SNB?

[The Mayor](#)

The local police are one of the key partners in the development of Safer Neighbourhood Board. How that role is delivered in practice is a matter for our partners including the borough commander.

## **Safer Neighbourhoods patrol bases**

**Question No: 2014/0276**

[Andrew Dismore](#)

How much was spent on a) purchasing Safer Neighbourhoods patrol bases b) leasing Safer Neighbourhoods patrol bases and c) fitting them out and on IT equipment, for bases that are now considered to be surplus to requirements under your local policing model?

[The Mayor](#)

There are 35 patrol bases that are now surplus to requirement. The closure of the bases is delivering a revenue savings in excess of £568k per annum in leasing costs as none of the properties were purchased. The total fit out cost averaged £257k a unit

## **Hampstead police station**

**Question No: 2014/0277**

[Andrew Dismore](#)

The local community would welcome the chance to buy Hampstead police station. However, the estate agent is not accepting offers. Why? Will the community be given the opportunity to purchase Hampstead Police Station and if not, why not?

[The Mayor](#)

The disposal of Hampstead Police Station was subject to the standard arrangements on 15 June. The site was openly marketed and bids received from tenderers. The sale is in the hands of solicitors and is nearing completion.

Race claims against the police 1

## **race claims against the police&nbsp; 1**

**Question No: 2014/0278**

[Andrew Dismore](#)

Further to your answer to Question 532 / 2013 on race claims against the police, on what date did MOPAC receive my original question in February 2013; on what date did they pass the request for the information requested to the Metropolitan Police; and on what date did the Met give MOPAC the data provided in the response?

[The Mayor](#)

The question was received by MOPAC on 12 February 2013 and the data was requested from the MPS on the same day.

An initial response from the MPS was received on 20 February 2013. There was then an ongoing dialogue between MOPAC and the MPS in order to ensure a full and comprehensive response was provided.

A final response was submitted by MOPAC on 9 October 2013.

MOPAC has new procedures and new arrangements with colleagues which are designed to ensure that a delay of this kind should not occur in future.

Race claims against the police 2

## **race claims against the police&nbsp; 2**

**Question No: 2014/0279**

[Andrew Dismore](#)

Why did it take you so long to reply to Question 532 / 2013 substantively?

[The Mayor](#)

Please see my response to MQ0278 / 2014.

Race claims against the police 3

## **race claims against the police&nbsp; 3**

**Question No: 2014/0280**

[Andrew Dismore](#)

Further to your answer to Question 532 / 2013 on race claims against the police, how many i) of the 34 internal cases and ii) how many of 33 cases brought by members of the public referred to in the answer resulted in disciplinary action; iii) of those that resulted in disciplinary action, how many led to the dismissal of the officer or staff member concerned in each of the two types of case ; and iv) how many out of court settlements contained "no publicity" clauses in each of the two types of case?

[The Mayor](#)

Please refer to the letter sent to you on 22 January 2014.

## **Tasers 1**

**Question No: 2014/0281**

[Andrew Dismore](#)

Further to Question 2013/5179

"How many times since their introduction in Barnet have tasers been used?" and your response - "Officers are drafting a response which will be sent shortly" Will you now provide a substantive reply?

[The Mayor](#)

Please see my response to MQ5179 / 2013.

## **Tasers 2**

**Question No: 2014/0282**

[Andrew Dismore](#)

Further to Question 2013/5183

"How many times since their introduction in Camden have tasers been used?" and your response - "Officers are drafting a response which will be sent shortly" Will you now provide a substantive reply?

[The Mayor](#)

Please see my response to MQ5183 / 2013.

### **Tasers 3**

**Question No: 2014/0283**

[Andrew Dismore](#)

Further to Question 2013/5184

"Were any ill effects such as burns or other symptoms or damage to clothing suffered by those against whom tasers were deployed by Camden officers?" and your response - "Officers are drafting a response which will be sent shortly"

Will you now provide a substantive reply?

[The Mayor](#)

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

**Written response from the Mayor received 03 February 2014**

Please see my response to MQ5184 / 2013.

### **Chinatown raids**

**Question No: 2014/0284**

[Andrew Dismore](#)

Further to Question 2013/5215

"Further to your letter of 6th November in reply to mine of 24th October after our discussion at last MQT over the Home Office Immigration Enforcement raids in Chinatown, did Deputy Mayor Malthouse raise the issue at the meeting of the London Strategic Migration Partnership on 14 November as you promised, and if so what was the outcome?" and your response - "Officers are drafting a response which will be sent shortly". Will you now provide a substantive reply?

[The Mayor](#)

Please see my response to MQ5215 / 2013.

## Chinese Community and Policing

Question No: 2014/0285

[Andrew Dismore](#)

Further to Question 2013/5216

"In September, the All Party Parliamentary Group on the Chinese in Britain produced a report on the Chinese Community and Policing. Since then I have been trying to arrange a meeting for the community with senior officers at the Metropolitan Police to discuss the report's findings and recommendations, but with no success. Will you emphasize to the Commissioner the importance of engaging with this sizeable community in London, and will you facilitate such a meeting to take place?" and your response - "Officers are drafting a response which will be sent shortly". Will you now provide a substantive reply?

[The Mayor](#)

Please see my response to MQ5216 / 2013.

## Camden Police Numbers

Question No: 2014/0286

[Andrew Dismore](#)

As of 30th November 2013, how many full time sworn police officers were there in Camden; how many special constables; how many PCSOs; how many sergeants; how many non PCSO civilian staff were there; what were the comparable figures for 1st May 2010, and 30th November 2012; and what do you expect the figures to be on 1st May 2015?

[The Mayor](#)

The strengths for the relevant dates are set out in the table below:

Employee Group	01 May 2010	30 November 2012	30 November 2013	01 May 2015
Police Officers	886.76	749.33	652.06	See below
Sergeants	135.16	112.89	100.11	
PCSOs	123.20	69.61	45.81	
MSC	180.00	253	187	
Police Staff	164.04	87.81	70.06	

At present the MPS have no confirmed target strengths for 2015. However, under the Local Policing Model, Camden will have 751 police officer posts overall by 2015 with 157 posts in Safer Neighbourhood teams.

The new Local Policing Model rolled out during 2013 puts in place new neighbourhood policing structures that are not directly comparable in terms of overall numbers with structures at Borough or Ward level in 2010. Moreover, borough policing is supported by a range of other specialist resources provided by the MPS overall, which are not captured in the above figures.

## Barnet Police Numbers

### Question No: 2014/0287

[Andrew Dismore](#)

As of 30th November 2013, how many full time sworn police officers were there in Barnet ; how many special constables; how many PCSOs; how many sergeants; how many non PCSO civilian staff were there; what were the comparable figures for 1st May 2010, and 30th November 2012; and what do you expect the figures to be on 1st May 2015?

[The Mayor](#)

The strengths for the relevant dates are set out in the table below:

Employee Group	01 May 2010	30 November 2012	30 November 2013	01 May 2015
Police Officers	595.18	518.01	530.75	Not available
Sergeants	98.73	84.68	74.18	
PCSOs	176.76	94.09	70.44	
MSC	133.00	150	152	
Police Staff	105.28	75.29	65.53	

At present the MPS have no confirmed target strengths for 2015. However, under the Local Policing Model, Barnet will have 564 police officer posts overall by 2015 with 135 posts in Safer Neighbourhood teams.

The new Local Policing Model rolled out during 2013 puts in place new neighbourhood policing structures that are not directly comparable in terms of overall numbers with structures at Borough or Ward level in 2010. Moreover, borough policing is supported by a range of other specialist resources provided by the MPS overall, which are not captured in the above figures.



## **Hampstead police**

**Question No: 2014/0288**

[Andrew Dismore](#)

Further to Question 2013/5230

"Why are Hampstead Heath police finding it difficult to contact the SNT? Why haven't they been told who they should speak to as you have not offered an alternative front counter option in the Hampstead area?" and your response - "Officers are drafting a response which will be sent shortly". Will you now provide a substantive reply?

[The Mayor](#)

Hampstead Heath constabulary falls under jurisdiction of the City of London Corporation and has an excellent working relationship with Camden police.

There have previously been technical issues with airwave communication, however the Camden Senior Leadership team has met with Hamstead Heath constabulary and MPS technology experts to ensure these are resolved.

The Hampstead Heath Sergeant is fully aware of his local Safer Neighbourhood Team and contacts them regularly, deploying to calls allocated to them when no local officers are in the vicinity of the Heath.

## **Officers in uniform smoking**

**Question No: 2014/0289**

[Andrew Dismore](#)

Further to question 2013/5231

"What is your policy towards police officers in uniform smoking on duty in public in the street?"

and your response "The MPS should always uphold the law in relation to smoking in buildings."

Will you now answer the question as asked? do you approve of police officers in uniform smoking on duty in public in the street? Does this project the image of the Met that you wish to see?

[The Mayor](#)

The Metropolitan Police Service should always uphold the law in relation to smoking in buildings.

## **Raves**

**Question No: 2014/0290**

[Andrew Dismore](#)

Further to Question 2013/5232

"We have suffered from several raves recently, including some affecting West Hendon and also near Stirling Corner. The police seem unwilling and incapable of dealing with these disturbances due to a shortage of officers. Why? Is this not another consequence of your cuts?"

and your response - "Officers are drafting a response which will be sent shortly"

Will you now provide a substantive reply?

[The Mayor](#)

Please see my response to MQ5232 / 2013.

## **North Circular**

**Question No: 2014/0291**

[Andrew Dismore](#)

A constituent has told me she drives on the North Circular (usually between Staples Corner and Woodford) every week and has been doing so for the last twenty years. She is constantly appalled at the dangerous driving she encounters every time. Road racing and cars driving at 90-100 mph are regular occurrences, confirmed by this article from the Met Police Federation states: <https://www.metfed.org.uk/news?id=6> It is a highly dangerous road and the recent fatality involving three people at Arnos Grove is no surprise at all. The local press reports that local residents had previously written to you about road racing on that very stretch of road but nothing is ever done. The speed cameras have not been operational for a number of years. Road racers, drugs gangs, uninsured drivers and non-licence holders know that there is virtually no chance of being stopped on the A406 and so their activities continue unchecked. What are you going to do about it?

[The Mayor](#)

The MPS use a tasking process to ensure that those roads which statistically have the highest risk of injury collision are prioritised for patrol and enforcement functions. The North Circular (A406) is an important road for the North West and North East area traffic units for this reason, and the article you mentioned confirms that the A406 is patrolled.

The reorganisation of resources within the MPS means that the number of police constables in road policing teams will actually increase by 25%.

## **Healthcare needs of lesbian, gay and bisexual people 1**

**Question No: 2014/0292**

[Andrew Dismore](#)

The 'My Health London' website includes no resources aimed at tackling the healthcare needs of lesbian, gay and bisexual people. This is despite research from Stonewall and The London School of Hygiene and Tropical Medicine showing that LGB people are more likely to face barriers in accessing relevant health advice, with only 13% of gay and bisexual men in London saying that their healthcare professionals had given them information relevant to their sexual orientation. Will you make representations to address this omission?

[The Mayor](#)

Thank you for bringing this to my attention. Whilst this is not a GLA resource, I will ensure that my Health Team raises this with the myhealthlondon team at NHS England.

## **Healthcare needs of lesbian, gay and bisexual people 2**

**Question No: 2014/0293**

[Andrew Dismore](#)

In your London Health Inequalities Strategy you commit to improving access to healthcare for Londoners who have poor health outcomes. As a result of discrimination and harassment lesbian, gay and bisexual people are more likely than heterosexual people to suffer from depression and to struggle with self-harm and suicidal thoughts. Why are barriers to healthcare for LGB people not mentioned in the strategy and will you pledge to include LGB issues in your next delivery plan?

[The Mayor](#)

I shall review next steps to a refreshed delivery plan for the Health Inequalities Strategy in the light of the London Health Commission (LHC) recommendations later in 2014. The LHC is examining how health and healthcare can be improved for the benefit of the population and includes a focus on health inequalities. It is currently calling for evidence via <http://www.london.gov.uk/priorities/health/london-health-commission>.

## **Healthcare needs of lesbian, gay and bisexual people 3**

**Question No: 2014/0294**

[Andrew Dismore](#)

The London Health Inequalities Strategy states the current collection and use of monitoring data on ethnicity 'inadequate' and recommends 'strengthening our approach to rigorous monitoring and evaluation of programmes'. Will you make the same commitment to collecting data on sexual orientation so that we can monitor and improve the experience of lesbian, gay and bisexual patients?

[The Mayor](#)

My health officers are arranging to meet representatives from the GLA's LGBT stakeholder group to discuss the healthcare needs of lesbian, gay and bisexual people and shall discuss data issues.

## **Healthcare needs of lesbian, gay and bisexual people 4**

**Question No: 2014/0295**

[Andrew Dismore](#)

A study by Stonewall and The London School of Hygiene and Tropical Medicine found that the number of gay and bisexual men who have had a negative healthcare experience relating to their sexuality varied widely between London boroughs. For example, those living in Kingston upon Thames were twice as likely to have had a negative healthcare experience compared with people living in Brent. As the London Health Board aims to reduce health inequalities between boroughs, does it plan to play a role in promoting good practice across London in the provision of services to LGB patients?

[The Mayor](#)

As this is a matter for the boroughs, I will ask my Deputy Mayor, Victoria Borwick, to raise your concerns with Dr Howard Freeman, London CCGs and to report back to me.

## **Healthcare needs of lesbian, gay and bisexual people 5**

**Question No: 2014/0296**

[Andrew Dismore](#)

One in three gay and bisexual men who are black or from minority ethnic communities and more than half of lesbian and bisexual women from those communities are not open about their sexual orientation to healthcare professionals, many fearing a negative response. Many also find that GPs assume they are heterosexual and as a result their specific health needs are not met. How do you plan to tackle the barriers to accessing healthcare faced by black and minority ethnic gay people?

[The Mayor](#)

Please see my response to MQ0293 / 2014.

## **Healthcare needs of lesbian, gay and bisexual people 6**

**Question No: 2014/0297**

[Andrew Dismore](#)

The rate of self-harm in London is over 4% for gay and bisexual men in London, and over 3% for lesbian and bisexual women. In the general population the rate of self-harm is 0.4%, which is still one of the highest in Europe. The London Health Board has listed 'improving mental health services' as one of its priorities for 2013-2014. How does the London Health Board intend to tackle poor mental health amongst LGB people and improve provision of accessible mental health services?

[The Mayor](#)

The London Health Board agreed three priorities for tackling mental ill health at its last meeting on 2 December 2013:

Supporting Londoners' self-management of their own mental health

Ensuring high risk adolescents are helped to develop their mental health resilience and potential

Supporting young people with mental health problems to stay in employment or access employment opportunities.

This work is being led by Dr Yvonne Doyle, Regional Director, Public Health England (London) and will take into account evidence and good practice in relation to all equalities groups including lesbian, gay and bisexual people.

## **Healthcare needs of lesbian, gay and bisexual people 7**

**Question No: 2014/0298**

[Andrew Dismore](#)

Participation in sport is key to improving individuals' health. However, nearly a third of young gay and bisexual men, together with 14% of young lesbian and bisexual women are bullied during sport. How are you working to make sure that attempts to encourage young people to be physically active are inclusive of all Londoners, including gay Londoners?

[The Mayor](#)

My Sports Legacy Programme aims to secure a sustained increase in participation in sport and physical activity amongst all groups of Londoners. Projects funded through this programme are required to have appropriate equal opportunities and complaints policy/procedures in place and must ensure that they do not discriminate against any person; this is a non-negotiable condition of funding.

In addition, to achieve my Healthy Schools London Award schools should provide opportunities for all pupils to be physically active. The Well London programme promotes opportunities to be more physically active to all young people living in the target areas.

## **Support for volunteers**

**Question No: 2014/0299**

[Andrew Dismore](#)

A constituent tells me that you are very keen to engage volunteers, but when things go wrong you do not seem to want to support them. She volunteered to help at the London Design Festival in September and was treated like a servant and all the volunteers' personal details were disclosed to each other. As this organisation was part funded by you, she contacted your Office, but was told that 'it has nothing to do with us'. Why was she told this if you were part funding the event, and do you not agree that if public funding is involved, then funders have some responsibility towards those who volunteer to support the event or organisation?

[The Mayor](#)

The GLA provided funds to the London Design Festival for 2013, which has a wide and diverse programme of events across a large number of locations.

As discussed with the constituent, Team London works to ensure the quality of the volunteering initiatives it is involved in. This includes providing an opportunity for volunteers to provide feedback and acting on that feedback. Team London also passes on any feedback to organisations that are responsible for events it is not directly involved with.

The complaint was passed onto the London Design Festival (LDF), and they have reviewed this along with the other, more positive, feedback they have received. The LDF have contacted the Information Commissioners Office and are working with them to prevent any unauthorised data disclosures in the future.

The LDF now have a volunteer policy in place and a team leader is on hand at the Festival to directly support volunteers with any issues.

Team London is looking to work more closely in support of volunteering at the Festival in 2014.

## **Railings on Charlton Road flyover over the A102**

**Question No: 2014/0300**

[Len Duvall](#)

The safety railings on Charlton Road on the flyover that crosses the A102 have been badly damaged for a number of months now, and the temporary barriers in place are not sufficiently strong enough to provide the necessary protection for drivers of vehicles and pedestrians should another vehicle crash into them. This needs to be remedied immediately. When will this happen?

[The Mayor](#)

The damaged bridge parapets are being protected by temporary concrete vehicle barriers, which ensure the safety of road users in the interim before permanent repair.

As TfL need to replace the entire length of parapet at this location, you will see further temporary vehicle restraint systems deployed to enable permanent full parapet replacement. This is being done in one phase rather than two separate phases to minimise disruption and ensure an efficient approach.

The full length of parapets, including the damaged section, will therefore be replaced during the summer of this year.

## **Cutty Sark DLR Escalators**

**Question No: 2014/0301**

[Len Duvall](#)

Recent engineering works to the down escalators at Cutty Sark DLR have caused problems for passengers trying to get down to platform level. Queues for lifts were long - particularly during peak travel times - and many passengers, particularly at the beginning of works, were unaware the works were taking place and unaware what to do in order to get to the platform. Some passengers were even trying to go down the up escalators. What steps were taken in this specific case to pre-warn passengers to the works, and what lessons have been learned from this to take forward to future, similar works that take place?

[The Mayor](#)

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

### **Written response from the Mayor received 07 February 2014**

These works are part of the essential maintenance regime that is necessary to ensure continued safe and reliable operation of the escalators. I apologise for the inconvenience, but unfortunately, the only way to carry out the amount of work needed is with a long term closure of this type.

Prior to the works commencing, TfL ensured that publicity was displayed at the station and regular announcements were made.

Alternative access to the platforms is available via both the lifts and stairs. Announcements continue to be regularly made, both in the station and on trains, and during the day staff are positioned at the entrance to advise passengers of the way into the station. These measures will continue until the works finish in autumn 2014.

## **Demand at North Greenwich: the London Bridge Fire and its Upcoming Redevelopment**

**Question No: 2014/0302**

[Len Duvall](#)

Thank you for your reply to question number 2013/4776. It is reassuring that TfL is working with Network Rail and TOCs on this matter, but please can you elaborate on what the customer information programme will entail in practice, and whether there are any plans to increase capacity on the Jubilee Line, which will inevitably see an increase in the number of passengers that use it as the main transport artery from south east London into London Bridge and central London?

[The Mayor](#)

Detailed travel advice and information for the August 2014 blockade will be provided in the next few months and delivered directly to passengers and stakeholders by TfL and partners through our own communication channels. This will be followed with detailed passenger information for the December 2014 blockade and January 2015 line diversions. Communication activity will commence well in advance of and during periods of major change ensuring



customers are fully informed, able to avoid the worst disruption and understand how to carry out their journeys effectively. The primary phases of communication will be:

to raise awareness of the potential for disruption in the first instance;

to provide a detailed view of how the system will operate and how customers can continue to make their journeys once the final operational plans are complete in the spring; and

immediately prior to the August blockade when the focus will be on reminding customers of the beginning of the blockade.

All relevant communication channels will be used to ensure customers are aware of the information and advice, including TfL and the Thameslink programme's websites, poster sites, customer email, social media, station signage, leaflets and PA announcements. Detailed channel planning is currently taking place.

Capacity on the Jubilee line is being increased. Thanks to the signalling upgrade, there is an increased frequency of trains from 21 trains per hour (tph) westbound and 24tph eastbound to 30tph in both directions during the busiest times - providing additional capacity for an extra 12,500 people an hour.

From May this year, TfL will lengthen the peak period during which the 30tph operates, and increase off-peak services Monday-Saturday and most of Sunday to 24tph.

In addition, a new 'Night Tube' service on Friday and Saturday nights will include Northern and Jubilee line services calling at London Bridge. Alongside the 24-hour and Night Bus services, this will give passengers an extensive and integrated service throughout the night.

## **The 132 Bus**

**Question No: 2014/0303**

[Len Duvall](#)

Thank you for your answer to question 2013/4777. I still receive an extraordinary number of complaints about this bus route. You said in your answer that route 132 meets its performance standard. I would therefore suggest that the performance standard itself needs reviewing and may not be set at the correct level to meet demand at peak times. Furthermore, if there is a problem with capacity now, it will only worsen when the redevelopment works commence at London Bridge because more people will turn to using buses to commute to North Greenwich in order to pick up the Jubilee Line into central London. Will you please review the performance standard and the frequency of the 132 bus during peak times as a matter of urgency?

[The Mayor](#)

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

### **Written response from the Mayor received 07 February 2014**

Surveys near the Sun-in-the-Sands roundabout this month revealed there was sufficient capacity for demand in the busiest hour but that some individual buses were full. TfL is now investigating the demand in more detail to understand whether any further changes are required.

Capacity on the route has already been increased 50 per cent through the introduction of double deck buses in late 2012. This followed the extension of the route from Eltham to North Greenwich and a rise in daily passengers from 4,000 in 2008 to 9,000 in 2012. The current level is now around 10,000.

Road works affected its reliability in the last three months of 2013, but following their completion services are running more smoothly. TfL is also working with Network Rail to plan around the impact of redevelopment works at London Bridge in late 2015.

Riot Damages Act Payments

## **Travelcard renewal at stations operated by TOCs other than TfL**

**Question No: 2014/0304**

[Len Duvall](#)

Several constituents across Lewisham and Greenwich have contacted me to ask about the lack of facilities to renew Oyster travelcards at certain stations within Greater London that are run by TOCs other than TfL. While there is the ability to renew online and then collect at any oyster card reader, it is inevitable that some people will only get the opportunity to renew on the morning after their travelcard has expired. Without the facility for them to do this, it creates inconvenience for many Londoners, particularly those in my constituency where there are fewer TfL-operated stations. Why is it that some stations do not provide the facility to renew a travel card and are there any plans to ensure the facility is installed at all stations within Greater London?

[The Mayor](#)

It is hugely disappointing that a number of the Train Companies remain so reluctant to provide a full service for Oyster customers despite the enormous popularity of Oyster on their services.

TfL has discussed the issue with the Operators many times but their focus is very much on the commercial case rather than the customer service issues.

I continue to press the Department for Transport to bring London train services more fully under the control of the Mayor. This would enable me to address this issue properly along with many others.

The Department has agreed to move control of the service from Shenfield to Liverpool Street to TfL in 2015, along with the services from Chingford and Enfield. The Oyster services at the stations involved will then be upgraded.

## **Temporary closure of part of the London Overground network in Lewisham**

**Question No: 2014/0305**

[Len Duvall](#)

Several constituents in Lewisham have contacted me about the inconvenience that the temporary closure of part of the London Overground network caused them recently. Can you please provide me with details about the steps that were taken to alert the public to these works, and the reasons behind why the works were necessary?

[The Mayor](#)

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

### **Written response from the Mayor received 04 February 2014**

Since Transport for London (TfL) took over London Overground in 2007, it has become one of the UK's most reliable rail services and passenger numbers have grown rapidly. In response, TfL is extending trains from four to five carriages, to enable more people to travel and reduce crowding.

The £320m capacity programme includes a series of infrastructure works to operate, store and maintain the longer trains - including new train storage facilities and extended platforms at many stations. The five day closure over Christmas was to connect the newly constructed sidings at Silwood to the existing Overground network, and to lengthen platforms at Canonbury, Highbury & Islington and Surrey Quays. Demand is lowest during the Christmas period, meaning the impact on passengers was minimized.

TfL communicated information about the closure through its annual festive travel campaign, which helps customers understand service changes, plan their journeys in advance and avoid disruption, if travelling during the Christmas period. The campaign displayed 1704 posters at Tube, London Overground, DLR stations, tram and bus stops; adverts in the Metro and Time Out; over three million emails to TfL customers; information on the TfL website; more than 30 tweets via @tflofficial; and a press release.

Additionally, TfL sent letters to residents and businesses in the immediate vicinity of the worksites, providing them with information about the work being carried out and the impact on services.

## **Cost of stewarding events**

**Question No: 2014/0306**

[Len Duvall](#)

Volunteering at GLA sponsored events makes up 39 per cent of volunteering in London. What was the cost of stewarding an event prior to the London Olympics compared to now? Has volunteering reduced the costs?

[The Mayor](#)

In September, the GLA reported that 39% of applications through the Team London website were for events. This covers a range of events and not just those funded or organised by the GLA. These major events do not use volunteers in place of stewards and are required to sign the Team London code of conduct which requires that volunteers are not used in place of paid staff. All major event volunteers are surveyed by Team London to ensure volunteer satisfaction.

Team London does not hold the costs of stewarding at all events it supports. For GLA events that are supported with volunteers, there has been no associated reduction in the cost of stewarding.

## **Qualifications in volunteering**

**Question No: 2014/0307**

[Len Duvall](#)

Do volunteers in Team London gain any qualifications in volunteering?

[The Mayor](#)

Team London primarily acts as a brokerage system to signpost volunteers to opportunities posted on its website. In this broker role, Team London is not involved directly in the training and development of individuals, however a number of the organisations we work with do provide qualifications. We offer all volunteers volunteering through our website the opportunity to have a volunteering CV signed by the Mayor of London to recognise their volunteering commitments.

In addition, we continue to offer London Ambulance Service's Heart Start training to volunteers. Some Team London volunteers are now qualified to deliver this training and are going on to be Community First Responders.

On the programmes where Team London directly manages volunteers, Team London Ambassadors and Team London Young Ambassadors, we have supported volunteers to gain qualifications. Over 1,000 of the Team London volunteers who undertook the Ambassadors role were able to undertake the World Host Customer Service qualification during training in 2012, and could also count their volunteering time towards Duke of Edinburgh awards. We are working closely with Duke of Edinburgh to offer all secondary school students who are Team London Young Ambassadors the opportunity to count their volunteering time towards a Duke of Edinburgh Award. In addition, please see MQ0310 / 2014 regarding our support for unemployed volunteers gaining qualifications.

## **Volunteer oyster cards**

### **Question No: 2014/0308**

[Len Duvall](#)

Following MQ 3037/2013, when do you expect to collate the final figures for how many of the 900 allocated oyster cards have been used and whether you have found free travel has encouraged volunteering?

[The Mayor](#)

Providing volunteer travel expenses is best practice as stated in the TUC and Volunteering England charter and the resulting Volunteer Protocol agreed between LOCOG and the TUC for volunteers during the London 2012 Games. Similarly travel expenses were provided for all 2012 Team London Ambassadors and those volunteers taking part in Team London funded projects.

The 900 oyster cards were part of the original batch for volunteers that were left over from the 2012 Games, and were used to cover travel costs for the 2013 Visitor Welcome Programme. Just over 800 of these cards have now been used.

827 Ambassadors took part in the 2013 programme, contributing over 19,800 volunteering hours.

## **Volunteer numbers**

### **Question No: 2014/0309**

[Len Duvall](#)

Can you provide me with an update on the number of volunteers in London, and whether you believe you will reach your target of 100,000 by 2016?

[The Mayor](#)

A plethora of volunteering happens on a daily basis in London and people engage in volunteering in different ways and through different means.

Through Team London specifically, we estimate to date that we have had over 40,000 individuals volunteering through our programmes, and thus are well on track for delivering against our 100,000 target by 2016.

## **Unemployed volunteers**

### **Question No: 2014/0310**

[Len Duvall](#)

Following MQ 3049/2013, can you provide me with an update on where you are in looking at initiatives to support unemployed volunteers?

[The Mayor](#)

Beyond the information provided in MQ3049/2013, Team London has now launched a tendering opportunity as part of the Greater London Authority's European Social Fund (ESF) Co-Financing programme, for a Team London Employment, Education and Training programme.

The programme, running from April 2014 until September 2015, will aim to support Londoners aged 16+ who volunteer at Team London/Team London-approved events and who are not in employment, education or training with training that leads to secure sustained employment, education or training (EET).

Up to £200,000 of funding is available for this opportunity, provided by Team London and co-financed by ESF.

## **Employment references**

### **Question No: 2014/0311**

[Len Duvall](#)

Can you please provide me with the number of references that you have provided to employers for people that have volunteered with Team London.

[The Mayor](#)

The Team London Website offers all volunteers the opportunity to collate a volunteer CV. They can register the hours they volunteered for an opportunity they applied for on the site which the organiser can then verify. They can then print and present their CV as required. This CV is signed by the Mayor of London.

## **Volunteering over Christmas**

### **Question No: 2014/0312**

[Len Duvall](#)

Has there been an increase in Team London volunteering over the Christmas period? If so, can you provide me a breakdown of this increase by sector, age, gender, ethnic minority and employment status?

[The Mayor](#)

One of the primary aims of Team London is to ensure volunteering is easily accessible to everyone and thus to minimise barriers to volunteering making it quick and easy to do. In order to do so, the Team London website does not require potential volunteers to fully register to apply for a role. Therefore we are not able to provide a breakdown of all applications made

over the Christmas period.

November is the key month for applications for Christmas volunteering roles. Team London recorded a 29% increase in general traffic through the site and an 87% increase in volunteer applications in November 2013 compared to the previous month. Over the Christmas period, Team London directly deployed 70 Team London Ambassadors in the Christmas Visitor Welcome programme and 85 Team London Ambassadors for the New Year's Eve event.

From our overall data of the 25,000 volunteers who are registered to volunteer on the site we are able to provide a breakdown of those who have opted to answer questions on gender, ethnicity, age, employment status and whether they consider themselves to have a disability, this is below:

#### Gender

Male	35.0%
Female	64.6%

#### Ethnicity

Asian/British Asian	15.3%
Black/Black British	13.2%
Chinese/other	4.3%
Mixed	4.6%
White	58.4%
Rather not say	3.8%

#### Age Group

Under 16	1.87%
16-25	27.2%
26-35	22.6%
36-45	15.9%
46-55	16.2%
56-65	11.5%
Over 65	4.4%



Please note this does not include our school programme where we engage directly with schools, working with U16s.

#### Employment Status

Working	51.6%
Unemployed	13.1%
Student	20.5%

Not working/retired

#### Disability

% who consider themselves to have a disability is 9.9%

### **Volunteering replacing jobs**

#### **Question No: 2014/0313**

[Len Duvall](#)

The King's Fund, the healthcare think-tank, reported that the NHS receives a return of £11 for every £1 invested in volunteer schemes, a calculation based on money saved in not having to pay people to do that work. There has also been an increase in the number of volunteers filling positions in libraries and museums that previously would have been paid before the cuts introduced by the Government, and another main area of growth for volunteering is in the food banks. Are you concerned that volunteering could be replacing previously paid jobs?

[The Mayor](#)

All organisations who advertise for volunteers through the Team London website are required to sign terms and conditions which confirm that they are not using volunteers to replace paid staff. They are asked to ensure that the role is suitable for volunteers and that the role creates or enhances an existing function in a way that would not happen without volunteers.

Where we engage with Major Event organisations for volunteers, they also sign terms and conditions to this effect and we survey the volunteers after the events to ensure volunteer satisfaction.

### **Time to cross**

#### **Question No: 2014/0314**

[Joanne McCartney](#)

Living Streets are running a campaign to increase the pedestrian crossing time by an extra 3 seconds to enable people aged 65 and over to cross the road safely in the time permitted. Do you support this campaign and what action are you taking to ensure that all Londoners can cross the road safely in the time permitted?

## The Mayor

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

### **Written response from the Mayor received 20 March 2014**

Making our roads safer for all who use them is essential to improving life in the capital. My Road Safety Action Plan, Safe Streets for London, sets out my commitment to improve road safety in the Capital for all vulnerable road users, of which pedestrians are a key group.

In 2010, Transport for London (TfL) updated its traffic signal design standards to align with the Department for Transport's (DfT's) latest national guidance. This guidance is accepted as the national standard and provides minimum safe design parameters for traffic signal timings.

TfL therefore now designs all pedestrian crossing sites to ensure that all provide:

At least a 6-second green man invitation-to-cross period (which is the time for pedestrians to step off the kerb and start their crossing)

A blackout period, designed to enable pedestrians walking at the DfT-set assumed speed of 1.2m/s, to safely complete their crossing once the green man has gone out. The assumed 'normal' walking speed of 1.2m/s is utilised both within the UK and internationally as the basis for pedestrian crossing timings.

There is a common misconception that pedestrians have only the time when the green man is illuminated to cross the road. The green man is in fact only the invitation for them to leave the kerb. It is the blackout period that follows (where no pedestrian signal is illuminated) which continues to provide safe crossing passage. Pedestrians therefore have both the green man time as well as the blackout period to safely complete their crossing, meaning that in practice, the combined green man and blackout elements actually allow pedestrians more time than the 1.2m/s prescribed by the DfT. The lack of public awareness of this is one of the key reasons TfL developed and introduced Pedestrian Countdown technology, which supplements the blackout period with a helpful countdown display. A number of actions in TfL's forthcoming Pedestrian Safety Action Plan will also seek to further address the misconceptions around pedestrian crossing timings.

While TfL will always provide the minimum DfT prescribed timings for the pedestrian phase as outlined above, TfL's engineers review each crossing on a case-by-case basis to ensure that timings are appropriate for that location. This could mean that green man timings are sometimes extended beyond the minimum standards set out in the DfT national guidance, but will never be reduced below it. For example, the green man time has been increased to take account of significant pedestrian demand in areas such as the junction of Croxted Road/Thurlow Park Road each weekday afternoon to assist when the two schools adjacent to the junction end. TfL has also extended the green man timings at the junction of Cannon Street/Walbrook/Dowgate Hill to accommodate high volumes of pedestrians.

I am confident that TfL is doing all that it can to ensure that pedestrian crossing timings in London are suitable for pedestrians. TfL will continue to treat each installation on a site specific basis, whilst ensuring the standards, as set out in DfT national guidance, are always maintained.

If there are any specific sites where you have concerns, TfL would be very keen to receive this information for further investigation.

Extending Pedestrian Crossing "Green Man" Times (1)

## **Barking-Gospel Oak line trains**

**Question No: 2014/0315**

[Joanne McCartney](#)

A constituent has written to me regarding EMU (Class378) trains to be purchased by TfL for the Chingford/Enfield Town/Cheshunt via Southbury services that TfL are to take over; which according to the draft TfL 2013 Business Plan, an unspecified quantity could also be added to the order for trains for the Barking-Gospel Oak line. My constituent raises the issue that members of the Barking-Gospel Oak Line User Group do not favour this type of train, but prefer Class376 as used by Southeastern trains due to the wheelchair/bicycle area. Would you consider ordering trains like the class376 which have more room for wheelchair users in the future?

[The Mayor](#)

No decision has been made about the type of train (or its specification) that may be introduced on either the Gospel Oak to Barking line, or on services between Liverpool Street and Enfield Town, Cheshunt (via Seven Sisters) and Chingford. Indeed, necessarily, the process will be subject to a competitive tender. I note your points however.

## **All night tubes**

**Question No: 2014/0316**

[Joanne McCartney](#)

A constituent has written to me concerned with the increased noise nuisance as a result of the plans to run tubes through the night at the weekend. What will you do to minimise the noise of tube trains running through the night?

[The Mayor](#)

Please see my response to MQ0133 / 2014.

## **Strip Search**

**Question No: 2014/0317**

[Joanne McCartney](#)

A recent FOI request to the MPS has revealed that 52% of suspects subjected to strip search are from Black African or Caribbean backgrounds. Alongside this that 25% of those strip searched are released with no further action. Given these figures do you think that they indicate a disproportionate discrimination against those in the BME community? What actions will you be taking to look at this issue further?

<http://www.independent.co.uk/news/uk/crime/metropolitan-police-releases-alarming-stripsearch-figures-9052647.html>

### [The Mayor](#)

Further statistics to those quoted in the Independent newspaper provided added context. BME detainees constituted 44.5% of all MPS detainees in the period 01/01/10 to 31/08/13. Of those, 11.6% were strip-searched, compared to 8.4% of all white detainees, which is less suggestive of disproportionate discrimination.

Strip searches in custody are carried out for reasons of safety as well as evidential grounds, particularly if a custody officer suspects there is a risk of self-harm. This would contribute to the 25% of detainees who are released with no further action.

The justification for strip searches must be recorded on custody records, which are sampled by custody managers. Measures are already in place to monitor the use of this power, including inspections from Her Majesty's Inspectorates of Constabularies and Prisons (HMICP) and reports from Independent Custody Visitors, representations from solicitors and the MPS complaints system.

## **Victim Satisfaction with the MPS**

**Question No: 2014/0318**

[Joanne McCartney](#)

Please provide the victim satisfaction levels for all boroughs for this quarter and the past 6 quarters. Please specifically reference where the information was obtained.

### [The Mayor](#)

Victim satisfaction data (MPS level) up to September 2013 is available on the London datastore. Follow the link below, click on "data" and then go to the "Confidence in Police" sheet.

<http://data.london.gov.uk/datastore/package/metropolitan-police-service-recorded-crime-figures-and-associated-data>

## **Public Confidence in the MPS**

**Question No: 2014/0319**

[Joanne McCartney](#)

Please provide public confidence levels for all Boroughs for this quarter and the past 6 quarters. Please specifically reference where the information was obtained.

[The Mayor](#)

The data attached as Appendix 319 shows the percentage of PAS respondents answering 'good' or 'excellent' to the question "Taking everything into account how good a job do you think the police in this area are doing?"

Rolling 12 months data is provided to allow for each quarter because figures are more likely to be representative of the population with a bigger sample.

## **Fear of Crime**

**Question No: 2014/0320**

[Joanne McCartney](#)

Please provide fear of crime data for all Boroughs for this quarter and the past 6 quarters. Please specifically reference where the information was obtained.

[The Mayor](#)

Fear of Crime data up to June 2013 is available on the London datastore. Follow the link below, click on "data" and then go to the "Public Opinion-Borough" sheet.

<http://data.london.gov.uk/datastore/package/metropolitan-police-service-recorded-crime-figures-and-associated-data>

## **Refuge Provision in London (1)**

**Question No: 2014/0321**

[Joanne McCartney](#)

At Police and Crime Committee on the 20th December 2012 your Deputy Mayor indicated that he would look at the demand and need for refuge places for victims of domestic violence in London. What work has MOPAC done in profiling this shortage in the past year?

[The Mayor](#)

MOPAC has been working with London Councils in the past year to understand the demand for refuge provision in London. This work is ongoing. MOPAC has also commissioned a review of victims' services in London, which will cover services for domestic violence victims.

## **Refuge Provision in London (2)**

**Question No: 2014/0322**

[Joanne McCartney](#)

What specific actions does MOPAC intend to take to address the shortage of refuge places for victims of domestic violence in London in the coming year?

[The Mayor](#)

Please see my response to MQ0321 / 2014.

## **Crackdown on unsafe HGVs (1)**

**Question No: 2014/0323**

[Joanne McCartney](#)

The Times reported on the 6th January that police in London will launching a 'crackdown' in the autumn on HGVs that drive into London without basic safety equipment. What will this action consist of and which teams will be carrying it out?

[The Mayor](#)

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

### **Written response from the Mayor received 28 February 2014**

This seems to have confused two separate activities, last autumn's action by the newly formed Industrial HGV Taskforce (IHTF) and this autumn's introduction of a Safer Lorry Scheme.

The IHTF has been operational since October and is staffed by officers from Driver and Vehicle Standards Agency (DVSA), previously known as VOSA) and the Metropolitan Police Service (MPS), funded by TfL and the Department for Transport. The IHTF complements existing work being undertaken to improve road and cycle safety, including TfL's work on improving vehicle design, operating standards and driver standards. Both the TfL-funded MPS Commercial Vehicles Unit (CVU) and DVSA in London also carry out enforcement activity on commercial vehicles.

Between 1 October 2013 and 9 January 2014, the IHTF targeted and stopped 1,122 vehicles. Seventeen of the most dangerous and unsafe lorries were immediately seized, 541 roadworthiness prohibitions and 308 Fixed Penalty Notices were issued. The IHTF will continue to enforce against unsafe lorries. TfL is working to improve cycle-safety, including measures to make freight vehicles safer.

As we announced last month, I and London Councils propose to institute a Safer Lorry Scheme to prevent heavy goods vehicles operating in the capital without having basic safety equipment fitted.

I continue to push the DfT to make basic safety equipment mandatory for all HGVs and we are lobbying both the DfT and the EU to introduce mandatory safer lorry designs to HGVs across Europe.

## **Crackdown on unsafe HGVs (2)**

**Question No: 2014/0324**

[Joanne McCartney](#)

The Times reported on the 6th January that police in London will launching a 'crackdown' in the autumn on HGVs that drive into London without basic safety equipment. Why is it that this 'crackdown' must wait until the autumn?

[The Mayor](#)

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

### **Written response from the Mayor received 28 February 2014**

Please see my response to MQ0323 / 2014.

## **Cuts to Legal Aid Budget**

**Question No: 2014/0325**

[Joanne McCartney](#)

Given the recent walk out by lawyers in protest against plans to cut the legal aid budget by 30% and warnings that the cuts will lead to less prosecutions and more criminals walking free, have you made any assessment of the effect of the changes on victims of crime in London?

[The Mayor](#)

The issue of legal aid is a matter for the Ministry of Justice and the Treasury, and not the Mayor of London. In reforming Legal Aid, the government is targeting resources at those most in need.

## **Tpims**

**Question No: 2014/0326**

[Joanne McCartney](#)

It has been reported in the Sunday Times and elsewhere that you have concerns regarding terrorism prevention and investigation measures or Tpims. What concerns do you have and have you raised these concerns with Home office?

[The Mayor](#)

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

### **Written response from the Mayor received 07 February 2014**

I receive regular operational briefings which explain the nature and development of the terrorist threat, current issues and the extent to which the range of counter-terrorism powers and measures are able to manage the threat. As part of this confidential process, I would raise any concerns with the relevant Government ministers or senior MPS officers.

## **Kennelling Costs at Status Dogs Unit**

**Question No: 2014/0327**

[Joanne McCartney](#)

Further to MQ 2013/4909 what is the reason for the reduced costs of kennelling? Are less dogs being seized? If so, does the MPS consider less problems now than in 2010/11?

[The Mayor](#)

Financial Year	Cost	Number of dogs Seized	Average days in kennels
2010-2011	£2,748,875	1072	125.8
2011-2012	£1,763,043	928	124.2
2012-2013	£1,827,592	954	119.8

As indicated in the table above, whilst there has been a slight reduction in the number of dogs seized since 2010/11 there has been a reduction in the costs of kennelling.

## **European Social Fund**

**Question No: 2014/0328**

[Joanne McCartney](#)

From the last round of European Social Fund, please list the amounts of money awarded through the ESF to projects in London and the projects that the money was awarded to.

[The Mayor](#)

A list of the projects funded by ESF in London under the 2007-2013 programme can be found on the Department of Work and Pensions, the Managing Authority for ESF in England, webpage: <http://www.dwp.gov.uk/esf/esf-in-action/esf-projects/>. ESF expenditure will be incurred by a number of live projects until the end of 2015. The list is up to date as at 30 July 2013.

## **European Regional Development Fund**

**Question No: 2014/0329**

[Joanne McCartney](#)

From the last round of European Regional Development Fund , please list the amounts of money awarded through the ERDF to projects in London and the projects that the money was awarded to.

[The Mayor](#)

The amounts of money awarded through the London 2007-13 ERDF programme to individual projects can be found on the GLA website at: <http://www.london.gov.uk/sites/default/files/ERDF%20contracts%20awarded%20as%20at%20Dec%202013.pdf>. It also lists the actual ERDF paid to projects by the end of their funding periods. ERDF expenditure will be incurred by a number of live projects until the end of 2015. The list is up-to-date as at December 2013.



## **Cold Homes Week**

**Question No: 2014/0330**

[Murad Qureshi](#)

Will you support the Energy Bill Revolution's Cold Homes Week campaign, which commences on 3 February 2014, and seeks to raise awareness about those living in fuel poverty and to get the support to make UK homes super energy efficient?

[The Mayor](#)

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

### **Written response from the Mayor received 28 February 2014**

I very much support the aims of the Cold Homes Week campaign. Although I will not be supporting it directly, through my RE:NEW programme I am retrofitting homes to make them more efficient. I have also recently launched my annual Know Your Rights campaign in London which promotes the uptake of benefits to increase incomes, particular Pension Credit, within eligible groups. This is a 'gateway' credit for accessing free energy efficiency measures, and our partner on the campaign, Age UK, is supporting the Cold Homes Week campaign.

## **Changes to the ECO**

**Question No: 2014/0331**

[Murad Qureshi](#)

Following your answer to MQ 2013/4987 have you now conducted further analysis of the impact of the changes to the ECO and will you make this analysis publically available?

[The Mayor](#)

Please see my response to MQ0091 / 2014.

## **RE:NEW (1)**

**Question No: 2014/0332**

[Murad Qureshi](#)

Why are targets set for the RE:NEW programme in carbon reduction and not the number of houses retrofitted?

[The Mayor](#)

RE:NEW is a key programme which contributes towards the carbon reduction target under the Climate Change Mitigation and Energy Strategy (CCMES) and is such as carbon reduction programme.

## **RE:NEW (2)**

**Question No: 2014/0333**

[Murad Qureshi](#)

What is your CO2 target for the RE:NEW programme for 2013/14? What level has been achieved to date?

[The Mayor](#)

The original target was 29,418 tonnes per annum. It is expected that some of this will be reprofiled due to changes in ECO.

The carbon savings to end December 2013 were 6,258 tonnes per annum.

## **ECO Funding (1)**

**Question No: 2014/0334**

[Murad Qureshi](#)

Can we trust the big six energy companies to deliver on their ECO obligations in the capital?

[The Mayor](#)

The Energy Company Obligation is set nationally. The RE:NEW Support Team will work with London boroughs and housing associations to develop projects to maximise opportunities to attract ECO funding. The GLA continues to work closely with the Energy Suppliers to enable and encourage delivery of the Energy Company Obligation in London.

## **ECO Funding (2)**

**Question No: 2014/0335**

[Murad Qureshi](#)

The Chief Executive of Consumer Futures has called for a change to the way the ECO is delivered by making local organisations responsible for delivery on a street by street basis. Is this something you would support in London?

[The Mayor](#)

Local organisations and delivery on a street by street basis is very important for the delivery of ECO - local authorities and community organisations can enable higher levels of take up of the measures due to the levels of trust placed in them by residents. The RE:NEW project incorporate this approach and the RE:NEW Support Team is working with local authorities to establish such schemes.

## **Retrofitting and planning restrictions**

**Question No: 2014/0336**

[Murad Qureshi](#)

Last year, the think tank Future of London warned that government energy efficiency programmes could be hindered by planning restrictions in London. Family Mosaic, one of London's largest social landlords may have to sell hundreds of properties because of problems securing permission to carry out retro-fits to properties in conservation areas. What urgent action will the Mayor take to ensure that well intentioned planning restrictions don't hinder the retrofitting of London's housing stock?

[The Mayor](#)

In July 2013, I published 'Using Local Powers To Maximise Energy Efficiency Retrofit - 'How To' Materials For London Boroughs'. The toolkit was produced in conjunction with London boroughs to identify how local powers, including producing specific local planning guidance for retro-fitting historic assets, can be best used to maximise energy efficiency retrofit in London.

This approach is in line with London Plan policy 5.4 - Retro-fitting and my emerging Sustainable Design and Construction Supplementary Planning Guidance which encourages boroughs to develop policies and proposals for the sustainable retro-fit of existing building.

## **Excess Winter Deaths**

**Question No: 2014/0337**

[Murad Qureshi](#)

Are you aware of any data on how many Londoners are likely to die this winter as a result of the cold and what are you doing to prevent this occurring?

[The Mayor](#)

Data is available for 2012/13 which shows London had the lowest score in the Excess Winter Death Index of any region. However, there are still too many Londoners at risk and I am promoting energy efficiency measures as a long term solutions to cold housing through my RE:NEW programme. In addition, my Know Your Rights campaign is ensuring Londoners, in particular old people, are accessing the benefits they are entitled to, alongside free energy efficiency measures, to ensure their incomes are maximised.

## Capacity Crunch

Question No: 2014/0338

Murad Qureshi

What reassurances can you give Londoners that a capacity crunch scenario of increased energy demand and insecure supplies won't have an impact on Londoners already soaring energy bills?

The Mayor

You are absolutely right to point out that in two years this country faces a serious energy capacity crisis. As you are aware this is due to the irresponsible, weak and politically short-term policies of the former government and is just another example of the disastrous legacy left by Labour, which the Coalition has to address.

One of the core aims of my own energy programmes is to mitigate the risk and the impact of the potential capacity shortfall. My retrofit programmes aim to reduce energy demand. My energy supply programmes focus on supporting large-scale London based generation that can help meet shortfalls in upstream supply. In addition, the central aim of the Smart Grid programmes I am involved in such as Low Carbon London is to reduce and shift demand at peak times.

## Renewable Energy and the GLA Estate

Question No: 2014/0339

Murad Qureshi

Please outline how many buildings in the GLA family have renewable energy generation facilities such as solar or wind installed?

The Mayor

City Hall is fitted with 67kWP of Photovoltaic bespoke panels fitted to the curved roof and the "Eye Lash" visible from London's Living Room completed in 2007

TfL response

TfL has 11 buildings with renewable generation:

LU Operational

Paddington Hammersmith & City Line station (solar PV)

Northfields Train Crew Accommodation (solar PV)

Brixton Train Crew Accommodation (Solar PV)

Surface Transport Operational

West Ham Bus Garage (wind turbine)

Vauxhall Bus Station (solar PV)

Walworth Bus Garage (solar PV)

Head Offices

Pelham Street (solar PV)

55 Broadway (solar PV)

London Transport Museum (solar)

Palestra (solar PV, wind and hydrogen fuel cell)

Oxford Circus House (solar thermal)

MOPAC response

MOPAC has 23 properties with renewable energy generation facilities. These include 19 Photovoltaic arrays (PV), 4 Combined Heat and Power (CHP) plants and 1 Ground Source Heat Pump (GSHP).

LFEPAC response

The LFB has the following renewable energy generation facilities:

Combined Heat and Power - 34 in number

Photovoltaic

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- 34 in number

Solar thermal

15 in number

## **Renewable Energy and the GLA Estate (2)**

**Question No: 2014/0340**

[Murad Qureshi](#)

According to press reports during the Christmas break the Energy Minister is set to announce plans for the mass installation of solar farms on government land and the roofs of government buildings. Will the Mayor consider a similar scheme for the GLA Estate?

[The Mayor](#)

I have already established the RE:FIT programme to support the retrofitting of public sector buildings in London, including those in the GLA family, and energy generation, including photovoltaics, forms part of the package of measures that are considered when developing a retrofitting plan for a building.

As you know City Hall already has a photovoltaic array on its roof and there are 62 other photovoltaic arrays on the roofs of GLA family buildings.

## **Submissions to Government Consultations**

**Question No: 2014/0341**

[Murad Qureshi](#)

Can you provide a response to MQ 2013/4972 on your submissions to Government consultations over 2013? Is it not possible for a simple procedure to be put in place for such submissions to be posted on the GLA website within a week of finalising, and the Assembly informed?

[The Mayor](#)

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

## **Written response from the Mayor received 12 March 2014**

Please see my response to MQ 4972/2013.

## **Meetings with Ministers at DECC**

**Question No: 2014/0342**

[Murad Qureshi](#)

Energy continues to be one of the biggest political issues of the moment. How many times did the Mayor meet with Ministers at the Department of Energy & Climate Change to raise London energy concerns in 2013?

[The Mayor](#)

I have written to ministers raising energy concerns on three occasions in 2013. In addition, my Senior Advisor - Environment and Energy, Deputy Mayor for Housing, Land and Property and GLA officers are engaging closely with ministers and officials responsible for energy policy.

## **Nuclear Safety**

**Question No: 2014/0343**

[Murad Qureshi](#)

With reference to MQ 2013/4973 can you publish the London Resilience Partnership's assessment of impacts to London on the release of radioactive substances from a nuclear reactor? When was this assessment made?

[The Mayor](#)

The London Resilience Partnership assessed in December 2013 that there is no direct/immediate risk to London from the release of a radioactive substance from a nuclear reactor because London is not within the emergency planning zones for any nuclear reactors. Detail of this can be found in the London Risk Register which is publically available and updated annually.

## **RE:NEW Energy Efficiency Targets**

**Question No: 2014/0344**

[Murad Qureshi](#)

London's Draft Housing Strategy was published in November 2013, but the response to the December 2013 MQ 2013/4989 appears to suggest the RE:NEW energy efficiency targets, as set out in Table 1 of the Strategy, have already been abandoned? Can the Mayor please clarify?

[The Mayor](#)

The bid has been revised following discussions with the European Investment Bank. The proposal will see broadly the same level of housing being retrofitted under this scheme.

## **Mayoral Projects**

**Question No: 2014/0345**

[Murad Qureshi](#)

Has the Mayor been involved in the Climate Change Leaders for a Low Carbon London fuel poverty project?

[The Mayor](#)

No.

## **Use of Bio-Methane**

**Question No: 2014/0346**

[Murad Qureshi](#)

Further to February 2013 MQ 2013/0618 what work has been undertaken to increase the use of bio-methane in London's transport sector?

[The Mayor](#)

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

### **Written response from the Mayor received 11 February 2014**

I want London to be a global leader in the development and uptake of ultra low emission vehicles, to improve air quality, tackle climate change and create green jobs. In doing this I am working with industry to develop and trial a range of fuels and technologies, including range-extended hybrid, electric, hydrogen and bio-methane.

Bio-methane is a clean and renewable fuel for transport, and is particularly appropriate for commercial trucks and large vans where zero emission alternatives such as electric are not currently available. In June 2013 City Hall hosted the first UK Biomethane and Gas Vehicle Conference in partnership with the Royal Borough of Greenwich, Defra, the Transport KTN and LowCVP, where a new Gas Vehicle Hub, a vital database of all operating natural gas and biomethane producers and refuelling stations in the UK, was launched.

Furthermore, I have supported trials of bio-methane fuelled vehicles by the boroughs and large fleet operators and the creation of a biomethane refuelling station in Camden. I have also promoted alternative fuels through the Fleet Operator Recognition Scheme (FORS). These trials are feeding into my Low Emission Vehicle Roadmap and informing the development of proposals for my Ultra Low Emission Zone in central London from 2020. Further announcements will be made in due course.

## **Allowable Solutions (1)**

**Question No: 2014/0347**

[Murad Qureshi](#)

Your recent response to the Department of Communities and Local Government (DCLG) Allowable Solutions consultation states that the Government's proposals are a "significant risk" and that the "well established plans in London to support the deployment of decentralised energy and heat networks through the planning system will be undermined." How are you following up your concerns with Ministers at CLG?

[The Mayor](#)

My Senior Advisor, Energy and Environment, has followed up our concerns with Government.



## **Allowable Solutions (2)**

**Question No: 2014/0348**

[Murad Qureshi](#)

Has the Mayor arranged to meet with the Secretary of State for Communities and Local Government (DCLG) to discuss his concerns over the department's proposals in the Housing Standards Review and Allowable Solutions consultations?

[The Mayor](#)

I have been in discussions with the Secretary of State for Communities and Local Government (DCLG) to discuss my concerns over the department's proposals in the Housing Standards Review. Officers have made submissions to DCLG on the Allowable Solutions consultation.

## **London Plan Carbon Reduction Targets**

**Question No: 2014/0349**

[Murad Qureshi](#)

Have interim arrangements with the Department for Communities and Local Government (DCLG) been arranged which allow the London Plan 2013-2016 carbon reduction targets to stay in place?

[The Mayor](#)

I am waiting for a response to my submission on this matter from the Department for Communities and Local Government (DCLG). It is understood that government will make known its view shortly.

## **Know Your Rights Campaign**

**Question No: 2014/0350**

[Murad Qureshi](#)

How are you promoting your Know Yours Rights Campaign? How much funding have you supplied to the scheme this year?

[The Mayor](#)

I recently launched my Know Your Rights campaign, which focuses specifically on helping older people claim Pension Credit and other benefits. A budget of £30,000 has been allocated to promotional and marketing activities. These comprise adverts in the local media, a presence on the London.gov.uk website and the displaying of campaign posters and leaflets in libraries, GP surgeries, town halls and community centres. In addition, we are supporting benefit-take up advice sessions organised by local Age UKs.

## **RE:NEW Phase 2 Carbon Targets**

**Question No: 2014/0351**

[Murad Qureshi](#)

Can you explain why delivery of the RE:NEW Phase II carbon targets have been significantly delayed?

[The Mayor](#)

Please see my response to MQ0333 / 2014.

## **RE:NEW Support Team (1)**

**Question No: 2014/0352**

[Murad Qureshi](#)

What level of performance payments have been withheld from contractors and been reallocated to the RE:NEW Support Team?

[The Mayor](#)

£42,000 has been reallocated from the RE:NEW Phase II contractors and reallocated to the RE:NEW Support Team.

## **RE:NEW Support Team (2)**

**Question No: 2014/0353**

[Murad Qureshi](#)

What is the total level of funding this financial year directed by the GLA to Capita to operate the RE:NEW energy efficiency programme?

[The Mayor](#)

The total level of funding in the 2013/14 financial year allocated to Capita to run the RE:NEW Support Team is £331,000 (this includes spent to date plus the forecast through to the end of the financial year).

## **RE:NEW Support Team (3)**

**Question No: 2014/0354**

[Murad Qureshi](#)

Will Capita provide reports to the Mayor on progress made under RE:NEW in 2013/14? Can these be made available on the GLA website?

[The Mayor](#)

A progress report will be produced in April and published on the GLA website.

## **Insulation Industry**

**Question No: 2014/0355**

[Murad Qureshi](#)

It was recently reported that the insulation industry has stated that changes to the Energy Company Obligation have led to "total decimation" in terms of energy efficiency activity. Are you monitoring the impact of jobs lost in the insulation sector in London as a result of changes to the ECO?

[The Mayor](#)

ECO has been extended to 2017 which will enable some projects to go ahead that probably wouldn't have met the 2015 deadlines. This should help to sustain and create jobs.

## **Green Deal Communities Fund**

**Question No: 2014/0356**

[Murad Qureshi](#)

Can you provide details of your application to the Government's Green Deal Communities Fund?

[The Mayor](#)

At the end of 2013 the GLA led a £3 million bid into the DECC Green Deal Communities fund with 7 London boroughs: Barking and Dagenham, Havering, Greenwich, Kingston, Redbridge, Sutton and Wandsworth. The bid was submitted on 20th December 2013 and we are awaiting the outcome.

Our proposal is aiming to deliver over 600 additional "hard to treat" packages through the following activities:

- Providing additional pre assessment support through community engagement and referrals, web tools and thermal imaging

- Offering extra incentives such as the latest heating controls that can be accessed through smart phones and top up grants to make the golden rule viable

- Supporting local SME installer businesses to become Green Deal ready

- Maintaining close links to other London Green Deal Communities projects and sharing lessons learned with other London boroughs

The GLA is also supporting the Green Deal Communities Bid led by LB Camden which will drive take-up of Green Deal within the private rented sector.

The GLA has also bid for £1.629 million to drive take-up of the Green Deal in the non-domestic sector focusing on the SME sector. The proposal is to partner with five Business Improvement Districts (BIDs) and three London Boroughs to deliver Green Deal works to over 260 SME premises.

The GLA has offered to scale up the delivery of these bids to include more London Boroughs or benefit more homes should further additional funding become available in future.

## **GLA Budget**

**Question No: 2014/0357**

[Murad Qureshi](#)

What are you proposed budgets for the GLA Environment Team specifically for the financial years 2014/15 and 2015/16?

[The Mayor](#)

Decisions on the details of budgets have not been agreed yet, so I am unable to comment.

## **Cold Homes Crisis**

**Question No: 2014/0358**

[Murad Qureshi](#)

Will the Mayor undertake a study of the extent of under heating of homes by Londoners as a result of difficulties in paying energy bills?

[The Mayor](#)

Although there is limited national data, the government's new definition of the 'fuel poverty gap' provides a useful proxy for understanding the on levels of under-heating in London. The Hills Fuel Poverty Review suggests 11 percent of the aggregate fuel poverty gap is located in London. Due to the significant resource required to gather data to assess under-heating further, I do not plan to undertake an additional study. Instead my focus is on directly tackling under-heating and lowering energy bills by getting energy efficiency installed in homes through my RE:NEW programme, and by increasing awareness through my Know Your Rights campaign.

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

**Question No: 2014/0359**

[Murad Qureshi](#)

What are the Key Performance Indicators for your Climate Change Mitigation and Energy Strategy?

[The Mayor](#)

The corporate KPIs for climate change mitigation and energy are CO2 emissions reductions delivered by the GLA programmes RE:NEW, RE:FIT and the Decentralised Energy Programme Delivery Unit (DEPDU).

## **Kew Gardens Decentralised Energy scheme**

**Question No: 2014/0360**

[Murad Qureshi](#)

Can you provide details of your work on the Kew Gardens Decentralised Energy scheme?

[The Mayor](#)

DEPDU carried out a site visit and produced a feasibility report to appraise options for an Energy Centre location and pipes routing. Kew Gardens intends to submit an Outline Planning Application and appoint contractors for a District Heating network within its premises by the end of summer 2014.

## High Level Electricity Working Group

**Question No: 2014/0361**

Murad Qureshi

When is the next meeting of your High Level Electricity Working Group? What has been achieved by the Group to date?

The Mayor

A Technical Working Group formed from High Level Electricity Working Group members will meet when the consultants appointed by the GLA to quantify the extent of the problem with the current regime for securing electricity connections for London's development, report. The timing of their report is set for the end of February 2014.

Pending the report being delivered, I have written to Michael Fallon, the Minister at the Department of Energy and Climate Change responsible for electricity networks, met with the energy advisory unit at 10 Downing Street, the Department of Business Innovation and Skills and the Treasury and will shortly meet with core English cities. The result is that the Government has a heightened interest in the matter.

## LDA's Sustainable Design and Construction Standards

**Question No: 2014/0362**

Murad Qureshi

Can you please provide an answer to MQ 2013/4261 from November 2013 which relates to the use of the LDA's Sustainable Design and Construction Standards?

The Mayor

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

### Written response from the Mayor received 20 March 2014

MOPAC response

The MPS has incorporated the LDA Sustainable Design and Construction standard into the MPS Sustainable Building Project Design Guide which is applied to all MPS construction projects including refurbishments and new buildings. Since 2012, over 250 projects (of all scales) have either been completed or are currently underway, all of which were required to apply the MPS sustainable design guidance.

The project locations have been summarised below, with certain projects across multiple locations.

Project location
21 Lillie Road
25 Deer Park Rd
326-328 Streatham High Rd

58 Buckingham Gate
87 Orpington High St
ABE Suites (various)
Acton Police Station
Albany Police Station
Alperton Deployment Base
Barking & Dagenham - custody/ patrol base
Barking Learning Centre
Barkingside Police Station
Belgravia Police Station
Belvedere Safer Neighbourhood Team
Belvedere VRES Site
Bethnal Green Police Station
Brent Custody
Brixton Police Station - custody
Cam Road
Cannon Row (Curtis Green)
Catford Garage
Catford Police Station
Caxton Road
Chadwell Heath
Charing Cross Police Station
Chelsea Police Station
Chelsea Police Station - custody
Cobalt Square
Colindale Police Station
Colindale Police Station - custody
Croydon Police Station
Croydon Police Station - custody
Denmark Hill
Ealing Civic Centre
Earlsfield Police Station

Edmonton Police Station
Eltham Police Station
Empress State Building
Forest Gate Police Station
Forest Gate Police Station - custody
Fresh Wharf Patrol Base
Front Counters - various
Fulham Police Station
Gilmour Section House
Hammersmith Police Station - custody
Haringey Borough (Wood Green) - custody
Harlesden Police Station
Harrow - custody
Harrow Civic Centre
Havering Patrol Base Refurbishment
Hayes Police Station
Heathrow term 2 offices
Heathrow term 5 - office
Heathrow Terminal 4 office
Hendon
Hertford House
Holborn Police Station
Holloway Police Station
Holloway Safer Neighbourhoods
Hornsey Police Station
Hounslow Police Station
Hounslow Police Station - custody
Hyde Park Stables
Ilford Police Station
Islington Police Station
Jubilee House
Kennington Police Station



Kensington Police Station
Kentish Town Custody
Kilburn Police Station
Kingston Police Station - custody
Lambeth Headquarters
Larkhall Lane
Leman Street
Lewisham Police Station
Lift Repairs - (various)
Limehouse Police Station
Limehouse Police Station - Custody
Lippitts Hill
Local Policing Model (LPM) Sites Refurbishments - various
London City Airport
Mandela Way
Marks Gate Police Office
Marlowe House
Marylebone Police Station
Millbank House
Mounted Branch - Bow
Mounted Branch - Great Scotland Yard
Mounted Branch - West Hampstead
New Scotland Yard
Newlands Park
Nightingale PO
North East Deployment Base
North Woolwich Police Station
Northolt
Nottinghill Police Station
Paddington Green Police Station
Peckham Police Station
Plaistow Police Station

Plumstead Police Station
Romford Police Station (Havering)
Secure Taser Stores - various
Shepherds Bush Police Station
Shoreditch Police Station
Shoreditch Police Station - custody
South East Deployment Base - Catford
Southall Police Station
Southwark Police Station
Stoke Newington Police Station
Stratford Police Station
Surrey Quays
Sutton Police Station
Teddington Police Station
Tooting Police Station
Tottenham Police Station
Waltham Forest - custody
Walworth Police Station
Walworth Police Station - custody
Wandsworth Borough - custody
Wapping Police Station
Wembley Police Station - custody
West End Police Station
Wimbledon Police Station
Wood Green Police Station

LFEPAs response

Since the beginning of 2012 LFEPAs has applied the Sustainable Design and Construction Standards to the rebuilding of West Norwood station and to the nine new PFI stations at Mitcham, Purley, Dagenham, Shadwell, Plaistow, Old Kent Road, Orpington, Leytonstone and Dockhead.

GLA response

The GLA has not retrofitted any buildings as City Hall is relatively new building.

TfL response

TfL includes the key elements of the LDA design standards in the conceptual and detailed design phases of its project management process 'Pathway'. As such, they are being incorporated into the design of programmes such as Bank Station upgrade and the Garden Bridge.

Head Office buildings

The LDA Sustainable Design Guidance was incorporated into the TfL Head Office Non-Operational Standards that apply to the 43 TfL Head Office buildings in 2011. During 2012 and 2013 no new buildings were built and no major retrofits carried out.

Although the LDA guidance is incorporated in our standards (it mandates performance above Part L Building Regulations for example) it will more often be applicable to larger LU and Surface projects - both buildings and civils.

The part of the LDA guidance that mandates performance above building regulations would have been applicable to London Underground Control Centre, but this was not classed as a major retrofit.

Climate Change Mitigation and Energy Strategy

## **License Lite**

**Question No: 2014/0363**

[Murad Qureshi](#)

Can the Mayor provide an update on his License Lite initiative?

[The Mayor](#)

A detailed draft business model has been prepared and presented to the regulator Ofgem. Ofgem has also now confirmed that it does not see the specification of the specialised market services for which the GLA will be issuing invitations to tender as presenting regulatory problems to it, leaving the GLA clear to put in hand the tendering arrangements for them.

The processes for issuing an Invitation to Tender to the electricity supply market for the provision of the services are under way.

## **Air Pollution in Oxford Street**

**Question No: 2014/0364**

[Murad Qureshi](#)

Given that the London Air Quality Network's air pollution sensor in Oxford Street reported a breach of the nitrogen dioxide hourly legal limit for the whole of 2014 in the first five days of this year, what action are you taking to ensure only the cleanest buses use Oxford Street?

[The Mayor](#)

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

### **Written response from the Mayor received 10 March 2014**

Air pollution along Oxford Street is caused by a variety of sources including buses, taxis, freight movements and building emissions. I have been working closely with the London Borough of Westminster to address these.

For buses, I am retrofitting 159 older Euro 3 generation buses, which regularly serve Oxford Street, with selective catalytic reduction equipment by March 2014. This will cut their tailpipe NOx - which includes nitrogen dioxide - by up to 88 per cent. I am also increasing the number of hybrid buses from approximately a third of buses operating at the rush-hour peak to roughly half by June this year and 65 per cent by summer 2015.

The New Bus for London, which is the cleanest hybrid double decker in the fleet, will make a significant contribution. It is already deployed on route 390, and will also be rolled out to route 148, which passes Marble Arch, on February 15; route 10, which travels along Oxford Street, on April 26; and route 8, which passes through Oxford Circus, in June. The cumulative effect of these measures will be a significant cut in road-side nitrogen dioxide from buses.

For taxis, I have already retired more than 3,000 of the most polluting taxis. In January I set out a new requirement for all newly licenced taxis to be zero emission capable. The first of these will be on London's streets from 2015.

Working with private sector partners, I have supported the Freight Electric Vehicles in Urban Europe (FREVIEW) project to consolidate freight activity along Regent Street and using electric vehicles for zero emission "last mile" deliveries.

Through my Air Quality Fund, I have provided £330,000 to the Cross River Partnership to engage with businesses, Business Improvement Districts, such as the New West End Company, and the Crown Estates to raise awareness amongst staff, reduce unnecessary deliveries and tackle building emissions. I have provided a further £100,000 to Westminster for additional measures to reduce human exposure focused in and around Oxford Street.

By taking a comprehensive approach looking at all emission sources and working in partnership with the various businesses operating along Oxford Street, I am confident that air quality along Oxford Street will continue to improve.

## **Air Pollution**

**Question No: 2014/0365**

[Murad Qureshi](#)

Following press reports that the European Commission would start fining countries from 2020 if they fail to cut air pollution, and given that London has historically experienced some of the worst air quality in Europe, do you intend to bring forward measures in order to ensure London is not responsible for the U.K being fined by the E.U?

[The Mayor](#)

Under my leadership London has already introduced amongst the most ambitious set of measures to tackle air pollution of any city in Europe. This includes introducing tighter standards for the Low Emission Zone, retiring more than 3,000 of the oldest most polluting taxis and building Europe's largest fleet of hybrid buses. In addition, I have allocated £20m to my Air Quality Fund to help boroughs tackle local hotspots.

I continue to build London's reputation as a global leader in tackling air pollution. On 16th January I announced that all new taxis being presented for licensing will have to be zero emission capable by 1st January 2018. Last year I announced plans for the world's first Ultra Low Emission Zone, to be introduced in central London from 2020.

## Source London

### Question No: 2014/0366

[Murad Qureshi](#)

Following TfL's announcement that IER has been selected to drive the Source London Programme forward, how do you intend to maintain oversight of the scheme and ensure it continues to deliver a good service to Londoners?

[The Mayor](#)

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

### **Written response from the Mayor received 20 March 2014**

TfL has recently appointed IER to take over the operation and management of the Source London scheme from summer 2014. By working with new and existing Source London partners, IER aim to expand the charging network to 6,000 chargepoints by 2018 and provide a strong long-term commitment to EV drivers in London.

Following the transition to IER, TfL will continue to represent the interests of electric vehicle drivers through its role as a partner in the Source London scheme.

I continue to support a range of other initiatives aimed at increasing the take-up on electric vehicles in London. These initiatives include a 100 per cent discount from the Congestion Charge for pure electric and plug-in hybrid vehicles registered with TfL, working with the taxi industry to deliver a zero emission capable taxi, and free advice to businesses (in conjunction with the Energy Savings Trust) who could introduce EVs into their fleets.

Start-Date for works at 'Tiger's Head' junction on Bromley Road/Whitefoot Lane/Southend Lane

## **Energy Efficient Street Lighting**

**Question No: 2014/0367**

[Murad Qureshi](#)

How will the Mayor ensure that the new Central Management System for controlling street lights on the TLRN will not impact on public safety?

[The Mayor](#)

The Central Management System (CMS) for street lighting will bring a number of benefits for public safety and perception of personal security. Possibly the most noticeable of these is the systems ability to automatically identify any lighting faults, enabling repairs to be promptly carried out. The CMS not only enables TfL to control lighting levels, perhaps to respond to incidents or planned events, but also to achieve light uniformity in a manner that has never been possible before. That is because, in combination with new LED lighting, the light emitted by individual street lights becomes remotely adjustable.

As we roll out CMS and LEDs, the lighting at individual locations will be established in accordance with the latest design standards, which provides, amongst other things, for a robust risk assessment. I am confident that as TfL rolls out the Energy Efficient Street Lighting programme, it will have a positive impact on public safety, as well as significant economic and environmental benefits.

While the work has only just started, there have been very positive comments from members of the public over the quality of light provided by the new LED lanterns.

## **Biofuel and London Buses**

**Question No: 2014/0368**

[Murad Qureshi](#)

Why have you announced plans to operate 120 buses on a blend of biodiesel which will reduce carbon emissions but have little to no effect in reducing air pollution in the capital?

[The Mayor](#)

To have a green bus fleet in London, it is necessary to tackle both air quality and CO2.

TfL is taking immediate steps to reduce NOx from the bus fleet by fitting selective catalytic reduction equipment to 900 buses with Euro 3 engines by March this year and replacing a similar number with the latest ultra low emission Euro 6 engine up to 2015. This will bring down NOx from these vehicles by up to 88% and 95% respectively - whether they use commercial diesel or biofuel blends. In addition, by 2016 there will be 1,700 hybrid buses operating on London's streets - the largest fleet of its kind in Europe.

Complementing this work, TfL is looking at the wider environmental benefits of reduced landfill and reductions in CO2 associated with using recyclable cooking oil which would otherwise be thrown away. This will also benefit London and provide a stimulus for developing more sustainable sources of fuel in the capital.

The 120 buses operating from Barking Garage are using a blend of diesel which contains 20% biofuel produced from waste cooking oil and animal tallow. TfL is currently developing a plan to roll this out to other garages in the fleet.

## **Public Works Loan Board**

**Question No: 2014/0369**

[Murad Qureshi](#)

Could the Mayor list all loans secured by the GLA from the Public Works Loan Board this year, and what these loans were directed to?

[The Mayor](#)

The GLA has taken 119 loans from the PWLB totalling £752,500,000 during the current financial year. This is to meet the crossrail contribution due from the GLA in 2013-14 to TfL, which is financed by the Business Rate Supplement (BRS).



## **Pedestrian fatalities comparison with cyclist fatalities**

**Question No: 2014/0370**

Murad Qureshi

Could you please tell us the number of pedestrian fatalities over the same period we had a hike in cyclist fatalities just before Christmas?

The Mayor

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

### **Written response from the Mayor received 28 February 2014**

Provisional figures, as reported by the police, show that 7 pedestrian and 6 pedal cycle fatalities occurred in November 2013. It is important to note that these figures are provisional and subject to change and that 2013 casualty and collision data, as reported by the police, will be finalised in spring 2014.

## **Signal failures on tube**

**Question No: 2014/0371**

Murad Qureshi

How many incidents of signal failures were there every month on sub-surface tube lines in 2013?

The Mayor

Information about the impact of signal failures on all Underground lines is already published by TfL every four weeks and can be found at:

<http://www.tfl.gov.uk/corporate/modesoftransport/londonunderground/1592.aspx>.

## **Closure of pubs in London**

**Question No: 2014/0372**

[Murad Qureshi](#)

The closure of The Clifton and the imminent closure of The Star public house in St John's Wood will mean that London will once again lose a valuable piece of heritage and identity which has helped establish its vibrant communities. As Mayor, do you agree that you should be taking strategic steps to preserve these community assets and what are you doing to stop pubs like The Clifton and The Star from closing?

[The Mayor](#)

The London Plan Further Alterations (FALP) provide support for boroughs which want to introduce planning policies to prevent changes from pub use to other uses which require planning permission. For this, the borough will have to provide evidence that there is demand for local pubs and that they will be viable if retained as such. The new position in FALP provides greater certainty and support for protection of pubs providing it is properly justified. In my final Town Centres Supplementary Planning Guidance, I will indicate that a community pub may be identified locally as a valued community asset under the Community Right to Bid. This gives communities powers to save valued community assets where they are threatened with closure.

## **Embassy of Cambodia**

**Question No: 2014/0373**

[Murad Qureshi](#)

How much does it cost to police the Royal Embassy of Cambodia in Willesden Green?

[The Mayor](#)

The cost of policing embassies across London is met from within existing resources.

## **Westminster Fire Station**

**Question No: 2014/0374**

[Murad Qureshi](#)

Following the closure of Westminster fire station, how much do you expect to receive from the sale of this station?

[The Mayor](#)

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

## **Written response from the Mayor received 04 February 2014**

Full marketing of all sites will be undertaken by LFEPA to test the market and to ensure that best value is achieved in accordance with LFEPA's Code of Practice for property disposals.

## **Knightsbridge Fire Station**

**Question No: 2014/0375**

[Murad Qureshi](#)

Following the closure of Knightsbridge fire station, how much do you expect to receive from the sale of this station?

[The Mayor](#)

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

### **Written response from the Mayor received 04 February 2014**

Full marketing of all sites will be undertaken by LFEPA to test the market and to ensure that best value is achieved in accordance with LFEPA's Code of Practice for property disposals.

## **Bombardier termination effect on Edgware Road signal box**

**Question No: 2014/0376**

[Murad Qureshi](#)

Following the sudden termination of the Bombardier signal contract, when can we now expect the replacement of the Edgware Road tube station signal box to take place?

[The Mayor](#)

At this stage, there is no change to the original delivery date - 2018 - for the new Sub-Surface signalling system, and therefore no change to the date by which the Edgware Road signal box will have been replaced.

## **Bombardier termination effect on Turnham Green consultation**

**Question No: 2014/0377**

[Murad Qureshi](#)

Following the sudden termination of the Bombardier signal contract, when can we expect the result of the consultation on the Piccadilly line in favour of stopping at Turnham Green to be put into action?

[The Mayor](#)

As I stated in MQ4686 / 2013, Piccadilly line trains will stop at Turnham Green station when we have more trains and the line is modernised.

There is no change to the dates for upgrading the Piccadilly line.

## **Noise from the M4 elevated section Brentford**

**Question No: 2014/0378**

[Murad Qureshi](#)

What measures are TfL taking with the Highway Agency to reduce the impact of noise on residents and businesses living and working beneath the elevated section of the M4 in Brentford?

[The Mayor](#)

As highway authorities for the A4 and M4 respectively, TfL and the Highways Agency are contributing to Defra's noise action planning process. The focus for this work is to report measures undertaken or planned which contribute to reducing road traffic noise in Important Areas for Noise.

Defra have identified two Important Areas for Noise at the western and eastern ends of the A4/M4 corridor in Brentford. This indicates that the highest numbers of people subject to the highest road traffic noise levels live in these areas. Both highway authorities have shared information with the local authority.

TfL uses lower noise surface carriageway materials wherever practicable and has undertaken resurfacing works on sections of A4 along this corridor in recent years. Further works are planned so that the majority of the A4 in this corridor between Boston Road and Wellesley Road will have been resurfaced by the end of March 2016. TfL has considered other measures here but ruled out noise barriers and providing secondary glazing as impractical.

The Highways Agency intends to resurface the 8.2km section of the M4 between junctions 2 and 3 on all 4 lanes with lower noise surfacing by 2020/21. They have advised that the section of M4 just to the west of junction 1 is already predominantly low noise surfacing and that it would not be possible to install a purpose-built noise barrier on the existing structure.

TfL is also exploring the options for retrofitting or replacing parapets with acoustic barriers on elevated sections of the TfL road network in Important Areas. This will include consideration of whole life costs in comparison with other noise mitigation measures. The results of the study will be made available to other highway authorities in London.

## **Mayor's failed contracts**

**Question No: 2014/0379**

[Murad Qureshi](#)

Following Barclay's decision not to review its sponsorship of the bike hire scheme; the controversy surrounding the "discriminatory" cable car sponsorship deal and the sudden withdrawal by Bombardier from its contract to renew signalling, what have you learned from these experiences in order to make sure that future contracts both satisfy the highest ethical standards and are sustainable?

[The Mayor](#)

All sponsorship activities will be compliant with the Transport for London and Greater London Authority Sponsorship Policy, which was published in November 2013 and can be found at:

<http://www.tfl.gov.uk/businessandpartners/commercialopportunities/5797.aspx>

All other contracts that we enter into with supplier organisations such as Bombardier are subject to the highest levels of scrutiny and due diligence in order to comply with all TfL policies and public sector procurement law.

## **Policing the Ecuadorian Embassy - Question 2013/3199**

**Question No: 2014/0380**

[Murad Qureshi](#)

Question 2013/3199 about policing the Ecuadorian Embassy has been outstanding since September 2013. Can you please reply or provide me with an indication of when a reply will be issued?

[The Mayor](#)

Please see my response to MQ3199 / 2013.

## **Social Housing Green Space**

**Question No: 2014/0381**

[Onkar Sahota](#)

What progress has the Mayor made toward achieving his commitment to improve the quality of London's existing homes and neighbourhoods especially in those areas with the poorest levels of health, through ensuring providers of social housing have plans to improve their shared and outside space, as outlined in his 'First Steps to Delivery to 2012'?

[The Mayor](#)

The Draft Further Alterations to the London Plan (out for consultation until 10 April 2014) makes specific reference to housing design standards and areas for regeneration, and commits to tackle spatial concentrations of deprivation and to support and further develop lifetime neighbourhoods. This provides an opportunity to plan to greater improve healthy spaces and reduce health inequalities.

## **London-focussed Mandatory Standards for Public Sector Food**

**Question No: 2014/0382**

[Onkar Sahota](#)

What progress has the Mayor made towards establishing London-focused mandatory standards for public sector food in London, given that this was a priority in his Food Strategy action plan 2011-13?

[The Mayor](#)

The London Food Board has worked for many years to improve the standards of public sector food for London. Primarily this has been through funding the work of the Good Food on the Public Plate project which supported numerous schools, universities, hospitals and local authorities to procure healthier and more sustainable food between 2009 and 2012. This has led to the establishment of the London procurement cluster which continues to work with nine local authorities to procure food to the highest standards. The London Food Board also played a big part in the development of the Food Vision for the London Olympics which has gone on to be adopted as the standard for many more organisations both public and private including the whole GLA family. The Board continues to work closely with accreditation schemes such as Food for Life Partnership to encourage even more public sector organisations to improve the food they serve.

## **Hospital Food (1)**

**Question No: 2014/0383**

[Onkar Sahota](#)

Given that the Mayor list's Public Sector Food Procurement as a priority in his Food Strategy, what work has his London Food Board undertaken to engage NHS Trusts in delivering on his stated outcome to increase[ the] amount of healthy sustainable food served across London public sector, and how are the NHS represented on the London Food Board?

[The Mayor](#)

The Good Food on the Public Plate project, funded by the London Food Board worked with numerous hospitals and NHS trusts to improve food served in London's hospitals. This included working with Mike Duckett the catering manager at the Royal Brompton who is widely seen as a leader in the field of good hospital food. Much of the learning from this work has informed the development of the Campaign for Better Hospital Food coordinated by London Food Board member Sustain - the alliance for better food and farming which the board continues to support and promote. The London Food Board does not currently have an NHS representative on the Board but does work closely with Public Health England, the GLA Health Team and health professionals as points of interaction with the wider health service.

## **Hospital Food (2)**

**Question No: 2014/0384**

[Onkar Sahota](#)

Given recent reports that NHS Trusts are reducing hospital food budgets, what action will the Mayor take through his London Food Board to ensure all public sector organisations in London meet the London-focussed mandatory standards that should now be established?

[The Mayor](#)

The London Food Board will continue to push for hospitals and all public sector organisations to adopt food standards such as those developed for the delivery of catering for the London Olympics or others such as the Food for Life Catering Mark. The Board is heartened to hear that NHS England announced in December that they will link CQUIN payments to hospitals who look to improve hospital food by adopting procurement standards such as Food for Life. The Board will use its networks and influence to promote this opportunity to London hospitals.

## **Pan London Dementia Action Alliance**

**Question No: 2014/0385**

[Onkar Sahota](#)

Given that the Mayor did not indicate whether or not he would commit the GLA to join the alliance and sign the National Dementia Declaration, despite the London Fire Brigade, Transport for London and the Metropolitan Police already being members (MQT 2013/4799), now he has had another month for his health team to talk to the Dementia Action Alliance Coordinator, will he sign up?

[The Mayor](#)

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

### **Written response from the Mayor received 28 February 2014**

Yes, my administration has now signed up the Pan-London Dementia Action Alliance and participated in the most recent meeting of the Alliance's working group on 3 February.

## **Healthy Household Income**

**Question No: 2014/0386**

[Onkar Sahota](#)

What constitutes a 'healthy household income' for London? Considering the Mayor pledged to identify this figure in his Health Inequality Strategy, First Steps to Delivery to 2012, can he now confirm that value, given that a 'healthy household income' is very different from the London living wage?

[The Mayor](#)

It is unfortunately not possible to provide such a figure. GLA Intelligence undertook some work on this in 2010 but it was not conclusive. The data used at that time is now four to eight years out of date and I understand that more recent data is not currently available from the DWP for research purposes.

As you will be aware, the London Health Commission (LHC) will be considering health inequalities as part of its work and making recommendations for tackling them in London. The LHC is currently calling for evidence via <http://www.london.gov.uk/priorities/health/london-health-commission>.

## **Living Income for Londoners not in paid employment**

**Question No: 2014/0387**

[Onkar Sahota](#)

Can the Mayor outline what he has defined as a 'living income for Londoners not in paid employment', given that he committed to do so in his Health Inequality Strategy, First Steps to Delivery to 2012?

[The Mayor](#)

Please see my response to MQ0386 / 2014.

## **PCT (CCG) use of HSTAT**

**Question No: 2014/0388**

[Onkar Sahota](#)

Can the Mayor publish the outcome of the audit of PCT's (now CCGs) use of the joint TfL/NHS Health Services Travel Analysis Toolkit tool designed to assess and improve the accessibility of primary healthcare facilities, given that he committed to do so in his Health Inequality Strategy, First Steps to Delivery to 2012?

[The Mayor](#)

TfL published 'Transport Planning for Healthier Lifestyles: a best practice guide' in 2013. This document is targeted at NHS stakeholders and sets out the Health Services Travel Analysis Toolkit (HSTAT) guidance and examples of its use by a range of NHS organisations. TfL will be shortly publishing new guidance on HSTAT for NHS organisations, including CCGs, to use in assessing and improving the accessibility of primary healthcare facilities.



## **PCT (CCG) use of HSTAT**

**Question No: 2014/0389**

[Onkar Sahota](#)

Can the Mayor publish the outcome of the audit of PCT's (now CCGs) use of the joint TfL/NHS Health Services Travel Analysis Toolkit tool designed to assess and improve the accessibility of primary healthcare facilities, given that he committed to do so in his Health Inequality Strategy, First Steps to Delivery to 2012?

[The Mayor](#)

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

**Written response from the Mayor received 28 April 2014**

This is a duplicate to [MQ 388 / 2014](#). Please see that question.

## **Dementia Friendly Communities**

**Question No: 2014/0390**

[Onkar Sahota](#)

Given that the Mayor lists 'manag[ing] public places across London to be safer and more inclusive' as a commitment within his 'Health Inequality Strategy, First Steps to Delivery to 2012' will the Mayor confirm that he will work towards making London the world's first Dementia Friendly capital city, and will he include action on Dementia within his next Health Inequality action-plan, which is now close to two years overdue?

[The Mayor](#)

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

**Written response from the Mayor received 20 March 2014**

**Yes, I will consider how dementia is included in the process of refreshing the Health Inequalities Strategy delivery plan.**

**The GLA has also joined the Pan-London Dementia Action Alliance.**

## **Dementia Diagnosis Inequality**

**Question No: 2014/0391**

[Onkar Sahota](#)

Given that poor access to diagnosis is leading to some 48.1% of people suspected of having Dementia in London not being diagnosed, and therefore not accessing the support they are entitled to, is the Mayor concerned that in some London Boroughs, such as Hillingdon, it takes 20 weeks to obtain an appointment at a Memory Clinic, whilst in Barking & Dagenham it takes just 2? Will the Mayor ask that the matter be considered at a meeting of the London Health Board?

[The Mayor](#)

The extent to which recognition of mental illnesses, including dementia, lags behind those of physical conditions is of great concern to me. That is why I recently published my report, 'London Mental Health: The invisible costs of mental ill health'.

I understand from NHS England (London) that a dementia strategic clinical network for London has recently been established which aims, amongst other things, to reduce variation in services.

I will also pass on your concerns to Dr Yvonne Doyle who is leading the London Health Board's mental health work.

## **Ealing Broadway Crossrail Station**

**Question No: 2014/0392**

[Onkar Sahota](#)

Given that Crossrail is a wholly owned subsidiary of TfL, will the Mayor commit to review the design of the proposed transport interchange at Ealing Broadway station, given that residents in Ealing have described the canopy as "stick[ing] out like a sore thumb", that the proposed façade is not in keeping with the architecture of the area, and that there are no proposed escalators, what actions will the Mayor take to ensure these issues are resolved?

[The Mayor](#)

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

### **Written response from the Mayor received 11 February 2014**

Crossrail is committed to continuing to work with the London Borough of Ealing on the detail of the designs before construction begins next year. I understand the Transport Committee have been invited to visit Ealing Broadway station on 13 March to discuss the plans.

Evaluation of the Local Policing Model (2)

## **Student Travel Concessions**

### **Question No: 2014/0393**

[Onkar Sahota](#)

A constituent has written to me to ask the following question of the Mayor "living in London is hard enough and if you are studying in one of the most expensive cities in the world, it can be a great financial burden. Why is it then the the TfL student oyster card only gives 30% off on a travelcard?"

[The Mayor](#)

I recognise the huge contribution of student life to London and want it to be an attractive city where young people come to study.

The generous 30 per cent discount reduces the cost of the tickets bought by students by up to £700 a year.

This is a substantial saving for students who study in London, at a significant cost to TfL.

The total value of the savings made by students is estimated by TfL at around £40m pa.

## **Kilburn Tube station- Follow-up question (1)**

### **Question No: 2014/0394**

[Navin Shah](#)

Further to your reply to question nos:2013/4808, what is this new solution that TfL is working on?

[The Mayor](#)

TfL is progressing options for manual boarding ramps at Kilburn and similar stations, and has been working with the Department for Transport and Office of Rail Regulation on the technical requirements to achieve this.

I know that officers from TfL met you and Transport for All representatives on 24th January to discuss this in detail. I am hopeful of a resolution soon.

## **Kilburn Tube station- Follow-up question (2)**

### **Question No: 2014/0395**

[Navin Shah](#)

Further to your reply to question nos:2013/4808, have relevant groups such as Transport for All be in consulted?

[The Mayor](#)

Please see my response to MQ0394 / 2014.

### **Kilburn Tube station- Follow-up question (3)**

**Question No: 2014/0396**

[Navin Shah](#)

Further to your reply to question nos:2013/4808 can you give an indication to TfL's estimated timescale?

[The Mayor](#)

Please see my response to MQ0394 / 2014.

### **Bury Farm - Follow-up question**

**Question No: 2014/0397**

[Navin Shah](#)

Have you or any of your officers met personally with officers at Barnet Council to discuss the proposals for Bury Farm?

[The Mayor](#)

My planning officers have previously discussed this case with Barnet Council planning officers but the planning application for 'Land West of Edgwarebury Farm House' has subsequently been withdrawn.

### **TfL student oyster card (1)**

**Question No: 2014/0398**

[Navin Shah](#)

I have been contacted by a local resident of mine that is a constituent. She would like to know why the TfL student oyster card only gives 30% off on a travelcard?

[The Mayor](#)

Please see my response to MQ0393 / 2014.

## **TfL student oyster card (2)**

**Question No: 2014/0399**

[Navin Shah](#)

Will you consider offering a discount to students that use the pay as you go oyster card? This would be beneficial for part-time students or students who travel off peak.

[The Mayor](#)

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

### **Written response from the Mayor received 13 February 2014**

I recognise the huge contribution of student life to London and want it to be an attractive city where young people come to study.

The generous 30 per cent discount reduces the cost of the tickets bought by students by up to £700 a year. This is a substantial saving for students who study in London, at a significant cost to TfL. The total value of the savings made by students is estimated by TfL at around £40m pa.

In addition, I have asked TfL to introduce ticketing arrangements to help part-time workers in 2015.

## **MOPAC public meetings**

**Question No: 2014/0400**

[Navin Shah](#)

When will MOPAC go to Brent and Harrow to update local constituents and community groups on the roll out of the Local Policing Model?

[The Mayor](#)

The Deputy Mayor for Policing and Crime will attend Town Hall meeting in every London borough in 2014. In addition to talking about the Local Policing Model (LPM), there will be the opportunity to update communities on the progress being made to deliver the Police and Crime Plan. We will also share statistics about crime and confidence at a neighbourhood level.

The LPM was rolled out in two tranches in 2013. The 16 boroughs where the LPM was rolled out in the first tranche will be visited between January and March. Those boroughs where the LPM was implemented in September 2013, including Brent and Harrow, will be visited later in the year.

## Brent Police Numbers

### Question No: 2014/0401

Navin Shah

As of 1 December 2013, how many: full time police officers; sergeants; PCSOs; special constables and police staff were there in Brent? What were the comparable figures for 1 May 2010; 1 May 2011; 1 May 2012; 1 May 2013 and 30 November 2013; and what do you expect the figures to be in 2015?

The Mayor

The strengths for the relevant dates are set out in the table below:

Employee Group	01 May 2010	01 May 2011	01 May 2012	01 May 2013	30 November 2013	01 May 2015
Police Officers	699.22	668.27	665.64	616.69	603.65	Not available
Sergeants	126.75	127.75	113.10	97.10	86.90	
PCSOs	137.26	107.93	60.44	61.91	48.22	
MSC	52	112	173	177	171	
Police Staff	120.56	108.58	98.42	84.49	81.25	

At present the MPS have no confirmed target strengths for 2015. However, under the Local Policing Model, Brent will have 660 police officer posts overall by 2015 with 135 posts in Safer Neighbourhood teams.

The new Local Policing Model rolled out during 2013 puts in place new neighbourhood policing structures that are not directly comparable in terms of overall numbers with structures at Borough or Ward level in 2010. Moreover, borough policing is supported by a range of other specialist resources provided by the MPS overall, which are not captured in the above figures.

## Harrow Police Numbers

### Question No: 2014/0402

Navin Shah

As of 1 December 2013, how many: full time police officers; sergeants; PCSOs; special constables and police staff were there in Harrow? What were the comparable figures for 1 May 2010; 1 May 2011; 1 May 2012; 1 May 2013 and 30 November 2013; and what do you expect the figures to be in 2015?

The Mayor

The strengths for the relevant dates are set out in the table below:

Employee Group	01 May 2010	01 May 2011	01 May 2012	01 May 2013	30 November 2013	01 May 2015
Police Officers	399.43	386.95	363.62	348.42	349.97	Not available
Sergeants	76.80	79.86	67.96	58.01	48.05	
PCSOs	113.89	99.04	65.61	64.00	38.00	
MSC	81	143	139	118	87	
Police Staff	74.74	67.66	56.10	41.47	37.57	

At present the MPS have no confirmed target strengths for 2015. However, under the Local Policing Model, Harrow will have 385 police officer posts overall by 2015 with 107 posts in Safer Neighbourhood teams.

The new Local Policing Model rolled out during 2013 puts in place new neighbourhood policing structures that are not directly comparable in terms of overall numbers with structures at Borough or Ward level in 2010. Moreover, borough policing is supported by a range of other specialist resources provided by the MPS overall, which are not captured in the above figures.

## Romanians and Bulgarians

### Question No: 2014/0403

Navin Shah

The Leader of Harrow Council has stated that the potential influx of Romanians and Bulgarians could put an extra strain taxpayer-funded services. Do you share her concerns?

The Mayor

It is too early to assess the impact of the recent changes to EU immigration. However, the official statistics for the first 3 months since the employment restrictions were lifted do not show a huge influx of Romanian and Bulgarians coming to the UK.

## **Bus Travel (1)**

**Question No: 2014/0404**

[Valerie Shawcross](#)

How much revenue was collected in the last year on buses from pay-as-you-go Oyster and wave-and-pay bank cards?

[The Mayor](#)

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

### **Written response from the Mayor received 10 March 2014**

In 2013, there were 523m bus journeys that were made using Oyster PAYG or contactless cards, which yielded revenue of £598m. On an average day there were around 1.4m bus PAYG journeys on around 840,000 cards. Capping meant that 224,000 (16%) of these journeys were either at a reduced fare or free each day.

Around 530,000 (37%) journeys were on cards where only one bus journey was made that day, compared to 415,000 (29%) journeys on cards where two bus journeys were made and 118,000 (8%) on cards where four bus journeys were made.

Of the 415,000 daily journeys made on cards with two bus journeys on that day, 17% or 70,000 journeys were started within an hour of each other. This suggests that around 35,000 people per day, or 4% of all bus PAYG users, made either a single trip that involved two bus journeys or a quick return trip.

Of the 121,000 journeys on cards with four bus journeys on that day, 45% or 54,000 journeys were made on cards where the day's travel comprised of two pairs of bus journeys that started within an hour of each other. This suggests that around 14,000 people per day, or 1.7% of all PAYG bus users, made a return bus trip that involved two buses on both the outbound and return journeys, or two quick return trips on that day.

## **Bus Travel (2)**

**Question No: 2014/0405**

[Valerie Shawcross](#)

How many journeys were made last year on buses using pay-as-you-go Oyster and wave-and-pay bank cards?

[The Mayor](#)

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

### **Written response from the Mayor received 10 March 2014**

Please see my response to MQ 0404/2014.



### **Bus Travel (3)**

**Question No: 2014/0406**

[Valerie Shawcross](#)

On an average day, what proportion of pay-as-you go journeys are made using cards where no other bus journey is recorded on the same day?

[The Mayor](#)

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

**Written response from the Mayor received 10 March 2014**

Please see my response to MQ 0404/2014.

### **Bus Travel (4)**

**Question No: 2014/0407**

[Valerie Shawcross](#)

On an average day, what proportion of pay-as-you-go journeys are made by bus where the daily cap is reached?

[The Mayor](#)

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

**Written response from the Mayor received 10 March 2014**

Please see my response to MQ 0404/2014..

### **Bus Travel (5)**

**Question No: 2014/0408**

[Valerie Shawcross](#)

On an average day, what proportion of pay-as-you-go journeys are made by touching in less than an hour after touching in for a previous bus journey?

[The Mayor](#)

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

**Written response from the Mayor received 10 March 2014**

Please see my response to MQ 0404/2014.

## **Bus Travel (6)**

**Question No: 2014/0409**

[Valerie Shawcross](#)

On an average day, what proportion of pay-as-you-go journeys are made using cards recording a total of two bus journeys on that day?

[The Mayor](#)

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

**Written response from the Mayor received 10 March 2014**

Please see my response to MQ 0404/2014.

## **Bus Travel (7)**

**Question No: 2014/0410**

[Valerie Shawcross](#)

Of these, for what proportion of journeys was the second journey started within no more than one hour after the first journey?

[The Mayor](#)

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

**Written response from the Mayor received 10 March 2014**

Please see my response to MQ0404 / 2014.

## **Bus Travel (8)**

**Question No: 2014/0411**

[Valerie Shawcross](#)

On an average day, how many journeys were made using cards recording a total of four bus journeys on that day?

[The Mayor](#)

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

**Written response from the Mayor received 10 March 2014**

Please see my response to MQ 0404/2014.

## **Bus Travel (9)**

**Question No: 2014/0412**

[Valerie Shawcross](#)

Of these, for what proportion were the second journey started within an hour of the first, and the fourth journey started within an hour of the third?

[The Mayor](#)

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

### **Written response from the Mayor received 10 March 2014**

Please see my response to MQ 0404/2014.

## **Pensions for Armed Services**

**Question No: 2014/0413**

[Fiona Twycross](#)

I welcomed your support for Armed Forces Day in June 2013. Will you back up your commitment to supporting the armed forces by lobbying the Government on behalf of members of the armed services from London, asking them to listen to the petition signed by over 14,000 people, including Londoners, to review the pensions of troops made redundant who were within twelve months of their pension point?

[The Mayor](#)

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

### **Written response from the Mayor received 03 June 2014**

The issue of pensions for Armed Services is a matter for the Ministry of Defence and the Treasury, who I'm sure will respond to the petition. Where possible, I have demonstrated my support for our Armed Forces.

The GLA has marked its commitment to supporting the Armed Forces by signing a Community Covenant on behalf of Londoners, a voluntary statement of mutual support between a civilian community and its local Armed Forces Community.

In furtherance of the Covenant, and recognising the important role that the Armed Services continue to play in London's communities, I have introduced and continued the practice of the provision of free travel to all members of the UK regular and reserve Armed Forces whilst in uniform on all TfL services in London.

TfL has a long history of working with our Armed Forces and also announced it is creating 30 paid work placements to help ex-Armed Forces members, who may be wounded, injured or sick, back into employment.

Woodberry Down

## **US-EU Trade Agreement**

**Question No: 2014/0414**

[Fiona Twycross](#)

What representations have you made to the Government about the EU-US trade negotiations and the impact this might have on London's economy?

[The Mayor](#)

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

### **Written response from the Mayor received 11 February 2014**

I have not made any direct representations to government on the issue of EU-US negotiations, specifically the Transatlantic Trade and Investment Partnership (TTIP) negotiations, as we supported fully the approach being taken by the UK government in this national policy issue. The impact of a potential TTIP is outlined in recent reports from the FCO, BIS and EU. Due to the already open nature of the UK economy, reflected in a general absence of non-trade barriers and tariff barriers, the London economy should benefit in the future from any increase in trade and investment that arises out of TTIP.

## **Food Banks in London (1)**

**Question No: 2014/0415**

[Fiona Twycross](#)

What figures do you or the London Food Board have for the number of food banks in London?

[The Mayor](#)

We know that the largest provider of foodbanks, The Trussell Trust, currently has more than 50 foodbanks in London, and that there are a number of foodbanks provided by other institutions. Although foodbanks provide a useful service to people facing a short-term food crisis, the food team is also working on other ways to help Londoners who are in food poverty, such as supporting the development of social supermarkets in London to open later this year.

## **Food Banks in London (2)**

**Question No: 2014/0416**

[Fiona Twycross](#)

Are you or the London Food Board monitoring the growth in number of food banks in London?

[The Mayor](#)

Please see my response to MQ0415 / 2014.

## **Food Banks in London (3)**

**Question No: 2014/0417**

[Fiona Twycross](#)

Since I previously raised this question with you, have you visited a food bank yet in order to gain a better understanding of the issues that drive increasing numbers of people in London to resort to using them to feed themselves and their families? Why will you not accept invitations to visit a food bank?

[The Mayor](#)

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

### **Written response from the Mayor received 04 February 2014**

Please see my response to question 17 /2013 from the London Assembly Plenary on 24 July.

As you know Rosie Boycott, my food advisor, makes sure that I am kept fully up to date about food issues and the wide range of food challenges faced by people in London.

Rosie and her food team are implementing a wide-ranging programme to ensure that Londoners have access to enough food to feed their families, and I know that you strongly support the work of the food team.

## **Access to free-to-use cashpoints**

**Question No: 2014/0418**

[Fiona Twycross](#)

More than 300,000 of Britain's poorest people live at least 1km from a free-to-use cash machine in so-called 'cash machine deserts'. Do you share my concerns about the impact this might have on Londoners on low income? If so what will you do as Mayor to address this through your planning powers?

[The Mayor](#)

London Plan policy 4.8Bc urges boroughs to identify areas that are under-served in local convenience shopping and service provision and support additional facilities accessible by walking, cycling and public transport. Boroughs can take this policy forward and assess the level of access to local services, including free-to-use cash machines, and support provision of additional facilities if appropriate taking into account local circumstances. I will consider this matter further when finalising my Town Centres Supplementary Planning Guidance.

## **Minimum Wage**

**Question No: 2014/0419**

[Fiona Twycross](#)

Following your interventions about the London Living Wage, what is your opinion on discussions about increasing the National Minimum Wage?

[The Mayor](#)

The National Minimum Wage is in the purview of national government, although anything that increases low incomes is positive. My focus is on encouraging as many businesses as possible to commit to paying the London Living Wage, acknowledging the particular circumstances of higher living costs in the capital compared to the rest of the UK.

## **Allotments**

**Question No: 2014/0420**

[Fiona Twycross](#)

In your answer 2013/4920 you said no surveys about allotments have taken place since 2009. Are there plans to carry out a further survey of allotments in London?

[The Mayor](#)

In my response to MQ4920 / 2013, I indicated that I was unaware of any such surveys. It has been brought to my attention that the London branch of the CPRE have undertaken an update of allotments. The report is not available on their website but will be made available if people request it.

<http://www.cprelondon.org.uk/resources/item/2192-londons-allotments-and-community-gardens>.

## **Domestic Violence Strategy**

**Question No: 2014/0421**

[Fiona Twycross](#)

In your answer to 2013/4927 you said that timelines on the actions in this strategy will be 'developed with partners through the VAWG Panel'. What timescale are there for developing these timelines?

[The Mayor](#)

The Violence Against Women and Girls (VAWG) strategy contains numerous commitments which we will be working with different partners, through the VAWG Panel, to deliver. It is anticipated that an agreed plan will be delivered in April 2014. This will set out the timescales in which key commitments will be delivered.

## **Apprenticeship Starts**

**Question No: 2014/0422**

Fiona Twycross

In your answer to 2013/4935 you said that there is no data available which provides a breakdown of apprenticeship starts by sector since 2010. Do you think that this should be recorded? If so, will you undertake to carry out this work?

The Mayor

I have now established that there is an alternative source of government data available that I am able to report on. Please see in the table below starts in London by sector since 2009/10 to 2012/13.

Sector Subject Area	2009/10	2010/11	2011/12	2012/13
Agriculture, Horticulture and Animal Care	460	620	530	560
Arts, Media and Publishing	100	260	370	280
Business, Administration and Law	5,920	12,430	16,370	16,240
Construction, Planning and the Built Environment	1,420	1,500	850	980
Education and Training	120	800	1,110	1,240
Engineering and Manufacturing Technologies	1,960	2,760	4,780	4,190
Health, Public Services and Care	3,380	8,890	10,330	11,120
Information and Communication Technology	1,320	2,550	1,920	1,210
Languages, Literature and Culture	-	-	-	-
Leisure, Travel and Tourism	1,710	3,850	2,940	2,010
Preparation for Life and Work	-	-	-	-
Retail and Commercial Enterprise	3,960	7,740	8,020	7,240
Science and Mathematics	-	-	10	-
Unknown	-	-	-	-
Total	20,350	41,400	47,230	45,070

Notes

- 1) Volumes are rounded to the nearest ten; '-' Indicates a base value of less than 5
- 2) Figures for 2011/12 onwards are not directly comparable to earlier years as a Single Individualised Learner Record (ILR) data collection system has been introduced. Small technical changes have been made in the way learners from more than one provision type are counted, leading to a removal of duplicate learners and a reduction in overall learner numbers of

approximately 2 per cent

- 3) Region is based upon the home postcode of the learner. Where the postcode is outside of England, learners are included in the 'Other' category.
- 4) These figures are based on the geographic boundaries of regions as of May 2010.
- 5) Figures for 2010/11 onwards are based on postcode to geographic area assignments in the National Statistics Postcode Lookup. Figures for earlier years are based on the Office for National Statistics Postcode Directory.
- 6) The data source for all tables is the Individualised Learner Record, except where stated.
- 7) In this table full-year numbers are a count of the number of starts at any point during the year. Learners starting more than one Apprenticeship will appear more than once.

## **Apprenticeship Living Wage**

### **Question No: 2014/0423**

[Fiona Twycross](#)

Thank you for your answer 2013/4936. What encouragement are you making to firms to pay apprentices a higher rate than the £2.68 minimum per hour and what specific actions has this involved so far?

[The Mayor](#)

I promote the London Living Wage (LLW) to larger businesses (250+) as part of my apprenticeships business engagement campaign. In addition, LLW for apprentices is promoted as part of the wider promotion of the LLW campaign.



## **London Finance Commission**

**Question No: 2014/0424**

[Fiona Twycross](#)

What steps are being taken to lobby the government to implement the recommendations of the London Finance Commission and what progress has been achieved to date?

[The Mayor](#)

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

### **Written response from the Mayor received 09 April 2014**

The independent London Finance Commission, chaired by Professor Tony Travers, reported in May 2013 and since then Professor Travers has had numerous positive meetings with officials and politicians to discuss the Commission's findings. My officials continue to actively lobby Parliament and Government on my behalf, and have secured cross-party support for the proposals for fiscal devolution in both Houses of Parliament. I have joined with London Councils and the Core Cities Group on a joint campaign for fiscal devolution - City Centred - which demonstrates the case for devolution extends far beyond London. On 3rd March I also appeared in front of the Communities and Local Government Committee in the House of Commons as part of their inquiry into fiscal devolution to cities and city regions.

Overground Extension to Barking

## **Apprenticeships over 25s**

**Question No: 2014/0425**

[Fiona Twycross](#)

Can you clarify that the table you provided for Question 2013/4943 is correct?

[The Mayor](#)

I can confirm that the table provided for MQ4943 / 2013 is correct for Apprenticeship starts in London. To clarify, the figures given are for Apprenticeship starts as opposed to Apprenticeship participation. Apprenticeship participation is currently not published by region for the years requested.

## **TfL apprentices**

**Question No: 2014/0426**

[Fiona Twycross](#)

In your answer 2013/4949 you mention TfL staff volunteers (engineering ambassadors). How many volunteers are there and how many schools have they spoken to?

[The Mayor](#)

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

### **Written response from the Mayor received 04 February 2014**

Transport for London currently has 117 active Engineering Ambassadors. The Ambassadors are supported by the London Transport Museum and take part in the "Inspire Engineering Day" which is co-funded by the Luke Rees-Pulley Foundation. 23 schools have taken part, or are scheduled to in the 2013/14 Inspire programme and are listed below. The programme is open to all schools via the London Transport Museum website and has been featured in TfL's schools newsletter which is sent out four times a year to all schools in London and the Metro in TfL's travel page.

In addition to this, the Engineering Ambassadors support ad hoc requests from schools to attend careers events and talks which come either via TfL, STEMNET which the Ambassador programme is part of, or the Ambassador's own personal school network. Ad hoc requests for Ambassadors to attend events are not centrally recorded.

Schools which have taken part in or are scheduled to attend an "Inspire Engineering Day".

Clapton Girls Academy

Nightingale Academy

Aylward Academy

Acton High School

Brentside High School

Chiswick School

St. Martins in the Field High School for Girls

Eastlea Community School

The Green School

St. Angela's Ursuline School for Girls

St. Marylebone School

Alec Reed Academy

Queen Elizabeth Grammar School

Southborough High School

The Norwood School

## **Apprenticeships (1)**

**Question No: 2014/0427**

[Fiona Twycross](#)

How many apprenticeships have been created at City Hall since May 2012?

[The Mayor](#)

The GLA has created 33 apprenticeships in City Hall since May 2012

## **Apprenticeships (2)**

**Question No: 2014/0428**

[Fiona Twycross](#)

How many references have been provided by staff at City Hall for former apprentices of the Greater London Authority entering their first paid job?

[The Mayor](#)

The GLA record the number of apprentices who have entered into paid employment rather than the number of references requested. The below details the number of apprentices who have successfully secured paid employment:

2011-2012: (total of 5 started/finished)

Outcome: All secured paid employment.

2012-2013 (total of 6 started/finished)

Outcome: One apprentice moved to Higher education, two remain employed at the GLA, two have secured paid employment outside GLA, and the remaining one is not in touch.

2013-2014 (total of 16 started/13 will finish)

Outcome: Apprenticeship due to end on 31 January, and 8 apprentices have moved into paid employment beyond the apprenticeships (including 6 in the GLA).

### **Apprenticeships (3)**

**Question No: 2014/0429**

[Fiona Twycross](#)

Your 2012 manifesto pledged to "create 4,000 apprenticeships for small and medium-sized London businesses with £6 million secured from the Government". What progress has been made towards achieving this commitment?

[The Mayor](#)

I have secured £1.5m from the Growing Places Fund to support 1,000 apprenticeships starts with an SME who has not employed an apprentice. The funding which launched in June 2013 doubles the national SME incentive of £1,500 to £3,000. The National Apprenticeship Service stopped advertising the offer in September 2013 as 1,000 starts is expected to be fully met by December 2013. Further funding to extend the offer in future years is currently being sought.

### **Apprenticeships (4)**

**Question No: 2014/0430**

[Fiona Twycross](#)

Do you plan to extend discounts on travel cards to apprentices who have already completed the first year of their apprenticeship?

[The Mayor](#)

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

#### **Written response from the Mayor received 11 February 2014**

I am a huge supporter of apprentices and have a target of creating 250,000 in London by 2016. That is why I have introduced the apprentice discount.

The uniform 12 month duration of the concession follows consultation with the National Apprenticeship Service. It was agreed that the greatest benefit would arise from a simple 12 month concession.

The duration of apprenticeships varies widely - some take less than a year, others are for longer periods.

I have no plans to alter the scheme at present but TfL is keeping the terms under review with the National Apprenticeship Service.

Re-routing bus 110 to serve Whitton High Street and Whitton Station

## **Living Wage (1)**

**Question No: 2014/0431**

[Fiona Twycross](#)

In your answer to 2013/4937 you said that GLA's functional bodies 'strongly encourage' their contractors to commit to the Living Wage. What form does this 'strong encouragement' take and when signing contracts with suppliers will their commitment to the Living Wage be taken in to account?

[The Mayor](#)

The accreditation agreement for each of the functional bodies clearly outlines each functional bodies' obligations with regards to contractors. In summary, the LLW and other responsible procurement themes are reviewed for inclusion in contracts at the stage when the procurement strategy is prepared and the LLW is included where it is relevant.

Where the inclusion of the LLW has been approved in the procurement strategy, appropriate provision is made in the relevant contract. For example, TfL's standard LLW clause requires the contractor to pay the LLW and to implement the annual increase in the LLW.

In addition to its inclusion in the contract, bidders are informed in the invitation-to-tender that the requirement to pay the LLW applies to the contract opportunity.

## **Living Wage (2)**

**Question No: 2014/0432**

[Fiona Twycross](#)

In your answer to 2013/4938 you are encouraging 'all employers' to consider becoming London Living Wage employers. What timescale do you have in place for this?

[The Mayor](#)

My timescales for the London Living Wage are clear. I committed in my manifesto to work with the private and public sector to increase the number of companies paying the London Living Wage to 250 by 2016. I am proud to say we have already achieved that objective and I am continuing to ensure that as many employers as possible are informed about the London Living Wage and its potential benefits to their business.

## **Living Wage (3)**

**Question No: 2014/0433**

[Fiona Twycross](#)

On top of the letters sent to employers what personal contact have you had with employers to persuade them to adopt the London Living Wage?

[The Mayor](#)

I continue to promote the adoption of the London Living Wage in my meetings with employers. I also take the opportunity to outline my vision for the London Living Wage in my speaking engagements with large groups of businesses and borough leaders.

## **Living Wage (4)**

**Question No: 2014/0434**

[Fiona Twycross](#)

In your answer 2013/4939 you said considerable resource is allocated to Living Wage work. Can you define what you mean by 'considerable resource'?

[The Mayor](#)

Further detail on what is meant is covered in the answer to MQ4942 / 2013.

## **London Living Wage (5)**

**Question No: 2014/0435**

[Fiona Twycross](#)

How many London private sector businesses are currently accredited as London Living Wage employers?

[The Mayor](#)

Of the 250 accredited Living Wage employers in London, 106 in are in the private sector.

## **London Living Wage (6)**

**Question No: 2014/0436**

[Fiona Twycross](#)

Please outline when you anticipate each of the GLA's functional bodies will be Living Wage accredited employers?

[The Mayor](#)

All the GLA's functional bodies are fully accredited London Living Wage employers.

## **Jobs fair**

**Question No: 2014/0437**

[Fiona Twycross](#)

Your 2012 manifesto pledged to "secure private sponsorship to host an annual Mayoral jobs fair and explore launching a targeted London careers advice service". What progress has been made towards achieving this commitment?

[The Mayor](#)

I am pleased to report that in conjunction with London First, the London Enterprise panel has supported the Skills London 2012 and Skills London 2013 events, which attracted over 50,000 attendees to meet a wide range of employers and training providers. Skills London 2014, taking place in November at the ExCel Centre, will build on the success of the previous two events.

## **Business Improvement Districts**

**Question No: 2014/0438**

[Fiona Twycross](#)

How many Business Improvement Districts are there in London today compared to May 2012?

[The Mayor](#)

In May 2012 there were 32 BIDs in London. In January 2014 there are 37 BIDs in London.

## **Royal Docks**

**Question No: 2014/0439**

[Fiona Twycross](#)

In 2012 you pledged to invest £41 million through the London Enterprise Panel into major regeneration projects. What progress has been made in achieve this pledge?

[The Mayor](#)

In addition to the £41m, a further £70m of funding was awarded to the London Enterprise Panel from central government creating a £111m fund. The majority of this funding has now been allocated to projects with further funding decisions expected at the LEP meeting in March. For many projects delivery is underway and for the largest schemes detailed design and project development work has commenced.

Major regeneration projects which have already received the go ahead include: £25m for rail upgrades between Stratford and Angel Road station; £8.5m to upgrade Hackney Wick Station; £6.8m to accelerate development in Southall; £2.5m to transform Angel Road station; £5.7m for major road improvements in Bexley and £1m towards kick- starting the installation of superfast broadband.

## **Stop and Shop**

**Question No: 2014/0440**

[Fiona Twycross](#)

How many 'stop and shop' bays are there currently on Transport for London roads compared to May 2012?

[The Mayor](#)

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

### **Written response from the Mayor received 07 February 2014**

In May 2012, there were 677 short stay parking bays on the TfL road network that allowed a maximum stay of 20 minutes. I said in my election manifesto that I would increase by a third the time motorists can park in 'Stop & Shop' bays on the red route, subject to the agreement of the relevant borough.

Following the statutory consultation with the affected London boroughs in September 2013, a total of 592 short stay bays were extended from 20 to 30 minutes free parking:

<http://www.tfl.gov.uk/corporate/media/newscentre/archive/28943.aspx>.

The remaining 85 bays which have not changed are located within the three boroughs which opted out of the 'Stop & Shop'



## **Parking**

**Question No: 2014/0441**

[Fiona Twycross](#)

In your 2012 manifesto you pledged to "call on each borough to review parking in non-residential, strategic shopping areas to reduce any negative impact on businesses". What response have you had from the boroughs?

[The Mayor](#)

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

### **Written response from the Mayor received 28 February 2014**

In November 2013, I announced increased parking times to 600 bays on TfL red routes across the Capital to encourage more people to shop on London's high streets and boost the local economy.

The changes followed consultation with Londoners, businesses and borough councils, and 19 of the 22 London boroughs affected by the introduction of 'Stop and Shop' welcomed the plans.

Where boroughs did not support proposals, TfL has not made changes but continue working with boroughs to encourage them to explore plans to make parking times in the capital as flexible as possible.

Within their Local Implementation Plans, the London boroughs have been asked to identify the parking reviews they intend to undertake in response to my Manifesto call. Within the current year (2013/14), there are 25 parking reviews taking place across 14 London boroughs.

In addition, further advice was provided to the boroughs on the issues to consider when undertaking such reviews within the Draft Town Centre Supplementary Planning Guidance that was published for consultation in January 2013. The final version of this guidance is due to be published later this year.

## **GLA Food Team**

**Question No: 2014/0442**

[Fiona Twycross](#)

Will you guarantee the future of the GLA's food team beyond 2015?

[The Mayor](#)

I am delighted at the impacts that the GLA food team is having. I know that their work is attracting national and international attention from other cities wishing to emulate the work, and set up the breadth of partnerships, that the food team has managed to achieve. My Budget for the rest of this mayoral term includes funding provision for the Food Team and its work.

## **Business crime**

**Question No: 2014/0443**

Fiona Twycross

You pledged in 2012 to ensure that an Assistant Commissioner at the Metropolitan Police Service would be made responsible for business crime. Has this happened?

The Mayor

As noted in my Police and Crime Plan the second in command at the Metropolitan Police Service, the Deputy Commissioner has assumed responsibility for business crime. Business crime remains a priority for MOPAC and you will be aware that I am currently consulting on a Business Crime Strategy. The details of which can be found here:

<http://www.london.gov.uk/priorities/policing-crime/consultations/mopac-draft-business-crime-strategy>

## **Economic Development Strategy (1)**

**Question No: 2014/0444**

Fiona Twycross

When will the next iteration of the Economic Development Strategy be published?

The Mayor

The London Enterprise Panel has begun developing a comprehensive economic plan, which I expect will be published this year following widespread consultation.

## **Internships**

**Question No: 2014/0445**

Fiona Twycross

What are you doing to tackle the problem of unpaid internships in London?

The Mayor

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

## **Written response from the Mayor received 20 March 2014**

The Greater London Authority is setting an example by providing paid internships. Since 2012 the GLA family has undertaken 44 such internships and a further 33 are already in the pipeline. Further work by the GLA is currently underway across the group to ensure the Manifesto target of 100 internships is achieved and will inform our business engagement strategy.

## Zero Hours Contracts (1)

**Question No: 2014/0446**

[Fiona Twycross](#)

Thank you for your answer to 2013/3291 and follow up email from your office on 7th January. Can you clarify whether there has been any further change in the number of employees working for contractors based at City Hall employed on Zero Hours Contracts?

[The Mayor](#)

There has been no change on the number of contractors based at City Hall and Trafalgar and Parliament Squares since my email of 7 January 2014. I have included those figures below.

Company Name	Total number of zero hours FM staff	City Hall	Trafalgar Square
OCS Catering	10	10	0
Van Vynck	0	0	0
AOS	11	0	11
Servoca	0	0	0
Totals	21	10	11

## **Zero Hours Contracts (2)**

**Question No: 2014/0447**

[Fiona Twycross](#)

How many of the employees working for (a) Transport for London, (b) LFEPA and (c) the Metropolitan Police Service through contractors are employed on zero-hours contracts?

[The Mayor](#)

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

### **Written response from the Mayor received 28 April 2014**

TfL response

TfL has no direct employees who are employed on a zero hours contracts. TfL also has a large number of contractors and for them this information is not readily available.

LFEPA response

The London Fire Brigade has 1 prime contractor with 8 employees on zero hours contracts.

In order for the Authority to review the position of existing sub-contractors, officers are sending a letter to prime contractors and through them to all sub-contractors used in the delivery of our contracts. The Authority's sustainability group will also be reviewing tendering documentation to improve the transparency of supply chains use of zero hour contracts in any future contractual arrangements. This will build on the Authorities work to date to support fair conditions for low skilled and low paid workers in the supply chain through implementation of the LLW and monitoring standards of ethical supply issues.

MOPAC response

There are no direct MPS employees that are employed on zero hours contracts and there are no contractors working for the MPS via the Reed temporary staff contract engaged on zero hours contracts.

The MPS has in excess of 400 contracts with an annual value of £600 million and for them this information is not readily available.

## **Pensions (1)**

**Question No: 2014/0448**

[Fiona Twycross](#)

Is the Mayor concerned by recent reports that the next generation of pensioners will be worse off than their parents? If so, and given your role in appointing the Chairman of the LPFA and its Board members, what are doing by way of lobbying to ensure that London's future pensioners aren't left in poverty in their old age?

[The Mayor](#)

Yes, I am concerned about reports that the next generation of pensioners will be worse off than their parents. That is why I support the Government's policy of introducing workplace pensions for all. The LPFA has no role in setting pension benefits.

## **Business innovation**

**Question No: 2014/0449**

[Fiona Twycross](#)

The May 2010 Economic Development Strategy outlined that you "will encourage collaboration amongst businesses of all sizes and between businesses and universities". How have you done this and what achievements have there been as a consequence?

[The Mayor](#)

Collaboration between businesses of all sizes and with universities is encouraged through a number of initiatives. ERDF funding has promoted collaboration between SMEs and universities and supported knowledge transfer and business growth, for example through the London Fuse, M-Com, Knowledge Connect and Innovate London projects. I also support Business Improvements Districts (BIDs) and have set up a London BIDs Steering Group which garners the views of business of all sizes. Funding has been allocated to support the development of new BIDs and to develop projects with existing ones.

## **Recall to Duty Procedure - Dagenham**

**Question No: 2014/0450**

[Fiona Twycross](#)

Given the continued controversy about the chain of events that led to the fire at Dagenham on 1 November 2013 being declared a 'Major Incident' and the subsequent recall to duty, will you confirm both what minutes or notes were taken at the meeting and how this complies with procedure; and whether you will insist that any minutes or notes by the LFB or MPS are released in order to ensure the matter is clarified?

[The Mayor](#)

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

### **Written response from the Mayor received 04 February 2014**

You are a member of LFEPA which has oversight of the LFB. I suggest you raise this matter at the next meeting of LFEPA.

## **National Fire Dispute (1)**

**Question No: 2014/0451**

[Fiona Twycross](#)

What discussions have you had with the Government to get the cost of the national fire dispute - a dispute between the national government and the FBU - reimbursed to the LFEPA?

[The Mayor](#)

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

### **Written response from the Mayor received 04 February 2014**

Responsibility for continuity arrangements rests with each fire and rescue authority.

## **National Fire Dispute (2)**

**Question No: 2014/0452**

[Fiona Twycross](#)

What discussions have you had with the national government to get them to agree a resolution to the national fire strike?

[The Mayor](#)

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

### **Written response from the Mayor received 04 February 2014**

The dispute is between the Government and the FBU.

## **Fire Cuts (1)**

**Question No: 2014/0453**

[Fiona Twycross](#)

Will you be monitoring the impact of the fire station closures on attendance times in the areas affected?

[The Mayor](#)

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

### **Written response from the Mayor received 04 February 2014**

LFEPa has targets for the attendance times of its fire engines at incidents. These are monitored and reported to the LFEPa Governance, Performance and Audit Committee each quarter.

## **Fire Cuts (2)**

**Question No: 2014/0454**

[Fiona Twycross](#)

Now that you have forced through your plans to close ten fire stations in London, will you allow the London Fire Brigade to use the capital receipts to improve the 102 fire stations left for firefighters and London's communities, or will you take the money to pay for a pre-election police or transport promise as you did before?

[The Mayor](#)

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

### **Written response from the Mayor received 04 February 2014**

I did not do that previously and do not intend to do it now.

### **Fire Cuts (3)**

**Question No: 2014/0455**

[Fiona Twycross](#)

In light of the considerable discontent of residents expressed over the recent fire station closures, and genuine distress and concern of firefighters who have spent a lifetime working for the local community, do you now regret your fire cuts?

[The Mayor](#)

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

#### **Written response from the Mayor received 04 February 2014**

I do not regret overseeing much needed reform to London's fire service. LFEPA had fallen behind other metropolitan fire and rescue authorities in terms of its approach to efficiencies and I am pleased that improvements have been made in that regard, while at the same time protecting response times.

I greatly regret the public funds wasted by those Assembly Members and Borough councillors who stalled and challenged the savings LFEPA needed to make at every opportunity. Their behaviour has made the case for reform of fire governance in London.

### **Fire Cuts (4)**

**Question No: 2014/0456**

[Fiona Twycross](#)

Will you look in to why firefighters at Clerkenwell, unlike firefighters at other stations closing in London, were apparently advised that they could not walk out of the fire station in uniform? Was this decision taken due to the considerable media presence at the station?

[The Mayor](#)

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

#### **Written response from the Mayor received 04 February 2014**

London Fire Brigade staff are routinely advised not to give interviews to the media whilst in uniform so as to avoid being construed as an official Brigade spokesperson. On 9th January a large media presence had gathered outside Clerkenwell Fire Station and officers on site were concerned that firefighters in uniform may be approached by the media and placed in a difficult position.



## **Fire cuts (5)**

**Question No: 2014/0457**

[Fiona Twycross](#)

After the closure of fire stations that have served their areas for over 140 years, will you be supportive of communities applying for some of these stations to be designated an asset of community value?

[The Mayor](#)

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

### **Written response from the Mayor received 04 February 2014**

I am happy to look at any proposals put forward for the future use of those fire stations which have been closed.

## **Fire Cuts (6)**

**Question No: 2014/0458**

[Fiona Twycross](#)

Following the closure of Belsize fire station, what impact will this have on the public safety of those residents living in the vicinity of the fire station?

[The Mayor](#)

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

### **Written response from the Mayor received 04 February 2014**

The London Fire Brigade will maintain the existing London wide attendance time targets of a first fire engine arriving at an emergency incident within an average of six minutes and a second fire engine, when needed, within an average of eight minutes.

## **Fire Cuts (7)**

**Question No: 2014/0459**

[Fiona Twycross](#)

Following the closure of Bow fire station, what impact will this have on the public safety of those residents living in the vicinity of the fire station?

[The Mayor](#)

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

### **Written response from the Mayor received 04 February 2014**

The London Fire Brigade will maintain the existing London wide attendance time targets of a first fire engine arriving at an emergency incident within an average of six minutes and a second fire engine, when needed, within an average of eight minutes.

## **Fire Cuts (8)**

**Question No: 2014/0460**

[Fiona Twycross](#)

Following the closure of Islington fire station, what impact will this have on the public safety of those residents living in the vicinity of the fire station?

[The Mayor](#)

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

### **Written response from the Mayor received 04 February 2014**

Islington Fire Station has not been closed.

## **Fire Cuts (9)**

**Question No: 2014/0461**

[Fiona Twycross](#)

Following the closure of Lewisham fire station, what impact will this have on the public safety of those residents living in the vicinity of the fire station?

[The Mayor](#)

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

### **Written response from the Mayor received 04 February 2014**

Lewisham Fire Station has not been closed.

## **Fire Cuts (10)**

**Question No: 2014/0462**

[Fiona Twycross](#)

Following the closure of Hackney fire station, what impact will this have on the public safety of those residents living in the vicinity of the fire station?

[The Mayor](#)

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

**Written response from the Mayor received 04 February 2014**

There is no Hackney Fire Station.

## **Fire Cuts (11)**

**Question No: 2014/0463**

[Fiona Twycross](#)

Following the closure of Kensington & Chelsea fire station, what impact will this have on the public safety of those residents living in the vicinity of the fire station?

[The Mayor](#)

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

**Written response from the Mayor received 04 February 2014**

There is no Kensington & Chelsea Fire Station.

## **Fire Cuts (12)**

**Question No: 2014/0464**

[Fiona Twycross](#)

Following the closure of Newham fire station, what impact will this have on the public safety of those residents living in the vicinity of the fire station?

[The Mayor](#)

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

**Written response from the Mayor received 04 February 2014**

There is no Newham Fire Station.

## **Fire Cuts (13)**

**Question No: 2014/0465**

[Fiona Twycross](#)

Following the closure of Southwark fire station, what impact will this have on the public safety of those residents living in the vicinity of the fire station?

[The Mayor](#)

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

### **Written response from the Mayor received 04 February 2014**

The London Fire Brigade will maintain the existing London wide attendance time targets of a first fire engine arriving at an emergency incident within an average of six minutes and a second fire engine, when needed, within an average of eight minutes.

## **Fire Cuts (14)**

**Question No: 2014/0466**

[Fiona Twycross](#)

Following the closure of Westminster fire station, what impact will this have on the public safety of those residents living in the vicinity of the fire station?

[The Mayor](#)

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

### **Written response from the Mayor received 04 February 2014**

The London Fire Brigade will maintain the existing London wide attendance time targets of a first fire engine arriving at an emergency incident within an average of six minutes and a second fire engine, when needed, within an average of eight minutes.

## **Fire Cuts (15)**

**Question No: 2014/0467**

[Fiona Twycross](#)

Following the closure of Greenwich fire station, what impact will this have on the public safety of those residents living in the vicinity of the fire station?

[The Mayor](#)

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

### **Written response from the Mayor received 04 February 2014**

The London Fire Brigade will maintain the existing London wide attendance time targets of a first fire engine arriving at an emergency incident within an average of six minutes and a second fire engine, when needed, within an average of eight minutes.

## **Fire Cuts (16)**

**Question No: 2014/0468**

[Fiona Twycross](#)

How would the response to the collapse of the Apollo Theatre's ceiling (19 December) have been different if Knightsbridge, Westminster and Southwark fire stations had already been closed?

[The Mayor](#)

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

### **Written response from the Mayor received 04 February 2014**

The initial response to the incident at the Apollo Theatre would be no different post LSP5 than it was on 19th December 2013. The current Pre Determined Attendance for this type of incident is two appliances, both of which would be mobilised from Soho Fire Station which was unaffected by any of the proposals contained in LSP5. Given that the incident required eight appliances, the post LSP5 attendances would have involved appliances from Lambeth, Euston, Kensington, Dowgate and Paddington Fire Stations.

## **20 mile per hour speed limits in Southwark**

**Question No: 2014/0469**

[Fiona Twycross](#)

Does the Mayor welcome Southwark's commitment to introducing 20 MPH limits on their roads? Will he ensure TfL introduce a 20 MPH limit on the roads they control in Southwark and what plans does he have in 2014 to increase road safety by encouraging other London councils to take Southwark's lead?

[The Mayor](#)

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

### **Written response from the Mayor received 28 February 2014**

The issue of whether to implement 20mph speed limits is a matter for the boroughs.

## **Homelessness**

**Question No: 2014/0470**

[Fiona Twycross](#)

What information have you obtained from organisations such as Crisis and St Mungos regarding changes in demographics and the scale of rough sleeping and homelessness over the Christmas period?

[The Mayor](#)

Homelessness organisations record contacts with rough sleepers on the CHAIN database. This database shows that 262 people were seen sleeping rough by outreach services over the ten days between 23 December and 2 January, comparable with the 273 people seen sleeping rough in the same period last year.

The demographic profile of those seen sleeping rough around Christmas was very similar to those recorded sleeping rough throughout the year.

## **Housing Revenue Accounts**

**Question No: 2014/0471**

[Fiona Twycross](#)

What discussions have you had with the government regarding raising the borrowing limits set on local authority Housing Revenue Accounts and enabling councils to build more affordable housing? Who have you spoken to and what have been the outcomes of these discussions?

[The Mayor](#)

I and my Deputy Mayor for Housing have written to and met with the Secretary of State for Communities and other Ministers, as well as officials, to make the case for relaxing the Housing Revenue Account caps, and we continue to do so. The borrowing cap was raised in the Chancellor's autumn statement last year.

## **"Bedroom tax"**

**Question No: 2014/0472**

[Fiona Twycross](#)

Given your previously stated support for the 'Bedroom Tax', do you have any comments for London tenants to whom the rule on spare rooms has been incorrectly applied due to an error by the government?

[The Mayor](#)

I understand DWP has made clear that all tenants affected by this error should receive any appropriate reimbursement and/or reinstatement of Housing Benefit as prescribed by the law.

## **Welfare reform (1)**

**Question No: 2014/0473**

[Fiona Twycross](#)

Are you concerned about the trend for landlords not to rent to tenants in receipt of Local Housing Allowance? What impact do you think this trend will have on people in London and what are you personally doing to ensure landlords don't stop renting to private tenants in receipt of LHA? Will you speak out against evictions by private landlords of tenants solely on the basis that they are in receipt of a benefit?

[The Mayor](#)

Please see my response to MQ0236 / 2014.

## **Welfare reform (2)**

**Question No: 2014/0474**

[Fiona Twycross](#)

Do you have any concerns about how welfare reform appears to be disproportionately impacting on Londoners and if so what are you doing about this?

[The Mayor](#)

I have won transitional arrangements to help London deal with any unintended consequences of these policies, including extra funding to help local authorities in London address standards in the private rented sector. I also welcome the Targeted Affordability Funding from Government that will be allocated to a number of London boroughs.

## **Assessing the Impact of Benefit Changes**

**Question No: 2014/0475**

[Fiona Twycross](#)

With the anniversary of many of the main welfare changes fast approaching, are you or your team currently undertaking any research on the impact of the benefit changes in London and are you working with the third sector and other relevant organisations to assess the impact of the changes on Londoners on low-income, many of whom are in work?

[The Mayor](#)

Please see my response to MQ4349 / 2013.

## **Welfare reform (3)**

**Question No: 2014/0476**

[Fiona Twycross](#)

Do you agree with Kent Council that the welfare changes are leading to increased hardship and food poverty and, if so, how are you lobbying government to mitigate the impact of the changes to Londoners on low-income, many of whom are in work?

[The Mayor](#)

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

## **Written response from the Mayor received 28 February 2014**

I assume that you are referring to the report "Welfare reform: Update on the Evidence of the Impact in Kent" which was published in November 2013 and then quickly withdrawn. I have not read this report. However, as you are aware I am fully committed to ensuring that as many Londoners as possible have the opportunity to gain jobs paying the London Living Wage and that as many businesses as possible pay the London Living Wage to help with the exceptionally high costs of living in this great city.

I have also won significant additional funding for boroughs to help them support vulnerable claimants through the transition to the new welfare system. This is providing London boroughs with Discretionary Housing Payments worth £56.5 million for 2013/14 and then £115 million for 2014 to 2016.



## **Direct payment of benefits (1)**

**Question No: 2014/0477**

[Fiona Twycross](#)

Are you concerned about the impact of direct payment of social security? Are you engaging with charities and other relevant organisations to monitor the wider impact of this policy?

[The Mayor](#)

I support the direct payment of social security as this measure is designed to help people in receipt of welfare learn to manage their finances themselves and achieve greater independence. My team has met with the organisations who have piloted the direct payment policy and am aware of the ongoing monitoring of the impacts of this policy by DWP and others.

## **Direct payment of benefits (2)**

**Question No: 2014/0478**

[Fiona Twycross](#)

What are the implications of direct payment of social security to tenants for your Affordable Housing Programme?

[The Mayor](#)

There is no evidence that direct payment of social security has as yet had any impact on the Affordable Homes Programme.

## **School places**

**Question No: 2014/0479**

[Fiona Twycross](#)

What are you doing to meet the growing need for additional school places in London?

[The Mayor](#)

While responsibility for school places largely lies with local authorities, I successfully lobbied with London Councils for a decent share of additional funding for new school places with the Department for Education. I am supportive of free schools' developments in London that will create more school places and better facilities for London children. Government's approval for six new free schools, university technical colleges and studio schools in London were announced this month. I continue to work towards identifying land in the GLA estate for free schools. I launched the London Schools Atlas in November to bring together information about school places in every London borough in one place, as well as current patterns of attendance and potential future demand for school places.

## **Energy prices**

**Question No: 2014/0480**

[Fiona Twycross](#)

Working with other public sector organisations, will you consider using the GLA family's purchasing power to help set up a London Energy Cooperative to help cut the cost of living for Londoners?

[The Mayor](#)

The London boroughs have already established the Big London Energy Switch which is allowing Londoners to use their collective purchasing power to negotiate cheaper household energy tariffs. I do not intend to duplicate this work.

## **Debt**

**Question No: 2014/0481**

[Fiona Twycross](#)

How are you monitoring debt in London and the impact on the lives of Londoners? Are you concerned by recent reports that (nationally) a third of people have built up debt on credit cards in order to fund Christmas spending and that 13% relied on loans or overdrafts? What information do you have on this situation in London and what further steps will you be taking to move this debate forward?

[The Mayor](#)

More recent figures published in a report by the Money Advice Service indicate that over-indebtedness levels in London and the South East are lower than other parts of the country but that accessing debt advice in a timely fashion for those in trouble remains a key issue.

My officers have supported Toynbee Hall and the Capitalise debt partnership to monitor and identify debt patterns among its clients and secure continued funding for debt advice services in the capital. I will continue to help promote free debt advice services and sources of affordable finance.

## **South West Trains**

**Question No: 2014/0482**

[Fiona Twycross](#)

Why can commuters no longer purchase monthly or longer Oyster season Travelcards at Wimbledon and Richmond stations? Have any other stations been affected by Cubic's decision to withdraw support for Oyster retailing systems?

[The Mayor](#)

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

### **Written response from the Mayor received 28 February 2014**

Cubic have not withdrawn their support for Oyster and continue to provide Oyster retailing systems at many stations in London. South West Trains, however, who operate Richmond and Wimbledon Stations, instructed Cubic to withdraw their equipment from these two stations.

This is an unfortunate decision by South West Trains. There are, however, numerous ticket machines that sell Oyster top-ups and season tickets.

## **Development on Wandsworth Ram Brewery Site (2)**

**Question No: 2014/0483**

[Tom Copley](#)

The developer Greenland Group has said that 'Rich and middle-class Chinese will be the main buyers of our projects'. What benefits do such schemes bring to aspiring homeowners in London?

[The Mayor](#)

The Bank of England estimate that overseas buyers account for only 3% of transactions. Without overseas investment, many new housing schemes would not be built. Furthermore, with my support, leading housebuilders have committed to market their new homes in the UK before or at the same time as overseas. My new draft London Housing Strategy also sets out a range of policies to help first time buyers and improve access to low cost home ownership.

## **Elderly Malnutrition**

**Question No: 2014/0484**

[Fiona Twycross](#)

Age UK have identified that nearly a million over-65's suffer from untreated malnutrition. In response the Government has launched the Malnutrition Prevention Project which has been piloted in Lambeth and Southwark. Are you aware of this project and, if so, what are your thoughts on it?

[The Mayor](#)

I think that this estimate is unacceptable, and I am pleased that the Government and boroughs are taking action to address it. The project is currently in pilot phase and I await the results and recommendations with interest.

My London Food Board recognises that hospital food is an important issue. The Board is investigating the potential to work in partnership with hospitals to address the appropriateness of meals, help with service of food and other issues, including by supporting the publication of a Whole Hospital Good Food Policy.

The Food Strategy Implementation Plan also includes an action to focus on older people being engaged with community food growing projects and allotments, through Greenwich Co-operative Development Agency's food growing project. This is now well established with community food growing projects across the borough, including at Capital Growth sites.

## Childcare

**Question No: 2014/0485**

[Fiona Twycross](#)

Are you concerned that, due to the higher costs of delivering childcare in London, the capital is insufficiently funded to provide statutory childcare provision, and how will you assess the success of the £8 million fund announced in December 2013?

[The Mayor](#)

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

### **Written response from the Mayor received 28 April 2014**

As you are aware, I have no role in statutory childcare provision. It is the role of Local Authorities to fulfil statutory childcare duties, but we are considering if there are any ways in which we can provide additional support or add further value to their work. My Education and Youth team is engaging in discussions with Department of Education officials, including Liz Truss MP, to see how we might support the Department and Local Authorities in their ambition to encourage more affordable childcare in London.

The £8 million London childcare fund has been made available by the Department for Education to encourage the provision of more childcare in schools. We have supported the Department in the launch of the fund and we will work with them to monitor it.

Categorising the causes of KSIs involving TfL buses (2008-2012)

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