

AGENDA

Meeting **London Assembly (Plenary)**
Date **Wednesday 9 November 2011**
Time **10.00 am**
Place **Chamber, City Hall, The Queen's
Walk, London, SE1 2AA**

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

Jennette Arnold AM
Chair of the London Assembly

Dee Doocey AM
Deputy Chair
Tuesday 1 November 2011

Further Information

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

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

If you have any questions about individual reports please contact the report author whose details are
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Proper Officer: Mark Roberts, Executive Director of Secretariat.

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Certificate Number: FS 80233

Agenda London Assembly (Plenary) Wednesday 9 November 2011

[Note: The business listed at Items 5-13 below, together with the petitions listed at paragraphs 4.2 and 4.3 of Item 4 and the motions listed at paragraphs 3.1 and 3.2 of Item 15, was referred from the London Assembly (Plenary) meeting held on 19 October 2011 by the Chair of the London Assembly.]

1. Apologies for Absence and Chair's Announcements

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

2. Declarations of Interests (Pages 1 - 2)

The Assembly is recommended to:

- (a) Note the list of memberships of functional bodies and London Borough Councils, as set out in the table at Item 2;**
- (b) Note gifts and hospitality received by Members, as set out on the Authority's gifts and hospitality register; and**
- (c) Declare any other personal or personal prejudicial interests in specific items listed on the agenda over and above those items listed in the table above and including any interests arising from gifts or hospitality received within the previous three years or from the date of election to the London Assembly, whichever is the later, which are not at the time of this meeting reflected on the Authority's register of gifts and hospitality.**

3. Minutes (Pages 3 - 10)

The Assembly is recommended to confirm the minutes of the London Assembly meetings held on 12 October 2011 (Mayor's Question Time) and 19 October 2011 (Plenary) to be signed by the Chair as a correct record.

The appendices to the minutes of the 12 and 19 October meetings (including the transcripts of the question and answer sessions held at those meetings) have been circulated to Assembly Members separately. Transcripts and written answers for past meetings can be downloaded from <http://www.london.gov.uk/who-runs-london/the-london-assembly/whole-assembly>

4. **Petitions** (Pages 11 - 14)

Report of: Executive Director of Secretariat

Contact: Rebecca Arnold, rebecca.arnold@london.gov.uk tel: 020 7983 4421

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

5. **Petitions Update** (Pages 15 - 20)

Report of: Executive Director of Secretariat

Contact: Rebecca Arnold, rebecca.arnold@london.gov.uk tel: 020 7983 4421

The Assembly is recommended to note the responses received to petitions presented at recent Assembly meetings.

6. **Request for use of Section 60 (1) Powers - Economy, Culture and Sport Committee** (Pages 21 - 118)

Report of: Executive Director of Secretariat

Contact: John Barry, john.barry@london.gov.uk tel: 020 7983 4425

The Assembly is recommended to agree to the request of the Economy, Culture and Sport Committee to use its powers under Section 60 (1) of the Greater London Authority Act to request that the Mayor responds to recommendations 2, 3 and 8 of the Committee's report, *Review into the employment and skills opportunities of the 2012 Games-time period* and to all of the recommendations in the Committee's report *The administration of Visit London*.

The appendices to this report which are set out on pages 25 to 118 are included for Assembly Members only but can be downloaded from <http://www.london.gov.uk/who-runs-london/the-london-assembly/whole-assembly>

7. **Request for use of Section 60 (1) Powers - Transport Committee** (Pages 119 - 170)

Report of: Executive Director of Secretariat

Contact: John Barry, john.barry@london.gov.uk tel: 020 7983 4425

That the Assembly agrees to the request of the Transport Committee to use its powers under Section 60 (1) of the Greater London Authority Act to request that the Mayor responds to recommendations 1, 2, 3 and 4 of the Committee's report, *The State of the Underground*.

The appendix to this report which is set out on pages 123 to 170 is included for Assembly Members only but can be downloaded from <http://www.london.gov.uk/who-runs-london/the-london-assembly/whole-assembly>

8. Request for use of Section 60 (1) Powers - Environment Committee
(Pages 171 - 224)

Report of: Executive Director of Secretariat

Contact: Dale Langford, dale.langford@london.gov.uk tel: 020 7983 4415

That the Assembly agrees to the request of the Environment Committee to use its powers under Section 60 (1) of the Greater London Authority Act to request that the Mayor responds to the recommendations addressed to him in the Committee's report, *For a rainy day – the Mayor's role in managing London's flood risk in case of severe rainfall.*

The appendix to this report which is set out on pages 176 to 224 is included for Assembly Members only but can be downloaded from <http://www.london.gov.uk/who-runs-london/the-london-assembly/whole-assembly>

9. Pay Award 2011/12 for Statutory Officers (Pages 225 - 226)

Report of: Head of Paid Service

Contact: Juliette Carter, juliette.carter@london.gov.uk tel: 020 7983 4194

The Assembly (noting that it is a joint decision with Mayor) is recommended to agree the Head of Paid Service's proposal to not pay a pay award to statutory officers for the 2011/12 year.

10. Revised Adoption and Paternity Policies (Pages 227 - 240)

Report of: Head of Paid Service

Contact: Viv Kemsley, viv.kemsley@london.gov.uk, tel: 020 7983 4169

The Assembly is recommended, upon the Head of Paid Service agreeing to the proposed revisions to the GLA's adoption and paternity policies, to agree that the proposed changes, as set out at Appendices 1 and 2 to the report, should apply to the Authority's three statutory officers (noting that this is a joint decision with the Mayor).

11. Mayoral Scheme of Delegation (Pages 241 - 260)

Report of: Executive Director of resources

Contact: Tom Middleton, tom.middleton@london.gov.uk, tel: 020 7983 4257

The Assembly is recommended to note the updated Scheme of Delegation of Mayoral Functions of the Greater London Authority, which forms part of the Authority's corporate governance framework.

12. Future Meetings of the Assembly

London Assembly (Plenary) Meeting – 7 December 2011

It is proposed that the Assembly uses the 7 December 2011 Plenary meeting to conduct a question and answer session with the Metropolitan Police Authority and Metropolitan Police Service.

Recommendations:

- (a) That it be agreed to use the 7 December 2011 London Assembly (Plenary) meeting to hold a question and answer session with the Metropolitan Police Authority and Metropolitan Police Service; and
- (b) That it be agreed, under section 61 of the Greater London Authority Act 1999, to require the attendance of Kit Malthouse AM (Chair, Metropolitan Police Authority) at the 7 December 2011 Plenary Assembly meeting, for which notice will be given in accordance with section 62 of the Greater London Authority Act 1999 in due course, to answer questions in relation to the policies and work of the Metropolitan Police Authority;
- (c) That it be agreed to invite Bernard Hogan-Howe (Commissioner of Police of the Metropolis) to attend the 7 December 2011 Plenary Assembly meeting to answer questions in relation to the Metropolitan Police Service.

13. Mayor's Commitments (Pages 261 - 392)

Report of: Executive Director of Secretariat

Contact: Rebecca Arnold, rebecca.arnold@london.gov.uk tel: 020 7983 4421

The Assembly is recommended to note the commitments made by the Mayor during London Assembly Mayor's Question Time meetings held between May 2008 and September 2011.

14. Transport for London: Functional Body Question Time (Pages 393 - 408)

Part A:

The Assembly will put questions to the Mayor, Boris Johnson, in his capacity as Chairman of Transport for London, and Peter Hendy, Commissioner, Transport for London, on the work and priorities of Transport for London.

(The questions to be put to the Chairman and Commissioner of Transport for London at the meeting, together with those for written answer following the meeting, will be circulated separately.)

Part B:

The Assembly will debate the following motion submitted in the name of the Chair:

“That the Assembly notes the answers to the questions asked.”

15. Motions (Pages 409 - 410)

Report of: Executive Director of Secretariat

Contact: Rebecca Arnold, rebecca.arnold@london.gov.uk tel: 020 7983 4421

The Assembly is asked to consider the motions submitted by Assembly Members.

16. Date of Next Meeting

The next scheduled meeting of the London Assembly will be the Mayor's Question Time meeting which will take place at 10.00am on Wednesday 16 November 2011 in the Chamber, City Hall.

17. Any Other Business the Chair Considers Urgent

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London Assembly

Membership of Functional Bodies and London Borough Councils

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

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

Recommendations:

- (i) That the list of memberships of functional bodies and London Borough Councils, as set out in the table above, be noted;**
- (ii) That gifts and hospitality received by Members, as set out on the Authority's gifts and hospitality register, be noted; and**
- (iii) That all Members declare any other personal or personal prejudicial interests in specific items listed on the agenda over and above those items listed in the table above and including any interests arising from gifts or hospitality received within the previous three years or from the date of election to the London Assembly, whichever is the later, which are not at the time of this meeting reflected on the Authority's register of gifts and hospitality.**

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

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

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

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

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

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

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

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

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

MINUTES

**Meeting: London Assembly
(Mayor's Question Time)**
Date: Wednesday 12 October 2011
Time: 10.00 am
**Place: Chamber, City Hall, The Queen's
Walk, London, SE1 2AA**

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

Present:

Jennette Arnold (Chair)	Darren Johnson
Dee Doocey (Deputy Chair)	Jenny Jones
Tony Arbour	Kit Malthouse
Gareth Bacon	Joanne McCartney
Richard Barnes	Steve O'Connell
John Biggs	Caroline Pidgeon
Andrew Boff	Murad Qureshi
Victoria Borwick	Navin Shah
James Cleverly	Valerie Shawcross
Brian Coleman	Richard Tracey
Len Duvall	Mike Tuffrey
Roger Evans	

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

- 1.1 Apologies for absence were received on behalf of Richard Barnbrook AM and Nicky Gavron AM.
- 1.2 The Chair welcomed to the public gallery pupils from St Christina's School, Westminster and trainee journalists from the South West Londoner.

2. Declarations of Interests (Item 2)

2.1 Resolved:

- (a) **That the relevant Assembly Members' membership of Functional Bodies and London Borough Councils, as set out in Item 2 on the agenda, be noted and recorded as personal interests;**
- (b) **That gifts and hospitality received by Members, as set out in the Authority's gifts and hospitality register, be noted.**

3. Minutes (Item 3)

3.1 Resolved:

That the minutes of the London Assembly meetings held on 7 September 2011 (Plenary) and 14 September 2011 (Mayor's Question Time) be agreed as correct records, for signature by the Chair.

4. Mayor's Report (Item 4)

- 4.1 The Assembly noted the Mayor's Report covering the period from 1 September to 28 September 2011.
- 4.2 In accordance with Standing Order 5.4A, the Chair had agreed to allow the Mayor to give an oral update on matters occurring since the publication of his report. The record of the oral update is set out at **Appendix 1**.

5. Questions to the Mayor (Item 5)

- 5.1 The record of the discussion with the Mayor, including oral answers given by the Mayor to Members' questions, is attached as **Appendix 2**.
- 5.2 The written answers to those questions not asked or answered during the meeting are attached as **Appendix 3**.

- 5.3 During the course of the question and answer session, at 12.30pm, the Chair proposed and it was agreed that Standing Order 2.9B be suspended to extend the meeting in order to allow the remaining questions on the priority order paper to be put to the Mayor and for the remaining items of business on the agenda to be considered. Upon being put to the vote, this was agreed (11 votes being cast in favour, 11 votes being cast against and upon the Chair exercising her additional and casting vote in favour of the proposed suspension of Standing Order 2.9B to allow for the remaining business to be concluded).
- 5.4 At the conclusion of the question and answer session, the Chair formally moved the motion set out on the agenda, namely:

“That the Assembly notes the answers to the questions asked.”

The motion was agreed by general consensus.

6. Date of Next Meeting (Item 6)

- 6.1 It was noted that the next meeting of the Assembly would be a Plenary meeting which would take place at 10.00am on Wednesday 19 October 2011 in the Chamber, City Hall.

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

- 7.1 In response to a request from Len Duvall AM, the Chair agreed to liaise with leaders of Assembly party Groups to discuss the appropriate mechanism for the Assembly to review the Mayor's decisions in relation to the development of the London River Park project.

8. Close of Meeting

- 8.1 The meeting closed at 12.39pm

Chair

Date

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

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

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MINUTES

Meeting: London Assembly (Plenary)
Date: Wednesday 19 October 2011
Time: 10.00 am
Place: Chamber, City Hall, The Queen's Walk, London, SE1 2AA

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

Present:

Dee Doocey (Deputy Chair)	Jenny Jones
Jennette Arnold (Chair)	Kit Malthouse
Tony Arbour	Joanne McCartney
Gareth Bacon	Steve O'Connell
Richard Barnbrook	Caroline Pidgeon
John Biggs	Murad Qureshi
Victoria Borwick	Navin Shah
James Cleverly	Valerie Shawcross
Roger Evans	Richard Tracey
Nicky Gavron	Mike Tuffrey
Darren Johnson	

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

- 1.1 Apologies for absence were received on behalf of Andrew Boff AM, Brian Coleman AM and Len Duvall AM.
- 1.2 The Chair informed the meeting that Harold Sebag-Montefiore, former Member of the Greater London Council and the London County Council, had died on 5 October 2011 and that a letter of condolence would be sent to his family on behalf of the Assembly.
- 1.3 During the course of the meeting, the Chair welcomed to the public gallery teachers and students from Fullwood Primary School in Redbridge.

2. Declarations of Interests (Item 2)

2.1 Resolved:

- (a) That the relevant Assembly Members' membership of Functional Bodies and London Borough Councils, as set out at Item 2 of the agenda, be noted and recorded as personal interests; and**
- (b) That gifts and hospitality received by Members, as set out on the Authority's gifts and hospitality register, be noted.**

3. Question and Answer Sessions: 2012 Olympic Games and Paralympic Games (Item 3)

- 3.1 The Assembly put questions firstly to Lord Coe, Chair of the London Organising Committee for the Olympic and Paralympic Games (LOCOG), and Paul Deighton, Chief Executive, LOCOG in relation to the delivery of the London 2012 Olympic and Paralympic Games.
- 3.2 A transcript of the oral answers provided is attached as **Appendix 1**.
- 3.3 The Assembly then put questions to John Armitt, Chairman of the Olympic Delivery Authority (ODA), Dennis Hone, Chief Executive, ODA, and Mark Evers, Director of Games Transport, Transport for London.
- 3.4 A transcript of the oral answers provided is attached as **Appendix 2**.
- 3.5 **Resolved:**

That the report, by way of background to the question and answer sessions with the Chair and Chief Executive of the London Organising Committee for the Olympic Games and Paralympic Games, the Chairman and Chief Executive of the Olympic Delivery Authority and the Director of Games Transport, Transport for London, be noted.

3.6 The Assembly agreed the following motion, submitted in the name of the Chair:

“That the Assembly notes the answers to the questions asked.”

3.7 At 12.16pm, Members of the Assembly’s Conservative Group left the Chamber, rendering the meeting inquorate. The meeting therefore ended and the remaining business on the agenda was not considered. The Chair stated that she would ensure that the remaining business was re-presented to the Assembly at its next meeting.

4. Close of Meeting

4.1 The meeting closed at 12.16 pm.

Chair

Date

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

Telephone: 020 7983 4421

Email: rebecca.arnold@london.gov.uk

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Subject: Petitions	
Report to: London Assembly (Plenary)	
Report of: Executive Director of Secretariat	Date: 9 November 2011
This report will be considered in public	

1. Summary

- 1.1 This report sets out details of petitions to be presented at this meeting by Assembly Members.

2. Recommendation

- 2.1 **The Assembly is recommended to note the petitions listed at paragraph 4 of the report and to decide whether to refer the petitions, and if so where to, and to seek a response to the points raised.**

3. Background

- 3.1 Standing Orders 3.18 to 3.19 make provision for the presentation of petitions by an Assembly Member at an ordinary meeting of the Assembly.

A petition to be presented must –

(a) Be addressed to the Mayor, the Assembly, a Functional Body (as the case may be);

(b) Clearly indicate the name, address and contact telephone number of the person organising the petition, or where the petition was organised on the internet, its data controller;

(c) Be presented in the form of printed sheets, each of which includes the “prayer” of the petition (the “prayer” is the formal request or other subject matter of the petition) or, if the petition was organised on the internet, clearly demonstrate that internet users who subscribed to the petition knew what the prayer was;

(d) Include each petitioner’s legible name and address, as well as their signatures or, where the petition was organised on the internet, their names and email addresses;

(e) Indicate the total number of manual or electronic signatories to the petition; and

(d) Refer to matters within the responsibilities of the Mayor, the London Assembly or the functional bodies, or to matters of importance to Greater London.

- 3.2 Notice of the intention to present a petition at an Assembly meeting and a copy of the petition must be given to the Executive Director of the Secretariat by no later than 12 noon six clear working days before that meeting.
- 3.3 Under Standing Orders the Member presenting the petition will read out the prayer of the petition (but not the signatories). The Assembly will not debate the petition. If the Assembly agrees without debate, the petition will be forwarded to the Mayor, Functional Body, relevant committee or other organisation with a request for a response to the points made by the petitioner. The response received will be reported to the Assembly for information and forwarded to the petition's organiser. The petition and the response received will be published in the appropriate Assembly Minutes.

4. Petitions to be presented

4.1 Notice of the following petitions has been received:

4.2 One petition, received by **Jennette Arnold AM**, is to be presented to the London Assembly, in accordance with Standing Orders 3.18 to 3.19, saying:

"Price rises of up to 18 per cent for gas and electric will seriously impact on pensioners and vulnerable residents of Islington and London, pushing many deeper into fuel poverty at the same time as the future of winter fuel payments is being cut.

We the undersigned support Islington Pensioners Forum call upon the London Assembly to confront the Government and address the issues and the impact that these increases in charges and cuts in winter fuel payments will have on the most vulnerable in our community."

The petition has 603 signatories.

The contact person for this petition is: John Worker, 71 Kendal House, Priory Green Estate, 50 Collier Street, Islington, N1 9DF.

4.3 A petition, received by **Murad Qureshi AM**, is to be presented to the London Assembly, in accordance with Standing Orders 3.18 to 3.19, saying:

"We the undersigned oppose the plan by Crossrail¹ to take Big Table's² land and buildings and to build an electric sub-station on the site. The plan would involve the demolition of this much loved, iconic landmark and the loss of a rare local manufacturing business."

The petition has 1205 signatures.

The contact person for this petition is: Kim Macrory, Big Table Furniture Co-operative Limited, 56 Great Western Road, London, W9 3BT.

¹ Crossrail is a subsidiary of Transport for London

² Big Table is a business located in Great Western Road, London, W9.

- 4.4 A petition, received by **Caroline Pidgeon AM**, is to be presented to the London Assembly, in accordance with Standing Orders 3.18 to 3.19, saying:

“We, the undersigned, want the rarely used bus stand at Feltham Station to become a designated drop off/pick off point for rail passengers, allowing cars a three minute time period before any parking offence is committed and therefore ask Boris Johnson as Chair of Transport for London to instruct TfL officers to work with the London Borough of Hounslow to enable this to happen.”

The petition has 316 signatures.

The contact person for this petition is: Jin Jhooti, 57 Orchard Avenue, Bedfont, Middlesex, TW14 9RD.

5. Legal Implications

- 5.1 By virtue of sections 59, 34 and 53 of the GLA Act 1999 (as amended), the Assembly has the power to do what is recommended in this report.
- 5.2 Under Standing Order 3.20 the petitions presented to the Assembly, together with the pages containing the names and addresses of the signatories to the petition, are documents to which the access to information rules from sections 100A - H and Schedule 12A of the Local Government Act 1972 apply.
- 5.3 Any applications from Members to see the names and addresses of the signatories to the petition will be considered by the Executive Director of the Secretariat on a case by case basis and in accordance with the relevant provisions of the Local Government Act 1972 and the Data Protection Act 1988, noting that one of the petitions is addressed directly to the London Assembly; although the Executive Director will, in the case of the petition addressed to the London Assembly and when considering any such request, take into account the fact that the Assembly, as the body being petitioned, is the owner of the petition and that each Member is being asked to take a decision as to whether to receive the petition and take action upon its contents.
- 5.4 The Assembly's powers are set out in section 59 of the GLA Act 1999 as amended, and the general functions of the Assembly are to keep under review the exercise by the Mayor of the statutory functions exercisable by him. Therefore any approach to Central Government by the Assembly in response to a petition, must be within the context of the Assembly's existing powers.

6. Financial Implications

- 6.1 There are no financial implications directly arising from this report.

List of appendices to this report: None.

Local Government (Access to Information) Act 1985
List of Background Papers: None.
Contact Officer: Rebecca Arnold, Committee Services Manager
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Subject: Petitions Update

Report to: London Assembly (Plenary)

Report of: Executive Director of Secretariat

Date: 9 November 2011

This report will be considered in public

1. Summary

- 1.1 The Assembly is asked to note the responses received to petitions presented at recent Assembly meetings.

2. Recommendation

- 2.1 **That the Assembly notes the responses received to petitions presented at recent Assembly meetings.**

3. Background

- 3.1 In accordance with the procedure set out in the Authority's Standing Orders, Assembly Members may present petitions to the Assembly concerning any matter within the responsibilities of the Mayor of London, the London Assembly or the Functional Bodies, or otherwise of importance to Londoners.
- 3.2 Any responses received are reported to the Assembly for information.
- 3.3 Set out at **Appendix 1** are the responses received to petitions which were presented at recent Assembly meetings.

4. Issues for Consideration

- 4.1 Appendix 1 lists the date upon which the response was received and includes a short summary of the response given. A copy of the full response is available from Secretariat (contact details at end of report).

5. Legal Implications

- 5.1 By virtue of sections 59, 34 and 53 of the GLA Act 1999 (as amended), the Assembly has the power to do what is recommended in this report.

6. Financial Implications

6.1 There are no direct finance implications arising from this report

List of appendices to this report:

Appendix 1 – Responses received to petitions presented to recent Assembly Meetings

Local Government (Access to Information) Act 1985
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List of Background Papers: Minutes of relevant Assembly meetings
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Contact Officer:	Rebecca Arnold, Committee Services Manager
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Telephone:	020 7983 4421
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Summary of Response Received to a Petitions Presented at a Recent Assembly Meeting

Petitions submitted on 8 June 2011 (Plenary)

1. **Roger Evans AM** presented a petition with the following prayer:

"We the undersigned request consideration to be given to a new bus route from the Civic Centre in Dagenham to Hornchurch Town Centre and return to Dagenham via Tesco at Roneo Corner."

The Mayor sent a written response on 22 July 2011 saying:

"Earlier this year, Transport for London (TfL) considered whether such a link could be provided. This followed a consultation in which the London Borough of Havering suggested that the link be created by a diversion to either of routes 5, 175 or 128, each of which currently operates via Rom Valley Way. I have asked my Deputy Mayor for Transport to review this proposal and respond to you once she has examined TfL's evaluation."

2. **Jennette Arnold AM** presented a petition with the following prayer:

"We, the undersigned, are opposed to any further reduction in the opening hours of ticket offices at Wanstead and Snaresbrook Central line stations, and across the Tube network. We call on Mayor Boris Johnson and Transport for London to cancel the planned cutbacks."

The Mayor sent a written response on 2 August 2011 saying:

"In recent years we have seen an increase in the number of transactions carried out at ticket machines and on-line whilst numbers of transactions at ticket offices have declined. LU therefore revised the opening times of ticket offices in February 2011. Every station that previously had a ticket office has retained one, open at times that reflect the demand (with the exception of Cannon Street which is being redeveloped).

"The changes are driven by the following

- **The significant decline in the numbers of customers using ticket offices, particularly following the success of the Oyster card;**
- **The Tube investment programme and the need to adapt our staffing to reflect the introduction of new technology; and**
- **The need to identify ways to deliver even greater value to tax and fare payers, without compromising the aspects of our service that are essential.**

"At the core of LU's proposals is a commitment to maintaining fully and safely staffed stations at all times of the day and night when services are running. Recent years have seen a major improvement in safety and security on trains and at stations. In addition to the greater presence of LU staff at gate lines and on platforms, the number of police patrolling the Tube network has risen from 450 to more than 700 today. Last year

crime fell eight per cent, with just 13 crimes for every million customer journeys. There are now over 12,000 CCTV cameras on the Tube network, with that figure due to rise to more than 14,000 in years to come, as well as more than 1,500 help points.

“LU has a commitment to keeping ticket offices open at every one of our stations that currently has a ticket office service, but with revised opening times to reflect the decline in demand for tickets offices. Today, only 1 in 20 journeys on the Tube starts with a visit to the ticket office and some 80% of journeys are made using an Pyster card.

“In addition, there is a growing use of internet sales and automatic top-ups. On stations, there is a now much greater provision of self-service ticket machines and a network of 4,000 ticket stops at shops and retail outlets across the Capital.

“Therefore, we have an opportunity to deploy staff to areas of stations where they can provide greater assistance – on platforms, ticket halls and gate lines; rather than behind a glass screen in a very lightly used office.

“The number of staff on duty at any particular time of day will depend on numbers of people using the stations, and the characteristics/complexity of the station itself. Many stations are also governed by regulations that specify minimum numbers of staff required for the station to remain open. These will continue to apply.”

3. **Steve O’Connell AM** presented two petitions, which were related to the same issue, with the following prayers:

“We, the undersigned, are concerned about the lack of a proper, safe crossing for pedestrians across the busy A22 Godstone Road between Kenley (Norfolk Parade, CR8 5AA) and Riddlesdown Common. We call upon the Mayor of London, Transport for London and Croydon Council to provide a safe crossing solution for our community.”

“We, the undersigned, pupils at Riddlesdown Collegiate, are concerned about the lack of a proper, safe crossing for pedestrians across the busy A22 Godstone Road between Kenley (Norfolk Parade, CR8 5AA) and Riddlesdown Common. We call upon the Mayor of London, Transport for London and Croydon Council to provide a safe crossing solution for our community.”

The Mayor sent a written response on 21 September 2011 saying:

“I know that Transport for London (TfL) attended a site visit with you to the Kenley area late in 2010. This gave residents an opportunity to make clear the difficulties they face in crossing this part of the A22 and for TfL to explain what proposals were possible to resolve these difficulties. You might recall that there are a number of constraints which make provision of a crossing difficult, including the very limited footway space at the area where residents wish the crossing to be installed and the nearby turning into Hayes Lane. Much of the land in the areas in the ownership of the City of London Corporation, whose agreement TfL must seek before a crossing scheme could be delivered.

“In view of these difficulties, TfL suggested a number of short-term measures to address residents’ concerns, including the provision of additional signage to better highlight pedestrians to vehicles. I know that TfL wrote to you in April 2011 to confirm where the additional signage would be provided. TfL has continued to progress these short-term measures since April and provision of the additional signage is imminent.

“TfL has included in its 2011/12 programme of work a study to look at the crossing facilities in the area noted in the petitions. TfL has completed a brief to inform the scope of the study, and the study itself will commence shortly. It will identify what can be done to improve the existing pedestrian crossing and determine potential options to take forward. I know that this is a significant issue for you and I have asked TfL to continue to keep you informed with their progress.”

4. **Val Shawcross AM** presented a petition with the following prayer:

“Please sign this petition if you would like an electronic information board to be installed at the 417 and 432 bus stops”.

The Mayor sent a written response on 21 September 2011 saying:

“Transport for London is due to begin a rollout of a replacement Countdown facility this autumn putting approximately 2,500 signs across London. These signs will be allocated to the sites that currently have a Countdown sign and to those sites where there is most value to passengers.

“Unfortunately, none of the stops near to the Norwood School served by routes 417 and 432 have been allocated a Countdown sign because there are lots of other stops where provision of a sign will be of more benefit to many more people.

“However, Countdown information will be available for all stops through the internet, mobile internet and SMS (text message), and this service will be launched in the autumn. This will provide the same information as the bus stop Countdown signs but on your own personal device – your mobile phone.

“There is also the option for external parties, in this case perhaps the borough, to purchase Countdown signs and augment the planned rollout. Should there be an interest in purchasing a Countdown sign, a representative of the borough can contact the TfL Countdown team at Countdown@tfl.gov.uk for further information.

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Subject: Request for use of Section 60 (1) Powers – Economy, Culture and Sport Committee

Report to: London Assembly (Plenary)

Report of: Executive Director of Secretariat

Date: 9 November 2011

This report will be considered in public

1. Summary

1.1 This report requests that the Assembly uses its powers under Section 60 (1) of the GLA Act.

2. Recommendation

2.1 **That the Assembly agrees to the request of the Economy, Culture and Sport Committee to use its powers under Section 60 (1) of the Greater London Authority Act to request that the Mayor responds to recommendations 2, 3 and 8 of the Committee's report, *Review into the employment and skills opportunities of the 2012 Games-time period* and to all of the recommendations in the Committee's report *The administration of Visit London*.**

3. Background

Review into the employment and skills opportunities of the 2012 Games-time period

3.1 At its meeting of 9 December 2010, the Economic Development, Culture, Sport and Tourism Committee (the former name of the Economy, Culture and Sport Committee) began an investigation into employment and skills opportunities of the 2012 Games-time period.¹ The terms of reference of the investigation were to answer the following questions:

- What employment and skills opportunities will be available during the staging of the 2012 Olympic and Paralympic Games?
- How effectively are stakeholders ensuring that these opportunities are accessible to the long-term unemployed and those with no or low skills levels?
- What lessons can be learned from the construction of the Olympic site and the staging of other major events in recruiting the long-term unemployed and those with no or low skills levels?

¹ <http://www.london.gov.uk/moderngov/mgConvert2PDF.aspx?ID=1905>

- How will the skills and employment opportunities available during the Games period contribute to the long-term ambitions for a sustainable skills and employment legacy?

3.2 The report, *Review into the employment and skills opportunities of the 2012 Games-time period*, is attached as **Appendix 1** to this report for Members only. This document is available on the website from the link at: <http://www.london.gov.uk/publication/review-employment-and-skills-opportunities-2012-games-time-period>

3.3 The report makes the following recommendations

Recommendation 1

Jobcentre Plus should promote to employment providers in London the measures available to streamline the process for job seekers returning to benefits following a period of short employment. These include a rapid reclaim service. In its response to this report by October 2011, Jobcentre Plus should update the Committee on how a rapid reclaim service can be tailored to the specific needs of long-term Londoners who may wish to apply for Games-time roles.

Recommendation 2

In their responses to this report by October 2011, the Host Borough Unit and the Mayor should update the Committee about the outcome of their discussions regarding the funding levels and flexibility of the GLA Olympic and Paralympic skills and employment programmes.

Recommendation 3

The Mayor, the Host Boroughs and LOCOG must urgently meet the six London Prime Contractors and seek their commitment to supporting LOCOG's employment targets and filling Games-time roles with their clients. The Mayor must highlight the concerns of the voluntary and community sector as part of these discussions, as well as promoting the existing employment support networks which Prime Contracts should be linked into. The Mayor should report back to this Committee by October 2011 on the outcome of these discussions.

Recommendation 4

In its response to this report by October 2011, LOCOG should set out how it proposes to support and constructively challenge its contractors to recruit local people and long-term unemployed Londoners.

Recommendation 5

LOCOG should take steps to improve the quality and level of its engagement with the voluntary and community sector in east London. It should develop a more direct and streamlined system for working with the London voluntary and community sector. This should include the provision of information on the expected vacancies during Games time, including volume per industry, job specifications and any skills gaps that have been identified. We will revisit this issue in October 2011 to assess what has changed and ask LOCOG to set out what it proposes to do in response to this report.

Recommendation 6

When monitoring the residency of its workforce LOCOG should include a question asking for information about the length of duration of residency within the borough they currently reside. LOCOG should ensure its contractors collate similar information. The Host Borough Unit should update the Committee about the outcome of its discussions with LOCOG on this issue by October 2011.

Recommendation 7

We recommend that LOCOG should set itself targets to recruit at least seven and 12 percent of its total workforce via the various welfare-to-work schemes providers.

Recommendation 8

By January 2012 LOCOG and the Mayor should report to the Committee the number of Personal Best graduates who have been recruited to the volunteer workforce. In its response to this report by October 2011, LOCOG and the Mayor should set out what lessons it has learned from the recruitment of Personal Best graduates that might be applied to the recruitment of paid positions.

- 3.4 The Mayor is therefore asked to respond to Recommendations 2, 3 and 8.

The administration of Visit London

- 3.5 At its meeting on 24 May 2011, the Economy, Culture and Sport Committee held a discussion with invited guests about the events leading up to Visit London's move into administration and the impact of this administration on the company's creditors and members of its pension scheme. Prior to the meeting the Committee had requested copies of relevant correspondence and sought submissions from the Mayor, the London Development Agency and trustees of the British Tourist Board's Staff Pension and Life Assurance Scheme.
- 3.6 The Committee examined the written evidence and views expressed at the meeting on 24 May with a view to identifying any lessons to be learned for the future from the decisions made, and the way these decisions were made and implemented.
- 3.7 The Committee's report, *The administration of Visit London* is attached as **Appendix 2** (for Members only). It is also available at <http://www.london.gov.uk/publication/administration-visit-london>
- 3.8 The report makes the following recommendations:

Recommendation 1

We recommend that when the GLA is involved in the transfer of functions and staff between other bodies, a targeted and proportionate assessment of the pension implications should form part of the Mayoral decision process. The Mayoral Decision form should record the details of this assessment including what the risks are to pension rights and how these would be managed under different scenarios. Where there is a due diligence process to consider options to inform a Mayoral decision, there should be an auditable record of the outcome.

Recommendation 2

We recommend that in his response to this report, the Mayor set out what processes he plans to put in place to ensure that in future such negotiations: there is appropriate scenario planning; there are mechanisms to challenge assumptions and respond to changes; and that the undertaking of complex negotiations is carried out as far as possible in face-to-face meetings rather than mainly through correspondence. We further recommend that, when private companies are set up in the future, there is a clear separation between the roles of protecting the interests of the GLA and responsibility for setting up the new company.

Recommendation 3

We recommend that the Mayor ensure that the governance arrangements and grant agreement with London and Partners be re-examined. The aim of this should be to ensure that there are appropriate checks and balances to protect the interests of the GLA while allowing London and Partners

sufficient freedom to operate efficiently and effectively. We ask that the Mayor report back on this process and any proposed changes to the arrangements by the end of October 2011.

Recommendation 4

We recommend that London and Partners, and any other companies or external bodies set up and funded by the Mayor from GLA resources, sign the GLA Group Corporate Governance Framework and that the requirements for transparency and accountability for decision making apply. We ask the Mayor to respond to this and the other recommendations in this report by the end of October 2011.

- 3.9 The Mayor is asked to respond to all recommendations in the report.
- 3.10 At its meeting of 13 September 2011, the Economy, Culture and Sport Committee agreed to recommend to the Assembly that it uses its powers under section 60(1) of the Greater London Authority Act to request a response to both reports from the Mayor.

4. Issues for Consideration

- 4.1 Each time an Assembly Committee completes a review or investigation, relevant proposals are sent to all witnesses at whom they are aimed, and responses invited. The Mayor does not always provide a formal response to Committee recommendations and this makes it difficult to establish the impact of the Assembly's work on the Mayor's policies and decisions. With this in mind, the Economy, Culture and Sport Committee would like to ask the Assembly to use its powers under s.60 (1) of the GLA Act.

5. Legal Implications

- 5.1 Under Section 60 (1) of the Greater London Authority Act, the Assembly may submit proposals to the Mayor and require a response from him under Section 45(2)(c). Section 45(2)(c) of the GLA Act requires the Mayor to include a response to the proposals submitted under Section 60(1) in his written reports to the Assembly.

6. Financial Implications

- 6.1 There are no financial implications arising directly from this report.

List of appendices to this report:

Appendix 1 - *Review into the employment and skills opportunities of the 2012 Games-time period*

Appendix 2 - *The administration of Visit London*

Local Government (Access to Information) Act 1985
List of Background Papers: None
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Review into the employment and skills opportunities of the 2012 Games-time period

July 2011

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Len Duvall	Labour, Deputy Chair
John Biggs	Labour
Andrew Boff	Conservative
Tony Arbour	Conservative
Victoria Borwick	Conservative

Terms of reference of the Committee

1. To examine and report from time to time on –
 - matters of importance to Greater London as they relate to economic development/wealth creation, social development, culture, sport and tourism in London.
 - the strategies, policies and actions of the Mayor, the London Development Agency, and the other Functional Bodies where appropriate.
2. To examine and report to the Assembly from time to time on the Mayor's Economic Development Strategy and Culture Strategy, particularly their implementation and revision.
3. To take into account in its deliberations the cross cutting themes of: the health of persons in Greater London; the achievement of sustainable development in the United Kingdom; and the promotion of opportunity.
4. To respond on behalf of the Assembly to consultations and similar processes when within its terms of reference.
5. To be the lead Committee for monitoring and reporting on the London 2012 Olympic Games on behalf of the London Assembly.

Committee contacts

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Deputy Chair's Foreword

Back in 2005 when the Games bid was made a number of ambitious aims were expressed by the signatories. This included a vision to regenerate the communities neighbouring the proposed Olympic Park in east London.

However, whilst east London is internationally known for its vibrant communities and cultural identity its levels of employment and skills continue to lag behind the rest of the capital. Improving the employment and skills levels of the local population was highlighted as one way the Games could contribute to the regeneration of some of the most deprived areas of London.

Since the time of the bid, the Mayor, the Host Boroughs and LOCOG have all reaffirmed their commitment to improving the skills and employment opportunities available to the population, including through the staging of the Games.

The Committee believes the Games-time period could provide a number of opportunities for the local population, particularly the long-term unemployed. These should not be missed.

There are potentially up to 200,000 paid and voluntary positions available. Although many of these will be entry level positions of short duration, they could represent an important stepping stone into sustainable employment for Londoners who have otherwise been left out of London's economic success.

The Committee wants to ensure that the Games-time opportunities are available to Londoners with few or no skills and those who are long-term unemployed. Steps are clearly being taken to help people make the most of the opportunities that the Games will bring. Nevertheless, our investigation has shown that the risk that these opportunities will remain beyond the reach of those who could most benefit from them has increased.

This report aims to assist those responsible for delivering the Games to achieve their ambitious legacy goals and respond to the problems we have identified.

Len Duvall OBE AM

Deputy Chair of the Economy, Culture and Sport Committee



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Executive Summary

Staging the 2012 Olympic and Paralympic Games (the Games) presents London with an important employment and skills opportunity. The 12 week period of the Olympic and Paralympic Games will create a large number of temporary jobs and volunteering opportunities. These have the potential to be an important pathway into longer-term employment for Londoners who have been out of the labour market for a long time. The Games-time period could therefore make a useful contribution to the longer-term regeneration of east London.

This report sets out the Economy, Culture and Sport Committee's findings arising from its investigation into the opportunities arising from the Games-time period: from July to September 2012. We have investigated how accessible these opportunities will be to those the Games were intended to help: long-term unemployed Londoners and those with few or no skills. This report sets out our findings.

A fundamental promise of London's bid to host the Games was to contribute to the regeneration of the local east London community hosting them. This promise includes ambitious aims for a skills and employment legacy from the Games. Our aim in this report is to help those planning the Games to create that legacy. At its peak, the London Organising Committee of the Olympic and Paralympic Games (LOCOG) expects that its Games-time workforce will be close to 200,000 people. 6,000 paid, full-time and temporary employees will be directly employed by LOCOG; up to 70,000 volunteers recruited by LOGOC; and around 100,000 contractors will be employed by third-party organisations. The main employment sectors will be in catering, cleaning, waste and security, as well as more general media, hospitality, tourism, sports and leisure opportunities. Most will be short-term roles requiring entry-level skills.

The Committee has found there are a number of hurdles which may limit how accessible the Games-time roles will be to long-term unemployed Londoners and those with no or few skills. These hurdles include:

- changes in the labour market and the effects of the recession;
- barriers faced by the long-term unemployed including the benefits system;
- public-sector funding in a climate of budget cuts; and
- the introduction of the Work Programme in London.

The Committee has concluded that more must be done to lower or remove these hurdles in the following ways:

- Jobcentre Plus should promote existing mechanisms within the benefits system, such as the rapid reclaim service, which can help overcome the disincentives to taking on short-term roles inherent in the benefit system;
- The GLA Olympic and Paralympic skills and employment programmes need to be sufficiently flexible to meet the needs of long-term unemployed Londoners. The criteria and payment systems currently applied to the programmes need to be re-examined by the Mayor;
- The Mayor has a key role in lobbying central government to ensure the Work Programme in London does not adversely affect unemployed Londoners' chances of getting a Games-time job;
- LOCOG should improve its engagement with the voluntary and community sector;
- LOCOG and its contractors currently collate information about the residency of their workforce. In addition, they should collate information about the length of residency of their workforce. They should also set themselves more specific targets in relation to employing long-term unemployed Londoners; and
- LOCOG, its contractors and those providing support to London's long-term unemployed should assess and apply lessons learned from the recruitment of Personal Best graduates to the paid opportunities yet to be filled.

In this report we make a number of recommendations to the Mayor and the GLA, the Host Boroughs, LOCOG and Jobcentre Plus, based on the conclusions listed above.

The challenge of getting long-term unemployed people into the paid and voluntary opportunities during the 2012 Games was always going to be a tough one. The downturn in the economy, funding cuts and the introduction of the Work Programme have all increased the risk that Games-time opportunities will not reach those who would benefit most. The Mayor, the Host Boroughs, Jobcentre Plus and LOCOG need to recognise the problems outlined in this report, and act on our recommendations, if London's communities are to benefit from the employment opportunities generated during Games-time.

Introduction

In order to stage the 2012 Olympic and Paralympic Games, up to 200,000 paid and voluntary opportunities will be created, the majority of which will be temporary. The organisations responsible for delivering the Games have committed to ensuring that these opportunities will be accessible to long-term unemployed Londoners and those with few or no skills. Stakeholders are under pressure to deliver a high quality Games, as well as a range of legacy commitments.

Over the next six months, the system of skills and employment support will be in a state of flux.

Meanwhile, over the next six months the system of skills and employment support will be in a state of flux. A number of changes will be introduced at a national and local level, including major changes to existing organisations and funding arrangements. Responsibility will be transferred from the London Development Agency (LDA) to the GLA for co-ordinating partners and managing specific 2012 skills and employment schemes. The Work Programme will be introduced, and new Prime Contractors will be given caseload responsibility for those who form part of LOCOG's target group.¹ At the same time, funding cuts in boroughs may limit the effectiveness of the programmes they have introduced. The Host Boroughs have been prime movers in promoting a skills and employment legacy and ensuring it remains integral to all aspects of the Games.

Recruitment for the Games will be at its most intense during the very period when these changes are taking effect.

Setting the employment and skills legacy in context

There are, broadly, three stages from the winning of the bid to the continuing regeneration of east London following the Games which have the potential to contribute to a skills and employment legacy. First, the preparation of the site and construction of the venues, led by the London Development Agency (LDA) and the Olympic Delivery Authority (ODA), has created jobs and training opportunities, particularly in construction. Secondly, staging the Games themselves will create a large number of temporary paid and voluntary positions with the potential to give new opportunities. Finally, the legacy use of

¹ The Department for Works and Pensions is implementing a new system of delivering employment support services called the Work Programme. This will be rolled out in July 2011. Under the Work Programme, the DWP is commissioning Prime Contractors to deliver employment services. The Prime Contractor does not have to deliver services themselves but will have a contract management role to drive performance through its supply chain.

the venues and the area around them are expected to provide long-term jobs in various sectors.

London Assembly approach to examining the skills and employment legacy of the Games

This report sets out the Committee's findings arising from its investigation into the opportunities arising from the second stage, the Games time period: from July to September 2012. The Committee has examined how these opportunities might contribute to the long-term ambition for a skills and employment legacy by giving valuable work experience and skills to those most at risk of long-term unemployment.

The Committee has previously investigated the skills and employment opportunities associated with the construction of the Games' site and published a report in March 2007.² Following that report, the Committee has received regular updates from the LDA on the progress made against various targets. Our September 2010 report, *Legacy United*, considered progress on skills and employment to date and highlighted issues we sought to be considered as final decisions on the venues are made.³ The Committee may, at a later date, examine the potential for a long-term skills and employment legacy in the light of final decisions by the Olympic Park Legacy Company (OPLC) on the future of the Olympic Stadium and media centre.

How did we carry out this investigation?

Following the launch of the investigation in December 2010, we wrote to stakeholders seeking their written views. In February and March 2011, we held two public meetings and conducted a site visit to Workplace Newham, a local job brokerage scheme working to fill Games-time vacancies. In addition, officers held a series of informal meetings with stakeholders throughout the investigation. Further details of those who contributed to the investigation are set out in Appendix 3.

² Economic Development Culture Sport and Tourism Committee, *London Olympic Games and Paralympic Games: The employment and skills legacy*, March 2007: <http://legacy.london.gov.uk/assembly/reports/econsd/games-skills-legacy.pdf>

³ Economic Development, Culture, Sport and Tourism Committee, *Legacy United?*, September 2010 at: <http://www.london.gov.uk/who-runs-london/the-london-assembly/publications/2012-games/venue-legacy>

Section 1: What are the Games-time opportunities and why are they important for legacy?

The staging of the Games presents London with an important employment and skills opportunity. From July to September 2012, a large number of temporary entry-level jobs and voluntary positions will create the potential to give valuable experience to long-term unemployed Londoners and those with few or no skills.

This section sets out further details of:

- what legacy commitments have been made;
- the scale of the challenge;
- what the Games-time opportunities are and why they are important for legacy; and
- who is responsible for delivering them.

A fundamental promise of London's Games bid was to regenerate the local east London community hosting them.

What legacy commitments have stakeholders made?

A fundamental promise of London's Games bid was to regenerate the local east London community hosting them.⁴ This promise included ambitious aims for a skills and employment legacy. All three periods of the Games - construction of the venues, staging the Games, and post-Games use of the venues - were to contribute to this legacy.

Wider aims include the five Host Boroughs' Strategic Regeneration Framework (SRF)⁵ which seeks to bring the Host Boroughs' skills and employment levels into line with the rest of London. Additionally, the London Employment and Skills Taskforce (LEST)⁶ set long-term employment and skills targets:

⁴ Candidate file, Volume 1, Theme 1: Concept and legacy, page 19:
<http://www.london2012.com/documents/candidate-files/theme-1-olympic-games-concept-and-legacy.pdf>

⁵ Published in November 2009, the Strategic Regeneration Framework (SRF) outlines the Host Boroughs' vision for an Olympic Legacy. This vision is that within 20 years, the communities who host the 2012 Olympic and Paralympic Games will enjoy the same social and economic chances as their neighbours across London. This is often called the principle of convergence. Achieving this will mean a pace of change that, in many cases, is two to three times the average London improvement rate.

⁶ The LEST consists of around 20 public and private organisations including the LDA. The LEST aims to improve processes between the public sector and employers. It traces an individual's journey to work, working back from the final destination of employment, through a series of work placements and train-to-work initiatives, to the initial phase of engagement and communication.

- a reduction of 70,000 in the number of workless people in London, of which 55,000 will be as a result of increased job opportunities and 15,000 will result from changes in recruitment practices;⁷
- narrowing the gap in employment rates by between 1 and 5 percent point by 2015, resulting in 120,000 more people being in employment;⁸ and
- an extra 100,000 training places, of which a quarter are expected to be taken up by residents of the five Host Boroughs.⁹

The Games-time opportunities can contribute to these longer-term aims.

The Games-time opportunities can contribute to these longer-term aims. LOCOG has told the Committee it aims to use the Games to inspire change, reduce worklessness, increase job opportunities and develop skills.¹⁰ LOCOG's skills and employment strategy, released in September 2010,¹¹ sets out two key targets:

- between 15 and 20 percent of its total workforce to be from the Host Boroughs; and
- between seven and 12 percent of its total workforce to be previously workless people.

Scale of the challenge

Together, the original¹² five Host Boroughs account for the greatest cluster of deprivation in England and Wales. The following statistics reveal the area's disadvantage compared to the rest of London.¹³

- 62.7 percent of the population are employed in the Host Boroughs compared with 68 percent in London.

⁷ <http://legacy.london.gov.uk/assembly/reports/econsd/games-skills-legacy.pdf>, p 7.

⁸ Strategic Regeneration Framework, October 2009: <http://www.walthamforest.gov.uk/strategic-regeneration-framework-report-2.pdf>, p 29.

⁹ <http://legacy.london.gov.uk/assembly/reports/econsd/games-skills-legacy.pdf>, p 9.

¹⁰ Written submission, LOCOG, 4 February 2011.

¹¹ LOCOG, Employment and Skills Strategy: <http://www.london2012.com/documents/locog-hr/2012-employmentskills-2-web1-2-.pdf>

¹² The original five Host Boroughs of Tower Hamlets, Hackney, Greenwich, Newham and Waltham Forest have recently been joined by Barking and Dagenham.

¹³ These statistics are drawn from the Strategic Regeneration Framework, October 2009: <http://www.walthamforest.gov.uk/strategic-regeneration-framework-report-2.pdf>, p 11. Annual Population Survey, ONS from:

<http://www.cesi.org.uk/Resources/CESI/Documents/Research/atlas.html>

- 16.9 percent of adults in the Host Boroughs have no qualifications, compared to 11.8 percent in London.
- 33.5 percent of adults in the Host Boroughs have National Vocational Qualification Level Four (NVQ4) qualifications (equivalent to degree level and above) compared to 39.7 percent in London.

The benefits to the local and London economy of reducing east London's levels of unemployment to the London average were set out to the Committee by Roger Taylor, Director of the Host Borough Unit.

“Our modelling of the inner east London economy over the next 20 years makes it clear that if we are successful in reducing levels of unemployment to where we are in the London average...then the likely positive contribution to the Exchequer is somewhere around £4.5 billion a year... That is just about switching from an excessive dependence on benefits into a significant increase in tax revenues.”
 – Roger Taylor, Director, Host Borough Unit¹⁴

What are the Games-time opportunities and why are they important to achieving a legacy?

At its peak, LOCOG expects that its Games-time workforce will be close to 200,000 people. This will comprise 6,000 paid full-time and temporary employees directly employed by LOCOG, up to 70,000 volunteers, and around 100,000 contractors employed by third-party organisations. LOCOG has told the Committee it is expecting contractors to use a large percentage of their established workforce, so that, out of the 100,000 LOCOG contract positions, 30-40,000 will be actual new vacancies.

Overall, contracts worth £700 million will be awarded across a number of sectors. Most of the contracts for these positions will be in place by the end of 2011. The jobs that will be created during Games time are mainly in catering, cleaning, waste and security, as well as more general media, hospitality, tourism, sports and leisure opportunities.¹⁵ These sectors have been identified as key growth areas for London's economy and the capital's future economic growth.¹⁶

At its peak, LOCOG expects that its Games-time workforce will be close to 200,000 people.

¹⁴ Transcript of EDCST Committee meeting, 15 February 2011, p 28.

¹⁵ Employment, Skills and Other Socio-Economic Benefits from the 2012 Olympic and Paralympic Games, LDA Update Report, July 2010.

¹⁶ Written submission from Mayor of London, February 2011.

Most jobs will be short-term roles, requiring entry-level skills; as such, they could provide long-term unemployed people with the opportunities to acquire new skills and boost CVs. This type of experience can be a crucial step for long-term unemployed Londoners and can lead to long-term sustainable employment.

“We think – and absolutely I think the providers will think – that temporary opportunities and short-term work are a step towards the ultimate goal of sustained employment” – Graham Houghton, District Manager City and East London, Jobcentre Plus¹⁷

“...temporary opportunities and short-term work are a step towards the ultimate goal of sustained employment”

Who is responsible for delivering the Games-time targets?

The Games have been a catalyst in bringing together a range of organisations to deliver employment services. We have been told that relationships between these organisations are strong. Such a network can create unclear lines of responsibility. LOCOG and Neale Coleman, Director of London 2012 Coordination, firmly told the Committee that delivering the Games and the targets around employment and skills outcomes is a collective effort, and any responsibility for failure will be shared.¹⁸ However, there is a risk that shared responsibility can mean no-one taking responsibility. This report therefore sets out what the Committee considers to be the responsibilities of each party. A summary can be found in Appendix 2.

A number of changes are taking place that will affect this network of stakeholders. Roles of individual organisations will change, and relationships between them will alter. The LDA is soon to be abolished. The LDA has had a key co-ordinating and funding role. Responsibility for managing regional funding for Olympic-related skills and employment programmes will shift to the GLA, and a small amount of resource will be integrated into the GLA as part of the GLA 2012 Team. In addition, the Work Programme will be introduced in July 2011. This will alter the relationships between Jobcentre Plus, the voluntary sector, and borough job brokerage schemes, and change the way they are funded. By the time of the Games, the systems in place to get people into work will be very different. These changes are discussed further in this report.

¹⁷ Transcript of EDCST Committee meeting, 24 March 2011, p 19.

¹⁸ Transcript of EDCST Committee meeting, 24 March 2011, p 6.

Section 2: What are the hurdles?

A number of hurdles may limit the accessibility of Games-time roles to long-term unemployed Londoners and those with no or few skills. This section looks specifically at:

- changes in the labour market and the effects of the recession;
- barriers faced by long-term unemployed;
- public sector funding in a climate of budget cuts; and
- the introduction of the Work Programme in London.

Changes in the labour market and the effects of the recession

Since the bid commitments and the awarding of the Games to London, the economic landscape has changed. The increase in the unemployment rate in London, as well as in the rest of the country, means that the pool of available labour in London to fill Games-time roles has increased. In addition, students on their summer break, and those already registered with LOCOG's contractors, will be competing for these roles.

The Mayor has recently indicated that, at a time of recession and rising unemployment across the country, the LEST target of reducing worklessness by 70,000 will be a very challenging one to meet.¹⁹ Nevertheless, in his written response to the Committee, he maintains his commitment to ensuring that Games-time opportunities create employment pathways for those furthest from the labour market.²⁰

Barriers faced by long-term unemployed

In order to be job-ready, many long-term unemployed people need intensive and tailored support to overcome complex multiple barriers. People may lack skills: either specific skills for a particular job, or basic life skills such as time-keeping.²¹ They may have been out of work for a long time; facing housing uncertainty, difficult family circumstances or financial pressures. Some of these issues arise in the experiences highlighted by the case study below.

To be job-ready, many long-term unemployed people need intensive and tailored support to overcome complex multiple barriers.

¹⁹ Written submission from Mayor of London, February 2011.

²⁰ Written submission from Mayor of London, February 2011.

²¹ Transcript of EDCST Committee meeting, 15 February 2011.

Case study – Mr C²²

In 2008, as a result of the economic downturn, Mr C was made redundant from his post as a waiter. He has relied on casual work as and when he could find it for three years. He came to the Bromley by Bow Centre with no CV, no email account and no idea how to apply for jobs online. Since coming to the Centre, he has begun searching intently for permanent work and has developed basic IT skills in order to apply for jobs.

Mr C is currently claiming jobseekers allowance and also receives help for his family through payment of council tax and housing benefit. Although some short time roles have been identified, he is reluctant to consider them. If Mr C were to go into temporary work, he would need to apply for in-work benefits to supplement his income. Once the temporary post came to an end he would need to make new claims for Jobseekers Allowance, council tax benefit and housing benefit. This process would be complicated, time consuming and risks leaving him without sufficient funds to live on while the various claims are being assessed.

He is now focussed on transferring his skills within retail or other customer facing roles. Although Mr C is enthusiastic about finding work his IT skills still need developing along with his ability to sell himself in application forms. Mr C would do well in an interview but getting an interview is proving difficult due to his limited IT skills and poor written English.

The longer it takes for Mr C to find work the harder it will be for employers to value his work skills and the longer the gap on his CV will be. Mr C is already beginning to doubt his own ability in the world of work.

²² This case study has been provided by the Bromley by Bow centre. Personal details have been removed.

The bureaucracy of the benefit system can disincentivise recipients taking on short-term roles.

As this case study shows, people may have limited economic incentives to take on short-term roles such as those available during Games time. The bureaucracy of the benefit system can disincentivise recipients taking on short-term roles. People can face delays in processing the large number of benefits that they may be entitled to once short-term roles come to an end. As a result, people can be worse off economically than if they stayed on benefits.

In response to concerns raised by the Committee, Jobcentre Plus indicated that its standard rapid reclaim service, will be available to people taking up Games-time roles. The aim of this service is to avoid delays in processing benefit claims when returning to benefits after a short period of employment. It is available to anyone who has worked for less than 26 weeks.

However, the Committee has heard from voluntary and community sector groups that currently this system does not always prevent delays from occurring.²³ The Committee is unconvinced that such a broad commitment will allay the fears of long-term unemployed Londoners who are considering applying for these short-term roles. Jobcentre Plus must establish a rapid reclaim service, tailored to the specific needs of long-term Londoners, to service Games-time roles.

The Committee was told that the introduction of Universal Credit will go some way to alleviating some of the bureaucratic delays that benefit recipients encounter when they take on short-term roles. The Games-time period would therefore have been an ideal period to operate a pilot programme in London for the Universal Credit. However, we understand that it is unlikely that the Department for Work and Pensions (DWP) will have the technical systems in place to deliver Universal Credit as a pilot programme in London in time for the Games.

Jobcentre Plus must do more to ensure delays in the benefits system do not discourage people on benefits from taking on short-term Games-time roles. A possible measure highlighted by the Committee includes a tailored rapid reclaim service.

²³ Summary of phone conversation with Jonny Boux, Community Links – 3 March 2011, available online at: <http://www.london.gov.uk/who-runs-london/the-london-assembly/publications/2012-games>

Recommendation 1

Jobcentre Plus should promote to employment providers in London the measures available to streamline the process for job seekers returning to benefits following a period of short employment. These include a rapid reclaim service. In its response to this report by October 2011, Jobcentre Plus should update the Committee on how a rapid reclaim service can be tailored to the specific needs of long-term Londoners who may wish to apply for Games-time roles.

Public sector funding in a climate of budget cuts

Local funding and employment support

Significant public sector support is needed to ensure that the local workforce is job-ready and willing to take up Games-time opportunities.

“Given the scale and challenge of the task, [LOCOG] will need considerable support to achieve both their Games-time requirements, and maximise the socio-economic opportunities for London” – LOCOG, written response²⁴

During the construction of the site, this support has mainly come via local labour schemes. The Host Boroughs have put their “eggs in the brokerage basket”²⁵ and have established job brokerage schemes to complement the work of Jobcentre Plus and employment providers.

As part of this investigation the Committee undertook a site visit to Newham’s job brokerage service, Workplace Newham. Despite some examples of good practice, the Committee did hear during the course of this investigation that the funding available for job brokerage schemes varies across London and within the Host Boroughs, in part because of variations in the level of Section 106 support that boroughs can bring in and local prioritisation of the issue of worklessness.²⁶

The Host Boroughs have put their “eggs in the brokerage basket”

²⁴ Written submission, LOCOG, February 2011.

²⁵ Transcript of EDCST Committee meeting, 24 March 2011, p 16.

²⁶ Transcript of EDCST Committee meeting, 24 March 2011, pp 13-14.

the Host
Boroughs expect
that the job
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the post-Games
period

During Games time, the job brokerage schemes will be responsible for communicating employment opportunities to their populations, signposting any pre-employment training available and putting applicants forward to LOCOG or its contractors.²⁷

In the current climate of public sector funding cuts, the Host Boroughs expect that the job brokerage schemes they have established will be at risk in the post-Games period.²⁸ Additionally, Jobcentre Plus is facing job cuts of 26 percent over the next four years and will be shifting much of the support it provides to the internet.²⁹

“the general reductions in public expenditure mean that although we have set up what we think is a pretty slick piece of infrastructure for local employment and jobs brokerage, it is very much under threat at the moment from the simple change in the way in which resources are being allocated” – Roger Taylor, Director, Olympic Host Boroughs Unit³⁰

Beyond the period of the Games itself, the main opportunity for achieving a lasting skills and employment legacy will come from the use of the Olympic Park and the area around it. Exit support for those who have worked on the Games should be offered by Jobcentre Plus, borough job brokerage schemes and Work Programme providers, to help turn these short-term opportunities into long-term sustainable ones.

Regional funding

Under the GLA economic development settlement, announced in March 2011, the GLA will receive £14 million for Olympic specific skills and employment programmes to give people the skills needed to get a job during the Games. This represents £1 million less than was originally expected.³¹

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Olympic specific
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employment
programmes

The Committee welcomes the GLA economic development settlement, announced in March 2011, which will allay some of the Host Boroughs’ concerns about one of the sources of funding for their job brokerage schemes. At the time of publishing this report, the Host

²⁷ Transcript of EDCST Committee meeting, 24 March 2011, p 9.

²⁸ Transcript of EDCST Committee meeting, 24 March 2011, p 16.

²⁹ Transcript of EDCST Committee meeting, 24 March 2011, p 15.

³⁰ Transcript of EDCST Committee meeting, 15 February 2011, p 4.

³¹ Transcript of EDCST Committee meeting, 24 March 2011, pp 12-13.

Borough Unit and the GLA had informed the Committee that they have begun discussions on the adequacy of the economic development settlement and general level of funding for employment services in London. The Committee will expect an update on the outcome of these discussions.

The Host Boroughs and voluntary organisations remain concerned about the rigidity of the eligibility criteria of participants and required outcomes of the £14 million GLA skills and employment programmes. Referring to the changes in LDA funding under the current Mayoral administration, the ODA noted that:

“Recent moves towards narrow eligibility criteria, and payment upon sustained job outcomes of 52 weeks restricts the supply of suitable candidates into the brokerage system and makes no accommodation for the often short-term and peripatetic nature of construction, especially at the entry level” – ODA, written response³²

Neale Coleman, Director of London 2012 Coordination at the GLA, conceded that the criteria and payment systems applied to the LDA/GLA programmes has limited boroughs’ ability to develop innovative programmes.³³

The criteria and payment systems currently applied to the GLA Olympic and Paralympic skills and employment programmes need to be sufficiently flexible to meet the needs of long-term unemployed Londoners. The Committee welcomes the fact that the GLA has identified this as an issue needing to be re-examined. The Committee will expect to be updated on the outcome of the discussions between the Host Boroughs and the GLA about this issue as well as the adequacy of GLA funding in this area.

Recommendation 2

In their responses to this report by October 2011, the Host Borough Unit and the Mayor should update the Committee about the outcome of their discussions regarding the funding levels and flexibility of the GLA Olympic and Paralympic skills and employment programmes.

³² Written submission, ODA, February 2011.

³³ Transcript of EDCST Committee meeting, 25 March 2011, p 12.

Introduction of the Work Programme in London

Background

The introduction of the Work Programme in July 2011 will establish new supply chains to deliver employment support across the country. London has been split into east and west contracts, with three Prime Contractors identified for each location, announced on 1 April 2011. Each Prime Contractor has identified a supply chain that will deliver support services. Subcontractors include voluntary and community sector organisations, local authorities and private sector organisations.

Payment under the Work Programme is based on achieving 'sustained employment'.

Payment under the Work Programme is based on achieving 'sustained employment'. People can accumulate 'sustained employment' across a number of different jobs, each lasting at least four weeks, rather than having to be in a single job lasting for the maximum period payable of two years. Providers are expected to help their clients sustain work for a two-year period; this might require in-work support, depending on the client's circumstances. The majority of payments to the provider occur when a client achieves a 'job outcome'. A 'job outcome' is achieved through a period of employment of 3 and 6 month periods, which can consist of shorter accumulated periods. In addition, a small attachment fee is made when the client starts on the programme and sustainment payments are made when each four-week period of work is achieved. The aim is to incentivise sustainable employment; the client will have an ongoing relationship with the provider for up to two years.

Reaction to Work Programme in London

Reactions to the introduction of the Work Programme in London have been mixed. In part, this is because the Work Programme changes will be implemented at the same time as recruitment for Games-time roles speeds up.

Reactions to the introduction of the Work Programme in London have been mixed.

Mayoral advisor, Neale Coleman, believes that the Work Programme will be a "valuable additional resource to the programmes of activity underway across the Host Boroughs and pan-London".³⁴ Jobcentre Plus told the Committee that the definition of sustainable employment should make short-term Games-time roles attractive to Work Programme providers.

³⁴ Supplementary written submission, Neale Coleman, GLA, 18 April 2011.

“We think – and absolutely I think the providers will think – that temporary opportunities and short-term work are a step towards the ultimate goal of sustained employment” – Graham Houghton, District Manager City and East London, Jobcentre Plus³⁵

In addition, links to the employment opportunities that will be available on the Olympic Park and the nearby Westfield site following the Games could be attractive to Work Programme providers and their clients.

In contrast, the Host Boroughs and the voluntary sector are more cautious in their approach to the Work Programme. First, they are concerned that establishing new supply chains under the Prime Contractors may have an impact on the current levels of co-ordination between partners.

“We are just very nervous about very rigid measures being brought into place, and things starting again and dialogue starting again when actually they have been going on for years. It is about observing good models” – Julie Hutchinson, Programme Director, Employment and Skills, East London Business Alliance³⁶

Secondly, stakeholders are apprehensive about the new payment-by-results funding system under the Work Programme. They fear that the system may affect voluntary service organisations’ cash flow, and consequently their ability to provide specialist services to the disadvantaged communities they work with.

“I am quite concerned about working with the financial models that are out there, and uncertain as to what the future holds in terms of working with Prime [Contractors]. It is a very different model to what we have delivered before.” – Lindsey Donoghue, Employment Manager, Bromley by Bow Centre³⁷

The London Voluntary Service Council (LVSC) expects many small specialist voluntary sector organisations to face closure over the summer because of these changes. In addition, the evidence from previous DWP and other welfare-to-work programmes shows that the performance required to deliver the Work Programme profitably in

“I am quite concerned about working with the financial models that are out there, and uncertain as to what the future holds”

³⁵ Transcript of EDCST Committee meeting, 24 March 2011, p 19.

³⁶ Transcript of EDCST Committee meeting, 15 February 2011, p 23.

³⁷ Transcript of EDCST Committee meeting, 15 February 2011, p 20.

London will be higher than in the rest of the country, and higher than has previously been achieved by past programmes.³⁸ This may prevent some of the specialist subcontractors currently listed in the supply chain bids from providing services under the Work Programme.

The Mayor shares the voluntary sector's concerns about the ability of some voluntary sector organisations to continue to provide employment services in the current economic climate. He has written elsewhere that he is committed to working closely with the DWP and the Prime Contractors to ensure that provision under the Work Programme meets London's needs.³⁹ He supports the introduction of flexible and dynamic supply chains with specialist organisations. The voluntary sector is calling on the Mayor to speak on their behalf with the Prime Contractors and central government.

“the Mayor could...make sure that the awareness is out there around some of the challenges that voluntary sector organisations will face”

“the Mayor could work with the primes on this bit of work and make sure that the awareness is out there around some of the challenges that voluntary sector organisations will face post-July” – Jonny Boux, Head of Employment and Training Links, Community Links⁴⁰

At the time of publishing this report, neither the GLA nor the Host Boroughs Unit has met with the Prime Contractors. They have told the Committee that they intend to meet with them shortly.⁴¹ At these meetings, the Mayor should promote Games-time roles to Prime Contractors.

The Mayor has a key role in lobbying central government to ensure the Work Programme in London does not adversely affect unemployed Londoners' chances of getting a Games-time job. We welcome the Mayor's upcoming meetings with the Prime Contractors. We remain concerned that the introduction of the Work Programme could see the loss of much of the good work done currently done by the voluntary and community sector unless action is taken.

³⁸ London Skills and Employment Observatory, *Work Programme in London: Information for stakeholders as the Work Programme starts*, April 2011.

³⁹ Letter to Peter Lewis, Chief Executive, LVSC, from the Mayor of London, 3 May 2011.

⁴⁰ Transcript of EDCST Committee meeting, 15 February 2011, p 20.

⁴¹ Supplementary written submission, GLA, April 2011 and email correspondence with Host Borough Unit, June 2011.

Recommendation 3

The Mayor, the Host Boroughs and LOCOG must urgently meet the six London Prime Contractors and seek their commitment to supporting LOCOG's employment targets and filling Games-time roles with their clients. The Mayor must highlight the concerns of the voluntary and community sector as part of these discussions, as well as promoting the existing employment support networks which Prime Contracts should be linked into. The Mayor should report back to this Committee by October 2011 on the outcome of these discussions.

Section 3: The role of LOCOG in meeting the challenge to deliver a legacy

The Committee has set out how public sector organisations are responsible for delivering a skilled and employable supply of Londoners to fill Games-time roles. Turning to the demand side of the equation, we focus in this section on the role of LOCOG and its contractors:

- managing demand effectively during Games time;
- the meaningfulness of LOCOG’s employment targets; and
- lessons to learn from the Games-time volunteering opportunities when recruiting for paid positions.

Managing demand effectively

LOCOG is responsible for managing the demand side of the skills and employment equation during Games time. It believes the responsibility for delivering the supply side of the equation lies with the public, voluntary and community sector.

“The simplest way to think about it is if the people are there, they will get hired... We will from the demand side, absolutely work in every way we can with the available supply to make this work. If the available supply is not there we have to put the Games on” – Paul Deighton, Chief Executive, LOCOG⁴²

LOCOG is responsible for managing the demand side of the skills and employment equation during Games time.

LOCOG has told the Committee it is committed to recruiting long-term unemployed Londoners, and has highlighted a number of approaches it is taking to achieve this. It is useful to contrast LOCOG’s approach so far to that of the ODA; a number of lessons can be learned from the ODA’s approach to recruiting for construction jobs when building the Park.

First, the ODA’s contracts with its contractors reflected its strategies, benchmarks and targets regarding the recruitment of long-term unemployed and local residents.⁴³ LOCOG’s invitations to tender require its suppliers to commit to its “labour standards” and to monitor against LOCOG’s recruitment targets. An additional LOCOG document titled the “Employment and Skills Charter” has formed part of LOCOG’s procurement process and contractors are expected to contribute to this commitment.⁴⁴ The document sets out an expectation that contractors should be willing to engage with local

⁴² Transcript of EDCST Committee meeting, 24 March 2011, p 4.

⁴³ Written submission, ODA, February 2011.

⁴⁴ Written submission, LOCOG, February 2011.

public sector skills and employment agencies to recruit their vacancies. It also states that by staging the Games in London LOCOG “aim to increase job opportunities, enhance skills development and reduce worklessness for the communities in the area”.⁴⁵

The ODA worked actively with their contractors, not only to support them but also to constructively challenge them to improve how they recruited local people and the long-term unemployed.⁴⁶ LOCOG has indicated to the Committee that its contractors are committed to achieving their targets for recruiting previously workless people and local residents.⁴⁷ Nevertheless, the Committee will expect LOCOG to constructively challenge their contractors to achieve a legacy from the Games-time opportunities and would like further information about how LOCOG proposes to do this.

The ODA worked actively with their contractors, not only to support them but also to constructively challenge them

Recommendation 4

In its response to this report by October 2011, LOCOG should set out how it proposes to support and constructively challenge its contractors to recruit local people and long-term unemployed Londoners.

Secondly, the ODA worked with a range of public sector partners, including the Host Boroughs, Jobcentre Plus and the LDA. The ODA communicated long-range vacancy forecasts, reporting against its own targets and ensuring that adequate public sector support was available to it and its contractors.⁴⁸ This communication included providing the Host Borough job brokerage schemes with 48 hours’ advance notification of vacancies. The ODA also embedded Jobcentre Plus staff in its human resources team to increase the recruitment of local residents.

Likewise, LOCOG has been working with a range of public sector bodies. As with the ODA, Jobcentre Plus has embedded two of its staff into LOCOG’s HR team. LOCOG and the Host Borough Unit have been working together to standardise application forms, to guarantee

⁴⁵ “Employment and skills Charter”, available as appendix 1 to LOCOG’s employment and skills strategy and provided in LOCOG written submission, February 2011.

⁴⁶ Written submission, ODA, February 2011

⁴⁷ Transcript of EDCST Committee meeting, 24 March 2011, pp 2-3.

⁴⁸ Written submission, ODA, February 2011.

LOCOG
employment
targets are
realistic but
stretching

interviews for client and to ensure that they work with LOCOG contractors.⁴⁹ The Host Borough Unit told the Committee that the LOCOG employment targets are realistic but stretching.⁵⁰ LOCOG has also commissioned a skills gap analysis and worked with colleges to make sure training courses have been put into place, particularly around security skills.⁵¹

Adding to the list of stakeholders involved in the recruitment process, LOCOG has appointed Adecco, a private sector company, as its official recruitment agent. Adecco will be running the recruitment for the 6,000 Games-time roles directly employed by LOCOG. LOCOG has told the Committee that Adecco is committed to its employment targets and objectives.⁵² As part of its agreement with LOCOG, Adecco has developed the website, *Jobs for the Games*, which the Committee has been told will be the main portal for Games-time roles with contractors and sponsors. There will be no obligation for contractors to use this website. Contractors are responsible for the recruitment of their workforce whilst LOCOG has indicated they will take an assurance role in relation to this workforce.

There is
confusion about
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accessing
construction and
Games-time
roles.

There is confusion about the pathways for accessing construction and Games-time roles from some voluntary and community sector groups.

“Our experience and the experience of our client group is sometimes that there have been several gatekeepers...and it has sometimes been rather bewildering for individuals to navigate through the process of finding work and getting to the right place” – Jonny Boux, Head of Employment and Training Links, Community Links⁵³

The use of the internet as the main portal for advertising roles may mean that some Londoners will continue to be unaware of employment opportunities during Games time. Community and voluntary sector groups told the Committee that many of the communities they work with do not yet feel connected to the Games and the opportunities that are available. Many of the people that the

⁴⁹ Transcript of EDCST Committee meeting, 15 February 2011, p 7.

⁵⁰ Transcript of EDCST Committee meeting, 15 February 2011, p 8.

⁵¹ Transcript of EDCST Committee meeting, 24 March 2011, p 3.

⁵² Transcript of EDCST Committee meeting, 24 March 2011, p 10.

⁵³ Transcript of EDCST Committee meeting, 15 February 2011, p 9.

voluntary sector works with are not IT-literate and will find it difficult to access Games-time roles on the web without support.⁵⁴

These organisations would like a more direct and streamlined way of accessing and receiving information about the expected vacancies during Games time. This detail should include volume per industry, job specifications and any skills gaps that have been identified. LOCOG should work with the voluntary sector to run pre-assessment open days in local community venues, where local people can meet recruiters, be assessed and receive on-the-spot feedback on their suitability for different roles.⁵⁵

LOCOG will need to take additional steps if its employment targets are to be met. These should include improving its engagement with the voluntary and community sector.

Recommendation 5

LOCOG should take steps to improve the quality and level of its engagement with the voluntary and community sector in east London. It should develop a more direct and streamlined system for working with the London voluntary and community sector. This should include the provision of information on the expected vacancies during Games time, including volume per industry, job specifications and any skills gaps that have been identified. We will revisit this issue in October 2011 to assess what has changed and ask LOCOG to set out what it proposes to do in response to this report.

⁵⁴ Email from Bromley by Bow Centre, 2 March 2011.

⁵⁵ Email from Bromley by Bow Centre, 2 March 2011.

LOCOG's contractors are required to monitor and report on the current address for the workforce they employ

The meaningfulness of LOCOG's employment targets

LOCOG has committed to monitoring the residency of its employees, to assess performance against the employment targets it has set itself. In addition, LOCOG's contractors are required to monitor and report on the current address for the workforce they employ at Games time, as will the Games Maker programme and its volunteers.

LOCOG's targets are to recruit:⁵⁶

- between 15 and 20 percent of its total workforce to be from the Host Boroughs; and
- between seven and 12 percent of its total workforce to be previously workless people.

LOCOG is currently defining 'resident of the Host Boroughs' as those people who provide a postcode for their current address that is within the six east London Host Boroughs, without reference to the length of duration of residency in the borough.

The Host Borough Unit believes one of the key lessons learned from the construction of the Olympic Park was the importance of having an accurate measure of the number of roles taken by 'local residents'.

"We do not over-enthusiastically go into setting targets without understanding that we have created the machinery to see transparently how that is getting on. Quite a lot of the difficulties with the ODA were about how you recorded and reported who was getting jobs" – Roger Taylor, Director, Olympic Host Borough Unit⁵⁷

The Host Boroughs want LOCOG to measure the duration of residency for those who have indicated they are local residents. It is currently discussing this matter with LOCOG.

LOCOG has also committed to measuring how many of its workforce was "previously unemployed" immediately prior to starting employment with LOCOG or with a Games-time contractor. This measure does not refer specifically to long-term unemployed

⁵⁶ LOCOG, Employment and Skills Strategy: <http://www.london2012.com/documents/locog-hr/2012-employmentskills-2-web1-2-.pdf>

⁵⁷ Transcript of EDCST Committee meeting, 15 February 2011, p 25.

Londoners. This means that even if LOCOG meets its target for recruiting previously unemployed people the contribution this might make towards the wider long-term employment and skills legacy risks being limited. A specific commitment to seek to recruit long-term unemployed Londoners and those with few or no skills has the potential to make a greater contribution.

LOCOG should ensure its contractors collate information about the location and duration of the residency of their workforce. LOCOG should set targets which specifically relate to employing long-term unemployed Londoners. The Committee proposes that LOCOG's seven to 12 percent targets should apply specifically to long-term unemployed Londoners rather than the previously unemployed.

LOCOG should set targets which specifically relate to employing long-term unemployed Londoners

Recommendation 6

When monitoring the residency of its workforce LOCOG should include a question asking for information about the duration of residency within the borough where they currently reside. LOCOG should ensure its contractors collate similar information. The Host Borough Unit should update the Committee about the outcome of its discussions with LOCOG on this issue by October 2011.

Recommendation 7

We recommend that LOCOG should set itself targets to recruit at least seven and 12 percent of its total workforce via the various welfare-to-work schemes providers.

Lessons to learn from the Games-time volunteering opportunities when recruitment for paid positions

Volunteering opportunities at Games time

LOCOG and the GLA are in the process of interviewing for their Games-time volunteering programmes, following the close of applications in October 2010. LOCOG and the Mayor have stated their commitment to delivering a legacy for volunteering, skills and

Volunteering can be a stepping stone to paid employment

LOCOG's Games Makers volunteering programme will see up to 70,000 people recruited

employment from these schemes. Volunteering can be a stepping stone to paid employment.

"The [Games time] volunteering programmes offer an opportunity for people who are further away from the jobs market to gain skills and confidence in a safer environment and a more supportive environment...[the volunteering roles] can help people to build their CV and give them a chance to demonstrate that they can confidently stick to schedules, complete tasks assigned to them" – Kerry Tweed, Director, Greater London Volunteering⁵⁸

LOCOG's Games Makers volunteering programme will see up to 70,000 people recruited to work across all departments during Games time. Of these positions, 40 percent will require volunteers with specialist skills in areas such as medicine, media, technology and sport. The remainder will be generalist positions, for people who are "passionate about the Games" and who can meet LOCOG's defined minimum requirements. Successful applicants will need to meet LOCOG's values and be inspirational, open, respectful, team-focused, distinctive, and have a 'can do' attitude.⁵⁹ Volunteers will undertake orientation, role-specific training and venue training.

The Mayor's London Ambassadors Programme, previously funded by the LDA, will complement LOCOG's Games Makers programme. The £7 million programme will provide 8,000 volunteers across 35 major Games-time hot spots for visitors in 2012, such as transport hubs and key tourist destinations in central London. The programme aims to significantly enhance the visitor experience of London during the Games.

Accessibility of Games-time opportunities – Personal Best

Stakeholders have put measures in place to make the Games-time volunteering programmes accessible to hard-to-reach groups and long-term unemployed Londoners. Stakeholders highlighted the

⁵⁸ Transcript of EDCST Committee meeting, 15 February 2011, p 8.

⁵⁹ Applications for these generalist positions will be assessed against LOCOG's five values of Inspirational, Open, Respect, Team, Deliver and Distinctive: <http://www.london2012.com/get-involved/volunteer/have-you-got-what-it-takes/games-maker-values.php>

Personal Best⁶⁰ programme as an example of engaging deprived communities with the opportunities provided by the Games.

The £4.4 million Personal Best programme aimed to help people from the twenty most deprived London boroughs to gain new skills, increase their confidence and aspire to become volunteers at London 2012. Participants received intensive one-to-one support as they progressed through a tailor-made, Level 1 equivalent training course in Events Volunteering.⁶¹ Around 4,380 Londoners successfully graduated from the programme.⁶²

LOCOG signed up to support the Personal Best pre-volunteer programme at an early stage, supporting its aims to use the opportunity to volunteer at the Games to help up skill people furthest from employment.⁶³

LOCOG has made a commitment to offer all Personal Best graduates a guaranteed interview to be a Games Maker, subject to their meeting the eligibility criteria. Newham believes this commitment is not enough: it is calling for 10 percent of the Games Maker volunteers to be recruited through the Personal Best programme.⁶⁴ This would be in line with the 2002 Manchester Games Pre-Volunteer Programme, which similarly sought to engage disadvantaged and often hard-to-reach groups and contributed 10 percent of volunteers during those Games.⁶⁵

The Personal Best programme has not generated sufficient numbers to make Newham's proposal achievable. Only 750 Personal Best graduates have applied for the Games Maker programme.⁶⁶ Even if all were successful, this would only represent just over one per cent of the Games Makers workforce.

LOCOG signed up to support the Personal Best pre-volunteer programme at an early stage

⁶⁰ The Personal Best programme is a partnership between the Department for Business, Innovation and Skills, the LDA, SFA and Job Centre Plus and aims to be a stepping stone to new work opportunities for long-term unemployed adults with a basic skills need.

⁶¹ The LDA was responsible for funding the wrap around support such as initial engagement and the final information advice and guidance whilst the Skills Funding Agency was responsible for funding the middle training support. The course was offered through local training providers and colleges.

⁶² Written submission, LDA, February 2011.

⁶³ Written submission, LOCOG, February 2011.

⁶⁴ Written submission, Host Borough Unit, February 2011.

⁶⁵ Pre Volunteer Programme Final Report, March 2003, p 16:
<http://www.gameslegacy.co.uk/files/Final%20Report.doc>

⁶⁶ Transcript of EDCST Committee meeting, 25 March 2011, p 24.

The Host Borough Unit believes that LOCOG and the Mayor have “watered down” their commitments to Personal Best graduates.⁶⁷ Despite the resources and commitment invested in the programme, the Host Boroughs and the voluntary sector are sceptical that the programme will translate into opportunities for graduates in the LOCOG volunteering programme.⁶⁸ Other stakeholders have been sceptical of how the programme has been run.

“[Personal Best] worked in terms of engaging people and capturing people under a certain skill level who were out of work but beyond that, moving them forward into real opportunities...its impact was limited” – Jonny Boux, Head of Employment and Training Links, Community Links⁶⁹

With the interview process scheduled to run until the end of 2011, it is currently unclear how many of the 750 Personal Best applicants will be successful. Without additional support, such as coaching and mentoring, Personal Best graduates may fall by the wayside at the interview stage when up against more experienced skilled applicants.

A number of additional criticisms have been levelled at the Games Maker programme, particularly in comparison with London Ambassadors. Greater London Volunteering, a leading volunteering charity, is particularly critical of the Games Maker programme’s approach to recruiting its volunteers.⁷⁰ Rather than work closely with existing Volunteer Centres, who work regularly with hard-to-reach groups including long-term unemployed Londoners, LOCOG has decided to recruit independently.⁷¹ In contrast, the London Ambassadors programme has involved the Volunteer Centres and its applicants will benefit from additional support provided by the centres. The criticism from Greater London Volunteering has been made despite being invited to and attending LOCOG’s Volunteer Advisory Group in 2009.

⁶⁷ Written submission, Host Borough Unit, 4 February 2011, and Transcript of EDCST Committee meeting, 15 February 2011, p 6.

⁶⁸ Written submission, Host Borough Unit and Transcript of EDCST Committee meeting, 15 February 2011, p 6.

⁶⁹ Transcript of EDCST Committee meeting, 15 February 2011, p 6.

⁷⁰ Transcript of EDCST Committee meeting, 15 February 2011.

⁷¹ Transcript of EDCST Committee meeting, 15 February 2011, p 2.

Voluntary sector groups highlighted the inflexibility of the time requirements of the Games Maker programme as another barrier.

“A parent being told that they have to volunteer for a set hour and a number of hours a week and having to be willing to volunteer weekends or evenings is extremely difficult and it just puts another barrier in place” – Lindsey Donoghue, Employment Manager, Bromley by Bow Centre⁷²

“having to be willing to volunteer weekends or evenings is extremely difficult and it just puts another barrier in place”

The LOCOG Games Maker programme requires volunteers to be available for ten shifts of 8-10 hours. In contrast, the Mayor’s London Ambassador programme is a more flexible and accessible programme, requiring six five-hour shifts. LOCOG has argued that the nature of the roles involved in the two Games time volunteering programmes are different and the inflexibility of its programme is necessary to deliver the Games.⁷³

The Mayor made a number of promises about the legacy benefits that the Games-time volunteering programmes would bring to Londoners. LOCOG has signed up to support these. However, the Committee is concerned that they may not be met. The lessons learned from the experience of Personal Best graduates for the voluntary positions must be applied to the recruitment of the paid Games-time positions that are yet to be filled.

Recommendation 8

In its response to this report by October 2011, LOCOG and the Mayor should set out what lessons it has learned from the recruitment of Personal Best graduates that might be applied to the recruitment of paid positions. By January 2012 LOCOG and the Mayor should report to the Committee the number of Personal Best graduates who have been recruited to the volunteer workforce.

⁷² Transcript of EDCST Committee meeting, 15 February 2011, p 9.

⁷³ Transcript of EDCST Committee meeting, 24 March 2011, page 24.

Conclusion

The challenge of getting long-term unemployed people into the paid and voluntary opportunities during Games time was always going to be a difficult one. Stakeholders responsible for delivering the Games are aiming to stage a world-class event across those eight weeks in summer 2012. At the same time, they have committed to achieving a long-term employment and skills legacy for the local population.

London's long-term unemployed already face multiple hurdles in achieving employment and improving their skills. The downturn in the economy, funding cuts and the introduction of the Work Programme have all increased the risk that Games-time opportunities will not reach those who would benefit most. The Committee does not doubt stakeholders' commitment to the principle of achieving a legacy. However, the Mayor, the Host Boroughs, Jobcentre Plus and LOCOG need to recognise that hurdles remain and work to lower them, in the ways set out in this report.

The extent of any Olympics skills and employment legacy will also depend largely on what happens in the period following the Games. Each stage of the process offers an opportunity to learn and to ensure that the systems are in place to bring those looking for work together with potential employers. This report is intended to assist in this process.

Appendix 1: Recommendations

Recommendation 1

Jobcentre Plus should promote to employment providers in London the measures available to streamline the process for job seekers returning to benefits following a period of short employment. These include a rapid reclaim service. In its response to this report by October 2011, Jobcentre Plus should update the Committee on how a rapid reclaim service can be tailored to the specific needs of long-term Londoners who may wish to apply for Games-time roles.

Recommendation 2

In their responses to this report by October 2011, the Host Borough Unit and the Mayor should update the Committee about the outcome of their discussions regarding the funding levels and flexibility of the GLA Olympic and Paralympic skills and employment programmes.

Recommendation 3

The Mayor, the Host Boroughs and LOCOG must urgently meet the six London Prime Contractors and seek their commitment to supporting LOCOG's employment targets and filling Games-time roles with their clients. The Mayor must highlight the concerns of the voluntary and community sector as part of these discussions, as well as promoting the existing employment support networks which Prime Contracts should be linked into. The Mayor should report back to this Committee by October 2011 on the outcome of these discussions.

Recommendation 4

In its response to this report by October 2011, LOCOG should set out how it proposes to support and constructively challenge its contractors to recruit local people and long-term unemployed Londoners.

Recommendation 5

LOCOG should take steps to improve the quality and level of its engagement with the voluntary and community sector in east London. It should develop a more direct and streamlined system for working with the London voluntary and community sector. This should include the provision of information on the expected vacancies during Games time, including volume per industry, job specifications and any skills gaps that have been identified. We will revisit this issue in October 2011 to assess what has changed and ask LOCOG to set out what it proposes to do in response to this report.

Recommendation 6

When monitoring the residency of its workforce LOCOG should include a question asking for information about the length of duration of residency within the borough they currently reside. LOCOG should ensure its contractors collate similar information. The Host Borough Unit should update the Committee about the outcome of its discussions with LOCOG on this issue by October 2011.

Recommendation 7

We recommend that LOCOG should set itself targets to recruit at least seven and 12 percent of its total workforce via the various welfare-to-work schemes providers.

Recommendation 8

By January 2012 LOCOG and the Mayor should report to the Committee the number of Personal Best graduates who have been recruited to the volunteer workforce. In its response to this report by October 2011, LOCOG and the Mayor should set out what lessons it has learned from the recruitment of Personal Best graduates that might be applied to the recruitment of paid positions.

Appendix 2: Key stakeholders

Organisations with strategic responsibilities

The Mayor and the Greater London Authority (GLA)

As co-Chair of the Olympic Board the Mayor is responsible for providing oversight, strategic coordination and monitoring of the entire 2012 Games project. This includes ensuring the delivery of the commitments made to the IOC when the Games were awarded to London including a sustainable legacy from the staging of the Games.

The Mayor's Economic Development Strategy, released in May 2010, aims to tackle worklessness and maximise the skills and employment benefits of the Games. The GLA will be responsible for funding and managing three Olympic specific employment and skills related programmes worth £14 million in total. These were previously the responsibility of the London Development Agency. These three programmes are the Construction Employer Accord, the Host Boroughs employment and skills scheme and the 2012 Employment Legacy programme.

Through his Games time volunteering programme, London Ambassadors, the Mayor will be providing up to 8,000 volunteering opportunities for Londoners.

The Mayor previously chaired and appointed the employer-led London Skills and Employment Board (LSEB) which had statutory responsibility to produce a strategy for employment and skills in London. The LSEB's statutory responsibilities have recently been abolished.

Skills Funding Agency (SFA)

The Skills Funding Agency is an agency of the Department for Business, Innovation and Skills. It funds and regulates adult further education and skills training in England. Across the UK it invests £4 billion per year in colleges and training organisations, to fund training for adults in England. As part of the coalition government's move towards nationalising skills and funding policy and funding it no longer has a London-specific budget. The most recent Comprehensive Spending Review saw cuts of 25 percent to the SFA's overall budget.

In regards to the Games the SFA has worked to ensure that London's skills curriculum has taken into account the needs of LOCOG. It has worked with partners such as Jobcentre Plus to ensure Londoners are able to access appropriate skills funding.

Organisations with delivery responsibilities

The Host Boroughs

The Host Boroughs commission and run job brokerage and training schemes which link their local populations to opportunities provided by Olympic contractors. Borough job brokerage schemes disseminate information about vacancies, direct applicants to pre-employment and vocational training and present the applicant to LOCOG and its contractors.

The borough brokerage schemes aim to work with those who cannot access mainstream Jobcentre Plus services because of the multiple barriers which make it difficult for them to access the job market.

The Host Boroughs have worked closely together and have established a skills and employment team based at Stratford. Each Host Borough has a designated Head of 2012 who both coordinates programmes within their borough and ensures that effective cross-borough working occurs.

The Host Boroughs reaffirmed their commitment to achieving a sustainable socio-economic legacy from the Games in their October 2009 Strategic Regeneration Framework.

The Host Borough partnership of Greenwich, Hackney, Newham, Tower Hamlets and Waltham Forest has been recently joined by Barking and Dagenham due to its similar levels of deprivation and its proximity to the Olympic Park site.

Jobcentre Plus

Jobcentre Plus is an executive agency of the Department for Work and Pensions. DWP manages most employment related benefits through Jobcentre Plus offices.

Jobcentre Plus supports people of working age from welfare into work, and helps employers to fill their vacancies. It advertises job vacancies nationally across its centres and online. This will include Games time roles when they become available. Jobcentre Plus connects clients who are looking for work with training providers and employers.

Across its network of centres across London, Jobcentre Plus serves around 773,000 customers. This includes 205,000 customers who are claiming Jobseeker's Allowance; 129,000 lone parents and 314,900 customers receiving Employment and Support Allowance and Incapacity Benefit.

Jobcentre Plus is working to increase the online services it provides to its customers. New services will include the facility to automatically match customers to specific suitable job vacancies online.

In the lead up to the Games Jobcentre Plus has provided a dedicated recruitment team co-located with the Host Borough Unit team at Stratford, as well as seconding recruitment specialists to LOCOG, Westfield and Bovis Lend Lease.

Jobcentre Plus also undertakes outreach work includes its advisors working in children's centres, host boroughs and schools. It is responsible for delivering government policy such as encouraging communities to establish Work Clubs as re a way of encouraging people who are out of work to share skills and experience.

Prime Contractors and their supply chains

The Department for Works and Pensions is implementing a new system of delivering employment support services called the Work Programme. This will be rolled out in July 2011.

Under the Work Programme, the DWP is commissioning Prime Contractors to deliver employment services. London has been split into two contract areas, west and east London. In each of these contract areas three Prime Contractors and their supply chains have been selected to deliver employment services. The Prime Contractor does not have to deliver services themselves but will have a contract management role to drive performance through its supply chain.

Subcontractors include private, public and voluntary and community organisations. Clients will not be able to choose their provider. At first, Jobcentre Plus will randomly refer clients to the different Prime Contractors. After three years, referrals will be made with a preference to the higher performing Prime Contractors. Prime Contractors will be paid if they succeed in supporting clients to achieve sustainable employment.

Voluntary and third sector organisations

The local voluntary and community sector are key providers of skills and employment services and other support for local long-term unemployed residents and those with no or low level skills.

The services they provide will depend on the individual needs of the job seeker involved. Services can range from providing basic life skills such as time keeping, to helping clients search for work, prepare for interviews and in-work support.

Some community and voluntary groups will be helping to deliver the Single Work Programme in London as sub-contractors in the Prime Contractor supply chains.

Organisations with responsibility for managing demand

The London Organising Committee of the Olympic and Paralympic Games (LOCOG)

LOCOG is responsible for staging the Olympic and Paralympic Games in 2012 and is the liaison point for the International Olympic Committee. LOCOG will let most of the contracts for services to deliver and run the Games. Its Games- time workforce will be up to 200,000 people at its peak during the Games.

In February 2009, LOCOG appointed Adecco was its Official Recruitment Services Supplier. Adecco is exclusively responsible for LOCOG's permanent and temporary recruitment and following the Games it will run an outplacement programme assisting staff to find new jobs. Adecco has set up a website, *Jobs for The Games*, which is the only "London 2012" job site approved by LOCOG and is being promoted as the destination for finding jobs created for and by London 2012.

LOCOG will run and manage a Games Maker volunteering programme which will require up to 70,000 people volunteering to work across a number of different Games time areas.

Olympic Delivery Authority (ODA)

The ODA is responsible for constructing the permanent venues, infrastructure and legacy facilities of the Games such as the Olympic Village and the International Broadcast Centre and Main Press Centre.

Olympic Park Legacy Company (OPLC)

Following the Games the ODA will hand over the venues and site infrastructure to the OPLC. The OPLC will be responsible for:

- The business planning and marketing of the Olympic Park, venues and commercial opportunities leading up to 2012;
- The management of the Olympic Park and venues after 2012;
- The redevelopment of sites in the Olympic Park used for temporary facilities during the Games, and their integration with retained venues; and
- Working with partners to secure economic and social benefits and improvements in the areas of deprivation surrounding the Olympic Park.

Appendix 3: How we conducted this investigation

Terms of reference for the review

The following terms of reference were agreed by the Committee at its meeting on 9 December 2010.

The Committee will examine the extent to which the various skills and employment opportunities arising during the 2012 Olympic and Paralympic Games time period are accessible to those with no or low level skills and the long-term unemployed.

The key questions that this investigation will seek to answer are:

- What employment and skills opportunities will be available during the staging of the 2012 Olympic and Paralympic Games?
- How effectively are stakeholders ensuring that these opportunities are accessible to the long term unemployed and those with no or low skills levels?
- What lessons can be learned from the construction of the Olympic site and the staging of other major events in recruiting the long-term unemployed and those with no or low skills levels?
- How will the skills and employment opportunities available during the Games period contribute to the long-term ambitions for a sustainable skills and employment legacy?

Views from professional stakeholders

Information and views from professionals were sought in a number of ways:

- two formal public Committee meetings;
- informal officer meetings and phone conversations;
- a site visit to Workplace Newham, a local job brokerage scheme; and
- a call for written views and information.

Public meetings

The Committee held a public meeting on 15 February 2011 with the following invited experts:

- Jonny Boux, Head of Employment & Training Links, Community Links;
- Lindsey Donoghue, Employment Manager, Bromley by Bow Centre;

- Julie Hutchinson, Programme Director, Employment and Skills, East London Business Alliance;
- Kerry Tweed, Director, Greater London Volunteering; and
- Roger Taylor, Director, Host Borough Unit.

The Committee held a second public meeting on 24 March 2011 with the following experts:

- Neale Coleman, Director of London 2012 Coordination, GLA;
- Paul Deighton, Chief Executive, LOCOG;
- Jean Tomlin, Director of Human Resources, LOCOG;
- Tom Travers, Head of Olympic Opportunity, LDA; and
- Graham Houghton, District Manager, City and East London, Jobcentre Plus.

Informal meetings

Informal meetings and phone conversations were held with the following individuals and organisations between January and March 2011:

- Host Borough Unit
- London Development Agency
- London Borough of Hackney
- London Borough of Newham
- Greater London Authority
- London Voluntary Service Council
- Jobcentre Plus
- Skills Funding Agency
- East London Business Alliance
- East London Council for Voluntary Service
- The Big Opportunity
- Community Links
- Bromley by Bow Centre
- Professor Iain MacRury
- Greater London Volunteering
- Groundwork
- Centre for Economic and Social Inclusion

Call for evidence

The following organisations responded to our call for written views and information:

- London Youth
- Construction Skills
- London Borough of Enfield
- Newham ESOL Exchange
- London Borough of Camden
- Olympic Delivery Agency
- The Princes Trust
- SkillsActive
- Greater London Authority
- Olympic Host Boroughs
- London Borough of Islington
- Jobcentre Plus
- Skills Funding Agency
- London Development Agency
- A New Direction
- The Big Opportunity
- London Borough of Haringey
- The London Voluntary Service Council
- The London Organising Committee of the Olympic Games and Paralympic Games
- Westfield UK
- London Borough of Hammersmith and Fulham
- Olympic Park Legacy Company
- Skillset
- Greater London Volunteering

Information available online

Transcripts of public Committee meetings and the views from professional stakeholders are available online at:
<http://www.london.gov.uk/who-runs-london/the-london-assembly>

For further information or paper copies of any of the views and information sources listed above, please contact:

Sarah Hurcombe, Assistant Scrutiny Manager on 020 7983 6542 or Sarah.Hurcombe@london.gov.uk

Appendix 4: Workplace Newham site visit notes

Date and location

Workplace Newham, 4 February 2011

Details

Members of the Economic Development, Culture, Sport and Tourism Committee (the former name of the Economy, Culture and Sport Committee) met with representatives from the six Host Boroughs, Jobcentre Plus and key local employers on the Olympic Park such as Westfield and Bovis Lend Lease at Stratford Town Hall. The site visit involved a round-table discussion followed by a walk through of Newham's local job brokerage scheme Workplace.

Assembly Members and staff on the site visit were:

- Len Duvall, Chairman, Assembly Member
- John Biggs, Assembly Member
- Andrew Boff, Assembly Member
- Sarah Hurcombe, Assistant Scrutiny Manager

Round table meeting at Stratford Town Hall 10am

The Committee held a round-table meeting with the following representatives:

- Mary Conneely, Host Borough Unit
- Kim Chaplain, Host Borough Unit
- Derek Barrett, Director, Workplace Newham
- Andrew MacPhee, Business, Employment and Training Officer, 2012 Olympics & Paralympics Unit, London Borough of Hackney
- Andre Burwood, Access to Employment Coordinator and Skillsmatch manager, London Borough of Tower Hamlets
- Karen Galey, Head of Economic Development, London Borough of Waltham Forest
- Trevor Dorling, Head of Economic Development, London Borough of Greenwich
- Michelle Rankin, Manager of Greenwich Local Labour and Business, London Borough of Greenwich
- Terry Regan, Group Manager, Skills, Learning & Enterprise, London Borough of Barking and Dagenham
- Fay Cannings, Community Development Manager Athletes Village, Bovis Lend Lease
- Jonathan Watson, Westfield

- Graham Houghton, District Manager for City and East London, Jobcentre Plus
- Derek Harvey, External Relations Manager, Jobcentre Plus
- Tom Travers, London Development Agency
- Samantha Latouche, Host Borough Unit
- Oliur Rahman, Host Borough Unit

The following issues were discussed between attendees.

Job brokerage schemes

- Borough job brokerage schemes and Jobcentre Plus centres work together to move people through the supply chain and provide them with the support they need.
- The borough brokerage schemes aim to work with those who can not access mainstream Jobcentre Plus services because of the multiple barriers which make it difficult for them to access the job market.
- The initial screening of clients is important: it indicates the level of training and support that they may need and the type of roles they may be suitable to take up. Clients are graded as green, amber or red, depending on their current skills level and the multiple barriers they may be experiencing. A flow diagram was provided which helpfully clarified this.
- Job brokerage partners believe that linking people's skills development to an actual future job is the way to ensure that both the client and employers needs are met by the brokerage scheme.
- Job brokers are keen to get their clients into sustainable roles which have the potential for career progression.
- There is a large amount of competition from across London and the UK for Olympic-related vacancies.
- The service that Jobcentre Plus provides, including the benefits available to long-term unemployed Londoners, is set to undergo significant change with the roll out of the single Work Programme.
- Borough brokerage schemes work to break down the stereotypes that employers have of the long-term unemployed.
- Not all boroughs have been able to provide a service similar to Workplace. This is in large part due to less private investment in their boroughs. The London Boroughs of Barking and Dagenham told the Committee that it does not have the level of Section 106 investment that Newham has been able to draw on. Furthermore, Newham's level of provision will be under pressure as existing funds and partnerships end.

Lessons learned from the Construction of the Olympic Park

Stakeholders told the Committee that all parties involved in developing the Olympic Park site have been aware that the bid for the Games was made on a commitment to generate employment for local communities and attempting to improve outcomes in the area. However, the boroughs and Jobcentre Plus told the Committee that the volume of new jobs created from the construction of the Olympic Park has not met their initial expectations.

The Committee was told that the recruitment of previously unemployed Londoners on the Olympic Park by ODA contractors required a carrot and stick approach. The 'carrot' was the training and employment support offered by local job brokerage schemes. Workplace embedded a job brokerage officer as part of the Bovis Lend Lease team constructing the Athletes Village. Employment opportunities with the ODA were advertised with host borough job brokerage schemes 48 hours before they were sent to other centres. The 'stick' was the employment targets which were built into the contracts signed between the ODA and contractors.

Stratford Westfield development

The retail jobs available at Stratford Westfield will have a high turnover rate like other retail ventures so there will be long-term potential flow-through of staff.

Westfield's section 106 agreement with Newham includes an obligation to achieve 1,600 positions for local residents on opening day, although it is aiming to get at least 2,000. This is out of 8,500 positions on the site. It estimates that around 50 percent of all jobs will appear as new vacancies.

Westfield is in the process of completing individual negotiations with the larger retailer tenants. It will place an obligation on retailers to "assist" in Westfield achieving its overall target of 1,600 local people in work on opening day, but it does not specify a set number for each retailer. The level at which different retailers will contribute to the target will depend on their circumstances or business model. On their own, it is unlikely that a breach of these obligations would result in a lease being terminated. However, if Westfield does not achieve the targets set by Newham council, the council has various punitive measures at its disposal which it could use against Westfield.

Westfield will also require retailers to support the delivery of its Employment and Skills Strategy, which is much broader than a simple recruitment target and includes the promotion of apprenticeships and other training options over the long-term.

Westfield believes it is much more important to get the local recruitment infrastructure working effectively.

John Lewis is recruiting about 90 percent of their Stratford workforce as new staff, while Marks and Spencer will recruit 40 percent. Of those new staff a percentage will be locals, and a percentage will be drawn from the local labour market.

LOCOG jobs

Not all of the 100,000 Games-time contracting jobs that have been highlighted will be new vacancies.

The LOCOG Games-time positions will not be advertised to host borough residents 48 hours earlier than elsewhere. Instead the Host Boroughs have an agreement with Paul Deighton, Chief Executive, LOCOG, that every job ready client will have a guaranteed interview for entry level positions with contractors who are being supported through the job-brokerage network.

Workplace Newham is focused on ensuring the demand side can provide the right candidates for the employers using its services. It has set up training sessions for their clients which are focused on retail, security, customer care and catering.

The lack of future public funding for training and employment schemes to support LOCOG to recruit long-term unemployed Londoners is a concern to a number of stakeholders. Work by the ODA, Westfield and Bovis Lendlease to recruit local unemployed residents was supported by a co-ordinated public sector training and skills approach. It remains unclear how this will be maintained with cuts to budgets, the loss of regional bodies such as the LDA, and changes to the benefits system.

Workplace Newham 11.30am

Members were then taken on a walk through of Workplace, Newham's local job brokerage scheme, with Derek Barratt the Director of the centre. Workplace is a good practice example of the type of local

service that can be provided with the right resources and will from key stakeholders.

The following information was provided to the Committee:

- The scheme is heavily over subscribed with 7,000 Newham residents registered with it. Only residents of Newham are eligible to use the service.
- The scheme has been funded from a number of sources including the London Borough of Newham, the Skills Funding Agency, the London Development Agency and Jobcentre Plus.
- The Mayor of Newham has prioritised tackling worklessness on the borough. The Mayor's Employment Project, run through Workplace, is open to those who have been out of work for over a year. It aims to challenge the perception of some unemployed people that being on benefits is better than employment.
- Advisors in the Mayor's Employment Project have a caseload of about 80-90 clients. Some specialist advisors have a smaller case load of 50-60 clients. The team are each set targets by the Director to make 60 placements per year.
- Workplace currently has a team member seconded to LOCOG.
- Workplace has a range of outreach locations throughout the borough.
- Advisers work with key employments in the borough including Westfield and Sodexo. When recruiting new staff employers can save money by using the service offered by Workplace.
- There is a big demand for English for speakers of other languages (ESOL) courses in the borough.
- Sustainable jobs with the opportunity of career progression are hard to achieve.
- The Jobcentre Plus 2012 Team which is co-located with the borough team at Workplace was originally set up to service the vacancies which became available on the Olympic Park.
- LOCOG roles have also been advertised through Workplace however they have so far been mainly for highly skilled, senior roles. Nevertheless around 18-20 percent of LOCOG's workforce so far has been from the Host Boroughs.
- Several strands of funding are time- or project- limited. The longer term viability of Workplace on its current scale is therefore at risk.
- The scale of operations at Workplace is far larger than in any of the other Host Boroughs, which in turn are greater than most if not all other parts of London.

Appendix 5: Orders and translations

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Hindi

यदि आपको इस दस्तावेज का सारांश अपनी भाषा में चाहिए तो उपर दिये हुए नंबर पर फोन करें या उपर दिये गये डाक पते या ई मेल पते पर हम से संपर्क करें।

Bengali

আপনি যদি এই দলিলের একটি সারাংশ নিজের ভাষায় পেতে চান, তাহলে দয়া করে ফোন করবেন অথবা উল্লিখিত ডাক ঠিকানায় বা ই-মেইল ঠিকানায় আমাদের সাথে যোগাযোগ করবেন।

Urdu

اگر آپ کو اس دستاویز کا خلاصہ اپنی زبان میں درکار ہو تو، براہ کرم نمبر پر فون کریں یا مذکورہ بالا ڈاک کے پتے یا ای میل پتے پر ہم سے رابطہ کریں۔

Arabic

الوصول على ملخص لهذا المستند بلغة،
فرجاء الاتصال برقم الهاتف أو الاتصال على
ال عنوان البريدي أو عنوان البريدي
ال إلكتروني أعلاه.

Gujarati

જો તમારે આ દસ્તાવેજનો સાર તમારી ભાષામાં જોઈતો હોય તો ઉપર આપેલ નંબર પર ફોન કરો અથવા ઉપર આપેલ ટપાલ અથવા ઇ-મેઇલ સરનામા પર અમારો સંપર્ક કરો.

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The administration of Visit London

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Executive Summary

On 17 March 2011, the interim board of London and Partners, the Mayor's new single promotion agency, decided not to take over Visit London's role as participating employer in the British Tourist Board pension scheme. This decision left Visit London, one of the organisations London and Partners was to replace, with responsibility for the outstanding liabilities of this pension scheme. With insufficient assets to meet these liabilities, Visit London went into administration on 1 April 2011. Around 200 members of the pension scheme faced uncertainty and potential reduction in benefits. Creditors of the company had unpaid bills of around £2.5 million.

Following an investigation by this Committee, questions raised in the full Assembly and the intervention of the Pensions Regulator, the Mayor agreed to re-examine the circumstances that had led to the administration. He committed to seek a resolution and in doing so apologised for the uncertainty that had been caused. On 20 June, the Mayor approved the GLA entering into a scheme rescue of the Visit London section of the British Tourist Board pension scheme. The net cost of this scheme rescue is expected to be around £3 million. It will result in the protection of benefits for members of the pension scheme and ensure that creditors of Visit London will be paid in full.

The Committee welcomes the fact that pension scheme members and creditors will now receive the money to which they are entitled. This report seeks to answer questions about whether the situation and costs to the public purse could have been avoided in the first place; and whether there are lessons to be learned for the future from the decisions made, and the way they were made and implemented.

Our main conclusions and lessons learned are:

The decision to set up a new company, rather than transform Visit London as had originally been proposed, triggered the debt in the Visit London pension scheme. Discarding the option of transforming Visit London did not form part of the formal Mayoral decision process. It was recommended by the Chair of the transition board in agreement with senior Mayoral advisers. There is no record of an assessment of the risks associated with this part of the decision-making process. (pp. 13-4)

The Mayor's decision to set up a new company to promote London was not informed by a sufficiently detailed assessment of the financial

and reputational risks associated with the Visit London pension scheme. (p 15)

The assumption within the GLA between November 2010 and March 2011 that London and Partners would become a participating employer in the British Tourist Board pension scheme, without some form of GLA funding, was not a reasonable one. (p 21)

While the Committee agrees there was a case for integrating the functions of Visit London, Think London and Study London, the way this was carried out resulted in unforeseen extra costs to the public purse. Costs of around £5 million (£3 million for the pension rescue and £2 million brought forward for start up costs) should have been foreseen and formed part of a cost-benefit analysis to inform decision-making. (p 18)

There was no clear transfer of responsibility between the GLA and London and Partners for negotiating with the trustees of the British Tourist Board pension scheme. The two responsibilities of protecting the wider interests of the GLA group and setting up the new company were combined in a single role. (p 25)

From the way the decision to set up the new company was taken forward, there are lessons to be learned about: the need for appropriate scenario planning; mechanisms to challenge assumptions and respond to change; and the extent to which complex negotiations are carried out face to face. (p 26)

Regardless of whether they are private companies or public bodies, organisations carrying out work on behalf of the Mayor and relying on the GLA for the majority of their funding, should operate within an agreed framework. This should provide clarity and transparency of decision-making for the money which is being spent on behalf of Londoners. (p 31)

As a result of these conclusions, we have made a number of recommendations which seek to ensure that the risks associated with pension schemes are fully taken into account and that processes are put in place to ensure the lessons are learned. We are looking to the Mayor and GLA to demonstrate in their response to our conclusions and recommendations that these lessons have been learned and that the mistakes highlighted in this report are not repeated.

Introduction

On the advice of his Promote London Council - a body of private sector representatives appointed to advise on all aspects of promoting London - the Mayor decided in January 2011 to establish a new body that would take on responsibility for promoting tourism, inward investment and higher education in London. These activities had previously been carried out by three private companies: Visit London, Think London and Study London each of which had received varying amounts of public money to support their activities.

Between January and April 2011 an interim board, supported by a transition team from the London Development Agency (LDA) and the Greater London Authority (GLA), made the preparations for the new agency and the transfer of people and other assets from the predecessor companies. One of the first decisions of the interim board was whether to participate in the British Tourist Board pension scheme, as Visit London had done. This would have enabled the 39 Visit London staff who were at that time active members of the pension scheme to continue to contribute to, and accrue benefits, from it. Crucially it would also have kept the Visit London share of the pension scheme operating as an ongoing scheme. This would have protected the accrued rights of the 177 pensioners and deferred members of the scheme who had built up pension rights from their employment with Visit London and its predecessor bodies.

The interim board decided not to participate in the scheme citing concerns about the liabilities the new company would be inheriting. This decision, confirmed on 31 March 2011, meant the Visit London share of the scheme would be wound up and its outstanding liabilities to pensioners and other members would become due with immediate effect. With insufficient assets to meet these pension liabilities the Visit London board called in the administrators and the company was placed in administration on 1 April 2011; the Mayor launched the new agency, London and Partners (L&P), on the same day.

Visit London's administration had potential consequences for members of the pension scheme and the company's creditors. Creditors had unpaid bills totalling around £2.5 million and were told to expect to receive around 35-40 pence for each pound they were owed. The pension scheme was referred to the statutory Pension Protection Fund (PPF) which is funded by a levy on salary-related pension schemes. The PPF aims to protect members of these schemes

by paying compensation should the employer become insolvent and the pension scheme left underfunded.

This Committee began an investigation in May 2011 following concerns raised by Visit London pensioners and creditors. We raised a series of questions with the London and Partners Board and the Mayor about what had happened and the consequences of it. This culminated in a meeting on 24 May at which we heard from representatives of the pensioners and creditors; the Mayor's office; London and Partners; and the pension scheme trustees. At this meeting, the various parties agreed to meet separately with a view to finding a resolution and to report back to the Committee within one month.

At a subsequent meeting of this Committee on 21 June, the Mayor's adviser confirmed that a deal had been reached which would protect in full the benefits of pension scheme members and enable creditors to be paid. Under the deal the Mayor agreed to fund a scheme rescue of the Visit London share of the British Tourist Board pension scheme. The net cost of this scheme rescue is expected to be around £3 million and will be met from the GLA's unallocated contingency for 2011/12.

The Committee welcomes the fact that pension scheme members and creditors will now receive the money to which they are entitled. Nevertheless, resolving this situation has involved costs to the public purse and time and resources. There are important questions about whether the situation could have been avoided in the first place and whether there are lessons to be learned for the future from the decisions made, and the way they were made and implemented.

It is these questions that this report seeks to answer. In doing so it draws on the material gathered by the Committee during its enquiries. A timeline of events is included at Appendix 1 which draws on this material, all of which is published on our website.¹ The lessons the Committee considers should be learned are set out under three headings: the decision to create a new agency; the implementation of this decision; and the wider implications of using public money to fund private companies and the checks and balances required.

¹ Available from <http://www.london.gov.uk/publication/administration-visit-london>

The decision to create a single promotion agency for London

Background

Visit London was forced into administration because of the liabilities that were triggered in its pension fund. The statement of affairs prepared by the directors on 1 April 2011 showed the company had total assets of £5.5 million including £4.5 million cash at bank.² Its debts, without the pension scheme liabilities, were estimated at £3 million. The pension fund liabilities were estimated at this point as being in the range of £7-9 million with the final figure dependent on the cost of buying out the pension rights accrued.

The pension liabilities were triggered because the company was to be wound up and would therefore no longer be an employer of any members of the scheme. Visit London was a participating employer in a multi-employer pension scheme: the British Tourist Board Staff Pension and Life Assurance Scheme (the BTB scheme). Section 75 of the Pensions Act 1995 provides that, when an employer leaves a multi-employer scheme, the trustees are required to calculate the level of debt left. This debt (section 75 debt) is calculated on the basis that the scheme is wound up and its liabilities are bought out usually in the form of annuities.

The calculation of the section 75 debt generally results in a much higher figure than the debt calculated in a scheme that continues to operate with a sponsoring employer. This is because section 75 debt is calculated on the basis that future liabilities are crystallised at a point in time rather than spread over a longer period. The most recent valuation of the Visit London section of the BTB pension scheme in April 2009 estimated the ongoing deficit at £2.2 million.³ Visit London had agreed with the pension scheme trustees to pay deficit recovery contributions of about £70,000 per annum over the next 20 years.

Much of the ensuing negotiations between the GLA and the pension trustees concerned the way the section 75 debt should be dealt with. Specifically there were questions about whether L&P would meet the strict funding test required to enable a new company to take over the share of the scheme; and whether the new company could continue to fund the pension scheme on the same basis as Visit London with long-term deficit recovery contributions.

² Statement of proposals of the Joint Administrators, Cork Gully LLP, May 2011

³ Visit London, Directors' Report and Financial Statements, 2009/10

Neither of these issues would have been relevant if the section 75 debt and the related funding test had not been triggered by the decision to set up a new company. It is therefore relevant to examine the decision-making processes that preceded Visit London's administration and the options that were considered.

An integrated approach to promoting the city

The Mayor's proposals for a new Economic Development Strategy, published in May 2009, addressed the fragmented approach to promoting London with responsibility spread across a number of different agencies. The Mayor proposed setting up "a board to take a more strategic and integrated approach to promoting the city around the world".⁴ This board would "build on the work by the agencies Visit London, Think London, Study London and Film London which deploy significant resources attracting visitors, inward investment, students and film makers to London".⁵

The following month, the Mayor launched the new board: the Promote London Council made up of representatives of London's promotional agencies and business groups. The Council was "tasked with advising the Mayor on developing a comprehensive approach to promoting the capital and establishing a publicly engaging brand for London".⁶ It would be chaired by the Mayor and supported by a full-time GLA secretariat which would coordinate papers for board meetings.

The Promote London Council's role was to be solely advisory. The legal comments accompanying the formal Mayoral Decision setting up the Council state: "Officers must ensure that notwithstanding that the Council may make recommendations to the Mayor any decisions concerning such recommendations must be made in accordance with the Authority's Corporate Governance framework".⁷

The integration of the promotional activities carried out by the various London agencies was part of the Promote London Council's remit

⁴ *Rising to the Challenge: Proposals for the Mayor's Economic Development Strategy for Greater London*, May 2009, p 21

⁵ The proposal to integrate Film London with the other promotional agencies was not subsequently taken forward.

⁶ Mayor unveils new Council to Promote and rebrand London, Mayoral Press release, 11 June 2009

⁷ Request for a Mayoral Decision 386, para 5.5

from its creation.⁸ The decision to do this by delivering the activities of Visit London, Study London and Think London from one agency is described in a note to Promote London Council members from Anthony Browne, then Mayoral Policy Director for Economic Development. This note states that the in principle decision was made by the Mayor and Promote London Council at its meeting on 8 June 2010.⁹

At this point, the intention was that the new agency would “involve the far-reaching transformation of Visit London, which is constitutionally able already to carry out all the promotional functions of a single agency that the Mayor would require (but which currently has a more restricted remit in practice)”. Anthony Browne goes on to note that there would be a period of due diligence to be completed by the end of August 2010. Dame Judith Mayhew Jonas would chair a GLA group team responsible for the transition under the day-to-day management of Danny Lopez, Group Director at the LDA.

The decision to create a new company

At some point during October 2010, a decision was made not to transform Visit London and instead to establish a new company. This is significant because it meant that the section 75 debt would be triggered in the Visit London pension scheme.

Given this significance, the Committee sought to establish who made the decision to pursue the option of establishing a new company. Sir Peter Rogers recently confirmed that the Chair of the transition board, Dame Judith Mayhew Jonas, recommended setting up a new agency rather than transforming Visit London. She agreed this position with senior members of the GLA including Anthony Browne and Sir Simon Milton.¹⁰ Sir Peter goes on to say: “Ultimately of course all decisions were taken by the Mayor as recorded in [Request for Mayoral Decision] 658.”

The Request for a Mayoral Decision to set up a new company describes other options considered but discounted, such as sharing

⁸ See, for example, answer to MQ 1727/2009, 17 June 2009: “there are a host of different agencies all promoting London which leads to confusion, duplication and dilution of the message”.

⁹ Note to PLC members on a single promotional agency for London, June 2010

¹⁰ Letter from Sir Peter Rogers, 20 July 2011

back office functions between the three agencies.¹¹ It did not address what was the preferred option of the Promote London Council in June 2010: to rebrand and restructure Visit London. Sir Peter said the option of a transformation of Visit London did not form part of the Mayoral Decision process because it was “a previously discarded corporate structure option ... [which] was not considered to be relevant to the outcome and the decisions the Mayor was being asked to approve”.¹²

In making her recommendation that the option of transforming Visit London be discarded, Dame Judith “judged the risks” of this option to be greater than the risks associated with setting up a new company.¹³ No evidence has been provided to the Committee of any record of an assessment of these risks when making this recommendation or agreeing its adoption as policy with Anthony Browne and Sir Simon Milton.

How the pension implications of setting up a new company were assessed

The pension implications of the decision to pursue the option of creating a new company were brought to the attention of the Mayor’s Office in November 2010. The then Chief Executive of Visit London wrote to Anthony Browne, then Mayoral Adviser for Economic Development, on 11 November 2010:

“If Visit London is to cease employing any members of the BTB scheme (as would happen if all its employees transfer under TUPE to the new agency) this will trigger a debt under section 75 of the Pension Act 1995. This debt would be valued on a buy-out basis and would be payable by Visit London unless alternative arrangements are made for its payment. Has provision been made for the new agency to pay this section 75 debt when Visit London employees transfer to the new agency under TUPE?”

The GLA’s Executive Director of Communities and Intelligence replied on behalf of Anthony Browne on 18 November 2010. On the question of pension liabilities, he said: “it is proposed that [the new company]

¹¹ Request for Mayoral Decision 658, Single Agency to Promote London – Establishment and Funding Commitment

¹² Letter from Sir Peter Rogers, 16 June 2011

¹³ Letter from Sir Peter Rogers, 20 July 2011

will become a participating employer in the BTB scheme and that Visit London would enter into an apportionment arrangement to apportion its liabilities to the [new company]”.

No evidence has been provided to the Committee to show that any more work was done to assess the costs or implications if the new company decided not to become a participating employer. The Request for a Mayoral Decision in January 2011 does identify the transfer of the pension scheme as a risk. It does not indicate the likelihood of this risk materialising; suggest what reputational or financial consequences for the GLA would result from it not taking place; or set out what steps might be taken to mitigate these risks. There is no record of an assessment of the number of pension scheme members in the Visit London section of the BTB scheme or how they would be affected if the new company did not become a participating employer and the scheme were to be left underfunded.

As further powers are devolved to the GLA, and other organisations are wound up, there are likely to be implications for other pension schemes and the pension rights of individuals. A lesson from the creation of London and Partners is that these implications, and any financial or reputational consequences for the GLA, need to be understood from an early stage in the process.

Recommendation 1

We recommend that when the GLA is involved in the transfer of functions and staff between other bodies, a targeted and proportionate assessment of the pension implications should form part of the Mayoral decision process. The Mayoral Decision form should record the details of this assessment including what the risks are to pension rights and how these would be managed under different scenarios. Where there is a due diligence process to consider options to inform a Mayoral decision, there should be an auditable record of the outcome.

The rationale for setting up a new company

The Committee sought to understand the rationale for the decision to discard the original option to transform Visit London and to pursue the option of setting up a new company. In response to a question at the Committee's meeting on 24 May, Dame Judith Mayhew Jonas said:

"We did look at the option of either setting it all up under Think London or setting it all up under Visit London but it was thought in the best interests of good governance and good management structures, given that these were two very different companies, that it was better to form [a new company]."

The Committee sought further information on these governance and management issues after the meeting. In his reply, Sir Peter Rogers said:

"On review it was clear that Visit London did not have an appropriate corporate and management structure to meet the needs identified for the new agency. This was in part due to the membership structure, whereby there were many member organisations with varying voting rights but also due to board and management arrangements".¹⁴

Sir Peter went on to note that in bringing together the work of the three organisations, each with a different culture, it was felt to be important to establish a new culture under a new agency. He said that this coupled with the complexities inherent in the Visit London structure, of a large number of member organisations with voting rights, led to the decision to discard the option of transforming Visit London.

Others have cast doubt on this analysis. Tamara Ingram, former Chair of Visit London, told the Committee:

"From our point of view at the time we did not really see any need for a new company because the Chief Executive was

¹⁴ Letter from Sir Peter Rogers, 16 June 2011

happy to resign, obviously I was happy to go, we felt that we could change the structure from within.”

The Committee recognises the case for merging the functions of Visit London, Think London and Study London. Similarly, this report does not seek to assess the relative merits of creating a new company compared with transforming an existing one. The Committee is concerned with the question of whether in deciding between these options, there was a full understanding of the potential implications for the Visit London pension scheme and the risks this had for the Mayor/GLA.

The consequences of the decision to set up a new company

The former Chair of Visit London suggested to the Committee that the potential consequences of the decision to set up a new company were not properly considered:

“The consequences of that decision were far-reaching in terms of the liabilities created and the impact on the public purse. The pension debt was triggered as Visit London could no longer exist as a participating employer. The resulting administration meant the assets built up over the years by Visit London, and largely paid for by public money, would have to be bought by the new agency using more public money. Nobody in a position to influence that decision grasped the detail sufficiently. It appears that either the due diligence process did not identify the risks or appropriate action was not taken to respond to any risks identified”.¹⁵

The impact on the public purse was not confined to liabilities triggered in the pension scheme and the need to buy assets built up by Visit London. Member organisations of Visit London paid for their voting rights through their subscriptions; these accounted for seven per cent (£1.4 million) of Visit London’s income in 2009/10. Visit London had additional private sector income of £4.3 million in 2009/10. London and Partners is seeking private investment of £3.3 million to supplement its grant income in 2011/12.¹⁶

Furthermore, there were set up costs associated with the creation of the new company. The four year profile of the Mayor’s proposed

¹⁵ Further written comments from Tamara Ingram, Chair of Visit London, May 2011

¹⁶ London and Partners 2011-12 draft business plan, February 2011

grant funding to London and Partners was changed on 25 March 2011 to reflect an increase in these costs.¹⁷ The original proposal in January 2011 was that funding of £14 million per year would be provided for four years (2011/12, 2012/13, 2013/14 and 2014/15). The March decision said there would be a reprofile of the four year grant funding to increase the first year's grant by £2 million to £16 million "so as to allow for the additional start-up costs required". Funding for future years was reduced accordingly.

Conclusions

While there is a case for integrating the functions of Visit London, Think London and Study London, the way that the process of integration was conducted resulted in unforeseen extra costs to the public purse. One of the reasons given for setting up a new single agency to promote London was "cost savings from a smaller management structure and other efficiencies from bringing the agencies together". While efficiencies may well emerge in future years, the decision to set up a new company led to substantial costs in 2011/12. The net cost of the pension scheme rescue is expected to be around £3 million. Unconnected to the pension costs, additional start-up costs required funding of £2 million to be brought forward from budgets in future years. Potential costs should have been foreseen when the decision was made to have enabled a comprehensive cost-benefit analysis of all the options available, including maintaining the status quo.

¹⁷ Request for a Mayoral Decision 771, GLA Budget and Strategic Plan deliverables, para 1.8

Taking forward the decision

While the decision to set up a new company contributed to the GLA eventually having to meet the net costs of £3 million to rescue the Visit London share of the BTB pension scheme, this outcome was not inevitable. Although the section 75 debt was triggered, the scheme rescue of the type eventually implemented would not have been necessary if another way had been found of dealing with this debt. The GLA assumed from late 2010 that the pension issue could be dealt with by the new company becoming a participating employer in the BTB scheme. In doing so, the new company would have taken responsibility for the section 75 debt leaving Visit London with sufficient assets to meet its other liabilities. When it became clear this was not going to happen, another solution was explored involving trying to maintain Visit London on a reduced scale to avoid triggering the section 75 debt. This did not happen either.

This raises questions about the way the pension issues were handled from November 2010, when the question of the section 75 debt was first raised with the Mayor's Office, and the final decision of London and Partners in March 2011 not to become a participating employer in the scheme. In seeking to draw lessons from this process, we have considered the original assumption that the new company would become a participating employer in the BTB scheme; the extent to which the consequences of the negotiations failing were fully realised and the nature of the Mayor's obligations; and the failure of the negotiations between the trustees, London and Partners and the GLA.

The assumption that London and Partners would become a participating employer

There was a working assumption within the GLA that the new company would become a participating employer in the BTB scheme and any pension issues from winding down Visit London would therefore be resolved. This was made clear in the letter of 18 November 2010 to the Chief Executive of Visit London, responding to concerns about pension liabilities. Similarly, the Mayoral Decision signed in January 2011 repeated the assumption: "It is intended that the new company will take on the staff, assets and liabilities of Visit London including, subject to negotiation with and the acceptance of third parties, the lease of 2 MoreLondon and their pension scheme".¹⁸

¹⁸ Request for Mayoral Decision 658

The GLA was able to start negotiations to this end but the Mayor was not in a position to determine the final decision of the London and Partners board. A letter from the Mayor's Principal Legal Adviser to the Pensions Regulator on 29 March 2011 makes the limitations of the Mayor's role clear:

"The decision as to whether or not L&P is to participate in the Scheme is one for the board of L&P. It is not a decision for the Mayor."

There is therefore a question about whether it was a reasonable assumption that London and Partners would decide to become a participating employer. The Visit London section of the pension scheme had a deficit of £2.2 million at its last valuation in April 2009. Visit London had a 20 year funding agreement with the scheme trustees to reduce this deficit gradually through overpayments.

What this might mean for a company taking over this section of the scheme was evident from the trustees' analysis of the London and Partners' position expressed at the meeting of 30 March:

"London and Partners' Chair ... expressed how it would have been 'madness' for a limited lifespan company such as London and Partners to assume responsibility for a deficit which would, on its own wind-down crystallise in lump sum form and drive the company into insolvency (in the same way as shortly happened to Visit London). However, why this only became apparent on or shortly before 17 March, and why it had escaped the GLA ever since their representations to Visit London in November 2010 (which they continued to repeat to the trustees right up until March of this year) that London and Partners would participate in the Scheme and assume responsibility for Visit London's deficit, continues to puzzle the Trustees."¹⁹

Given that it was established as a private company with a time-limited funding agreement, it is difficult to see how London and Partners could reasonably have been expected to take long-term responsibility for the Visit London pension deficit without some form of GLA guarantee. Nothing in the information provided to the Committee

¹⁹ Written submission from the Scheme trustees, Appendix 2, p 9, May 2011

suggests there were active discussions between London and Partners and the GLA about providing such a guarantee or a cash injection to reduce the pension deficit.

We conclude that the assumption by the GLA, from November 2010 until March 2011, that London and Partners would become a participating employer in the BTB pension scheme was not a reasonable one. It would only have been so if the GLA had been prepared to underwrite the scheme deficit in some way or make further funds available for a cash injection. Neither was offered prior to April 2011.

The Mayor's obligations to the pension scheme

Once it became clear that London and Partners was not prepared to become a participating employer in the BTB scheme, questions started to be raised about what, if any, obligations the Mayor and GLA had to the scheme and its members. In his initial response on 3 May 2011 to questions from the Committee about the effect of Visit London's administration, the Mayor suggested that there was a balance to be struck between the competing priorities of pension benefits and the funding needed to support the new agency: "the impact on the pension benefits accrued ... is clearly a blow but the loss of 10 per cent of such benefits when the alternative was an extra cut to the services provided by L&P and inevitably a significant cut in the number of its staff meant that it was a decision that could not be avoided".

Others argued that it was not appropriate to balance the costs of maintaining people's accrued pension rights against other priorities. The trustees of the BTB scheme said that they did "not believe that existing pensions obligations of employers can in any way be treated as 'optional' or secondary to the cost of achieving other objectives".²⁰

The Pensions Regulator went further in a letter to the Chair of this Committee on 17 May 2011:

"The Regulator has significant concerns in relation to the decision to withdraw funding from Visit London Ltd. The decision to fund London and Partners rather than Visit London appears to detrimentally affect the likelihood of full benefits

²⁰ Written submission from the Scheme trustees, May 2011

being received by the members of the Visit London section of the scheme. ... The Regulator has a number of anti-avoidance powers under the Pension Act 2004 which enable it, in certain situations, to require entities which are associated with or connected to a sponsoring employer to put in place financial support for a scheme or make a cash payment up to the scheme's buy-out deficit.

The Regulator has begun an investigation to determine whether it would be appropriate to exercise these powers in this case. That investigation is currently at a very early stage."

The Mayor's decision to fund a pension scheme rescue meant this investigation did not proceed, so the question of whether the GLA had a legal obligation to the pension scheme was not finally resolved. The GLA has not accepted that it was legally obliged to rescue the scheme. The Mayor said on 15 June: "My advice is that there may not have been a legal obligation on us to honour the pension commitments".²¹ Visit London and London and Partners were or are private companies. Visit London received around 70 per cent of its funding from the LDA; London and Partners is expected to be around 80 per cent funded by the GLA in its first year.²² The extent to which this meant the GLA was "an entity associated with or connected to a sponsoring employer", and therefore presumably had a legal obligation, was not tested.

When announcing the scheme rescue in June 2011, the Mayor's adviser said that the Mayor felt he had a "moral obligation to both pensioners and other creditors".²³ The Mayor used the same phrase in his comments to the Assembly on 15 June.

There was no acknowledgement of such an obligation in the correspondence provided to the Committee covering the period leading up to Visit London's administration. The representative of the Visit London pensioners concluded at our meeting: "it seems to us that the parties involved, at some stage, lost sight of their responsibilities to past and existing employees".²⁴

²¹ Mayor's Question Time, 15 June 2011

²² London and Partners 2011-12 draft business plan, February 2011

²³ Sir Peter Rogers at the ECS Committee meeting, 21 June 2011

²⁴ Ylva French, Chair of Visit London Pension Actions Group, at ECS Committee meeting, 24 May 2011

The potential consequences of a Visit London administration for past employees, including existing pensioners, were not referred to in any GLA correspondence prior to the Committee's involvement.

“An unsatisfactory process”: the negotiations with the pension scheme trustees

When reopening negotiations with the trustees after the Committee meeting on 24 May 2011, the Mayor's Adviser on Regeneration, Growth and Enterprise, referred to trying to correct “what has been an unsatisfactory process to date”.²⁵ This suggests there are lessons to be learned from the way this process was originally managed.

Until an all-parties meeting called by the Pensions Regulator on 30 March 2011, and after the London and Partners board had made the decision not to become a participating employer in the scheme, all the negotiations between the GLA and the trustees were carried out by correspondence. The lack of face-to-face meetings between the parties and a reliance on letters was identified by Sir Peter Rogers as a lesson to be learned from the process.

The GLA and the trustees provided the Committee with different interpretations of the issues set out in the correspondence between the two parties. There were disagreements about when and whether the trustees were prepared to accept London and Partners as a participating employer in the BTB scheme; the amount of money which was needed to satisfy the funding test; and the speed and efficiency with which both sides responded to requests for information.

Given that the Committee's aim in this report is to identify lessons for the future, we do not seek to revisit these disputes in detail. The disagreements between the GLA and trustees over many of these issues are no longer relevant now that the pension scheme has been rescued. It is though important that the Committee consider whether the criticisms of the speed and efficiency of each side were justified to the extent that they might have resulted in a different outcome.

There were administrative errors made and slight delays during the negotiation process which was started with a letter to the trustees

²⁵ Letter from Sir Peter Rogers to the Chair of the Trustees, 25 May 2011

from the GLA on 25 January 2011. For example, in their initial response of 8 February, the trustees pointed out that any future arrangement would require the agreement of the other participating employers Visit Britain and Visit Scotland. The GLA did not send letters seeking that consent until 4 March and then to the wrong addresses. The trustees criticise this and the fact that the GLA did not at any point begin a consultation with the Secretary of State whose permission is also required under the scheme rules. Similarly, both the GLA and the trustees criticised the response times of the other party.

Given the position ultimately taken by the London and Partners board, it is difficult to see how an earlier start to discussions with the other participating employers would have made any difference. Similarly, there is no obvious major delay between the receipt of each letter and a response. We therefore conclude that there is nothing to suggest any administrative errors or delays had a material effect on the final outcome of the negotiations.

The correspondence is notable for the lack of involvement from the interim board of London and Partners. A transition team of GLA/LDA staff had been established to support the interim board but there is nothing in the information provided to the Committee to suggest that there were discussions about the progress of negotiations with the pension scheme trustees. Similarly, the trustees noted in their submission to the Committee that throughout the whole period they only received one communication from London and Partners: a seven line letter on 17 March stating that the interim board had decided not to pursue the option of becoming a participating employer in the scheme.

The trustees told the Committee that they “find it difficult to come to terms with the long period of time for which the GLA indicated that a certain outcome would be worked towards, followed by the immediate volte face displayed by L&P in its first and only letter to the trustees”.²⁶ They also note that while recognising caveats in GLA correspondence about the new agency’s independence they understood “negotiations should be conducted with the GLA itself”.²⁷

The GLA opened negotiations on behalf of London and Partners but there is no evidence to show how or if the London

²⁶ British Tourist Board trustees submission to the Committee, May 2011

²⁷ Ibid

and Partners board was consulted. There was no clear transfer of responsibility for negotiating with the trustees from the GLA to London and Partners. The letter to the trustees from the GLA of 11 March 2011 effectively withdraws the GLA from the negotiations but it is not clear why this happened at this point. We conclude therefore that it was unsurprising that the trustees were unclear who they were negotiating with, and on what basis, and that this was a contributory factor in the failure to reach a resolution.

There are further lessons to be learned from the relationship between the GLA/LDA and London and Partners prior to the incorporation of London and Partners as a private company. This is exemplified by the dual role of the LDA's then Group Director of Business Support and Promotion, Danny Lopez. Mr Lopez led the preparations for the creation of the new agency with support from officers at the GLA. At the same time, he acted as interim CEO of London and Partners. This arrangement effectively combined in the same role two responsibilities: protecting the wider interests of the GLA group; and ensuring the new company was in the best position to take forward the promotion of London.

Although we did not explore this role during the Committee's discussion in May, these two responsibilities suggest potential competing interests over the question of pension liabilities. For example, it would not be in the interests of a new company to take on significant long-term pension liabilities from another company. At the same time, the decision not to take on those liabilities exposed the Mayor to reputational damage and at least a moral obligation to those affected. There is evidence to show Mr Lopez recognised the risks to London and Partners of taking on long-term pension liabilities from the information provided about the board deliberations. No information though has been made available to the Committee to show that he was involved in discussions with the trustees or in highlighting the risks to the GLA of allowing Visit London to go into administration.

The Committee considers that there are a number of lessons to be learned from the way the project to set up London and Partners was planned and the way negotiations with other parties to make this happen were carried out. In highlighting the lessons to be learned in

the following recommendation we have also drawn on the comments of Sir Peter Rogers at our meeting on 24 May.

Recommendation 2

We recommend that in his response to this report, the Mayor set out what processes he plans to put in place to ensure that in future such negotiations: there is appropriate scenario planning; there are mechanisms to challenge assumptions and respond to changes; and that the undertaking of complex negotiations is carried out as far as possible in face-to-face meetings rather than mainly through correspondence. We further recommend that, when private companies are set up in the future, there is a clear separation between the roles of protecting the interests of the GLA and responsibility for setting up the new company.

The role of publicly funded private companies

A common theme throughout the negotiations about the pension scheme and the investigation undertaken by the Committee was the fact that Visit London and London and Partners were or are private companies. This had implications for the way decisions were made, and the issues that the respective boards could reasonably take into account, and the transparency of decision-making. Similarly, the amount and committed period of funding for these private companies from public funds was relevant to the considerations at each stage in the months preceding the administration of Visit London.

Given that the ultimate responsibility for resolving the consequences of Visit London's administration came back to the Mayor, this raises questions about the structures in place. Guests at our May meeting questioned the rationale for handing over responsibility to a private company and the consequences when a company, which relies on public funds for its existence, makes decisions based on purely commercial considerations.

Furthermore, an important background to the events leading up to the administration of Visit London was the decision of the Government no longer to provide grants for promoting London. This effectively transferred sole responsibility for funding and directing the promotion of London to the GLA. Any lessons learned from the way these structures affected what happened are therefore particularly important for London government in the future.

The relationship between the GLA and London and Partners

The establishment of London and Partners as a private company, which is grant funded to provide services to promote London, continues a longstanding arrangement in the capital. It mirrors the arrangements that were made for promoting tourism and led to the creation of Visit London. For example, the London Tourist Board was incorporated as a company in 1963 with an objective to manage tourism and promote London as a year round tourist destination. In 1969 the company became one of 12 official tourist boards covering England and working with the British Tourist Board.²⁸ The London Tourist Board changed its name to Visit London Limited on 3 July 2003.

²⁸ The other tourist boards were not established as private companies. For example, the Welsh Tourist Board was an executive sponsored body of the National Government of Wales following devolution.

Visit London and its predecessors were funded by grants from public bodies, income from member subscriptions and some commercial activities. In recent years Visit London had a four-year grant funding agreement with the LDA covering the period 2006/07 to 2009/10. The LDA was grant funded by central government for these purposes; a cut in this grant following the Comprehensive Spending Review in 2008/09 led to a reduction in the grant to Visit London in 2008/09 and 2009/10.

The grants provided the majority of the company's income. Visit London's last published accounts for 2009/10 show grant funding from the LDA made up 73 per cent (£15.6 million) of Visit London's total income. The LDA grant to Visit London reduced in 2010/11 to £11.7 million.

The other agencies which were merged with Visit London to form London and Partners also received public money in 2010/11. The LDA provided grant funding of £4 million to Think London; and £169,000 to Study London.²⁹ Together with its grant for Visit London, the LDA provided funding of £15.9 million in 2010/11 to the three agencies compared with the GLA grant funding of £16 million for London and Partners in 2011/12. The London and Partners grant reduces to £14 million in 2012/13 and £13 million for the next two years.

It is clear that Visit London, and the other promotion agencies, relied on public funding for their existence. The interim Chief Executive confirmed this is also the case for London and Partners. He told the Assembly: "This is a private public commercial organisation that to exist and to be able to carry out its activity is receiving a grant from the GLA Without it [the grant] there would be no tourism and foreign direct investment activity".³⁰

The former Chair of Visit London said that this type of dependence raises questions about the extent to which the private company and the body funding it should be seen as separate: "I think we need to be

²⁹ Figures from the London and Partners draft business plan provided to the Budget and Performance Committee, February 2011

³⁰ Interim Chief Executive of London and Partners to the Budget and Performance Committee, 3 March 2011

a bit more honest about what that means in terms of our obligations and how we behave”.³¹

The formal articulation of these obligations is in the governance and funding arrangements for London and Partners. The GLA was the sole founding Member of London & Partners. When it was established the Mayoral Decision said, “The governance and funding arrangements will enable the Mayor to have strategic oversight and an appropriate degree of influence over the new promotional company”.³² There is not a Mayoral representative on the London & Partners board but the Assembly was told that GLA control would be exercised through the Mayor’s ability to appoint representatives to the board, annual funding agreements and an agreed corporate plan. Under the grant agreement, the GLA has a right to send to board meetings an observer who will receive papers in advance and have the right to speak but not vote.

There are questions about whether these arrangements accommodate the kinds of checks and balances that adequately address the complexity of the relationship between the Mayor and a company implementing his policies and spending GLA money. Although it is established as a private company, London and Partners is not a purely commercial organisation; it relies on the Mayor for the bulk of its funding and there are consequences for the Mayor and GLA from the decisions it takes. For example, the decision of the London and Partner board about the Visit London pension scheme has had reputational and financial consequences for the Mayor and GLA.

Recommendation 3

We recommend that the Mayor ensure that the governance arrangements and grant agreement with London and Partners be re-examined. The aim of this should be to ensure that there are appropriate checks and balances to protect the interests of the GLA while allowing London and Partners sufficient freedom to operate efficiently and effectively. We ask that the Mayor report back on this process and any proposed changes to the arrangements by the end of October 2011.

³¹ Tamara Ingram to the ECS Committee, 24 May 2011

³² Request for Mayoral Decision 658, 17 January 2011

Transparency

Similarly, the way London and Partners has been set up has implications for the level of transparency particularly around funding. In 2011/12, London and Partners will have responsibility for spending 11 per cent of the total funding for the Mayor's component of the GLA budget.³³ Given this, we expect the same degree of transparency about that expenditure as we would for the GLA itself and the functional bodies.

Such transparency was not evident during our investigation. As part of our request for information, the Committee asked for copies of correspondence between the GLA and London and Partners and the other parties involved. London and Partners provided copies of its board minutes but argued it was not legally obliged to do so.³⁴ These minutes simply recorded the decision. The papers considered at those meetings or details of the discussion were not provided. No correspondence between the GLA and London and Partners was provided other than emails relating to the timing of the meeting convened by the Pensions Regulator on 30 March.

The financial information available about London and Partners is not as detailed as for the GLA and other parts of the GLA group. For example, the salaries of GLA directors, Mayoral advisers and any declarations of interest are matters of public record. The same is not the case for senior employees of London and Partners. For example, in June 2011, the Mayor approved the decision of the London and Partners Board to appoint a chief executive and an executive with financial responsibility for financial affairs of the company.³⁵ Neither the salaries nor any declarations of interest for the appointments have been published. The Request for a Mayoral Decision states: "there are no costs to the GLA arising out of the current appointments as all salary costs, allowances and expenses are met by London and Partners".

Similarly, London and Partners received additional grant funding of £2 million in 2011/12 for "start up costs" brought forward from budgets

³³ The £16 million grant to London and Partners is 11 per cent of the total funding for the Mayor's component budget (£147.1m) in 2011/12

³⁴ As a body in receipt of a GLA grant this interpretation is open to question. Under section 61(4)(a) of the GLA Act 1999, as amended, the Assembly may require a such a body to provide documents which relate to that grant.

³⁵ Request for a Mayoral Decision 832 London and Partners appointments

in future years.³⁶ However, there is no mechanism to ensure that how that money was spent is open to public scrutiny.

Conclusion

The relationships between the Mayor/GLA and other bodies carrying out his policies and spending GLA resources are often complex. The Assembly has long argued that there should be clarity and transparency about decision-making in these relationships, for example, when reporting on the awarding of grants by the LDA in 2008.³⁷ More recently, in the joint statement to the Secretary of State for Communities and Local Government on the devolution of powers to London, the Assembly's priority was "to see that robust transparency and accountability arrangements are embedded in any devolution package".³⁸

Consistent with this approach, we consider that regardless of whether they are private companies or public bodies, organisations carrying out work on behalf of the Mayor, and spending funds provided by the GLA, should operate within an agreed framework. This should provide clarity and transparency of decision-making for the money which is being spent on behalf of Londoners.

Such a framework exists. Following a review by the then Chief Executive in 2008, the Mayor agreed a group wide Corporate Governance Framework Agreement the aim of which is to "address the complex relationships between the Mayor and his staff, the Assembly, and the Boards of the functional bodies".³⁹ It "sets out their roles and responsibilities and the ways in which they should relate to each other". The aim is that the framework agreement is supported by protocols on issues such as transparency and the publication of information. We consider this agreement should apply in the same way to private companies or public bodies wholly or largely funded by the GLA, such as London and Partners.

³⁶ Request for a Mayoral Decision 771 GLA budget and strategic plan deliverables

³⁷ London Development Agency Grants – an Interim Statement of Concerns from the London Assembly, 17 March 2008

³⁸ Joint letter to the Secretary of State for Communities and Local Government from the Mayor, London Assembly and London Councils, 23 July 2010

³⁹ Request for Mayoral Decision 355

Recommendation 4

We recommend that London and Partners, and any other companies or external bodies set up and funded by the Mayor from GLA resources, sign the GLA Group Corporate Governance Framework and that the requirements for transparency and accountability for decision making apply. We ask the Mayor to respond to this and the other recommendations in this report by the end of October 2011.

Conclusion

We welcome the Mayor's decision to fund a scheme rescue of the Visit London pension section of the British Tourist Board pension scheme following concerns raised by the Assembly and the work of this Committee. It has secured the benefits of existing and future Visit London pensioners and ensured that those London companies left out of pocket will now be paid in full.

However, it is clear that there were failings in the process which led up to Visit London's administration. The decision to set up a new company to take on the functions of Visit London, Think London and Study London in 2011/12 ultimately resulted in costs to the GLA of £5 million. These costs - £3 million to rescue the pension scheme and £2 million additional start-up costs brought forward from budgets in future years - were not anticipated. Furthermore, the decision-making process which resulted in these costs was not sufficiently robust. It failed to demonstrate accountability for decisions or evidence that decisions were made on a detailed understanding of the consequences. The obligations and responsibilities that the Mayor had to pensioners and creditors only came to light when this Committee investigated after Visit London went into administration. The Mayor could, and should, have prevented this happening in the first place.

As this report has demonstrated, there are a number of lessons which can be learned for the future about the GLA's role in the transfer of functions and staff between bodies that it funds. Adoption of the recommendations in this report will go some way to ensuring that they are. It is now incumbent on the Mayor and the GLA in their response to this report to demonstrate that processes will be put in place to ensure that the mistakes highlighted in this report are not repeated.

Appendix 1 Timeline

Timeline of the key events, correspondence and meetings leading up to the administration of Visit London and the subsequent GLA fund pension scheme rescue

All the documents referred to in this timeline, and in the main body of the report, are available from the Committee's webpage at <http://www.london.gov.uk/publication/administration-visit-london>

May 2009

The Mayor publishes *Rising to the Challenge: Proposals for the Mayor's Economic Development Strategy for Greater London*. This includes the proposal to establish "a board to take a more strategic and integrated approach to promoting the city around the world".

9 July 2009

Request for Mayoral Decision 386: The Establishment of Promote London Council. Chaired by the Mayor the purposes of the Council is to "advise the Mayor on all aspects of the promotion of London in order to maximise benefits to London's economy and to inform his advice to the LDA, which ultimately will contract these services".

8 June 2010

The Promote London Council makes an in principle decision to integrate the work of Think London, Visit London, and Study London into a single promotional agency for London. A note to the Promote London Council from Anthony Browne, then Mayoral Policy Director for economic development, states: "the new agency's structure is to "involve the far-reaching transformation of Visit London".

October 2010

Following a due diligence process in the summer of 2010, "A decision was taken in October 2010 that the establishment of a new corporate entity was the preferred option" [source: letter from Sir Peter Rogers to the Committee 16 June 2011]

11 November 2010

The Chief Executive of Visit London writes to the Mayoral Policy Director for Economic Development raising questions about the transfer of assets and liabilities to the new agency; the transfer of pension liabilities, including the triggering of the section 75 debt and; the transfer of employees to the new agency.

18 November 2010

The GLA's Executive Director of Communities and Intelligence replies on behalf of the Mayoral Policy Director for Economic Development stating that "it is proposed [the new company will become a participating employer in the BTB scheme]".

17 January 2011

Request for Mayoral Decision 658 is published. This authorises the creation of a single agency to promote London from 1 April 2011.

25 January 2011

The GLA Director of Resources writes to the Secretary of the Trustees of the British Tourist Board scheme. The letter informs the trustees of the proposal that London and Partners take over the current operation of Visit London, Think London and Study London. It sets out proposals for London and Partners to be admitted into the pension scheme, enabling employees of Visit London to transfer their pension when they transfer to London and Partners and to take on Visit London's liabilities. The letter explains that final decision would be for the Board of London and Partners.

8 February 2011

The Chairman of the trustees replies. He raises questions about the future funding of the scheme under the proposed new employer, London and Partners, notes that the proposed amendment to the scheme requires the consent of the other participating employers (Visit Britain and Visit Scotland) and the relevant Secretary of State; asks to be kept informed of their responses to the proposals; and asks for a valuation of the assets and liabilities of Visit London.

16 February 2011

The GLA Director of Resources replies enclosing the grant agreement between the GLA and London and Partners. The letter expresses the view that the trustees will be able to satisfy themselves that sufficient funding will be available to cover the costs of the scheme and commits to making relevant information available to the trustees' advisers. The Executive Director states that Visit Britain has received a copy of the letter of 25 January and the GLA plans to "enter into formal dialogue with them and with Visit Scotland shortly". The letter also points out the alternative to allowing London and Partners into the scheme would be to "allow Visit London to become insolvent" at which point "the Scheme would be an unsecured creditor of Visit London".

19 February 2011

The Secretary to the Trustees emails the GLA. He states that the estimated section 75 debt that would fall on Visit London if a cessation event happened would be £9 million. He also provides a schedule of contributions which shows that Visit London is expected to pay £71,520 in addition to its usual contributions over the 20 year period from 1 July 2010.

2 March 2011

The Chairman of the trustees replies to the letter of 16 February. The letter raises again the need for the consent of Visit Britain, Visit Scotland and the relevant Government department and asks for confirmation that a dialogue has commenced. The substantive point made by the Chairman of the Trustees in this letter concerns the statutory funding test the trustees are required to apply under pension legislation.

4 March 2011

The GLA sends copies of the letter to the trustees of 25 January to Visit Britain and Visit Scotland asking for initial responses by 9 March. Both letters are incorrectly addressed; the Trustees note in their submission that as a result they were not received until 14 March.

4 March 2011

The GLA Director of Resources replies to the trustees' letter of 2 February. In the letter, he reasserts the GLA's view that the funding test can be met.

9 March 2011

The London and Partners Board considers a paper drafted by the pension advisers at Wragge & Co on the options for pension provision from 1 April for the employees of London & Partners. The minutes of the board meeting record: "a lengthy discussion took place and it was agreed to resolve the issue at the next board meeting".

11 March 2011

The GLA Director of Resources writes again to the trustees. The letter concludes: "The GLA's role has come to a close ... future correspondence will therefore be with L&P".

17 March 2011

The London and Partners Board continues its discussion on the options for pension provision. According to the Board's minutes, it resolves:

- a) not to pursue the proposal to become a participating employer in the British Tourist Board Pension Scheme;
- b) ...
- c) to pursue the transfer of the business of Visit London to the company without any liabilities in connection with the British Tourist Board Pension Scheme;
- d) to offer to meet Visit London at director level as soon as possible next week ideally on Monday 21 March.

18 March 2011

Danny Lopez, Interim Chief Executive of London and Partners, writes to the trustees informing them of the board's decision.

25 March 2011

Request for Mayoral Decision 771: GLA budget and strategic plan deliverables 2011-12 is published. This includes "£2.0m for the reprofiling of London & Partners' grant from the GLA ... so as to allow for the additional start-up resources required."

28 March 2011

Tamara Ingram, Chair of Visit London, emails the Mayor on behalf of the Visit London Board expressing her concern about London and Partners' decision. She warns that it could force Visit London into insolvency and she asks the Mayor to delay the launch of London and Partners until the situation is resolved.

29 March 2011

The then Chief of Staff to the Mayor, replies to Ms Ingram on the Mayor's behalf. Sir Simon points to the fact that the Mayor did not receive the funding expected for promoting London. Agreeing to the terms of the pension transfer would require London and Partners to "make further cuts to staff and the services provided to promote London". He also points out that the decision was one for the Board of London and Partners and "it is not for the Mayor to interfere in such decisions".

29 March 2011

Pensions Regulator writes to the Mayor to set out his concerns (this letter is referred to in the regulator's letter to the Committee).

30 March 2011

The Pensions Regulator convenes an all-party meeting attended by the Regulator, Visit London, London and Partners and the Greater London Authority. This involves "a series of negotiations as to the basis on which the GLA or L&P could prevent the VL portion of the Scheme being left without financial support as from 1 April" (submission from the trustees). The trustees report that "the GLA and L&P confirmed to Visit London and the Trustees the following day that they did not wish to take matters further.

1 April 2011

Visit London goes into administration. London and Partners is launched.

1 April 2011

Request for Mayoral Decision 807: London & Partners – Grant Agreement and 2011-12 Business Plan is published. This confirms the grant funding to London and Partners and sets out the objectives in the business plan.

7 April 2011

The Committee starts its investigation. The then Chair of the ECS Committee, Len Duvall AM, writes to the Mayor raising a series of questions about the impact of Visit London's administration.

7 April 2011

The BTB Pension Trustees write to the members of the Pension Scheme advising that the Visit London section of the BTB pension scheme is likely to enter the Pension Protection Fund and that Members' benefits will be reduced to reflect the underfunding.

17 May 2011

The Case Manager at the Pensions Regulator writes to the Committee to set out fully its position in respect of the administration of Visit London. It confirms the Regulator has begun an investigation to determine whether it would be appropriate to exercise 'anti avoidance' powers which would enable it, "in certain situations, to require entities which are associated with or connected to a sponsoring employer to put in place financial support for a scheme or make a cash payment up to the scheme's buy-out deficit."

24 May 2011

The Committee holds a public meeting with representatives of affected partners and representatives of Visit London, London and Partners, the GLA and the BTB Pension Scheme Trustees. At the end of this meeting, the various parties agreed to meet separately with a view to finding a resolution and to report back to the Committee within one month.

21 June 2011

At a meeting of the Committee, the Mayoral Adviser on Regeneration, Growth and Enterprise confirms that an agreement has been reached involving the GLA providing a short-term guarantee for the residual pension liability and the residual assets from Visit London transferring to the GLA. The net costs of the agreement are estimated to be around £3 million to be met from the GLA's unallocated contingency for 2011/12. The agreement means "the settlement approved by the Mayor is sufficient to enable the Trustees to pay full pensions from the Scheme, and to ensure that all creditors of Visit London are paid out in full."

Appendix 2 Recommendations

Recommendation 1

We recommend that when the GLA is involved in the transfer of functions and staff between other bodies, a targeted and proportionate assessment of the pension implications should form part of the Mayoral decision process. The Mayoral Decision form should record the details of this assessment including what the risks are to pension rights and how these would be managed under different scenarios. Where there is a due diligence process to consider options to inform a Mayoral decision, there should be an auditable record of the outcome.

Recommendation 2

We recommend that in his response to this report, the Mayor set out what processes he plans to put in place to ensure that in future such negotiations: there is appropriate scenario planning; there are mechanisms to challenge assumptions and respond to changes; and that the undertaking of complex negotiations is carried out as far as possible in face-to-face meetings rather than mainly through correspondence. We further recommend that, when private companies are set up in the future, there is a clear separation between the roles of protecting the interests of the GLA and responsibility for setting up the new company.

Recommendation 3

We recommend that the Mayor ensure that the governance arrangements and grant agreement with London and Partners be re-examined. The aim of this should be to ensure that there are appropriate checks and balances to protect the interests of the GLA while allowing London and Partners sufficient freedom to operate efficiently and effectively. We ask that the Mayor report back on this process and any proposed changes to the arrangements by the end of October 2011.

Recommendation 4

We recommend that London and Partners, and any other companies or external bodies set up and funded by the Mayor from GLA resources, sign the GLA Group Corporate Governance Framework and that the requirements for transparency and accountability for decision making apply. We ask the Mayor to respond to this and the other recommendations in this report by the end of October 2011.

Appendix 3 Orders and translations

How to order

For further information on this report or to order a copy, please contact Ross Jardine, Administration Officer, on 0207 983 4206 or email: ross.jardine@london.gov.uk

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Subject: Request for use of Section 60 (1) Powers – Transport Committee

Report to: London Assembly (Plenary)

Report of: Executive Director of Secretariat

Date: 9 November 2011

This report will be considered in public

1. Summary

1.1 This report requests that the Assembly uses its powers under s.60 (1) of the GLA Act.

2. Recommendation

2.1 **That the Assembly agrees to the request of the Transport Committee to use its powers under Section 60 (1) of the Greater London Authority Act to request that the Mayor responds to recommendations 1, 2, 3 and 4 of the Committee's report, *The State of the Underground*.**

3. Background

3.1 The Transport Committee agreed in March 2011 to carry out an investigation into the state of the Underground with the following terms of reference:

- To explore the recent performance of the Tube and Transport for London's (TfL) progress with the upgrade programme including for each London Underground line; and, in light of the findings
- To identify any actions that the Mayor and TfL should take to improve the performance of the Tube and the delivery of the upgrade programme.

3.2 The report, *The State of the Underground*, is attached as **Appendix 1** to this report for Members only. This document is available on the website from the link at: <http://www.london.gov.uk/who-runs-london/the-london-assembly/publications>.

3.3 The report makes the following recommendations:

Recommendation 1

In light of the impact of strikes on London Underground's service in 2010/11 and the risks to the 2012 Games, we recommend that the Mayor review his and TfL's approach to industrial relations. Specifically, he should consider whether additional meetings with unions or other new structures might help improve relations. We ask that he report back to the Committee by December 2011 on his approach to maintaining good industrial relations over the next 12 months.

Recommendation 2

By December 2011, the Mayor and TfL should provide a written report to the Committee on the steps that have been taken to reduce delays and ensure that performance returns to record levels both across the Tube network and on each individual line. The report should include the actions taken to address the main asset-related causes of increased delays in 2010/11, namely:

- fleet failures on the Victoria, Metropolitan and District lines;
- problems with the Automatic Train Operating system on the Jubilee line; and
- problems with engineering trains on the Northern and Piccadilly lines.

By December 2011, TfL should ensure its regularly published information on Tube performance includes Lost Customer Hours for each of the 11 London Underground lines broken down by causative factor.

Recommendation 3

By December 2011 the Mayor and TfL should report to the Committee on the steps that will be taken to manage crowding on the Tube between now and 2018. The report should address how London Underground has responded to the issues raised in our previous report including progress with making real-time information available to passengers at stations and advertising alternative routes to popular destinations.

Recommendation 4

We recommend that the Mayor and TfL continue to make the case to Government for funding to upgrade the Bakerloo, Piccadilly and Central lines and intensify this activity in the run up to the next spending review. The Committee will support all efforts to this end recognising the importance of an efficient Tube network to the London and UK economy.

Recommendation 5

By December 2011, TfL should publish a detailed breakdown of its plans to find savings on the Tube upgrade and maintenance programme. We expect this to demonstrate that its costs for the upgrades and ongoing maintenance are in line with the most efficient international metro systems.

Recommendation 6

By December 2011 IIPAG should publish full details of its future work programme on the Tube and by when it intends to publish findings from this work. This should include full details of its proposals for benchmarking TfL's expenditure and performance on the Tube upgrades including with other Metros abroad.

Recommendation 7

By December 2011, TfL should provide a report to the Committee on the changes it has made to its organisational structure, processes and staffing to ensure successful delivery of the day-to-day Tube service and the entire Tube upgrade and maintenance programme.

3.4 The Mayor is asked to respond to Recommendations 1, 2, 3 and 4.

3.5 At its meeting of 11 October 2011, the Transport Committee agreed to recommend to the Assembly that it uses its powers under section 60(1) of the Greater London Authority Act to request a response to the report from the Mayor.

4. Issues for Consideration

4.1 Each time an Assembly Committee completes a review or investigation, relevant proposals are sent to all witnesses at whom they are aimed, and responses invited. The Mayor does not always provide

a formal response to Committee recommendations and this makes it difficult to establish the impact of the Assembly's work on the Mayor's policies and decisions. With this in mind, the Transport Committee would like to ask the Assembly to use its powers under section 60 (1) of the GLA Act.

5. Legal Implications

- 5.1 Under Section 60 (1) of the Greater London Authority Act, the Assembly may submit proposals to the Mayor and require a response from him under Section 45(2)(c). Section 45(2)(c) of the GLA Act requires the Mayor to include a response to the proposals submitted under Section 60(1) in his written reports to the Assembly.

6. Financial Implications

- 6.1 There are no financial implications arising directly from this report.

List of appendices to this report:

Appendix 1 – *The State of the Underground*

Local Government (Access to Information) Act 1985
List of Background Papers: None
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The State of the Underground

September 2011

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Roger Evans	Conservative
Jenny Jones	Green
Joanne McCartney	Labour
Steve O'Connell	Conservative
Murad Qureshi	Labour
Richard Tracey	Conservative

At its meeting on 9 March 2011, the Committee agreed to undertake an investigation into the state of the London Underground with the following terms of reference:

- To explore the recent performance of the Tube and TfL's progress with the upgrade programme including for each London Underground line; and, in light of the findings
- To identify any actions that the Mayor and TfL should take to improve the performance of the Tube and the delivery of the upgrade programme.

The Committee welcomes feedback on its report. For further information, contact Laura Warren in the Scrutiny Team by: letter c/o of City Hall, More London, SE1 2AA; email laura.warren@london.gov.uk; or telephone: 020 7983 6545. For press enquiries contact Dana Rothenberg by telephone: 020 7983 4603 or email dana.rothenberg@london.gov.uk

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Chair's Foreword

Many people using the Tube last year will have experienced disruption and delay. They may have wondered why this was happening and when the service would get better, given all the work taking place to upgrade the network.



Taking the problems in 2010/11 as a starting point, we have explored the state of the Underground eight years on from the start of the upgrade programme and one year on from TfL taking over the entire programme following the end of the PPP. We are grateful to all those who have contributed to our investigation.

Whilst delays on the Tube have reduced in the last eight years, last year was marked by the longest sustained period of poor reliability since the start of the upgrades. Industrial action accounted for much of the increase in delays across the network. However, on lines with the most delays, such as the Jubilee and Victoria, the main cause of the increase was problems with assets such as operating systems and trains. TfL has told us it is now responding to these problems and has learned lessons from the Jubilee line upgrade. We welcome this and look forward to receiving more information on the steps that have been taken.

The upgrade programme has delivered some improvements on the Tube but any increases in capacity have been outstripped by rising demand. Since 2003/04, passenger journeys have increased by 17 per cent but the level of service provided has risen by two per cent. With further slippage on the delivery of some line upgrades last year and loss of funding for others, passengers should not expect to see major improvements across the network for at least another five years. We, therefore, call on TfL to take further steps to manage crowding on the Tube in the short term. The Mayor and TfL should also be making the case to government for funding to deliver full upgrades to the Bakerloo, Piccadilly and Central lines.

Billions of pounds have now been spent on the upgrade programme but not all of it in line with international good practice. Drawing on examples from abroad including Metros in Paris, Madrid and New York, the PPP Arbiter found TfL could cut its costs by adopting different processes and practices. TfL has told us it is now seeking to

find savings on the Tube. It has forecast lower costs for upgrade and maintenance work but not necessarily in all areas and not in line with expenditure by the best international Metros. We suggest it could bring down its costs by looking again at its organisational structures and recruitment. We also look to the new Independent Investment Advisory Group (IIPAG) to provide the technical expertise needed to ensure TfL delivers value for money on the upgrades.

Over the next few years TfL faces significant challenges on the Tube. It will need to: improve the performance of the Underground; deliver some of the most complex line upgrades; and realise considerable savings and efficiencies. We will continue to monitor its progress closely.

Caroline Pidgeon AM
Chair of the Transport Committee

Executive Summary

In assessing the state of the Underground, the Committee has highlighted significant challenges ahead. Over the next few years London Underground needs to deliver the rest of the upgrades, which will be more complex and extensive than the work carried out to date, while minimising disruption to passengers. It also aims to bring operating performance up to record levels in time for the 2012 Olympic and Paralympic Games after a prolonged spell of poor performance in 2010/11. Both of these challenges will need to be met while implementing a major efficiency programme and finding £4.2 billion of savings by 2018.

Following its analysis of Tube performance data made available to the Committee, and written submissions from, and meetings with, experts and interested parties, the Committee has reached findings and made recommendations on three areas: reliability; overcrowding, journey times and quality of service; and spending. Together these three areas present a picture of the state of the Underground in 2011, how that compares with 2003/04 when the upgrade programme started, and what the future prospects are for Tube passengers.

The reliability of the Tube

- Delays on the Tube have reduced since 2003/04 but the period between August 2010 and January 2011 saw the longest sustained period of poor reliability since the start of the upgrades.
- Whilst industrial action accounted for around half the increase in delays across the network between 2009/10 and 2010/11, on the lines with the most delays the main cause was asset failures, such as problems with trains and track.
- There are signs of improving reliability but it is too early to say whether the increase in delays in 2010/11 was a blip in the long-term trend of improving reliability since 2003/04 or a more worrying decline.
- TfL has responded to the decline in performance and has put in place plans to deliver improvements on each line.
- TfL has learned lessons from the Jubilee line upgrade but needs to do more to match international best practice.

We have set London Underground challenging performance targets which would fulfil the Managing Director's commitment to reach record levels of performance by June 2012. The Committee is looking to London Underground to regularly publish performance data so progress towards these targets can be assessed. We also make a

recommendation to the Mayor asking him to ensure that everything possible is done to maintain good industrial relations in the run-up to the 2012 Games.

Overcrowding, journey times and the quality of service

- Any improvements to Tube capacity since the start of the upgrade programme have been outstripped by rising demand. In the last eight years, passenger journeys increased by 17 per cent whilst the level of service provided rose by just two per cent.
- Tube passengers should not expect to see major improvements in capacity and total journey times across the majority of the Tube network for at least another five years.

We recommend that TfL should take further steps to manage crowding on the Tube and reiterate our calls for real-time information to be made available to passengers and alternative routes to popular destinations advertised. We call on the Mayor and TfL to continue to make the case to Government for funding to upgrade the Bakerloo, Piccadilly and Central lines, whilst recognising the Government is operating within very tight financial constraints.

Expenditure on the Tube

- In the past TfL has spent more than other Metros abroad on line upgrades and maintenance. Drawing on international good practice, the PPP Arbiter found TfL could cut its costs by adopting different processes and practices.
- TfL forecasts lower upgrade and maintenance costs in future but not in all areas and not in line with expenditure by the best international Metros.
- TfL wants to find £4.2 billion of savings from the Tube by 2018 but has provided few details to date on how it will find these savings.
- The Independent Investment Programme Advisory Group (IIPAG) has an important role to play in ensuring TfL's future expenditure on the Tube is value for money.

We challenge London Underground to bring its costs down to the most efficient international Metros by looking again at its organisational structures and recruitment. We also look to the new Independent Investment Programme Advisory Group to demonstrate its independence and help this Committee and others to hold London Underground to account for its performance and efficiency in the critical years ahead.

Introduction

It is eight years since work began to improve the Tube. In 2002/03 the government entered into a Public Private Partnership (PPP) arrangement to provide for private infrastructure companies (infracos) to upgrade and maintain London Underground's assets. The PPP was to deliver improvements to trains, stations, tracks, tunnels and signals. In turn, these changes would enhance the day-to-day reliability of the Tube and increase its capability, allowing more services to operate and increasing overall capacity by 30 per cent by 2020.

Last year Tube passengers faced significant disruption on a regular basis leading to a large amount of media interest and a renewed focus on the actions of the Mayor and TfL in responding to the disruption. There was also further slippage in the delivery of upgrades, most notably on the Jubilee line.

This period of poor performance followed the end of the PPP and TfL's takeover of the entire upgrade and maintenance programme. At the end of June 2010, Tube Lines, the infraco responsible for the Jubilee, Northern and Piccadilly lines, became a wholly-owned subsidiary of TfL after months of bitter wrangling over the costs of future work. Three years earlier, TfL had taken over Metronet, the organisation responsible for all the other lines (Bakerloo, Central and Victoria and the sub-surface lines - Circle, District, Hammersmith & City and Metropolitan), after it collapsed and entered administration.

In light of the problems in 2010/11, we undertook an investigation into the state of the London Underground. We wanted to see what has happened to the Tube eight years on from the start of the upgrade programme and one year on from the end of the PPP. We have considered recent performance and the delivery of improvements across the network and by line. In doing so, we have focused on the performance measures which most obviously affect the experience of passengers such as reliability, overcrowding and journey times. We have explored the actions the Mayor and TfL have been taking or could take to reduce disruption on the Tube and get the upgrade programme back on track. Our investigation has involved a number of stages. Further details of our work are set out at Appendix 2.

This report examines the reasons for the disruption in 2010/11, the response of the Mayor and TfL and the prospects of improved performance for passengers in the future. We also look in detail at where we are at with the long-term programme of line upgrades to

assess what improvements there have been to date and what further improvements passengers might see in the short and long term. Finally, we consider the cost of the upgrades and the implications of the collapse of the PPP for TfL.

Our technical annex includes details of all the analysis which has informed this report and summarises performance and upgrade information for each Underground line. We have also made all the data provided to us publicly available in the London Datastore.

1. The reliability of the Tube

Key points

- Delays on the Tube have reduced since 2003/04 but the period between August 2010 and January 2011 saw the longest sustained period of poor reliability since the start of the upgrades.
- Whilst industrial action accounted for around half the increase in delays across the network between 2009/10 and 2010/11, on the lines with the most delays, the main cause was asset failures, such as problems with trains and track.
- There are signs of improving reliability but it is too early to say whether the increase in delays in 2010/11 was a blip in the long-term trend of improving reliability since 2003/04 or a more worrying decline.
- TfL has responded to the decline in performance and has put in place plans to deliver improvements on each line.
- TfL has learned lessons from the Jubilee line upgrade but needs to do more to match international best practice.

Millions of Londoners and visitors to the capital rely on the Tube and its reliability is therefore of critical importance. Under the PPP, the Arbiter considered reliability his primary measure for assessing the performance of the companies running the Tube. The Committee agrees and considers reliability, as measured by delays, to be a key indicator for assessing the state of the Underground and how it has changed over the last eight years since the upgrade programme started. We have therefore analysed TfL data on 'Lost Customer Hours' since 2003/04 to build a picture of delays across the network over time.¹ This includes analysis of previously unpublished TfL data showing the reason for delays by line. This chapter sets out the findings from our analysis and examines TfL's response to the decline in performance between 2009/10 and 2010/11.

The reliability of the Tube since 2003/04

Delays have reduced since the start of the upgrade programme

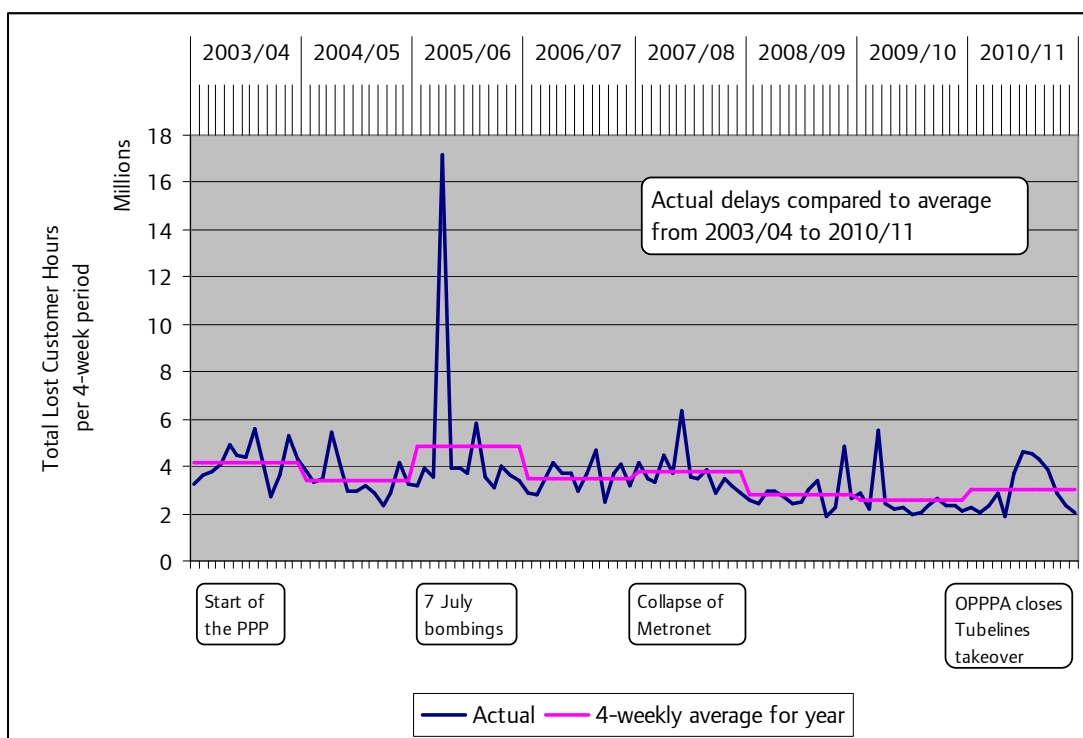
Delays have fallen across the network at the same time as passenger numbers have grown. Between 2003/04 and 2010/11, Lost Customer Hours for the entire network reduced by 27 per cent from 54 million

¹ This measure captures all service disruptions lasting more than two minutes and takes into account the duration, location and time of day of the disruption to estimate the total cost in customer time. This is expressed as Lost Customer Hours.

to 40 million. Over the same period, the total number of passenger journeys rose by 17 per cent to 1.1 billion journeys in 2010/11.²

Between 2009/10 and 2010/11 delays rose by 20 per cent across the entire network

Delays started to increase across the network after 2009/10. This is shown in the chart below alongside the changes each year in Lost Customer Hours for the network since the start of the upgrade programme.



The period between August 2010 and January 2011 was the longest sustained period of poor reliability on the Tube since the start of the upgrade programme. Lost Customer Hours were worse than average in 2010/11 for five consecutive reporting periods.³

Delays increased on eight of the 11 London Underground lines between 2009/10 and 2010/11

Only the Bakerloo, Circle and Hammersmith & City lines recorded fewer Lost Customer Hours in 2010/11 than in 2009/10. The biggest

² Written submission from TfL, June 2011. Copies of all the written submissions received by the Committee are available online at <http://www.london.gov.uk/who-runs-london/the-london-assembly/publications/transport>

³ TfL reports performance on a four weekly basis. The five periods were from 22 August 2010 to 8 January 2011

delays, and the biggest increases in delays, between 2009/10 and 2010/11 occurred on the Metropolitan, District, Jubilee and Victoria lines.

Industrial action was the main reason for the rise in delays across the network

Industrial action accounted for around half of the increase in delays across the Tube network last year causing serious disruption to passengers.⁴ The RMT and TSSA unions held five network-wide strikes between September and December 2010. This action was called in response to TfL's proposals for changes to staffing at Tube stations. TfL reported that the Tube would have met its annual target for percentage of scheduled kilometres operated if the strikes had not happened.⁵

Since the strikes there have been some developments in industrial relations. In May, Bob Crow, General Secretary of the RMT, told us that, following a meeting with Mike Brown, Managing Director of London Underground and London Rail at TfL, a joint panel of union and TfL representatives had been set up to explore ways to improve industrial relations.⁶ Mike Brown described this panel as a "positive step forward." He said that he would continue to meet the unions as much as they wanted to discuss their concerns.⁷

There are, though, outstanding issues. TfL and the unions need to reach agreement on future pay in the run up to the 2012 Games. The unions have also requested more contact with the Mayor. In May, Bob Crow told us that he would like a formal meeting twice a year with the Mayor to discuss major issues.⁸ In response, the Mayor said he was studying this proposal with interest. He went on to say that, following a period of reform, he hoped that "relations can proceed on a new footing."⁹ London First has suggested that the Government could review the thresholds for strike action to ensure that industrial action has clear support of the workforce.¹⁰ In response to this proposal, Bob Crow argued there were already a number of "hoops and hurdles"

⁴ The proportion quoted is calculated on a gross basis using the total across all causal categories where there has been an increase in recorded Lost Customer Hours

⁵ Managing Director's report, TfL Rail and Underground Panel, 5 May 2011, p1

⁶ Transcript of Transport Committee meeting, 17 May 2011, p3

⁷ Transcript of Transport Committee meeting, 14 June 2011, p32

⁸ Transcript of Transport Committee meeting on 17 May 2011, p10

⁹ Transcript of Mayor's Question Time, 18 May 2011

¹⁰ Written submission from London First, 11 May 2011 – The Conservative Group supports the position of London First on this issue

unions needed to go through before calling industrial action and similar thresholds were not applied to other votes.¹¹ London First told us “we cannot go on like this, particularly as we approach the Olympics next year. The GLA, TfL management and the unions need to develop a much more constructive relationship and working culture.”¹²

We welcome the recent improvement in industrial relations but clearly this remains a key risk to TfL’s ability to deliver its obligations. There are some big challenges ahead such as the continuing negotiations on pay and cost reductions at London Underground in order to meet savings targets.

Recommendation 1

In light of the impact of strikes on London Underground’s service in 2010/11 and the risks to the 2012 Games, we recommend that the Mayor review his and TfL’s approach to industrial relations. Specifically, he should consider whether additional meetings with unions or other new structures might help improve relations. We ask that he report back to the Committee by December 2011 on his approach to maintaining good industrial relations over the next 12 months.

Asset failure was the main cause of delays on the worst performing lines

Although industrial action was the main cause of the increase in delays across the tube network between 2009/10 and 2010/11, there was considerable variation in the causes of delays on individual lines. Significantly, on the four worst performing lines (the Metropolitan, Victoria, Jubilee and District) the main reason for the delays was problems with infrastructure not industrial action. In summary, the main problems on these lines were:

- the Automatic Train Operating (ATO) system on the Jubilee line which accounted for around half of the increase in Lost Customer Hours.¹³ TfL highlighted significant teething problems with the new signalling system;

¹¹ Transcript of Transport Committee meeting, 17 May 2011

¹² Written submission from London First, 11 May 2011

¹³ The proportion quoted is calculated on a gross basis using the total across all causal categories where there has been an increase in recorded Lost Customer Hours

- fleet failures on the Victoria line, in particular problems with doors on the new trains, which accounted for around one third of the increase in Lost Customer Hours¹⁴;
- problems with ageing trains on the Metropolitan line which accounted for nearly half of the increase in Lost Customer Hours; and
- fleet failures on the District line, specifically delays caused by cracks which appeared on the underside of trains. The cracks were in the brackets holding the heavy metal shoes which collect power from the track.

There were also problems with infrastructure on other lines. For example, the Piccadilly and Northern lines experienced delays caused by problems with engineering trains. There were also problems with the track and civils on the Waterloo and City line.

The breakdown of changes in Lost Customer Hours by cause for each line and further details of problems on each line and TfL's response to them are set out in the technical annex.

There are some signs that reliability is improving

The most recently published performance information suggests some improvements but not on all lines. London Underground met its service reliability targets for the entire network in the first two periods of 2011/12 and there were particular improvements on the Jubilee and Metropolitan lines.¹⁵ However, the Piccadilly line missed its target for the percentage of scheduled service operated during this period. It suffered many disruptions caused by various factors such as defective trains and signal failures.¹⁶

TfL's response to the recent disruption

Mike Brown told us that, by June 2012, Tube performance would be back to record levels. He was confident that robust plans had been put in place to deliver this improvement across all lines.¹⁷ The Deputy Mayor for Transport, Isabel Dedring, also reported on a more "root and branch" review now taking place to tackle disruption on the Tube. She said this review was necessary because: the performance in 2010/11 had been unacceptable; some disruption from work to

¹⁴The proportion quoted is calculated on a gross basis using the total across all causal categories where there has been an increase in recorded Lost Customer Hours

¹⁵ TfL, Managing Director's report – London Underground and London Rail, 12 July 2011, p1

¹⁶ TfL, Managing Director's report – London Underground and London Rail, 12 July 2011, Apx

¹⁷ Transcript of Transport Committee meeting on 14 June 2011, p3

upgrade lines is inevitable but needs to be kept to a minimum; and, over time, the line upgrades will deliver more trains and passengers. If the rate of disruptions per train movement stays the same, one consequence of more trains would be more disruptions - and the Deputy Mayor for Transport stressed this was a further reason to ensure everything was being done to minimise the number of incidents.¹⁸

It will be difficult to assess the impact of these plans and reviews, or monitor progress towards the June 2012 target, without changes to the way TfL publishes information. TfL does not publish information on a line-by-line basis nor in a timely fashion. In May, the PPP Arbiter said that TfL had not published its four-weekly PPP performance report since January and that these reports did not set out the reasons for any changes in Tube availability.¹⁹ John Dickie of London First made a similar point.²⁰ He told us it was hard to see from information routinely published by TfL how far strikes, the delivery of the upgrades or the failure of TfL management to deliver the Tube service were causing delays.

The Deputy Mayor for Transport has told us that TfL's performance information is now being reviewed. The aim of this work is two-fold: to establish a more easily accessible performance report that will be published regularly; and to develop new performance metrics that might be more meaningful to passengers.²¹

To inform this review, we have written with details of what we consider to be the minimum level of information TfL needs to start publishing if the Deputy Mayor for Transport is to deliver her commitment to make performance information available and accessible. Our proposals draw on information that has only so far been provided as a result of our investigation, e.g. the breakdown of Lost Customer Hours by line and causative factor which would enable passengers to find out what was happening on the lines they regularly use. Further details of our proposals are set out at Appendix 3.

It is too early for us to conclude whether the delays last year represent a blip in the long-term trend of improving reliability

¹⁸ Transcript of Transport Committee meeting on 14 June 2011, p4

¹⁹ Transcript of 17 May 2011 meeting, p14

²⁰ Transcript of 17 May 2011 meeting, p3

²¹ Informal meeting with Deputy Mayor for Transport, 19 July 2011

since 2003/04 or a more worrying decline. We welcome the recently improved performance on some lines.

We agree with the Deputy Mayor for Transport’s assessment of performance in 2010/11 as “unacceptable” and welcome her planned root and branch review to tackle disruption on the Tube. We also welcome the fact that robust plans have been put in place to deliver improvement across all lines and that the Director of London Underground expects performance to be at record levels by June 2012.

The scale of disruption was such that the onus is now on the Mayor and Transport for London to demonstrate that their reviews and plans will result in the right measures being put in place. They also need to make information available to show what is happening and the impact of their interventions. This will help retain public confidence in the Tube and London Underground’s ability to manage it effectively.

By summer 2012, we expect to see a sustained reduction in delays on each line. Specifically, for 2011/12 the total Lost Customer Hours for each line should be as low, or lower, than the lowest annual amount recorded since the start of the upgrade programme. The lowest amount for each line is shown in the table below alongside the reduction in Lost Customer Hours required.

London Underground line	Lowest annual Lost Customer Hours recorded since 2003/04 (thousands)	2010/11 Lost Customer Hours (thousands)	Percentage reduction required
Bakerloo	1,640	1,640	0%
Central	4,932	5,876	-16%
Circle	1,405	1,418	-1%
District	3,664	4,806	-24%
Hammersmith & City	1,809	1,976	-8%
Jubilee	6,028	8,182	-26%
Metropolitan	1,614	2,718	-41%

Northern	3,488	3,908	-11%
Piccadilly	3,431	4,109	-17%
Victoria	3,034	4,872	-38%
Waterloo & City	215	220	-2%

Recommendation 2

By December 2011, the Mayor and TfL should provide a written report to the Committee on the steps that have been taken to reduce delays and ensure that performance returns to record levels both across the Tube network and on each individual line. The report should include the actions taken to address the main asset-related causes of increased delays in 2010/11, namely:

- **fleet failures on the Victoria, Metropolitan and District lines;**
- **problems with the Automatic Train Operating system on the Jubilee line; and**
- **problems with engineering trains on the Northern and Piccadilly lines.**

By December 2011, TfL should ensure its regularly published information on Tube performance includes Lost Customer Hours for each of the 11 London Underground lines broken down by causative factor.

The effect of the upgrades on reliability

Any analysis of the performance of the operation of the Tube has to take into account the upgrade programme previously delivered under the PPP and now being managed by London Underground. As we note above, delays were caused by teething problems with new infrastructure introduced as part of the upgrades and problems with ageing infrastructure that is in the process of being replaced. It is therefore important that, now it has responsibility for all the upgrades, TfL is learning from experience to date and matching best practice internationally.

TfL has learned lessons from the Jubilee line upgrade

Our analysis of performance data shows that on almost every key measure, the Jubilee line was the worst performing line in 2010/11. It experienced the most delays and was the most overcrowded.²² This poor performance came on top of four years of huge disruption for Jubilee line passengers during which they experienced 100 weekend closures.²³ These closures continued well beyond the period when the upgrade was originally due to be completed in December 2009.

In June 2010 when TfL took over from Tube Lines, the line upgrade had still not been completed and London Underground spent the first few months assessing the scale of the challenge before committing to a completion date. Mike Brown told us that the situation London Underground found had been so bad that if Tube Lines was still in charge, he thought the new signalling would still not be in place.²⁴

Unfortunately, Jubilee line passengers were again given unfulfilled commitments about the completion date for the upgrade and an end to the disruption. During the early part of 2011, the Mayor and TfL said the upgrade would be completed in the spring. In the event it was July before the Mayor was able to report that TfL was on track to increase the number of trains on this line during peak hours from 24 to 27 from 31 July 2011 onwards. More changes are expected to follow in 2012 to increase the frequency of service and the number of trains in peak hour²⁵, which will deliver the planned 33 per cent increase in peak hour capacity.

The delays to the completion date for the Jubilee line upgrade and the regular disruption to passengers due to closures was made worse by an increase in delays in 2010/11 caused by failures in the Automatic Train Operating system. The net effect of the disruption caused by closures and delays will inevitably have damaged passenger confidence. TfL needs to ensure that this catalogue of disruption caused by unnecessary closures during upgrade and asset failure with new equipment is not repeated on other lines.

²² Delays as measured by minutes delay per operated kilometre and overcrowding as measured by the ratio of passenger kilometres to operating kilometres (see technical annex for further details).

²³ BBC website, London Tube delays will decline as lines upgraded, 20 February 2011

²⁴ Transcript of Transport Committee meeting on 14 June 2011, p2

²⁵ Mayor's response to question 2254 / 2011 from Valerie Shawcross AM, July 2011

Mike Brown told us that lessons had been learned. Specifically, there were three key lessons from the Jubilee line upgrade:

- 1) Do line upgrades in sections rather than all at once;
- 2) Test new trains and signalling off-site; and
- 3) Ensure full involvement of all relevant staff at an early stage.²⁶

We welcome the fact that the Jubilee line upgrade is nearing completion. The Committee recognises that London Underground inherited huge problems with the upgrade when it took over responsibility in June 2010 and that some of these problems contributed to the decline in performance between August 2010 and January 2011.

We also welcome that TfL has learned lessons from the Jubilee line upgrade and will, in future, seek to carry out line upgrades in sections, do testing off-site and ensure full involvement of all relevant staff at an early stage.

There will be a reduction in weekend closures for future upgrades but further reductions are needed to match international best practice

TfL has announced plans for future line upgrades that aim to reduce disruption for passengers.

- TfL awarded the contract for the resignalling of the sub-surface lines to Bombardier Transportation on the basis of no need for weekend closures. However, there will still be some weekend closures on parts of the lines to upgrade track and platforms.²⁷
- On the Northern line, TfL has proposed far fewer closures than Tube Lines' proposal which, as of February 2010, stood at 65 weekend closures. By contrast TfL has announced the equivalent of around 47 weekend closures: 16 weekends of full or part line closures and six closures of parts of the line for four or five days during Easter and Christmas holiday periods for resignalling and 19 weekend closures for track renewal.²⁸

TfL's plans for future line upgrades are more disruptive than those of other Metros. For example, in Madrid there were no weekend closures at all for upgrading line 1. In Paris fewer than six weekend closures

²⁶ Transcript of Transport Committee meeting on 14 June 2011, p15

²⁷ TfL press release 144, 14 June 2011

²⁸ TfL press release 143, 13 June 2011

were used for a line upgrade.²⁹ TfL has reported that its plans for the Northern and sub-surface line upgrades are still under review. It will seek to reduce the number of closures wherever possible.³⁰

In the past we have recommended the use of block closures in some cases as an alternative to large numbers of weekend closures.³¹ TfL has since used block closures on some lines. Most recently it closed the District line between High Street Kensington and Edgware Road for four weeks between 23 July and 23 August 2011 for some upgrade work. TfL reported that this approach has saved time and money. The alternative would have required 20 weekend closures spread across 6 months and cost £20 million rather than £13 million.³²

In July, David James, Chair of the Independent Investment Programme Advisory Group (IIPAG), told us that IIPAG was producing a report on the use of block closures and whether these or weekend/evening closures were the most cost-effective approach for delivering line upgrades.³³

We are disappointed that despite the welcome reduction in planned closures of the Northern line during its upgrade, London Underground cannot yet emulate the achievements of other Metro systems in Paris and Madrid in terms of minimising disruption. We note that the plans for the Northern line and sub-surface line upgrades remain under review and further reductions in closures will be sought. We will continue to press for these further reductions to ensure that the needs of passengers and businesses on the affected lines are at the heart of decision-making about closures.

The Committee has previously made the case for longer block closures on parts of lines in certain circumstances and we welcome London Underground's adoption of this approach on the District line. We look to IIPAG's work on the cost-effectiveness of different types of closures to produce proposals for further block closures where the disruption to passengers can be managed effectively.

²⁹ Redacted copy of Halcrow report, notional infraco strategy, 8 March 2010, p255

³⁰ TfL press release 144, 14 June 2011

³¹ Transport Committee report, 'Too close for comfort: passengers' experiences of the London Underground', December 2009

³² Mike Brown letter to Transport Committee, January 2011, enclosure

³³ Transcript of Transport Committee meeting on 25 July 2011, p20

2. Overcrowding, journey times and the quality of the service

Key points

- Any improvements to Tube capacity since the start of the upgrade programme have been outstripped by rising demand. In the last eight years, passenger journeys increased by 17 per cent whilst the level of service provided rose by just two per cent.
- Tube passengers should not expect to see major improvements in capacity and total journey times across the majority of the Tube network for at least another five years.

After years of disruption and huge expenditure, passengers might reasonably expect to start seeing their Underground journeys becoming less overcrowded and unpleasant. Under the PPP significant improvements to capacity and journey times were due to be realised between 2011 and 2020. In this section of the report we examine the impact of the upgrade programme so far on these aspects of the Underground service and the prospects for improvement during the remainder of the programme.

Overcrowding

The upgrade programme has increased the capacity of the Underground. The Waterloo & City Line upgrade was completed in 2007 delivering an increase in its capacity of 25 per cent. A seventh carriage was added to all Jubilee line trains in 2006 providing 16 per cent more capacity.³⁴ Subsequently TfL increased the frequency of services on this line during peak hours. On the Circle line, TfL also introduced a new service pattern which has delivered significant increased frequency on the section to Hammersmith.³⁵

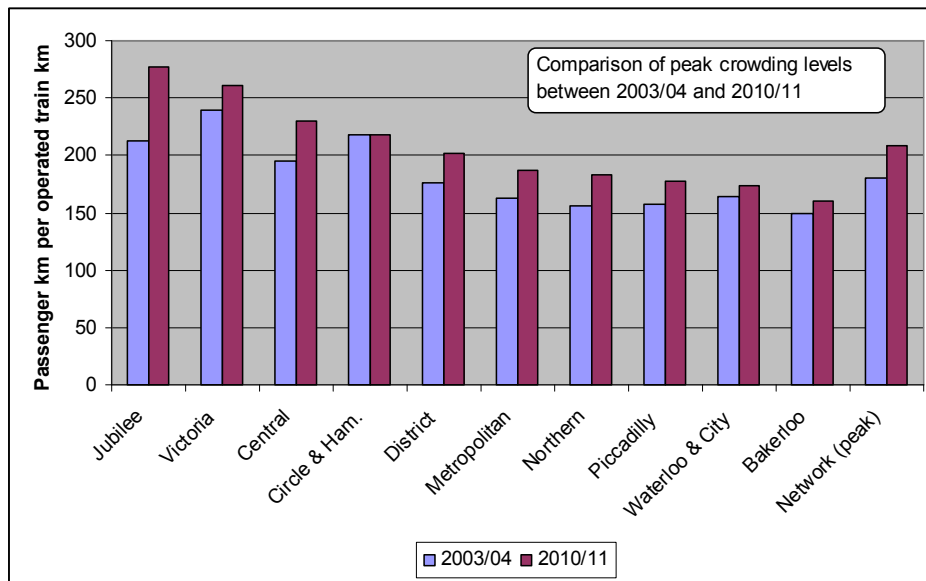
However, as we pointed out in our report in 2009 on passengers' experiences of the Underground, these increases in capacity have not significantly relieved overcrowding over a sustained period because they have been accompanied by increases in demand that outstrip the increased supply. Even if the upgrade programme had been delivered as planned, it was not expected to meet all future demand; the original programme was due to deliver an increase in capacity of 30 per cent across the entire network by 2020. TfL had forecast that

³⁴ TfL report on upgrade programme March 2011

³⁵ TfL report on upgrade programme March 2011

passenger journeys would increase by 40 per cent over the same period.³⁶

As a result, crowding on the Underground has increased since 2003/04: peak crowding across the network increased by 16 per cent over this period. The graph below shows that despite the upgrade programme, crowding as measured by passenger kilometres per train kilometre operated increased on each line apart from the Hammersmith and City and Circle lines.³⁷ The greatest increase was on the Jubilee line which has seen an increase of over 30 per cent in peak crowding compared to 2003/04. TfL’s own measures for capacity also point to increased crowding. For example, the average number of passengers per London Underground train grew 12 per cent from 108.5 in 2003/04 to 121.9 in 2009/10.³⁸



In 2010/11, there were major changes to the upgrade programme which will delay the delivery of further capacity increases. In October 2010, the Government published its funding agreement with TfL until 2014/15 which provided for the upgrades to continue but did not

³⁶ London Underground, London’s Upgrade report, Autumn 2010, p6

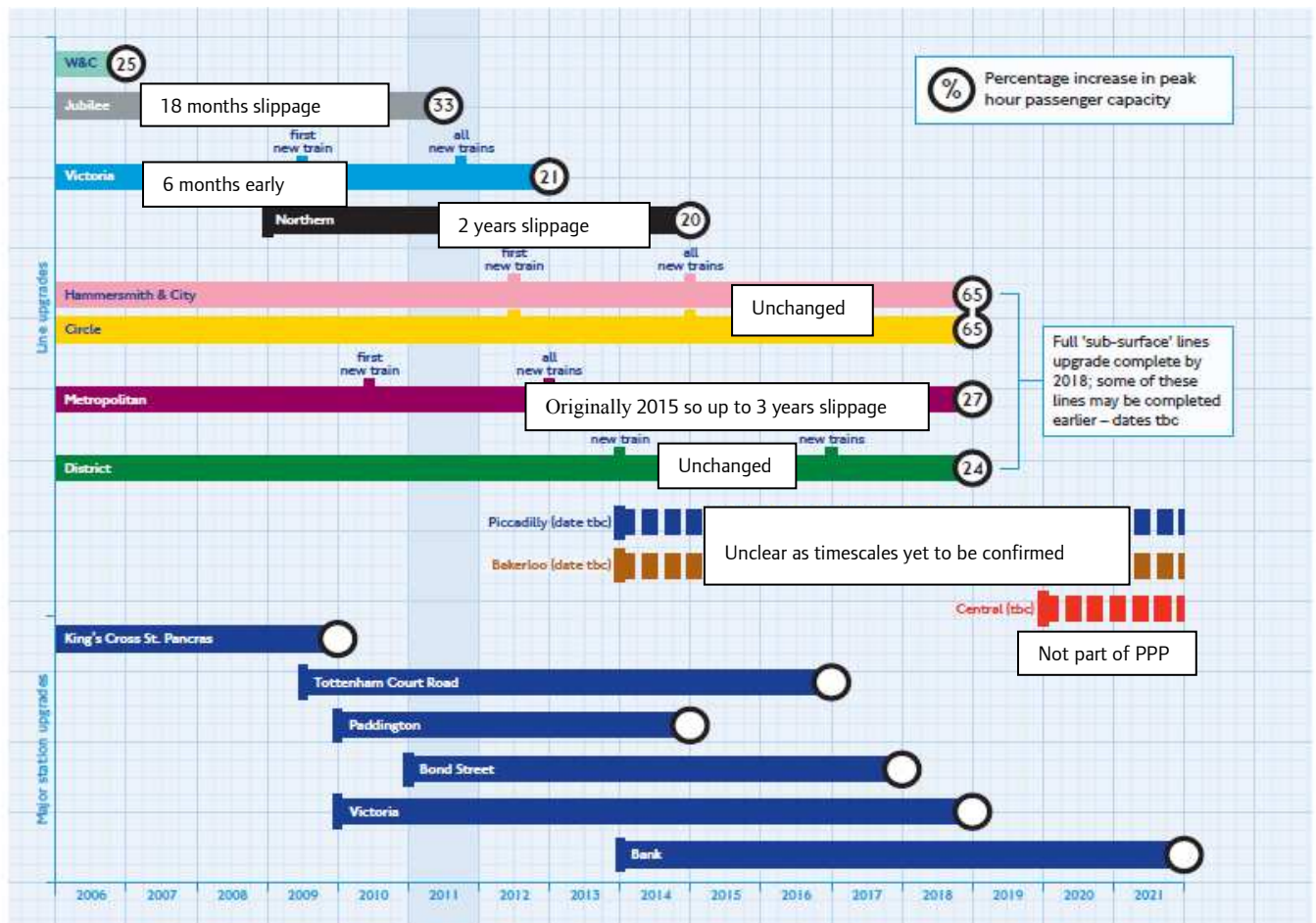
³⁷ This data is useful for demonstrating the change in average crowding on individual lines. Caution should be applied when using this data to assess the relative crowding between lines because it uses averages across the whole line at peak times and therefore may not reflect the level of crowding on the busiest parts of the line. This caveat should be similarly applied to TfL’s measures of capacity: average vehicle occupancy and ‘place kms’ (vehicle capacity x kms operated).

³⁸ TfL Travel in London Report 3, p115-116

include provision for full upgrades to the Bakerloo and Piccadilly lines. This agreement also set out new timings for other line upgrades.³⁹

In March 2011, TfL published its new timeline for the entire upgrade programme which showed later timescales than originally planned for five of the line upgrades. This timeline shows slippage on the Jubilee, Northern, Piccadilly, Metropolitan and Bakerloo line upgrades. TfL's timeline is set out below with details of the original timescales.⁴⁰

TfL's timescales for each line upgrade with details of how these timings compare to the original timescales



Future demand for the Tube is difficult to predict accurately and will depend on various factors. In 2009/10, for example, demand for the Tube fell due to the recession before it rose again to record levels in

³⁹ Letter from Department of Transport to the Mayor, 20 October 2010

⁴⁰ TfL's Business Plan 2009/10 – 2017/18, November 2008, p. 33

2010/11. Other developments on the transport network may also affect demand for the Tube. For example, Crossrail will provide an alternative form of transport for people travelling in central London. It should add an extra 10 per cent to London's rail based transport network capacity and it is anticipated that this will help ease the pressure on the Tube.⁴¹

Nevertheless it is clear that, in the short term at least, Tube passengers should expect more crowding. Many of the future line upgrades will not be completed before 2018 when Crossrail is also due to start operating. For the next five years, passengers may experience more closures for upgrade work and more overcrowding as a result. In light of this, TfL must make clear to passengers what they can expect to see from the upgrade programme. TfL may need to modify its publicity about the upgrades to ensure it manages expectations. It may also need to take other steps to help alleviate overcrowding.

In the past we have recommended actions TfL should take to help reduce Tube crowding. These included:

- improving train design on the new fleet to maximise space and reduce overcrowding
- providing 'real time' information on the levels of overcrowding at the entrances to Tube stations.
- more training for Tube station staff so they could advise passengers on alternative options for their journeys.⁴²

In response, TfL told us about the action it was taking and as we note in this report has made progress on a number of the issues we highlighted, such as reducing closures in future upgrades and introducing block closures where appropriate. TfL also said that it was evaluating our suggestion about providing 'more real time' information.⁴³

In the longer-term, it is clear that all the line upgrades need to happen to help meet future demand. TfL and the Deputy Mayor for Transport have told us that they are making the case to government for funding full upgrades to the Piccadilly and Bakerloo lines. They are also

⁴¹ <http://www.crossrail.co.uk/news/press-releases/crossrail-confirms-shortlist-for-rolling-stock-depot-facilities>

⁴² Transport Committee report, 'Too close for comfort: passengers' experiences of the London Underground', December 2009

⁴³ http://www.london.gov.uk/sites/default/files/Section%2060%20response_0.pdf

pressing for funding to upgrade the Central line, which was not part of the original PPP. In the absence of full line upgrades, TfL has reported that it will spend around £700 million between now and 2018 on these three lines to extend the life of signalling and the fleet to reduce incidents which cause disruption.⁴⁴

Journey times

Passengers' experience of the Tube is affected by journey time. Although marginal decreases in journey time are unlikely to be noticed by most passengers, the upgrades promised quicker journeys which would free up the network to run more trains. This would then help ease overcrowding.

The average total journey time for the entire Tube network has changed little since 2003/4 but there have been some changes at line level. In recent years there were lower average total journey times on four lines. These were the Bakerloo, Central, Northern and Waterloo & City lines. By contrast, the average total journey time has not improved on the other seven lines, where total journey times increased in 2010/11 compared to 2003/4 (see technical annex).

The travelling environment

The greatest progress, to date, has been on improving Tube stations and trains. Over half (165) of the total 270 Tube stations have been refurbished since 2003/04.⁴⁵ Many escalators have been improved. New trains are now operating on the Metropolitan and Victoria lines. The District line trains were also upgraded in 2008.⁴⁶

Passengers were more satisfied with the Tube in 2010/11 than in 2003/4. Over the last eight years, the overall customer satisfaction rating for the Tube has risen from 76 to 79 out of 100. In the last year, the highest rated aspects of the Tube were personal safety and the help and appearance of ticket office staff; the lowest rated aspect was tube crowding.

Conclusions

The Tube is more crowded now than when the upgrade and maintenance programme started. The average time it takes to make a journey is no better now than in 2003/04. This is not

⁴⁴ Transcript of 14 June 2011 meeting, p26

⁴⁵ TfL report on upgrade programme March 2011

⁴⁶ TfL report on upgrade programme March 2011

surprising given the huge rise in demand over the last eight years and the time it takes to deliver line upgrades which are major pieces of work.

The situation is set to worsen following major changes in the upgrade programme. Five line upgrades will now be delivered later than originally scheduled and, in the case of the Piccadilly and Bakerloo lines, may not be delivered at all unless funding is secured. It is going to take longer than originally anticipated before significant improvements in capacity and journey times are delivered on many parts of the Tube network.

In the absence of major improvements in the next five years, TfL needs to manage passengers' expectations. It should be honest about the changes that they can expect to see when they use the Tube. TfL should also be taking other action to help alleviate Tube crowding along the lines proposed in our 2009 report.

It is also vital that the case is made to government for funding all line upgrades. The high levels of demand for the Tube now, let alone in the future, show the need to improve day-to-day reliability and increase capability across the whole network. Whilst in the absence of full-line upgrades some improvements will be made to the Bakerloo and Piccadilly lines, these alone will not deliver significant increases in capacity and better journey times. These lines and the Central line need to be fully upgraded as well and the Mayor and TfL need to start making the case to Government ahead of the next spending review.

Recommendation 3

By December 2011 the Mayor and TfL should report to the Committee on the steps that will be taken to manage crowding on the Tube between now and 2018. The report should address how London Underground has responded to the issues raised in our previous report including progress with making real-time information available to passengers at stations and advertising alternative routes to popular destinations.

Recommendation 4

We recommend that the Mayor and TfL continue to make the case to Government for funding to upgrade the Bakerloo, Piccadilly and Central lines and intensify this activity in the run up to the next spending review. The Committee will support all efforts to this end recognising the importance of an efficient Tube network to the London and UK economy.

3. Expenditure on the Tube

Key points

- In the past TfL has spent more than other Metros abroad on line upgrades and maintenance. Drawing on international good practice, the PPP Arbiter found TfL could cut its costs by adopting different processes and practices.
- TfL forecasts lower upgrade and maintenance costs in future but not in all areas and not in line with expenditure by the best international Metros.
- TfL wants to find £4.2 billion of savings from the Tube by 2018 but has provided few details to date on how it will find these savings.
- The Independent Investment Programme Advisory Group (IIPAG) has an important role to play in ensuring TfL's future expenditure on the Tube is value for money.
- TfL needs to do more to demonstrate that it has the capacity to deliver the rest of the upgrade programme while continuing to meet the huge demand for the Tube and finding large savings.

When it took over Tube Lines in June 2010, TfL reported that it was confident of generating substantial savings on the upgrades.⁴⁷ The Transport Commissioner stated that this buy-out at a cost of £310 million would leave TfL cash positive within four years and save hundreds of millions of pounds by 2018.⁴⁸

TfL is now under pressure to live up to its promise of more efficient and effective management of the programme at the same time as providing the day to day service and implementing a significant programme of spending reductions. As part of its current business plan, TfL is seeking £4.2 billion of savings from the Tube by 2018.

TfL's expenditure on line upgrades

In the past TfL has spent more on line upgrades than other organisations. In early 2010, the media reported the PPP Arbiter as saying that TfL had spent £4.25 million per track kilometre on upgrading signalling on the Victoria line whereas Tube Lines had spent £2.75 million per track kilometre on upgrading signalling on the

⁴⁷ TfL press release, 7 May 2010

⁴⁸ Interview with BBC, 10 May 2010

Jubilee line.⁴⁹ Tube Lines' expenditure was in line with the PPP Arbiter's benchmark of £2.7million.⁵⁰

The PPP Arbiter developed his benchmarks for expenditure on line upgrades and asset maintenance, in part, by drawing on international good practice from various Metros. These included Metros in Madrid, Hong Kong, Paris and New York.⁵¹ He found TfL could reduce its costs for line upgrades if it adopted different standards and processes. He suggested TfL could find efficiencies by: commissioning less bespoke new infrastructure; undertaking more testing of new equipment off-site; and doing less enabling works in-house.⁵²

TfL has told us its future costs for line upgrades will be in line with the PPP Arbiter's benchmark. Its current forecast average cost for signalling on the Jubilee, Northern and sub-surface lines is £2.4 million per track kilometre (2011 prices). TfL has also reported that it is confident final costs for the resignalling of the sub-surface lines could be lower than the PPP Arbiter's estimates.⁵³

Although TfL has forecast lower upgrade costs, these are still higher than the best performing metros internationally. For example, Metro de Madrid spent £1 million per track kilometre on resignalling its lines.⁵⁴ This is less than half TfL's forecast average cost for resignalling the Jubilee, Northern and sub-surface lines. In the past, the Committee has heard from Metro de Madrid about the differences in the scope of the upgrades.⁵⁵ This is a factor that needs to be considered when comparing costs.

TfL's expenditure on maintenance

In the past TfL has spent more on Tube maintenance than other organisations in both the UK and abroad. Towards the end of the PPP, the PPP Arbiter found that, when comparing TfL's performance on the old Metronet lines to Tube Lines, TfL had spent up to: 40 per cent more on maintaining trains; 38 per cent more on maintaining

⁴⁹ The Guardian, 'London Underground ordered to plug £460m PPP funding gap', 10 March 2010

⁵⁰ Redacted copy of Halcrow report

⁵¹ Redacted copy of Halcrow report on notional infraco strategy, March 2010

⁵² Office of the PPP Arbiter, final close out report, November 2010, p15

⁵³ TfL written submission, 9 June 2011

⁵⁴ <http://www.railwaygazette.com/nc/news/single-view/view/madrid-resignals-two-lines.html> This article shows Metro de Madrid spent just over Euros 100m on the resignalling of two lines. Each line is c.24km. If each has two tunnels/routes then you would have 48km each totalling 96km and give a cost of around Euro 1m per km

⁵⁵ Transcript of Transport Committee meeting on 3 September 2009, p2

signalling; and 70 per cent more on maintaining track on the lines under its control. In May 2010, the PPP Arbiter concluded that Tube Lines' maintenance costs for the Jubilee, Northern and Piccadilly lines were generally improving and moving towards his benchmarks. By contrast, TfL's maintenance costs for the other lines were generally increasing.⁵⁶

The PPP Arbiter found that TfL could reduce its costs for maintenance in a number of ways. He suggested that TfL move from separate teams of maintenance staff for each line to fewer multi-skilled teams operating across a number of lines. TfL could also save money by: using machines rather than people to carry out line inspections; adopting a risk-based approach to maintenance; and undertaking some maintenance work at off-peak times rather than overnight.⁵⁷

Recently TfL has reported its intention to find £1 billion of maintenance efficiencies by 2018. In June, it published a detailed report on asset benchmarking. This set out past and future unit costs for maintaining the fleet, signals, track, stations, lifts and escalators across London Underground lines.⁵⁸

Although TfL is seeking efficiencies, gaps remain between its forecast maintenance costs for each line and those of other Metros. The benchmarking report showed that TfL expects unit costs for maintaining rolling stock and track to rise on the Jubilee, Northern and Piccadilly lines by 2018 at the same time as they fall on the other lines. By contrast the unit costs for maintaining stations and lifts are set to fall on these three lines by 2018 but rise on the other lines. TfL is now undertaking "drill-down" studies to understand the reasons for differences in maintenance costs between the lines and the opportunities for sharing good practice across lines.⁵⁹

The management and impact of spending reductions

TfL had told us that the £4.2 billion of savings from the Tube will largely come from operational expenditure. It reported that most of these savings would come from staffing changes following the

⁵⁶ Office of the PPP Arbiter, final close out report, November 2010,

⁵⁷ Office of the PPP Arbiter, Final Benchmarking reports, October 2010, Summary

⁵⁸ 'Rail and Underground Asset Benchmarking', agenda item 10, TfL Board, 29 June 2011

⁵⁹ 'Rail and Underground Asset Benchmarking', agenda item 10, TfL Board, 29 June 2011

integration of Metronet and the takeover of Tube Lines. It also indicated that many of these savings have already been achieved.⁶⁰

The extent to which TfL is realising efficiencies by adopting different processes and practices is not clear. However, it is apparent that TfL has started to reduce some expenditure by deferring pieces of upgrade work or ceasing to do them altogether. In 2010/11, TfL underspent on Tube upgrades as a result of various factors including “Piccadilly line upgrade scope deferrals” and halting refurbishment work at some stations.⁶¹

TfL should be learning lessons from other Metros. The Chair of TfL’s Rail and Underground Panel highlighted the “phenomenal performance” of the MTR in Hong Kong on “kit that is of a similar age”. The Committee also heard about the high performing Metro in Stockholm and Barcelona’s metro which is reportedly being expanded at relatively low cost.

There is evidence that TfL has already learned lessons from elsewhere to good effect. For example, TfL’s recent benchmarking report shows that, following its participation in a joint study with other Metros, it found it could reduce its costs for escalator maintenance by £100 million over 20 years.⁶² TfL’s approach to the delivery of the Northern and sub-surface line upgrades has also been informed by the work of other Metros.

We welcome the fact that TfL expects its future costs for line upgrades to be brought into line with the PPP Arbiter’s benchmark which are based on best practice in the UK and abroad. However, both these costs and TfL’s maintenance costs remain above those of other Metros and in some cases are considerably higher. We look to TfL’s proposed drill-down studies to drive down further the costs of maintenance. The savings TfL identified in its escalator maintenance programme demonstrate the potential of what can be achieved by comparing its work with international best practice. The Committee also expects the final costs of the resignalling of the sub-surface lines to be lower than the PPP Arbiter’s estimates as TfL predicts.

⁶⁰ Transcript of Transport Committee meeting on 14 June 2011

⁶¹ TfL Board meeting 2 February 2011, item 5, p3

⁶² ‘Rail and Underground Asset Benchmarking’, agenda item 10, TfL Board, 29 June 2011

The pressure to drive down costs will continue as TfL seeks huge savings in its operational budget for the Tube. TfL needs to demonstrate that any future cost reductions realised are true efficiencies and not simply deferring or cancelling planned upgrade works which will have an adverse effect on passengers.

Recommendation 5

By December 2011, TfL should publish a detailed breakdown of its plans to find savings on the Tube upgrade and maintenance programme. We expect this to demonstrate that its costs for the upgrades and ongoing maintenance are in line with the most efficient international metro systems.

The role of the IIPAG

The IIPAG has a key role in maintaining pressure on TfL to find efficiencies and in providing benchmarks against which TfL's expenditure can be assessed.

Following the end of the PPP, IIPAG is responsible for providing independent expert and technical scrutiny of TfL's expenditure on the Tube upgrades. Originally set up in March 2010 to provide assurance and advice to TfL about its entire investment programme, IIPAG's remit changed in October 2010 as part of the Government's funding agreement with TfL.⁶³ IIPAG now reports directly to the Mayor and its remit includes all line upgrades and overseeing the publication of benchmarking information. IIPAG's terms of reference require it to publish an annual report but it may also publish other reports as it sees fit, after consulting the Mayor and subject to obligations about confidentiality.⁶⁴

The Mayor has described IIPAG as one of the most important developments post PPP in ensuring value for money.⁶⁵ Recently TfL reported that it was seeking to learn lessons from the PPP. It wanted to put in place structures that would ensure transparency, efficiency and value for money which the PPP had "so conspicuously lacked."⁶⁶

⁶³ DfT letter to Mayor on spending review settlement, 20 October 2010

⁶⁴ DfT letter to Mayor on spending review settlement, 20 October 2010, Annex A

⁶⁵ Mayor and TfL answer to question 69/2011 from John Biggs AM, 19 January 2011

⁶⁶ 'TfL acts to ensure Tube upgrade efficiency', Transport Times, July 2011, p13

IIPAG appears to have made some impact in identifying potential efficiencies and savings. In July, David James, Chair of IIPAG, was able to share with us that, while IIPAG cost around £400,000 per annum to run, it had already identified £100 million of savings for TfL. In the next year, he said that IIPAG would focus on TfL's asset management and on overseeing the production of detailed benchmarking information. He also reported that, at this stage, IIPAG was mainly concerned with equalising performance and expenditure across the London Underground lines rather than in comparing the Tube to other Metros.

However, in order for us to have full confidence in the independence and impact of IIPAG, its work must be transparent and publicly available. Despite the stated commitment of the Mayor, TfL and IIPAG to transparency and public accountability for the technical and value for money work it carries out, IIPAG has yet to publish any detailed findings from its work. David James told us that IIPAG had produced two "hard-hitting" reports for the Mayor but, despite repeated requests, has not published these reports nor any summaries of the main findings. David James told us that he did not mind releasing information but that it was "not our call" and that IIPAG was simply working to its terms of reference.⁶⁷

London First said IIPAG lacked transparency compared to the PPP Arbiter, who frequently published his reports.⁶⁸ The PPP Arbiter also commented on IIPAG's transparency.⁶⁹ He highlighted that decisions about releasing information were his to make under the PPP structure and not subject to political approval. He suggested that we, the Committee, should be able to commission work from IIPAG to answer our concerns. Failing that, it might be necessary to establish a separate, truly independent organisation to assess TfL's work on the Tube.⁷⁰

Christopher Garnett, Chair of TfL's Rail and Underground Panel, acknowledged the importance of IIPAG publishing more of its findings. He told us there was a need to find a way for it to release

⁶⁷ Transcript of Transport Committee meeting on 25 July 2011, p4

⁶⁸ Transcript of 17 May 2011 Transport Committee meeting, p35

⁶⁹ Transcript of 17 May 2011 Transport Committee meeting, p35

⁷⁰ Transcript of 17 May 2011 Transport Committee meeting, p35

more information even if its full reports were not published.⁷¹ We now need to see evidence of this commitment being put into action.

IIPAG has an important role to play in ensuring TfL realises value for money on its future expenditure on the Tube. It is apparent that IIPAG has started to identify ways in which TfL could realise savings. However, it is disappointing that to date IIPAG has not published any detailed findings from its work. This is in stark contrast to the work of the PPP Arbiter which was publicly available and appears to have played a key role in driving down TfL's expenditure on line upgrades.

We want IIPAG to publish more information about its future work programme and its key findings from this work. We want to see the regular publication of information that provides for TfL's expenditure and progress in delivering Tube upgrades and maintenance to be compared to benchmarks. These benchmarks should include other Metros abroad. Londoners, whose fares and taxes are funding the Tube service and the upgrades, should be able to see whether or not TfL is spending their money effectively.

Recommendation 6

By December 2011 IIPAG should publish full details of its future work programme on the Tube and by when it intends to publish findings from this work. This should include full details of its proposals for benchmarking TfL's expenditure and performance on the Tube upgrades including with other Metros abroad.

TfL's capacity to manage future line upgrades

The problems in 2010/11 have generated concerns about TfL's ability to plan for and deliver the entire upgrade programme. John Dickie of London First told us that the failure of world-class businesses to deliver the Jubilee line upgrade to time raised questions about the framework under which they were operating.⁷² He suggested that TfL needed to plan the line upgrades better and ensure it had staff in

⁷¹ Transcript of Transport Committee meeting on 25 July 2011, p5

⁷² Transcript of Transport Committee meeting on 17 May 2011, p18

place who could assess how the work was progressing and knew how to deal with the unexpected.⁷³ The PPP Arbiter raised similar issues.⁷⁴

The scale of the work still to be done under the upgrade programme is huge and the transfer of responsibility for this work to TfL with the collapse of the PPP brings major challenges. David James told us that IIPAG had questioned whether TfL was set up to deliver such a programme. He highlighted that TfL was “primarily an operations company which had built a capital programme on the side but which now forms one third of its business.”⁷⁵ IIPAG proposed that TfL create a central project management unit to run its major projects. TfL rejected this advice and established two project management units: one in London Underground and one in its Surface Transport directorate.

TfL has reported on steps being taken to improve its capability. Mike Brown told us that he was recruiting new staff including at a senior level to ensure the future line upgrades were delivered as planned.⁷⁶ He also outlined arrangements to mitigate the risks from delivering the Northern and sub-surface line upgrades simultaneously. Both are major pieces of work. He told us each of these upgrades were phased slightly differently and separate teams had been put in place to deliver each project.⁷⁷

Both IIPAG and the Chair of TfL’s Rail and Underground Panel highlighted the need for TfL to recruit senior people with a track record of delivering major capital projects. The Chair of the TfL Rail and Underground Panel highlighted the approach taken by CLM, the consortium of private companies appointed as the Olympic Delivery Authority (ODA)’s delivery partner, as an example of what benefits could be gained from this approach to recruitment:

“If you go to the Olympics, the programme manager in CLM [the ODA’s delivery partner] : they will earn a big bonus but the Olympics are going to be delivered for £7.3 billion against a budget of £8 billion. So nobody is going to jump up and down against the bonus that CLM are going to get. We forget that those people have saved £700 million in this process. We had the same here; top quality

⁷³ Transcript of Transport Committee meeting on 17 May 2011, p26

⁷⁴ Transcript of Transport Committee meeting on 17 May 2011, p21

⁷⁵ Transcript of Transport Committee meeting on 25 July 2011

⁷⁶ Transcript of Transport Committee meeting on 14 June 2011, p11

⁷⁷ Transcript of Transport Committee meeting on 14 June 2011, p21

people cost money but, by golly, they can save you a lot of money in that process. So, to come back, we have to get good quality project management in here and we have to get the people to lead it.”⁷⁸

We remain to be convinced that TfL has the capacity to deliver the line upgrades. IIPAG has suggested that TfL needs more “world-class” people in place to deliver the line upgrades. We agree. The Committee wants to see London Underground appoint people to lead the upgrades who have a track record of delivering large-scale capital projects. We recognise that people of this calibre demand high salaries but consider that such salaries can be justified by the efficiencies and savings they can produce.⁷⁹ The case for this approach is clear from the experience of the Olympics and Crossrail.

We are disappointed that TfL has rejected IIPAG’s proposal to create a central project management unit to run its major projects. IIPAG was created to provide critical challenge and advice to TfL from proven technical and financial experts with experience of overseeing large capital projects. The early experience of London Underground’s management of the upgrade programmes does not give us confidence that such advice should be rejected.

Recommendation 7

By December 2011, TfL should provide a report to the Committee on the changes it has made to its organisational structure, processes and staffing to ensure successful delivery of the day-to-day Tube service and the entire Tube upgrade and maintenance programme.

⁷⁸ Transcript of Transport Committee meeting on 25 July 2011, p16

⁷⁹ Jenny Jones AM does not support this conclusion as the Green Group is seeking to reduce inequality by reducing pay ratios within the GLA family.

Conclusion

The Tube is more reliable than it was eight years ago when the upgrade programme started. Tube passengers experience fewer delays than 2003/04 and are also benefiting from refurbished stations and new trains. As a consequence, customer satisfaction with the Tube has risen.

This period has also been marked by a steady increase in demand which is putting huge pressure on the infrastructure and worsening conditions for passengers. Trains are more overcrowded and the upgrade programme has yet to deliver much in the way of quicker journeys or more or bigger trains to accommodate the increasing numbers of passengers. Unfortunately, there is little evidence that this situation is likely to change for the better in the foreseeable future especially if demand continues to rise.

The pressure on the network also means that when things go wrong it is the passengers that suffer the most. That is why the prolonged period of poor performance 2010/11 has quite rightly been described as unacceptable. Exacerbated by poor industrial relations and increased strikes, we have found that the worst performance resulted from the failure of signals, trains and track. It prompted a series of reviews and promises of improvement from TfL and the Mayor.

It remains to be seen whether the steps that have been taken to date will improve performance and particularly the reliability of the network which is so important to passengers. We are looking to TfL to demonstrate that its changes are having an effect and have taken the Director of London Underground at his word by setting challenging performance targets for summer 2012 which would see the record levels of performance he promised.

The collapse of the PPP has left TfL with a huge responsibility to deliver the rest of the upgrade programme which will be larger and more complex than anything delivered to date. We conclude that TfL has some way to go to bring its costs down to those of the most efficient Metros and to reduce closures and consequential disruption for passengers to best practice elsewhere.

We look to the new Independent Investment Programme Advisory Group (IIPAG) to continue to maintain pressure on TfL to reduce costs and deliver the upgrades effectively and efficiently. The Committee is though concerned that the ability of IIPAG to do this is hampered by

its lack of independence compared to the PPP Arbiter. The early signs are not encouraging. The end of the PPP has resulted in a reduction in transparency about performance and costs.

We are also yet to be convinced that the structures and personnel are in place at TfL to deliver the rest of the upgrade programme efficiently and effectively. The complexities of running the busiest Tube network in the world have now been combined with responsibility for delivering one of the largest transport infrastructure projects. This would be a major challenge at any time; TfL will be meeting this challenge while trying to find billions of pounds of savings from its operating and capital budgets.

The disruption on the Tube in 2010/11 and the effect it had on passengers demonstrated the importance of the network to the capital. The onus is now on the Mayor and TfL to ensure that this level of disruption does not become the norm and that the upgrades that will alleviate some of the pressure on the network can be delivered cost-effectively. This will help make the case for the further investment which is needed in the Piccadilly and Bakerloo lines and which is now uncertain.

The Underground is in a better state than it was in 2003/04 at the start of the upgrade programme, despite the problems of last year. The next few years will be critical though in determining whether improvements can continue to be made while running an efficient service; minimising disruption to the Tube's long-suffering passengers who have experienced such poor performance in 2010/11; and, of critical importance in making the case for future work, saving money. The scale of the challenge ahead is hard to overstate. Nevertheless, we conclude that with the implementation of our recommendations, especially the learning from international best practice, this challenge can be met.

Appendix 1 Recommendations

Recommendation 1

In light of the impact of strikes on London Underground's service in 2010/11 and the risks to the 2012 Games, we recommend that the Mayor review his and TfL's approach to industrial relations. Specifically, he should consider whether additional meetings with unions or other new structures might help improve relations. We ask that he report back to the Committee by December 2011 on his approach to maintaining good industrial relations over the next 12 months.

Recommendation 2

By December 2011, the Mayor and TfL should provide a written report to the Committee on the steps that have been taken to reduce delays and ensure that performance returns to record levels both across the Tube network and on each individual line. The report should include the actions taken to address the main asset-related causes of increased delays in 2010/11, namely:

- fleet failures on the Victoria, Metropolitan and District lines;
- problems with the Automatic Train Operating system on the Jubilee line; and
- problems with engineering trains on the Northern and Piccadilly lines.

By December 2011, TfL should ensure its regularly published information on Tube performance includes Lost Customer Hours for each of the 11 London Underground lines broken down by causative factor.

Recommendation 3

By December 2011 the Mayor and TfL should report to the Committee on the steps that will be taken to manage crowding on the Tube between now and 2018. The report should address how London Underground has responded to the issues raised in our previous report including progress with making real-time information available to passengers at stations and advertising alternative routes to popular destinations.

Recommendation 4

We recommend that the Mayor and TfL continue to make the case to Government for funding to upgrade the Bakerloo, Piccadilly and Central lines and intensify this activity in the run up to the next spending review. The Committee will support all efforts to this end

recognising the importance of an efficient Tube network to the London and UK economy.

Recommendation 5

By December 2011, TfL should publish a detailed breakdown of its plans to find savings on the Tube upgrade and maintenance programme. We expect this to demonstrate that its costs for the upgrades and ongoing maintenance are in line with the most efficient international metro systems.

Recommendation 6

By December 2011 IIPAG should publish full details of its future work programme on the Tube and by when it intends to publish findings from this work. This should include full details of its proposals for benchmarking TfL's expenditure and performance on the Tube upgrades including with other Metros abroad.

Recommendation 7

By December 2011, TfL should provide a report to the Committee on the changes it has made to its organisational structure, processes and staffing to ensure successful delivery of the day-to-day Tube service and the entire Tube upgrade and maintenance programme.

Appendix 2 Stages in the investigation

The Committee held three public meetings for this investigation.

- On 17 May 2011 it heard from: Chris Bolt, the PPP Arbiter; Bob Crow of the Union of Rail, Maritime and Transport Workers (the RMT); Steve Connolly of Associated Society of Locomotive Engineers and Firemen (ASLEF); and John Dickie of London First.
- On 14 June 2011 it heard from Isabel Dedring, Deputy Mayor for Transport and Mike Brown, Managing Director of London Underground and London Rail, TfL.
- On 25 July 2011, it heard from David James, Chair of the Independent Investment Programme Advisory Group (IIPAG) and Christopher Garnett, TfL Board member and Chair of TfL's Rail and Underground Panel.

The Committee received written views and information from various organisations. These included: TfL; the PPP Arbiter; London First; RMT; ASLEF; TSSA; London TravelWatch; ExCel Ltd; and West Hampstead Amenity and Transport (WHAT).

Appendix 3 Information on the Tube that TfL should publish

The text of our letter to the Deputy Mayor for Transport, 24 June 2011

Further to my letter of 15 June, I am writing with details of the information that we want TfL to publish in relation to Tube performance and the upgrade programme.

At the outset, I thought it might be helpful to outline our objectives for seeking this information. We want to see the publication of data that enables detailed analysis of long-term trends in day-to-day performance of the Tube. We also want TfL to publish information that provides for the performance of the Tube to be compared to the performance of Metros elsewhere, allows for monitoring of TfL's delivery of the Tube upgrade programme against its own detailed plans, and shows what TfL is spending on the upgrade programme so it is possible to see whether or not it is delivering value for money.

As part of our investigation, we asked TfL for specific data on Tube performance and information about the upgrade programme which would help to realise these objectives. We drew up this request based on existing published information which suggested that the data was regularly collected. The request, therefore, provides a good starting point for further data and information that TfL should now publish on an ongoing basis.

In summary, we asked that TfL provide us with the following data relating to Tube performance:

- Lost Customer Hours for each of the 11 lines broken down by causative factor and split by peak/off peak for each four week reporting period from 2003/4 onwards;
- Total journey time for each of the 11 lines for each four week reporting period from 2003/4 onwards;
- Passenger kilometres split by peak/off peak for each of the 11 lines for each year from 2003/4; and
- Operated train kilometres (including targets) split by peak/off peak for each of the 11 lines for each year from 2003/4.

To facilitate ongoing scrutiny of tube performance, we propose that this information is published for each future reporting period. On the

upgrade programme, we requested:

The outline programme for each line upgrade including details of the key stages underpinning the delivery timetable in TfL's Business Plan 2014/15;

- The high level risks for each line upgrade and proposed steps to mitigate these risks;
- The total capability and capacity increases planned over the course of each line upgrade, including how this links to the projections of operated train kilometres; and
- Its expenditure per kilometre of signalling for each line upgrade on a basis that is comparable with the figures used by the PPP Arbiter in his 2010 Tube Lines Cost Directions.

We would not expect this information to change on a regular basis but where it is updated to reflect changing circumstances we would expect TfL to make this available.

In response to our request, TfL provided almost all the information we sought but noted in the reply that much of it was already publicly available. This is not the case. As we discussed at our recent meeting, TfL does publish a large amount of information on the Tube but this is not always reported on a line by line basis, is often only presented graphically, is published in a range of different places and is not always very timely. TfL should, as a matter of course, publish all data on the Tube in a format that permits analysis i.e. it should be publishing 'raw' performance data in Excel spreadsheets. This data and information needs to be easily accessible e.g. from a single location on its web site and/or on the London Datastore. TfL should also ensure the publication of data and information at the earliest opportunity e.g. all Tube performance data should be available within six weeks of its collection or finalisation.

The implementation of these initial suggestions will be helpful but they may not be the only improvements that can be made. We are continuing to review the information produced on Tube performance and the upgrade programme as part of our ongoing investigation. We are now seeking a meeting with David James to discuss IIPAG's role in providing independent assessment of TfL's work on the Tube including the benchmarking information that it will be publishing. We will also consider any benchmarking information reported to the next TfL Board meeting, as mentioned by Mike Brown at our recent meeting.

We would welcome the opportunity to meet you to discuss this further. Laura Warren in the Scrutiny Team has been in touch with

your office to identify your availability for a meeting in July. She will be in touch again to firm up a date and time for this meeting.

Yours sincerely

Caroline Pidgeon AM
Chair of the Transport Committee

Appendix 4 Orders and translations

How to order

For further information on this report or to order a copy, please contact Ross Jardine by telephone (020 7983 4206) or email (ross.jardine@london.gov.uk).

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If you, or someone you know, needs a copy of this report in large print or braille, or a copy of the summary and main findings in another language, then please call us on: 020 7983 4100 or email: assembly.translations@london.gov.uk.

Chinese

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Hindi

यदि आपको इस दस्तावेज़ का सारांश अपनी भाषा में चाहिए तो उपर दिये हुए नंबर पर फोन करें या उपर दिये गये डाक पते या ई मेल पते पर हम से संपर्क करें।

Bengali

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Urdu

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Arabic

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فرجاء الاتصال برقم الهاتف أو الاتصال على
العنوان البريدي أو عنوان البريد
الإلكتروني أعلاه.

Gujarati

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Subject: Request for use of Section 60 (1) Powers – Environment Committee

Report to: London Assembly (Plenary)

Report of: Executive Director of Secretariat

Date: 9 November 2011

This report will be considered in public

1. Summary

1.1 This report requests that the Assembly uses its powers under s.60 (1) of the GLA Act.

2. Recommendation

2.1 **That the Assembly agrees to the request of the Environment Committee to use its powers under Section 60 (1) of the Greater London Authority Act to request that the Mayor responds to the recommendations addressed to him in the Committee's report, *For a rainy day – the Mayor's role in managing London's flood risk in case of severe rainfall.***

3. Background

3.1 The Environment Committee at its meeting on 15 July 2010 agreed to carry out a review of rain and river flood risk management in London with the following terms of reference:

1. To look at flooding risk issues in London and make recommendations to direct at the Mayor, and also at other responsible agencies, such as the Environment Agency and London boroughs for better surface water and river flood risk management;
2. To note advances in flooding policy and practice following the Committee's past work, particularly in areas where the Committee has made recommendations; and
3. To address the risks that most often affect the largest numbers of Londoners, and also the areas where the GLA as a regional authority has the greatest role.

3.2 The report, *For a rainy day – the Mayor's role in managing London's flood risk in case of severe rainfall* is attached as **Appendix 1** to this report for Members only. This document is available on the website from the link at: <http://www.london.gov.uk/who-runs-london/the-london-assembly/investigations/front-line-policing>.

3.3 The report makes the following recommendations:

- **Recommendation 1:** The Mayor should ensure that the Drain London flood risk data are available to the public, alongside information about what householders can do if they live in a flood risk area. Ways to make the data available could include the Water and/or Climate Change Adaptation Strategies, the London Datastore, the Environment Agency's existing publication of river and coastal flood risk maps and local borough publication.
- **Recommendation 2:** The Mayor should extend the applicability of the Green Roofs Fund to include other forms of sustainable drainage to support more exemplar projects to stimulate commercial interest.

Where possible, the Mayor should also ensure that the GLA Group estate exemplifies sustainable drainage in its own property works.

- **Recommendation 3:** The Mayor, in his final Water and/or Climate Change Adaptation Strategies and their implementation, should raise awareness of the environmental impacts of garden paving and awareness of environmentally sustainable surface materials.
- **Recommendation 4:** The Mayor should retain the target to restore 15km of rivers in the final version of his Climate Change Adaptation Strategy, and set out a plan for how this can be realised.
- **Recommendation 5:** The Mayor should join the Assembly in calling for the forthcoming Water White Paper to address Thames Water's need to work directly with households to rectify misconnected drains.
- **Recommendation 6:** The Mayor should set out, in the final Water and/or Climate Change Adaptation Strategies, steps to identify and secure sources of short, medium and long-term funding from public, private and third sectors for the delivery of priority flood protection projects, including those in the Drain London, London Rivers Action Plan and London Green Grid programmes.
- **Recommendation 7:** The Mayor should set out, in the final Water and/or Climate Change Adaptation Strategies, what steps he can take to support a mechanism to develop partnerships to take forward flood risk mitigation works.

4. Issues for Consideration

- 4.1 Each time an Assembly committee completes an investigation, relevant proposals are sent to all witnesses at whom they are aimed, and responses invited. The Mayor does not always provide a formal response to Committee recommendations and this makes it difficult to establish the impact of the Assembly's work on the Mayor's policies and decisions. With this in mind, the Environment Committee would like to ask the Assembly to use its powers under s.60 (1) of the GLA Act.

5. Legal Implications

- 5.1 Under Section 60 (1) of the Greater London Authority Act, the Assembly may submit proposals to the Mayor and require a response from him under Section 45(2)(c). Section 45(2)(c) of the GLA Act requires the Mayor to include a response to the proposals submitted under Section 60(1) in his written reports to the Assembly.

6. Financial Implications

6.1 There are no financial implications arising directly from this report.

List of appendices to this report:

Appendix 1 - *For a rainy day – the Mayor’s role in managing London’s flood risk in case of severe rainfall*

Local Government (Access to Information) Act 1985
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List of Background Papers: None

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For a Rainy Day
the Mayor's role in managing London's flood risk in
case of severe rainfall

July 2011



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Darren Johnson	Green (Deputy Chair)
Gareth Bacon	Conservative
James Cleverly	Conservative
Roger Evans	Conservative
Nicky Gavron	Labour
Mike Tuffrey	Liberal Democrat

Terms of Reference

The Environment committee agreed the following terms of reference for its investigation on 15 July 2010:

To look at flooding risk issues in London and make recommendations for better surface water and river flood risk management, noting advances in flooding policy and practice following the Committee's past work, particularly in areas where the Committee has made recommendations, and focussing on river flooding and surface water flooding to address the risks that most often affect the largest numbers of Londoners, and also the areas where the GLA as a regional authority has the greatest role.

The Committee would welcome feedback on this report. For further information contact:

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Foreword

It is estimated that if a comparable amount of rain fell on London as caused the 2007 floods in England, the order of the magnitude of damage caused would be considerably worse, costing tens of billions in property and infrastructure damage, with a high chance of loss of life. Whilst there are a number of flood risks that are commonly recognised, such as tidal, this risk has been greatly reduced by the presence of the Thames Barrier. The report instead concentrates on the less well understood but significant threat of rapid river and surface water flooding arising from severe rainfall.

The risk from this type of flooding is predicted to increase with climate change with periods of intensive rainfall. Unable to soak into the ground, rainfall runs off impermeable roads, pavements and hard paved front and back gardens, rapidly overwhelming the capacity of drains and rivers.

This report looks to the Mayor of London to lead on a number of initiatives to mitigate flood risk. Namely, communicating flood risk to Londoners, supporting practical measures to reduce flood risk, identifying and helping to access potential resources and acting as a clearing house for potential public and third sector partners.

To help Londoners to get a comprehensive picture of flood risk in their local areas, and to complement the tidal and river flood risk maps that are already provided by the Environment Agency, the Mayor must ensure that his 'Drain London' initiative mapping the capitals surface water flood risk is readily accessible to the public. He also has a key role in communicating sustainable drainage solutions in developments, and highlighting the impact that hard paving of front and back gardens has on increasing run off and contribution to flooding.

In the current climate of public spending cuts, the Mayor has a strategic leadership role in bringing funders and planners and also helping third-sector and community groups together to deliver highly beneficial flood protection projects

The report also highlights some of the excellent river restoration and flood mitigation projects that have already taken place in London and supports the London Rivers Action Plan to restore 15km of rivers in London by 2015. It calls on the Mayor for an action plan to help achieve this target. Not only do restored rivers, that have formerly been confined between concrete walls or in a covered channel have a

key role to play in slowing and holding flood water, but they can also provide attractive river access, enhance leisure use and support greater biodiversity.

Thanks are due to all of the contributors who have provided views and information to this investigation, particularly the guests at the Committee meeting in September 2010, and the Environment Agency who attended again in February 2011. Also to all the Members of the Committee for their work on the investigation and this report.

Executive Summary

Because London's built-up land surface does not allow rainwater to soak away into the ground, there is an increased risk that severe rain leads rapidly to flooding. Because London is so densely populated and developed, a major flood would cause great property damage, with a high chance of loss of life.

London is at risk of flooding of various kinds, including from tides, rivers, sewers and surface water. Although the effects of a major tidal flood would be severe, the risk of this kind of flooding has been thoroughly assessed, and greatly reduced by protection measures such as the Thames Barrier. Therefore this report concentrates on risks that are less well understood and that have not been reduced as much by protective measures. In particular, the report considers the risk of surface water and river flooding in the event of severe rainfall over London.

The Mayor has a strategic leadership role in tackling flooding issues – for example through his environmental strategies and through Mayoral initiatives such as the Drain London partnership. His deputy chairs the London Regional Resilience Forum, which co-ordinates planning for emergencies including floods in the capital.

Therefore this report looks to the Mayor to lead action on several further issues that the Committee has identified.

Londoners need to know when they live or work in flood risk areas. For tidal and main river flooding, this information is provided by the Environment Agency. The Mayor's Drain London initiative has compiled information about surface water flood risk, but the Mayor needs to ensure that this information is communicated to the public.

London's vulnerability to flooding in the event of heavy rain is greatly increased by the extent of paved surfaces that do not let water soak into the ground. There are sustainable drainage solutions that enable developments to reduce their water runoff, but these are relatively new and not yet widely implemented. Successful examples would help to overcome developer hesitation, and the Mayor has an opportunity to support such examples by extending the Green Roofs Fund and through the GLA Group's own property works.

Another way of allowing the landscape to absorb flood waters is to restore rivers from concrete channels to a more natural course. The

Mayor has endorsed the London Rivers Action Plan which seeks to restore 15km of rivers in London by 2015, but firm support and an implementation plan would make the target more achievable.

In the current situation of reductions in public spending, resources are under pressure across the traditional funders of flood protection, such as the Environment Agency and local authorities. There are plenty of highly beneficial flood protection projects that could go ahead, and there are potential new sources of funding in the private and third sectors as well as the wider public sector. Strategic leadership with a cross-sectoral reach could play an important role in bringing funders and planners together, and the Mayor would be well-placed to play this role. The Mayor could also help third-sector and community groups become involved in such partnerships.

Introduction

This report assesses London's response to the danger from severe rain flooding. It builds on previous work by the Committee and by the Pitt Review, which followed severe flooding elsewhere in the country in the summer of 2007.

The National perspective

The Pitt review, a national-level investigation of flood risk, was established in the wake of severe flooding in the summer of 2007. It reported in 2008, making 92 recommendations, mainly to national government departments and agencies, and to local authorities and forums across the country.¹ It resulted in a Flood and Water Management Bill, seeking to implement many of its recommendations. However, with the 2010 General Election approaching, the Bill was reduced from 250 clauses to 50 clauses to enable the core provisions to be passed within the term of the Parliament.²

The resulting Flood and Water Management Act 2010 is now the legislative framework for the governance of flood risk nationwide – its provisions are outlined in the next section, on the role of the Mayor, and in more detail in Appendix 2.

The Act is now being implemented, and the remaining recommendations of the Pitt Review taken forward, but in a context of retrenchment in public spending and a private sector that has been hit by recession. As discussed below, in the section on resourcing flood risk reduction works, the level of public funding available for 2010/11 represents an 8% reduction from the average for the previous four-year period.

The work of this Committee

Previous work

In 2002, this Committee produced a report, *Flooding in London*, which addressed a number of flood risk issues, based on the state of knowledge at the time. Issues raised included public awareness,

¹ *The Pitt Review: lessons learned from the 2007 floods*. Cabinet Office, 2008. (hereafter referred to as The Pitt Review) Now available at http://webarchive.nationalarchives.gov.uk/20100807034701/http://archive.cabinetoffice.gov.uk/pittreview/thepittreview/final_report.html

² Environment Committee meeting of 8 September 2010 (hereafter referred to as September 2010 meeting), transcript page 26 http://www.london.gov.uk/moderngov/Data/Environment%20Committee/20100908/Minutes/10-09-08_transcript-checked.pdf

insurance, climate change, river flooding and sewer flooding, resourcing issues and the role of planning policies. The report welcomed the introduction of sustainable drainage to London's planning regime, and highlighted the multiple benefits that waterside environmental improvements could have.³

In 2005, the Committee produced two reports relevant to flooding: *London Under Threat?* and *Crazy Paving*.

London Under Threat? looked at flooding risk (particularly tidal) in the Thames Gateway and Thames estuary. It recommended actions to tackle this risk in the areas of funding mechanisms, monitoring and maintenance of defences, green infrastructure, flood risk information and communication, and planning guidance.⁴

Crazy Paving reported how much of London's surface was being covered by front garden paving, and why this increased flood risk (among other impacts). The report led to government action to arrest this trend.⁵

Scope of this report

With the Pitt Review having a nationwide focus, the specific London issues which this Committee's previous work had identified were not specifically detailed there. London faces a number of flood risks including tidal flooding, river flooding, sewer flooding and surface water flooding.⁶ Of these, tidal flooding and flooding from main rivers are well-understood and protected against. The focus for this report is on the less well understood risk of flooding in the event of severe rainfall over London, particularly surface water but also river and sewer flooding. Risks of these types of flooding are estimated to be 'high' (surface water) or 'medium' (river), and increasing due to climate

³ *Flooding in London*. London Assembly Environment Committee report, 2002 (hereafter referred to as *Flooding in London*) <http://www.london.gov.uk/who-runs-london/the-london-assembly/publications/environment/flooding-london>

⁴ *London Under Threat? Flooding risk in the Thames Gateway*. London Assembly Environment Committee report, 2005 (hereafter referred to as *London Under Threat?*) <http://www.london.gov.uk/who-runs-london/the-london-assembly/publications/environment/london-under-threat-flooding-risk-thames-gateway>

⁵ *Crazy Paving: the environmental importance of London's front gardens*. London Assembly Environment Committee report, 2005 (hereafter referred to as *Crazy Paving*) <http://www.london.gov.uk/who-runs-london/the-london-assembly/publications/environment/crazy-paving-environmental-importance-london%E2%80%99s-front-gardens>

⁶ These types of flood risk are explained in Appendix 1

change; the impact of a major flood would be 'high' and also increasing as more building takes place.⁷ Severe rain is a particularly large risk in London, because the nature of the urban landscape means that rainwater is not easily absorbed by the ground.

The report also outlines the governance of flood risk management in London. While there is no specific statutory flood risk role for the Mayor, he does cover flood risk in his environmental strategies and as London's civic leader he has a significant role in ensuring, on behalf of Londoners, that the risks are properly assessed and that effective measures are put in place to address these risks.

⁷ Mayor's draft (February 2010) Climate Change Adaptation Strategy (hereafter referred to as Draft CCAS), pages 7-8 and in more detail on pages 36-51

London's severe rain flood risk and the Mayor's role in reducing it

"London is very susceptible to rapid river and surface water flooding following storms. This risk will increase as a result of climate change."⁸

In the event of severe rainfall over London, there could be widespread serious flood damage. There could also be loss of life. This is true of large cities in general, but it is especially true of London. This section briefly outlines the risk; there is a fuller discussion in Appendix 1.

Severe rain generates more floodwater, more rapidly, in London than elsewhere. A great deal of land in London is impermeable: most roads, roofs and pavements do not allow water to soak into the ground. Instead, they shed rain rapidly into drains and rivers; if these become full, water floods across the land surface. Some London streets could flood within minutes of the onset of severe rain, and rivers soon after.⁹

London's built landscape also greatly increases potential flood damage to property. Because London has very extensive high-density development, and high property values, a London flood would cause damage much more costly than the same flood elsewhere.

Rainfall such as caused the UK's 2007 floods could, if it happened in London, cause damage an order of magnitude greater.¹⁰ The estimated insured cost of the 2007 event was £3 billion¹¹, which suggests that a similar event in London could cost tens of billions. The Committee heard evidence that lives, in addition to property, would also be at significant risk.¹² Again, the density of residential development is a factor: for any given flood, more people are involved.¹³ Lack of preparedness would also be a contributing factor. Londoners are less aware than the rest of the country of flood risks, what to do about them and how to receive emergency flood alerts: just 19 per cent of Londoners living or working in flood risk areas are

⁸ Environment Agency, written contribution to this investigation

⁹ Environment Agency at the September 2010 meeting, transcript page 30; See also Mayor's draft (February 2010) Climate Change Adaptation Strategy (hereafter referred to as Draft CCAS), page 44

¹⁰ Association of British Insurers, at the September 2010 meeting, transcript pages 2 and 31, and written contribution to this investigation

¹¹ Mayor's draft (August 2009) Water Strategy (hereafter referred to as Draft Water Strategy), page 56

¹² Environment Agency at the September 2010 meeting, transcript page 30

¹³ Association of British Insurers, at the September 2010 meeting, transcript page 31

signed up to Floodline Warning Direct, compared to 24 per cent nationally.¹⁴ Basement flats can pose a particular risk, especially in a night-time flood.¹⁵ The Mayor acknowledges that “there are a large number of flood-vulnerable communities. Warning times... are short and public awareness and capacity to act are low.”¹⁶

It is a matter of chance that London has so far escaped rainfall severe enough to cause widespread flooding.¹⁷ Such rain occurred in southern England as recently as 2007, and London properties were affected.¹⁸ Rainstorm severity can be expressed as a likelihood; a storm of a particular severity might be described as having an annual likelihood of 1 in 200, or 0.5 per cent, in a particular place. There are up to 680,000 properties in London thought likely to flood in the event of a rain storm of that severity.¹⁹ One in 200 seems like a small chance of such severe rainfall, but over a period of 20 years (the sort of time a family might occupy a home), the annual 0.5 per cent would amount to 9.5 per cent for at least one such storm. Across London, the probability of river flooding is assessed as ‘medium’ and of surface water flooding as ‘high’.²⁰ Climate change is expected to bring more extreme winter rainfall events to London, raising the annual likelihood of severe rainstorms; the Mayor’s draft Water Strategy therefore acknowledges that floods of the scale seen in 2007 should be expected in future.²¹

The responses so far to previous recommendations, the 2007 floods and the Pitt report, have not yet made London sufficiently safe from flooding. This investigation heard repeatedly that there is more to be done – the Association of British Insurers stated that, ‘insurers are very concerned about [London’s] current lack of preparedness’.²²

What is the Mayor’s role?

Statutory responsibility for assessing flood risks and doing work to reduce them lies mainly with bodies other than the Mayor or Greater

¹⁴ Draft CCAS, page 44

¹⁵ September 2010 meeting, transcript pages 30-31

¹⁶ Draft CCAS, pages 7-8

¹⁷ Thames Rivers Restoration Trust, at the September 2010 meeting, transcript page 25

¹⁸ Draft Water Strategy, page 65. See also written contribution from the Thames Rivers Restoration Trust to this investigation.

¹⁹ Draft CCAS, pages 41-42

²⁰ Draft CCAS, pages 7-8

²¹ Draft Water Strategy, page 65

²² Association of British Insurers, written contribution to this investigation

London Authority (GLA). But the Mayor has an important role, as a leader for London and as a voice for Londoners, in ensuring that these bodies can, and do, do their jobs effectively. This section briefly outlines the governance of flood risk in London, focussing on the Mayor's role; there is a fuller outline in Appendix 2.

The Flood and Water Management Act 2010 set out statutory responsibilities for managing flood risk in England. 'Lead Local Flood Authorities' (in London, London Boroughs and the City of London) are responsible for surface water and small watercourses such as streams.

The Environment Agency is responsible for tidal water and main rivers, and has a strategic oversight role for local authorities.²³

The Mayor's statutory responsibilities include producing environmental strategies relevant to managing flood risk:

- The Water Strategy – which addresses rainwater and wastewater²⁴
- The Climate Change Adaptation Strategy – flooding in general, including the flooding benefits of urban greening covered in the 'overheating' chapter²⁵
- The London Plan – which addresses building in flood-prone areas²⁶

The Mayor is responsible for the London Fire and Emergency Planning Authority, and the Deputy Mayor Richard Barnes also now chairs the London Regional Resilience Forum, which covers flood response planning.²⁷

²³ Flood and Water Management Act 2010, available at http://www.legislation.gov.uk/ukpga/2010/29/pdfs/ukpga_20100029_en.pdf. See also *Flood and Water Management Act 2010* Local Government Association Briefing, 15 April 2010, available at <http://www.lga.gov.uk/lga/aio/10693972>

²⁴ Draft Water Strategy, pages 59-68 and 75

²⁵ Draft CCAS, pages 35-53 and 69-70

²⁶ *The London Plan* (Consultation draft replacement plan, October 2009 – hereafter referred to as Draft Replacement London Plan) Policies 5.12 (flood risk management) and 5.13 (sustainable drainage); also 2.18 (green infrastructure), 5.10 (urban greening), 5.11 (green roofs and development site environs), 5.14 (water quality and sewerage infrastructure), 7.24 (Blue Ribbon network), 7.28 (restoration of the Blue Ribbon network) and 7.29 (the River Thames)

²⁷ <http://www.londonprepared.gov.uk/news/news-20101021.jsp> see also Environment Agency at the Environment Committee meeting of 3 February 2011 (hereafter referred to as February 2011 meeting), transcript page 2 <http://www.london.gov.uk/moderngov/mgConvert2PDF.aspx?ID=4582&T=9>

The Mayor also has a key role, on behalf of Londoners, in ensuring that other agencies meet London's needs. For example, in the context of mapping flood risk, the Mayor has secured funding from the Department for Environment, Food and Rural Affairs (Defra) for the Drain London project, to fill gaps in knowledge about surface water flood risks and assist boroughs to work together to produce local flood risk assessments and action plans.²⁸

The Mayor is producing his final versions of the Water and Climate Change Adaptation Strategies and we wish to see him use those documents to consolidate his role in assessing and helping to mitigate flood risk. There are four areas where further work is required and they are explored later in this report:

- Communicating risks to Londoners
- Supporting practical measures to reduce flood risk
- Helping identify and access potential resources, both financial and organisational, across the public, private and third sectors

Introductory finding

London is at risk of serious flood damage in the event of extreme rainfall. The Mayor has an important role, as do others, in ensuring that this risk is tackled.

²⁸ September 2010 (transcript pages 1-6) and February 2011 (transcript pages 4-5) meetings and Mayoral Decision MD455, 28 October 2009
<http://legacy.london.gov.uk/mayor/mayor-decisions/docs/20091029-md455-drain-london-defra-signed.pdf>

Communicating flood risk and response information

Households and organisations at risk of flooding need to make preparations to deal with the eventuality of flooding. To do this, they need to know and understand the risks.

Information about flood risk from main rivers and the sea is held and publicised by the Environment Agency (EA) and its partners. The EA makes maps of river and coastal flooding risk available on its website, and writes annually to affected households with information about precautions that can be taken.²⁹ This information is brought together with local flood risk assessments in a London Regional Flood Risk Appraisal, which underlies the London Plan.³⁰

Currently, there is little information about the risks of surface water flooding.³¹ The Drain London project is designed to plug this information gap. Drain London is explained in more detail in Appendix 2; it has helped boroughs across the capital to produce maps of expected surface water depth and flow speed under a number of different rain severity scenarios.³² The Committee welcomes this work and its contribution to flood risk knowledge and risk reduction planning. It has not yet been determined how the Drain London flood risk mapping outputs will be made publicly available, promoted, or put alongside other crucial information such as flood risk precautions.³³

Awareness of flood risk among Londoners is patchy.³⁴ There is a lower take-up of flood warning services in London than elsewhere in the country.³⁵ There is a high mobility of population; in many areas ten per cent or more of residents are new arrivals to the borough each year.³⁶ Rivers are in many cases hidden from public view, behind

²⁹ Environment Agency at September 2010 meeting, transcript page 16

³⁰ Draft Replacement London Plan, pages 130-131

³¹ GLA at the September 2010 meeting, transcript page 10

³² Mayoral Decision MD455, 28 October 2009 and London Councils 2011 Drain London update, pages 5-7. See also discussion at September 2010 meeting, transcript pages 10-17

³³ London Councils 2011 Drain London update, pages 8-9

³⁴ Environment Agency at the Environment Committee of 8 September 2010, transcript page 30

³⁵ Draft CCAS, page 44

³⁶ *Focus on London 2010: population and migration* GLA, October 2010, page 21 <http://data.london.gov.uk/datastorefiles/documents/FocusOnLondon-PopulationAndMigration.pdf>. Comparison with national figures (Mid-2008 to mid-2009 detailed Components of Change for local authorities, available from Office for National Statistics) shows that the large majority of London boroughs are in the top quartile of authorities in England and Wales for both international in-migration and migration from other local authorities within the UK.

buildings or underground.³⁷ Since the construction of the Thames Barrier, flood drills in London have much reduced; the Environment Agency estimates that 30 per cent of people would not know what action to take following a flood warning.³⁸

This patchy awareness of flood risk means that fewer people take precautions against flooding, and fewer people are able to respond quickly when it becomes known that a flood is about to occur.³⁹ This Committee has been recommending that the Mayor and Environment Agency take urgent action to tackle public flood awareness since 2002.⁴⁰ The National Flood Forum has also called for the Environment Agency to ensure that flood risk from all causes is adequately mapped and that all the maps and flood data, including areas at risk of surface water flooding, are published.⁴¹

Finding 1

More Londoners who live and work in areas at risk of flooding (especially surface water flooding) need to know about the risk and what they can do to reduce their exposure and prepare for the eventuality of flooding.

The information required by these Londoners will come out of Drain London and will be available to the GLA. Therefore the Mayor is in a position to address the information gap.

Recommendation 1

The Mayor should ensure that the Drain London flood risk data are available to the public, alongside information about what householders can do if they live in a flood risk area. Ways to make the data available could include the Water and/or Climate Change Adaptation Strategies, the London Datastore, the Environment Agency's existing publication of river and coastal flood risk maps and local borough publication.

³⁷ Environment Agency at February 2011 meeting, transcript page 5

³⁸ Draft CCAS, page 44

³⁹ Environment Agency at September 2010 meeting, transcript page 30

⁴⁰ *Flooding in London*

⁴¹ National Flood Forum, written contribution to this investigation

Reducing flood risk

The Committee has investigated two specific areas where the Mayor has the ability to take practical steps to reduce rainwater flood risk: promoting sustainable urban drainage systems and river restoration.

Reducing surface runoff of rainfall

A major factor underlying London's flood risk in the event of heavy rain is rapid runoff from impermeable surfaces to drainage systems.⁴² The more quickly rainwater flows off the surface, the sharper the peak flow in drains and rivers, and the more likely therefore that the capacity of the drain or river will be exceeded, creating a flood. Also, the quicker the runoff, the quicker the flood can occur and the less warning there is for people to respond to limit the damage or just reach a safe place.

One way of reducing rainwater runoff in built-up areas is the use of sustainable urban drainage systems (SUDS). SUDS features include:

- grass or other water-permeable landscaping instead of paved areas
- water-permeable paving instead of ordinary concrete or tarmac
- green roofs and walls
- directing site drainage into holding tanks, ponds or soak-aways instead of directly into mains drains

Several of these features are shown at the BedZED development in Sutton.⁴³ As well as flood prevention benefits, SUDS features enhance the local quality of life and environment.⁴⁴

The issue of runoff from impermeable surfaces and the merits of sustainable drainage have been raised several times in recent years. In 2005 this Committee's report *London Under Threat?* emphasised the importance of sustainable drainage in reducing runoff and therefore flood risk⁴⁵ and our *Crazy Paving* report highlighted the effects of paving over front gardens in increasing water runoff, and the role of the planning system in regulating front garden paving.⁴⁶ In 2008 the

⁴² See also Thames Water at the September 2010 meeting, transcript page 21

⁴³ *Sustainable Drainage Systems (SUDS) an introduction*. Environment Agency <http://www.environment-agency.gov.uk/static/documents/Leisure/GEH00308BNSS-e-e.pdf>, page 6; see also Draft Water Strategy, page 61 and Draft Replacement London Plan pages 130-131

⁴⁴ Micro Drainage Ltd, at the September 2010 meeting, transcript page 21

⁴⁵ *London Under Threat?* page 14

⁴⁶ *Crazy Paving*, pages 6-7.

Pitt review of flood risk further highlighted the runoff implications of garden paving.⁴⁷

There has subsequently been action to regulate urban paving further. National planning regulations in 2008 stated that larger areas of impermeable paving in front gardens were no longer 'permitted development'⁴⁸ (work for which planning permission is not required)⁴⁹. The London Plan⁵⁰, the Water Strategy⁵¹, and the Better Buildings Partnership⁵² all promote sustainable drainage in the London context.

However, sustainable drainage is still rarely retrofitted to existing built areas, and the level of sustainable drainage in new developments varies. Under 2006 Supplementary Planning Guidance, it is essential that developments use sustainable drainage wherever practical, and achieve 50 per cent attenuation of the undeveloped site's surface water runoff at peak times; it is the Mayor's preferred standard that developments achieve 100 per cent attenuation.⁵³ However, developers see obstacles to fully sustainable drainage, pointing out that 96 per cent of development in London takes place on previously developed land.⁵⁴ Progress is therefore slow and the UK lags behind other countries in the extent of sustainable drainage.⁵⁵

Site owners and developers see sustainable drainage as a relatively untried new technology, and therefore approach it with caution. More examples of successful sustainable drainage with visible value and demonstrable workability, across a range of development types, could help to overcome this. The same kind of initial problems had to be overcome in the early years of 'traditional' drainage engineering.⁵⁶

⁴⁷ The Pitt Review

⁴⁸ Town and Country Planning (General Permitted Development) (Amendment) (No.2) (England) Order 2008

⁴⁹

<http://www.planningportal.gov.uk/permission/responsibilities/planningpermission/permitted>

⁵⁰ Draft Replacement London Plan, Policy 5.13

⁵¹ Draft Water Strategy, page 61

⁵² GLA at the September 2010 meeting, transcript page 15

⁵³ Draft Water Strategy, page 61

⁵⁴ Examination in Public of the Draft Replacement London Plan, report of the Panel paragraph 5.56 <http://www.london.gov.uk/sites/default/files/eip/Panel-report-Vol-1.pdf>

⁵⁵ Micro Drainage Ltd, at the September 2010 meeting, transcript pages 21-22

⁵⁶ Micro Drainage Ltd, at the September 2010 meeting, transcript pages 21-22

Finding 2

Exemplar sustainable drainage projects would help overcome developer doubts and reduce London's flood risk by reducing rainfall runoff.

The Mayor has a role in promoting sustainable drainage, and has tools to do this. Sustainable drainage is an important feature of the flood risk management sections in the Climate Change Adaptation Strategy⁵⁷ and the Water Strategy.⁵⁸ Both strategies refer to the London Plan policy on sustainable drainage, which sets out a 'drainage hierarchy' to promote forms of drainage that reduce the runoff from London developments towards greenfield rates.⁵⁹ One aspect of sustainable drainage is 'green roofs' – the London Plan has a specific policy on these⁶⁰ and the Drain London project includes provision for a £300,000 Green Roofs Fund (which at the time of writing has not been fully allocated).⁶¹

The GLA Group may have further scope to provide exemplars of sustainable drainage in its own properties, such as transport, fire and police stations.

Recommendation 2

The Mayor should extend the applicability of the Green Roofs Fund to include other forms of sustainable drainage to support more exemplar projects to stimulate commercial interest.

Where possible, the Mayor should also ensure that the GLA Group estate exemplifies sustainable drainage in its own property works.

⁵⁷ Draft CCAS, page 51

⁵⁸ Draft Water Strategy, pages 59-62

⁵⁹ Draft Replacement London Plan, Policy 5.13

⁶⁰ Draft Replacement London Plan, Policy 5.11

⁶¹ Mayoral Decision MD455, 28 October 2009

Garden drainage

Although front garden paving has been restricted, there is less control over back gardens. Between 1998-99 and 2006-08, the amount of hard surfacing in London's gardens increased by 26 per cent, or 2,600 hectares (18 times the size of Hyde Park).⁶² As described above, there are water-permeable alternative materials and other sustainable drainage solutions, which the Mayor seeks to promote through his environmental and planning strategies.

Finding 3

There is a need to reduce the spread of impermeable surfaces within London's existing built developments, for example in gardens.

Recommendation 3

The Mayor, in his final Water and/or Climate Change Adaptation Strategies and their implementation, should raise awareness of the environmental impacts of garden paving and awareness of environmentally sustainable surface materials

River restoration

River restoration (removing artificial walls that channel a river and restoring more natural banks and surroundings) can have significant flood risk benefits – allowing excess flows to spread into open space next to the river, rather than flooding properties downstream. This enables the safe accommodation of high peak flows and therefore mitigates the effects of rapid surface runoff. It can also benefit the quality of the local environment and give opportunities such as leisure use to local people and visitors. There is a fuller discussion of the nature and benefits of river restoration at Appendix 3.

There is widespread scope for river restoration in London. Most of London's rivers flow in artificial channels, in many cases buried under landscaping or structures. Moderate excess flows can be rapidly carried away by these channels, but these downstream flows may exacerbate flooding lower down the river. Also, if the capacity of the

⁶² *London Garden City*, report for the London Wildlife Trust, Greenspace Information for Central London and the GLA, June 2011.

channel is exceeded, the resulting flood can affect properties that have been built up to or on top of the channel structure. However, a more 'natural' river channel, with low-lying open areas nearby that can harmlessly flood, can hold flood waters safely upstream and reduce the damage caused by flooding across the whole catchment area.⁶³

River restoration, and associated flood risk reduction landscaping, does require more space than constricted artificial channels. In heavily built-up parts of London opportunities are therefore limited (though still present in some cases, especially where extensive redevelopment is taking place). However, in outer London there are many opportunities. The Committee heard that 'every outer London borough has the potential to use green spaces, parks, playing fields and school grounds as part of an integrated [floodwater management] system.'⁶⁴

The London Rivers Action Plan has identified many potential restoration sites, with a target to restore 15km of rivers by 2015.⁶⁵ The Mayor supports this plan: river restoration is promoted in the London Plan with specific reference to the London Rivers Action Plan⁶⁶, and the Mayor has proposed the 15km target as part of his Climate Change Adaptation Strategy.⁶⁷ The London Green Grid also includes riverside areas where appropriate works could have flood protection benefits.⁶⁸

⁶³ London Rivers Action Plan <http://www.therrc.co.uk/lrap.php> ; Draft Replacement London Plan page 198

⁶⁴ Thames Rivers Restoration Trust, at the Environment Committee meeting on 8 September 2010, transcript pages 24-25; see also Draft CCAS, page 30

⁶⁵ London Rivers Action Plan

⁶⁶ Draft Replacement London Plan, policy 7.28

⁶⁷ Draft CCAS, page 98

⁶⁸ Draft CCAS, page 96 – this Committee first highlighted the importance of taking forward and resourcing the Green Grid as a flood defence measure in its 2005 report *London under threat?*

Finding 4

River restoration is in many cases an effective flood risk management measure – it can have other benefits too. The London Rivers Action Plan identifies many sites where restoration may be possible and shares with the Mayor’s draft Climate Change Adaptation Strategy a target to achieve 15km of restoration by 2015.

Recommendation 4

The Mayor should retain the target to restore 15km of rivers in the final version of his Climate Change Adaptation Strategy, and set out a plan for how this can be realised.

Misconnected sewers

When a river is restored from a covered channel to an open state, it is often found that domestic sewage drains need to be re-directed so as not to run into the river.⁶⁹ Local authorities have powers to rectify misconnected drains, and water companies need to work through local authorities to solve these problems. The water companies would be more effective if they could do this directly with households. A clause enabling this was part of the Flood and Water Management Bill in 2010⁷⁰, but was dropped, along with many other measures, so that the Flood and Water Management Act 2010 could be passed before Parliament was dissolved for the 2010 General Election.⁷¹

Recommendation 5

The Mayor should join the Assembly in calling for the forthcoming Water White Paper to address Thames Water’s need to work directly with households to rectify misconnected drains.

⁶⁹ Thames Water and the Thames Rivers Restoration Trust, at the September 2010 meeting, transcript page 26; see also Environment Agency at the February 2011 meeting

⁷⁰ Draft Flood and Water Management Bill, published April 2009, clause 253

⁷¹ Thames Water and the Thames Rivers Restoration Trust, at the September 2010 meeting, transcript pages 26 and 30; See also Draft Water Strategy, pages 75-76

Making flood protection works happen

Funding

There is no shortage of potential flood risk management works to undertake in London.

As detailed in the previous section, there are many opportunities for river restoration works, particularly in outer London and where built-up riversides are redeveloped. There is a target in the London Rivers Action Plan and the Mayor's Climate Change Adaptation Strategy to restore 15km of rivers by 2015.

The Drain London project will shortly generate a prioritised list of works to reduce the risk of surface water flooding. It will model flows of water across London under a range of heavy rain scenarios, and thereby map which areas would be likely to flood under different rainfall severities. These maps will identify flood risk hotspots, which will be assessed for the number and type of properties at risk, and what work might be possible to reduce the risks.⁷² The project will enable a regional submission to be made for government funding to manage surface water flood risks in London.⁷³

The Environment Agency also has a list of flood defence works, primarily aimed at reducing the risk of tidal flooding and main river flooding.

All of this work is facing public funding constraints. Progress of the London Rivers Action Plan depends on funding not yet committed. With funding cuts taking place across the public sector, the 15km restoration target could be 'challenging'.⁷⁴ Funding for the Green Grid has hitherto come from the London Development Agency. With the winding-down of that agency and cessation or transfer of its associated funding, the Green Grid resources are therefore uncertain.⁷⁵

The Drain London project is funded to map risks, identify potential work and develop a small number of local action plans. Only a small

⁷² Mayoral Decision MD455, 28 October 2009; *Drain London – update on delivery and implications for Boroughs*, report to London Councils Transport and Environment Committee, 17 March 2011 (hereafter referred to as London Councils 2011 Drain London update) pages 5-7; written contributions from Environment Agency and GLA to this investigation

⁷³ Draft Water Strategy, page 64

⁷⁴ Environment Agency at the February 2011 meeting, transcript page 10.

⁷⁵ Environment Committee meeting of 6 April 2011

<http://www.london.gov.uk/moderngov/mgConvert2PDF.aspx?ID=4667&T=9>

amount of funding is available within that project to undertake work on the ground⁷⁶ and the funding expires when the current work is completed.⁷⁷

Defra has a substantial budget for flood defence – it averaged £590 million per year from 2007/08 to 2010/11 (mainly spent via the Environment Agency). But, under a new funding structure, the average annual spend is expected to be about 8 per cent lower from 2011/12 to 2014/15.⁷⁸ The Environment Agency has assessed that to maintain that protection would require overall investment, including from other sources, to rise from 2010/11 levels, reaching £1 billion per year by 2035.⁷⁹

There are also local authority resources for flood defence, which may be spent on staff, local works or contributed via a levy to a regional pot. However, these resources are not tied to flood defence and are in many cases thought likely to be subject to reduction in the current public spending climate.⁸⁰

Could other funding become available?

There is a wide range of other potential sources of funding, especially in the medium term.

Funding can come from private sector sources. The Environment Agency estimates that about two-thirds of the benefit of flood risk management assets accrues to the private sector, particularly the insurance industry.⁸¹ Developers and private property owners may often be able to put a valuation on the flood protection offered to their property by certain works, and may therefore be willing to pay for works up to that value.⁸²

⁷⁶ Mayoral Decision 455, 29 October 2009

⁷⁷ Environment Agency at the February 2011 meeting, transcript page 9

⁷⁸ *Defra Arm's Length Bodies SR10 Allocations*; see also Environment Agency at the 3 February 2011 meeting (transcript pages 7-8), though the exact figures discussed there are on a different basis. Current EA funding by region is shown on the EA website <http://www.environment-agency.gov.uk/research/planning/118129.aspx>

⁷⁹ *Investing for the future: flood and coastal risk management in England – a long-term investment strategy*. Environment Agency 2009 (hereafter referred to as *Investing for the future*), page 4 <http://publications.environment-agency.gov.uk/pdf/GEHO0609BQDF-E-E.pdf>

⁸⁰ September 2010 and February 2011 meetings

⁸¹ *Investing for the future*, page 8

⁸² Environment Agency at the February 2011 meeting, transcript pages 8-9 and 12-13

Private companies may also make grants as an element of their corporate social responsibility, and grants can also come from the third sector. The river restoration at Mayesbrook Park, which this Committee heard about as part of the investigation, received funding from the insurer Royal Sun Alliance and the SITA Trust.⁸³

Works with flood risk benefits can also, depending on their nature and situation, have a range of other benefits including leisure, biodiversity, urban cooling and other local enhancements.⁸⁴ This can attract funding from public sources other than flood protection budgets – such as other environmental budgets, leisure budgets, or funding to improve local places.⁸⁵ Multiple funding streams from different sources can come together to make possible projects that no one funder could support on its own.⁸⁶

Defra has recently consulted on a proposed new flood works grant-in-aid system called Payment for Outcomes, which is intended (among other benefits) to facilitate and increase the contribution of local authority, private and other funding sources to flood mitigation works, and to make surface water flooding measures eligible for Environment Agency support. However, it is uncertain how much additional funding can be expected in the short term, given the fiscal and economic situation.⁸⁷

Therefore while historic funding sources for flood risk reduction are subject to risk or reduction, there may be other sources, but work is required to fully access these sources and make the case for their use in flood defence.

Can the value of flood risk reduction be more effectively realised?

The Environment Agency has assessed the costs and benefits of river and coastal defence spending, finding that the benefits are on average eight times greater than the costs (a benefit-cost ratio of 8:1), and

⁸³ <http://www.trrt.org.uk/index.aspx?articleid=15955>;
http://www.naturalengland.gov.uk/regions/london/press_releases/2010/221210.aspx; <http://www.sitatrust.org.uk/about-us>

⁸⁴ See Draft Replacement London Plan, chapters 5 and 7.

⁸⁵ For example <http://www.wandlevalleypark.org.uk/> see also <http://www.naturalengland.org.uk/regions/london/ourwork/integratedprojects.aspx>

⁸⁶ Thames Rivers Restoration Trust, at the September 2010 meeting, transcript pages 25-26.

⁸⁷ <http://www.defra.gov.uk/corporate/consult/flood-coastal-erosion/index.htm> ; see also Environment Agency at the February 2011 meeting, transcript pages 11-15

that investment could increase by 82 per cent with the benefit-cost ratio sustained at 7:1.⁸⁸

The costs of flooding depend on the area affected, the number of buildings and other vulnerable properties affected, and the financial value of those buildings. In most of London, building density is very high and property values and repair costs are also high. Therefore, the costs of flooding, and hence the financial benefits of flood prevention, are likely to be particularly high in London.⁸⁹

The quantifiable costs of flooding initially fall on property owners, and could be devastating to household and even business finances if a flood seriously damages the main home or premises and its contents. This risk of catastrophic financial loss can be spread over time and among all properties at risk of flooding by buying insurance – everyone at risk pays a regular premium, which funds a payout to cover the main financial costs for the minority who do suffer flooding each year.

However, the insurance industry has, for business reasons, some reluctance to cover properties at the highest risk of flooding. It has agreed with the government a ‘statement of principles’, stating that the insurance industry will (until 2013) insure existing (pre-2009) properties with an annual flood risk less than 1.3 per cent or where there are plans in place to reduce the flood risk within five years. It may therefore not insure properties at severe risk without plans to reduce the risk.⁹⁰ This means that any reduced action on flood defence may mean that some risks become impossible to insure against, and therefore that the costs can no longer be spread across the at-risk population and over time, but instead fall fully and immediately on those with the misfortune to be flooded.

Therefore, it is possible to financially quantify the benefits of flood defence works, and these benefits are typically several times the costs of the work. There is plenty of scope to increase investment at these

⁸⁸ *Investing for the future*, pages 8 and 14-15; see also Association of British Insurers at the September 2010 meeting, transcript page 18

⁸⁹ Environment Agency at the February 2011 meeting, transcript page 9.

⁹⁰ ‘Revised Statement of Principles on the Provision of Flood Insurance’, ABI, July 2008
http://www.abi.org.uk/Publications/Revised_Statement_of_Principles_on_the_Provision_of_Flood_Insurance1.aspx; see also Association of British Insurers at the September 2010 meeting, transcript pages 11-12 and 19

high benefit-cost ratios. This is likely to be especially true in London. Much of this quantifiable benefit goes to property owners and occupiers, including private companies and households.

Finding 6

Work by the Mayor, the Environment Agency and others is identifying a number of projects that would have significant flood risk reduction benefits. We have heard that many of these are likely to generate benefits that far exceed the cost of the projects. There are options for funding to come from outside of traditional public grant direct from central government.

Recommendation 6

The Mayor should set out, in the final Water and/or Climate Change Adaptation Strategies, steps to identify and secure sources of short, medium and long-term funding from public, private and third sectors for the delivery of priority flood protection projects, including those in the Drain London, London Rivers Action Plan and London Green Grid programmes.

Potential partnerships are being missed

There is potential for multi-agency partnerships to take forward flood risk mitigation works, and to bring other benefits to the areas concerned. The Mayesbrook Climate Change Park and the Wandle Valley Regional Park are examples from within London.⁹¹ Benefits of the multi-agency approach may include access to funding, a broad range of expertise and perspectives so that the works can be designed and managed to optimise benefits of several different kinds, and engagement of residents, owners, users and other stakeholders.⁹²

Connections between major public sector bodies, including the Environment Agency, the GLA and London boroughs, are well-established. However, the third sector can have a significant role to

⁹¹ <http://www.trrt.org.uk/index.aspx?articleid=15955>;
<http://www.wandlevalleypark.org.uk/>

⁹² Thames Rivers Restoration Trust, at the September 2010 meeting, transcript pages 25-26; also Environment Agency at the February 2011 meeting, transcript page 5

play in establishing broad partnerships and crossing institutional boundaries. This Committee heard from the Thames Rivers Restoration Trust (TRRT) about its work to bring together partners and funders for the Mayesbrook Climate Change Park.⁹³ However, many boroughs seem to be unaware of organisations like the TRRT.⁹⁴ Therefore the local authority knowledge of the scope for works in their areas may not come to the attention of third sector partners. Third sector organisations may be particularly short of the staff resources needed to make contact pro-actively with the right part of larger public sector bodies, at the right time.

Suitable forums for sharing information and contacts about partnership working in flood management between local authorities may include the Thames Regional Flood and Coastal Committee, the Drain London Forum and/or London Councils. The Mayor needs to support a mechanism to make these potential partnerships active.

Finding 7

Third sector organisations and local authorities need help to make the right connections to take forward opportunities for flood protection works.

Recommendation 7

The Mayor should set out, in the final Water and/or Climate Change Adaptation Strategies, what steps he can take to support a mechanism to develop partnerships to take forward flood risk mitigation works.

⁹³ Thames Rivers Restoration Trust, at the September 2010 meeting, transcript pages 25-26.

⁹⁴ Email from Thames Rivers Restoration Trust to London Assembly Secretariat, 24 March 2011.

Conclusion – leading the response to rainwater flood risk in London

London is particularly at risk of serious flood damage in the event of heavy rain, as outlined in the Introduction and in Appendix 1. As set out in the main body of this report, action is required to:

- assess and communicate the risk of surface water flooding
- slow and reduce the runoff of heavy rain
- secure greater investment in reducing London’s flood risk
- remove other obstacles to river restoration projects

The Mayor is well placed to increase effective action in all of these areas, by using his direct powers and his indirect leadership and influence. As this report has shown, these actions have not so far been fully tackled by other bodies, nor are they set to be fully tackled in the immediate future.

The Drain London initiative, first established by the then Mayor in 2007 and taken forward by the current Mayor, is assessing surface water flood risk, and therefore creates the potential for the Mayor to ensure that this information is communicated to households and businesses affected. Surface water flood risk is not a statutory responsibility of the Environment Agency and has not yet been effectively assessed or communicated by most local authorities.

Developers in the UK are behind those in some other countries at adopting sustainable drainage systems. The Mayor is already seeking to change this through the London Plan and, by extending the Green Roofs Fund, could help tackle the identified need for successful exemplars of sustainable drainage.

There is no shortage of high-value flood risk reduction work seeking funding. As well as the GLA Group’s own budgets, the Mayor has influence over investment decisions by national and local government, the private sector and the third sector. Any of these could be potential sources for investment in flood risk reduction.

The Mayor has influence over, and is able to facilitate, partnership working and mutual support by different sectors and by different tiers of government, especially as it relates to strategic issues for London.

Appendix 1 Flooding risks in London

Types and sources of flood risk

Surface water flooding

Surface water flooding occurs when the rainfall in a certain period exceeds the rate at which water soaks into the ground or runs into drains and rivers. The water then must run across the surface of the ground, from higher to lower. It may collect in low-lying areas, and may run strongly in natural gullies.

The risks of surface water flooding are, so far, poorly known. It is estimated that up to 680,000 properties in London are at risk from surface water flooding with a probability of at least 0.5 per cent in a year⁹⁵ and that 400,000 of these are additional to those properties vulnerable to rivers and the sea.⁹⁶ The Drain London project is working to significantly improve this information.⁹⁷

Surface water flooding is a priority for London; 14 of the 15 settlements most at risk of surface water flooding nationwide are London boroughs, and 28 of the 33 London boroughs are in the top 50 nationwide.⁹⁸

Sewer flooding

Sewer flooding occurs when the flow of water through drains and sewers exceeds the capacity of the sewer network at certain points. Sewer flooding, and its link to surface flooding, was identified as a critical issue for London by this Committee in its 2002 report *Flooding in London*.⁹⁹ Sewer flooding tends to go alongside surface water flooding – both are caused by heavy rainfall, and when sewers fill up, further rainfall cannot drain away from the surface.

⁹⁵ Draft CCAS, pages 40 and 42

⁹⁶ Environment Agency, written contribution to this investigation, citing the evidence base for the Defra consultation on 'Distributing Funding to Lead Local Flood Authorities for Local Flood Risk Management'

⁹⁷ Mayoral Decision MD455, 28 October 2009 and London Councils 2011 Drain London update, pages 5-7

⁹⁸ *National Rank Order of Settlements Susceptible to Surface Water Flooding*, Environment Agency 2009

⁹⁹ <http://www.london.gov.uk/who-runs-london/the-london-assembly/publications/environment/flooding-london>

Thames Water has a register of over 12,000 properties at specific risk of sewer flooding with a probability of at least 5 per cent in a year. It is working to reduce these risks.¹⁰⁰

River flooding

River flooding occurs when the flow of water down a river exceeds the capacity of the river channel. About 100,000 properties in London are at risk from river flooding. With existing protection, the risks are typically about 1 to 5 per cent in a year.¹⁰¹

Tidal flooding

Tidal flooding occurs when a combination of factors creates an especially high tide. On a tidal estuary such as the Thames, the flow of water down the river is an important element in the total estuary water level.

The Thames is tidal as far as Teddington Weir in West London; the tidal flood plain in London is now occupied by about 1.25 million people and 480,000 properties. However, the Thames Barrier and other protections reduce the tidal risk to these properties to less than 0.1 per cent in a year. The likelihood of a major tidal flood affecting central London is reduced to less than 0.01 per cent in a year.¹⁰²

The Thames Estuary 2100 project has reviewed London's tidal defences in the light of climate change projections for the current century.¹⁰³ Therefore this project has not re-examined tidal flood risk.

Surface water, sewer and river flooding

The four main types of flood risk in London are surface water, sewer, river and tidal flooding. Because the management of tidal flood risk in London is highly effective and has recently been subject to a major forward-looking review, this report concentrates on surface water, sewer and river flooding.

¹⁰⁰ Draft Water Strategy, pages 74-75 and Thames Water written contribution to this investigation. See also Regional Flood Risk Appraisal, page 24

¹⁰¹ Draft Water Strategy, page 62

¹⁰² Draft CCAS, pages 39 and 41. See also City of London, written contribution to this investigation

¹⁰³ Environment Agency; Thames Estuary 2100 <http://www.environment-agency.gov.uk/homeandleisure/floods/125045.aspx>. See also City of London, written contribution to this investigation

Flood risk in the event of heavy rain

Interconnection of flood risks

Surface water flooding, sewer flooding, and river flooding risks are interconnected by a common cause – heavy rain – and by knock-on effects from one flood type to the risk of another.

Rainfall is the main source of water for surface, sewer and river flooding. Heavy rainfall in an area is likely to create a tendency for all three types of flooding.

Also, the occurrence of one type of flooding can make another type more likely in a knock-on effect. If a river floods, river water may cover drain outflows, stopping or slowing the exit of drain water and making sewer flooding more likely. Likewise, if the drainage network fills with water, drain inlets may cease to allow water in, so that further rainfall must remain as surface water.

Older parts of London's drainage system (broadly, inner London) are based around what were once natural streams and rivers. In many cases foul sewers, when filled to capacity, overflow into drains normally used for surface water runoff. This increases the effects of one type of flooding on the risks of others.¹⁰⁴

Impermeable surfaces

Surfaces can be classed as permeable – those that soak up rain water – or impermeable – those that do not soak up rain water. Soil with natural or agricultural vegetation cover is permeable, and so in green areas a large percentage of rainfall soaks into the ground, draining slowly into rivers.

However, in urban areas such as London, a very large percentage of the surface is impermeable, being made of tarmac, concrete, roof tiles and similar materials.¹⁰⁵ Therefore, a much larger percentage of rainfall in urban areas immediately becomes runoff, initially across the

¹⁰⁴ Thames Water, written contribution to this investigation and at the September 2010 meeting, transcript page 20; see also Draft Replacement London Plan, page 198 and Draft Water Strategy, pages 70-71

¹⁰⁵ Draft CCAS, pages 50-51

ground surface and then in most cases into drains, which channel into main drains and/or watercourses and rivers. This means that heavy rain rapidly finds its way to drains and rivers, potentially exceeding their capacity and causing flooding. Peak flows are high if little of the rainfall is absorbed by the ground surface and released over a period of time. Because of the rapidity of runoff, flooding can occur very soon after the onset of heavy rain.

Trends in flood risk

There are a number of trends increasing London's flooding risks and the exposure of people and properties to these risks.

With climate change, there is likely to be more and heavier winter rainfall. There has already been more intense winter rainfall over the past 40 years; an increase of 15 per cent is estimated by the 2050s, compared to the baseline of 1961-1990. There are expected to be 'significant increases in peak Thames and other river flows and the potential for more surface water flooding', with 'appreciable changes seen by the 2020s'. There will be an increased probability of flooding and a need to cope with greater consequences when it does happen.¹⁰⁶

With new development and changes to existing developments, the percentage of London's surface that is impermeable has increased significantly in recent decades – in west London, by 20 per cent between 1970 and 2007.¹⁰⁷ This trend is sometimes known as 'urban creep': where an increase in paving has taken place without an increase in the number of properties, it can be difficult to quantify the increased pressure on the drainage system and therefore difficult to make the case for funding to improve main drains.¹⁰⁸ However, since 2007 there have been changes to planning regulations that may slow this trend (see pages 18-20 above).

¹⁰⁶ Draft Water Strategy, pages 39-40 and 59-61; see also Draft Replacement London Plan pages 21 and 113-114

¹⁰⁷ Thames Water at the September 2010 meeting, transcript page 21

¹⁰⁸ Association of British Insurers and Thames Water, written contributions to this investigation.

The population of London is increasing and development is becoming denser, including in flood risk areas.¹⁰⁹ This means that, for any given extent of flooding, more people and properties would be affected.

Flood risk in the event of heavy rain

London is at significant and increasing risk of surface water, sewer and river flooding, probably in combination, in the event of heavy rainfall.

Flood risk management

Catchment area approach

Modern flood risk management is based around a whole drainage network – often a river catchment area.

A more location-focussed approach runs the risk that flood barriers or drainage channels put in place to protect one site may increase the risk of flooding upstream or downstream of that location. The catchment area approach seeks to avoid these side-effects.

The catchment area approach also recognises that the best way to reduce flood risk in one location may be through measures some distance away – for example, if rainwater is held high in the catchment area and gradually released, flooding in the rivers lower down may be avoided. Often, risk across the catchment can be reduced by slowing the flow of water in the upper parts of the catchment area, and facilitating the drainage of excess water in the lower parts.¹¹⁰

A catchment area approach also enables flood risk management to be integrated with other aspects of river basin management, such as ecological standards, as required under the EU Water Framework Directive of 2000.¹¹¹

¹⁰⁹ September 2010 meeting, transcript pages 9 and 19-20; Draft CCAS, page 8; See also London Assembly Planning and Spatial Development Committee, 5 September 2007 – item 6 – Flooding Risk in the Thames Gateway.

¹¹⁰ Draft Water Strategy, page 59. See also Thames Water written contribution to this investigation.

¹¹¹ Defra water management strategy document *Directing the Flow*, discussed in written contribution to this investigation from Thames Rivers Restoration Trust, page 4.

Methods of flood risk management

Ways to manage flood risk include runoff attenuation, river channel works, drain and sewer works, risk avoidance and resistance, and information and communication.

Runoff attenuation is covered in some detail in the body of this report (pages 18-20), particularly the use of sustainable urban drainage systems, such as unpaved landscaping, permeable paving, green roofs and walls, and site drainage holding tanks or soak-aways. The report also discusses steps to limit further impermeable paving of gardens and other surfaces in the city.

River channel works traditionally reduce the risks of flooding upstream of the works, by enabling the river to carry water away more swiftly. In a modern catchment-area approach, river channels higher in the catchment can be modified or restored to slow flood waters or divert them to an open flood plain area, reducing the flood risk downstream as well. A fuller discussion is at Appendix 3

Works to drains and sewers can reduce the risks of surface water and sewer flooding by increasing the capacity of the sewer network to take in and channel away water. When modern drainage design features are added, the networks can be managed to slow and hold water or even to divert it from an over-burdened channel to one with space capacity. This can manage flood risk more effectively over a catchment area and reduce the risk or severity of river flooding.¹¹²

Flood risk reduction is a slow process, and no feasible measures will reduce all flood risks to zero in any large area. Some flood risk must be acknowledged and planned for.¹¹³

Therefore, flooding must be anticipated and steps taken to reduce the vulnerability of people, property and infrastructure to flooding. As most of London's floodplains are already developed, there is an increasing emphasis on adapting the character of buildings in the floodplains as redevelopment occurs. Planning Policy Statement 25 and policy 5.12 in the London Plan seek to avoid inappropriate further development in flood-prone areas and to ensure that development that does take place is suitably safe and resilient. The Environment

¹¹² Thames Water at the September 2010 meeting, transcript page 28

¹¹³ Environment Agency, written contribution to this investigation and at the September 2010 meeting, transcript page 8 (see also 17-18)

Agency must be consulted about planning applications in flood risk areas – if the Environment Agency, following discussions, advises against a major application in a medium or high risk area, the planning authority must notify the Secretary of State before proceeding.¹¹⁴ The GLA also promotes flood resilience in at-risk developments.¹¹⁵

Where there are homes and other properties at risk in a flood-prone area, then there are many things that owners and occupiers can do to reduce their flood vulnerability or to protect themselves and their property in the event of a flood.¹¹⁶ In order to take these steps, owners and occupiers need to be aware of flood risk, both in the long term and when a flood may be imminent. Flood risk information and its communication are covered in the body of this report, on pages 18-19.

Modern flood risk management

The modern approach to flood risk management operates at the level of a river catchment area, using a suite of different methods but accepting that some risk will remain and that people and properties in flood-risk areas must be prepared for flooding.

¹¹⁴ Environment Agency, written contribution to this investigation; Draft Replacement London Plan pages 129-130; Association of British Insurers at the September 2010 meeting, transcript page 9

¹¹⁵ GLA at the September 2010 meeting, transcript page 19

¹¹⁶ Information is available from the Environment Agency at <http://www.environment-agency.gov.uk/homeandleisure/floods/31624.aspx> and <http://www.environment-agency.gov.uk/homeandleisure/floods/31632.aspx>, and from the National Flood Forum at http://www.floodforum.org.uk/index.php?option=com_content&view=article&id=8&Itemid=4

Appendix 2 Flood risk governance in London

The Environment Agency and London boroughs

The 2010 Flood and Water Management Act divides statutory responsibility for flood defence in England between the Environment Agency and Lead Local Flood Authorities.

The Environment Agency is responsible for managing the risk of flooding from the sea and main rivers, and for strategic co-ordination at the regional level.¹¹⁷ The relevant region for London was the Thames region. This is in the process of merging with the Southern region to create a larger South-Eastern region, with a special liaison office for London.¹¹⁸

Lead Local Flood Authorities (in London, London boroughs), are responsible for flooding risk from surface water and from 'ordinary watercourses' (smaller rivers and streams), and for local action to tackle flood risk.¹¹⁹

To assist co-ordination between these levels, there is a Thames Regional Flood and Coastal Committee (RFCC, formerly known as the Thames Regional Flood Defence Committee). This agrees a local levy of borough funds, and its expenditure to support additional flood defence work in the region. London boroughs are represented on this committee by elected Members, one from each of a number of borough groupings organised along river catchment lines.¹²⁰ These groupings now match the Drain London partnership groupings (see map overleaf).¹²¹

The Environment Agency has stressed the need for these borough groupings to engage fully with the RFCC.¹²²

¹¹⁷ Environment Agency, written contribution to this investigation; see also September 2010 meeting (transcript ages 7-10) for a discussion of oversight or audit of local authority flood risk management, and the Environment Committee's role in this regard.

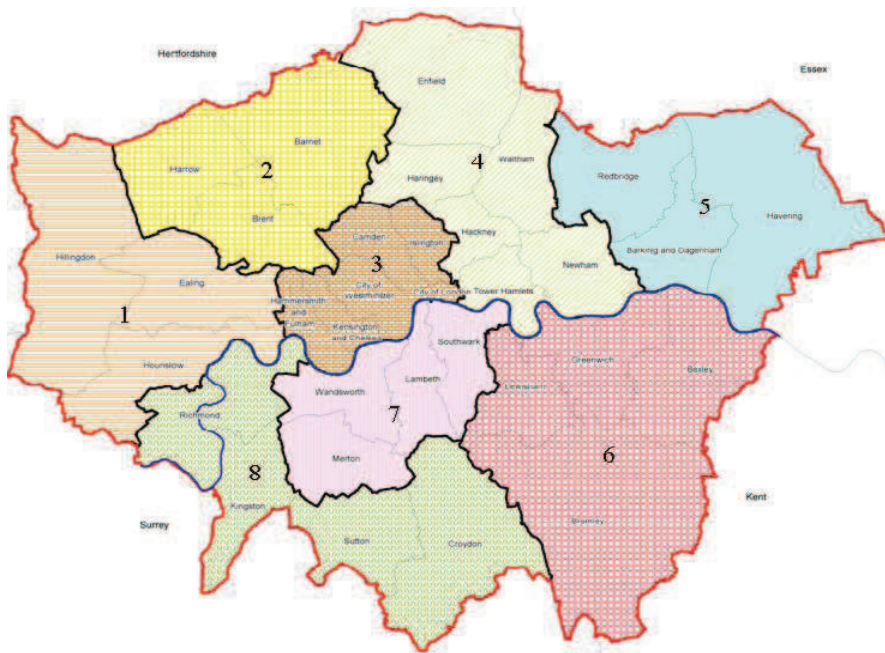
¹¹⁸ Environment Agency at the February 2011 meeting, transcript pages 1-2

¹¹⁹ Environment Agency, written contribution to this investigation

¹²⁰ Environment Agency, written contribution to this investigation

¹²¹ London Councils 2011 Drain London update, pages 5-6

¹²² Environment Agency, written contribution to this investigation and at the September 2010 meeting, transcript page 2



Map – Drain London Borough groupings

The Mayor

The Mayor also has statutory roles relevant to flood risk. Under the GLA Acts of 1999 and 2007, he is required to produce a Water Strategy and a Climate Change Strategy, and also a London Plan. The Water Strategy devotes a chapter to ‘managing rainwater’, touching on many of the issues raised in this report.¹²³ The chapter on disposing of wastewater deals with other issues, such as sewer flooding and the misconnection of sewers to surface water drains.¹²⁴ The Climate Change Adaptation Strategy flooding chapter includes actions to assess and reduce surface water flood risk and help manage flood risk response.¹²⁵ It also notes the flood risk benefits of several actions in the ‘overheating’ chapter¹²⁶ as well as addressing some governance and impact issues in their respective sections. The London Plan regulates building in flood-prone areas and the impact of development on flood risk elsewhere, seeking to keep down and reduce the risks of flooding in London and the exposure and vulnerability of London’s people and buildings to those risks.¹²⁷

Using his London-wide strategic role and his statutory powers, the Mayor has further developed his role in tackling flood risk.

¹²³ Draft Water Strategy, pages 59-68

¹²⁴ Draft Water Strategy, page 75

¹²⁵ Draft CCAS, p 35-53

¹²⁶ Draft CCAS, p 69-70

¹²⁷ Draft Replacement London Plan Policies 5.12 (flood risk management) and 5.13 (sustainable drainage); also 2.18 (green infrastructure), 5.10 (urban greening), 5.11 (green roofs and development site environs), 5.14 (water quality and sewerage infrastructure), 7.24 (Blue Ribbon network), 7.28 (restoration of the Blue Ribbon network) and 7.29 (the River Thames)

The Mayor established the city-wide Drain London Forum, chaired by the GLA to bring together organisations involved in managing surface water drainage in London. The GLA also secured funding from Defra for Drain London to assess risk and develop actions to tackle surface water flooding at the London level¹²⁸ – supporting and bringing a regional strategic approach to the work of boroughs to fulfil their responsibilities under the Flood and Water Management Act 2010. Drain London has also catalysed working between relevant officers from different boroughs, along catchment area lines similar to those shown above for representation on the RFCC.¹²⁹

The Mayor has established the London Waterways Commission, including representatives of statutory authorities, the boroughs, the voluntary sector and water amenity groups to advise him strategically on waterways issues.¹³⁰ The London Resilience Partnership brings together key agencies to plan and prepare for emergencies strategically across London; since 2010 it has been led by the Mayor.¹³¹ The Mayor has contributed to and is the lead signatory of the London Rivers Action Plan, which is also reflected in the London Plan and the Climate Change Adaptation Strategy.¹³²

The Mayor's role in flood risk in London

By fulfilling specific statutory responsibilities, by setting up or taking leadership of strategic partnerships, and by exercising his general role as strategic leader for London, the Mayor has a prominent and crucial role alongside the Environment Agency and London boroughs in tackling flood risk in London.

¹²⁸ Mayoral Decision MD455, 28 October 2009 and London Councils 2011 Drain London update, pages 5-7

¹²⁹ Environment Agency and London Boroughs at the September 2011 (transcript pages 1-6) and February 2011 (transcript pages 4-5) meetings

¹³⁰ <http://www.london.gov.uk/waterways/lwc/>

¹³¹ <http://www.londonprepared.gov.uk/news/news-20101021.jsp> see also Environment Agency at the February 2011 meeting, transcript page 2

¹³² London Rivers Action Plan, Draft Replacement London Plan, policy 7.28 and Draft CCAS, page 98

Appendix 3 River restoration

Benefits of river restoration

Many of London's rivers are confined between concrete walls or in covered channels (culverts). This has been done in many cases as a flood risk reduction measure – the channel contains the river within the same area, even when the water level rises (up to a certain point).

However, the building-up of the river banks and the walling-off of the river have often encouraged development closer to the river, even up to the channel walls or over the culvert.¹³³ These areas are where flooding will occur when excess flow exceeds the channel capacity, as sooner or later it will.

The channel also tends to speed the flow of water downstream, which can help prevent flooding of that stretch of river. However, the accelerated water movement can increase the downstream flood risk.

An alternative approach is to restore a more natural profile to the river bank, with low-lying open areas where flood waters can harmlessly collect. This can slow and hold flood waters, reducing the risk of damaging flood both at the site and further downstream.

Restored rivers, and green spaces with river access, offer other benefits too. These include supporting greater biodiversity, offering enhanced leisure use, and increasing resilience to extreme weather and climate change.

The Thames Rivers Restoration Trust also argues that river restoration can be less costly than traditional 'hard engineering'.¹³⁴

Opportunities for river restoration

There are opportunities to restore rivers and/or to bring open spaces into use for flood water storage in London.

London does have a built legacy of confined rivers and developed flood plains, which often make it difficult to restore rivers or to use adjacent areas as low-lying open space. However, opportunities do arise when an area is redeveloped. There are also many remaining riverside open spaces, especially in outer London. In these cases river restoration or other works can create flood protection. There are

¹³³ Environment Agency at the also September 2010 meeting, transcript page 27

¹³⁴ Thames Rivers Restoration Trust, written contribution to this investigation. See also September 2010 meeting, transcript pages 17-18 and 24-26

benefits even to restoring some stretches of a river, among other stretches which remain canalised because of existing development.¹³⁵

Examples include

- Sutcliffe Park, Greenwich
- Cornmill Gardens, Lewisham
- Mayesbrook Park, Barking and Dagenham
- Wandle Valley Regional Park in south London

The London Rivers Action Plan identifies many rivers where restoration may be possible. The Mayor has acknowledged this potential by supporting the London Rivers Action Plan and including its target to restore 15km of river by 2015 in his draft Climate Change Adaptation Strategy¹³⁶

River restoration potential

There are many sites in London where restoring rivers could reduce flood risk and potentially provide other benefits.

¹³⁵ Environment Agency at the also September 2010 meeting, transcript page 27

¹³⁶ London Rivers Action Plan – lead signatory, foreword; Draft CCAS, page 98

Appendix 4 Key findings

Introductory finding

London is at risk of serious flood damage in the event of extreme rainfall. The Mayor has an important role, as do others, in ensuring that this risk is tackled

Finding 1

More Londoners who live and work in areas at risk of flooding (especially surface water flooding) need to know about the risk and what they can do to reduce their exposure and prepare for the eventuality of flooding.

Finding 2

Exemplar sustainable drainage projects would help overcome developer doubts and reduce London's flood risk by reducing rainfall runoff.

Finding 3

There is a need to reduce the spread of impermeable surfaces within London's existing built developments, for example in gardens.

Finding 4

River restoration is in many cases an effective flood risk management measure – it can have other benefits too. The London Rivers Action Plan identifies many sites where restoration may be possible and shares with the Mayor's draft Climate Change Adaptation Strategy a target to achieve 15km of restoration by 2015.

Finding 6

Work by the Mayor, the Environment Agency and others is identifying a number of projects that would have significant flood risk reduction benefits. We have heard that many of these are likely to generate benefits that far exceed the cost of the projects. There are options for funding to come from outside of traditional public grant direct from central government.

Finding 7

Third sector organisations and local authorities need help to make the right connections to take forward opportunities for flood protection works.

Appendix 5 Recommendations

Recommendation 1

The Mayor should ensure that the Drain London flood risk data are available to the public, alongside information about what householders can do if they live in a flood risk area. Ways to make the data available could include the Water and/or Climate Change Adaptation Strategies, the London Datastore, the Environment Agency's existing publication of river and coastal flood risk maps and local borough publication.

Recommendation 2

The Mayor should extend the applicability of the Green Roofs Fund to include other forms of sustainable drainage to support more exemplar projects to stimulate commercial interest.

Where possible, the Mayor should also ensure that the GLA Group estate exemplifies sustainable drainage in its own property works.

Recommendation 3

The Mayor, in his final Water and/or Climate Change Adaptation Strategies and their implementation, should raise awareness of the environmental impacts of garden paving and awareness of environmentally sustainable surface materials

Recommendation 4

The Mayor should retain the target to restore 15km of rivers in the final version of his Climate Change Adaptation Strategy, and set out a plan for how this can be realised.

Recommendation 5

The Mayor should join the Assembly in calling for the forthcoming Water White Paper to address Thames Water's need to work directly with households to rectify misconnected drains.

Recommendation 6

The Mayor should set out, in the final Water and/or Climate Change Adaptation Strategies, steps to identify and secure sources of short, medium and long-term funding from public, private and third sectors for the delivery of priority flood protection projects, including those in the Drain London, London Rivers Action Plan and London Green Grid programmes.

Recommendation 7

The Mayor should set out, in the final Water and/or Climate Change Adaptation Strategies, what steps he can take to support a mechanism to develop partnerships to take forward flood risk mitigation works.

Appendix 6 Orders and translations

How to order

For further information on this report or to order a copy, please contact Ian Williamson, Scrutiny Manager, on 020 7983 6541 or email: ian.williamson@london.gov.uk

See it for free on our website

You can also view a copy of the report on the GLA website: <http://www.london.gov.uk/publication/rainy-day>

Large print, Braille or translations

If you, or someone you know, needs a copy of this report in large print or Braille, or a copy of the summary and main findings in another language, then please call us on: 020 7983 4100 or email: assembly.translations@london.gov.uk.

Chinese

如您需要这份文件的简介的翻译本，
请电话联系我们或按上面所提供的邮寄地址或
Email 与我们联系。

Vietnamese

Nếu ông (bà) muốn nội dung văn bản này được dịch sang tiếng Việt, xin vui lòng liên hệ với chúng tôi bằng điện thoại, thư hoặc thư điện tử theo địa chỉ ở trên.

Greek

Εάν επιθυμείτε περίληψη αυτού του κειμένου στην γλώσσα σας, παρακαλώ καλέστε τον αριθμό ή επικοινωνήστε μαζί μας στην ανωτέρω ταχυδρομική ή την ηλεκτρονική διεύθυνση.

Turkish

Bu belgenin kendi dilinize çevrilmiş bir özetini okumak isterseniz, lütfen yukarıdaki telefon numarasını arayın, veya posta ya da e-posta adresi aracılığıyla bizimle temasa geçin.

Punjabi

ਜੇ ਤੁਸੀਂ ਇਸ ਦਸਤਾਵੇਜ਼ ਦਾ ਸੰਖੇਪ ਆਪਣੀ ਭਾਸ਼ਾ ਵਿਚ ਲੈਣਾ ਚਾਹੋ, ਤਾਂ ਕਿਰਪਾ ਕਰਕੇ ਇਸ ਨੰਬਰ 'ਤੇ ਫ਼ੋਨ ਕਰੋ ਜਾਂ ਉਪਰ ਦਿੱਤੇ ਡਾਕ ਜਾਂ ਈਮੇਲ ਪਤੇ 'ਤੇ ਸਾਨੂੰ ਸੰਪਰਕ ਕਰੋ।

Hindi

यदि आपको इस दस्तावेज का सारांश अपनी भाषा में चाहिए तो उपर दिये हुए नंबर पर फोन करें या उपर दिये गये डाक पते या ई मेल पते पर हम से संपर्क करें।

Bengali

আপনি যদি এই দলিলের একটা সারাংশ নিজের ভাষায় পেতে চান, তাহলে দয়া করে ফো করবেন অথবা উল্লেখিত ডাক ঠিকানায় বা ই-মেইল ঠিকানায় আমাদের সাথে যোগাযোগ করবেন।

Urdu

اگر آپ کو اس دستاویز کا خلاصہ اپنی زبان میں درکار ہو تو، براہ کرم نمبر پر فون کریں یا مذکورہ بالا ڈاک کے پتے یا ای میل پتے پر ہم سے رابطہ کریں۔

Arabic

الحصول على ملخص لهذا المستند بلغتك،
فارجاء الاتصال برقم الهاتف أو الاتصال على
العنوان البريدي الاعدادي أو عنوان البريدي
الالكتروني اعلاه.

Gujarati

જો તમારે આ દસ્તાવેજનો સાર તમારી ભાષામાં જાણીતો હોય તો ઉપર આપેલ નંબર પર ફોન કરો અથવા ઉપર આપેલ ટપાલ અથવા ઇ-મેઇલ સરનામા પર અમારો સંપર્ક કરો.

Appendix 7 Evidence for the investigation

The Environment Committee took views and information on this topic from guests at two meetings – on 8 September 2010¹³⁷ and 3 February 2011¹³⁸. Organisations meeting with the Committee were:

- the GLA
- the Environment Agency
- the London Borough of Richmond Upon Thames
- the London Borough of Tower Hamlets
- the Association of British Insurers
- the Thames Rivers Restoration Trust
- Micro Drainage Ltd
- Thames Water

The September meeting discussed how public agencies work to tackle flood risk, flood risk information and communication, and how flood risk can be reduced. The February meeting heard again from the Environment Agency, about the implications of the 2010 Spending Review, Environment Agency restructuring, and how flooding works are resourced.

The investigation also received views and information in writing¹³⁹ from:

- the GLA
- the Environment Agency
- the City of London Corporation
- the Association of British Insurers
- the Thames Rivers Restoration Trust
- Thames Water.

¹³⁷ Transcript available at http://www.london.gov.uk/moderngov/Data/Environment%20Committee/20100908/Minutes/10-09-08_transcript-checked.pdf

¹³⁸ Transcript available at <http://www.london.gov.uk/moderngov/mgConvert2PDF.aspx?ID=4582&T=9>

¹³⁹ Written contributions can be found at the publication page for this report <http://www.london.gov.uk/publication/rainy-day>

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Subject: Pay Award 2011/12 for Statutory Officers

Report to: London Assembly (Plenary)

Report of: Head of Paid Service

Date: 9 November 2011

This report will be considered in public

1. Summary

- 1.1 This report consults the Assembly on the proposal for the pay award for 2011/12 for the GLA's statutory officers.

2. Recommendation

- 2.1 **That the Assembly (noting that it is a joint decision with Mayor) agrees the Head of Paid Service's proposal to not pay a pay award to statutory officers for the 2011/12 year.**

3. Background

- 3.1 The Head of Paid Service has consulted on proposals for the 2011/12 pay award. The GLA pay award has mirrored the percentage settlement agreed by the National Joint Council for Local Authorities (NJC) for a number of years. In 2003 a decision was taken to award annual pay increases in line with the NJC in a three year settlement and the GLA has decided in each subsequent year to continue mirroring the NJC.
- 3.2 The Head of Paid Service has agreed, following consultation a pay award of 4% for staff at Grade 1-3 but proposing that no pay award is paid to staff above Grade 3.
- 3.3 The Assembly is required to approve any change to terms and conditions of the statutory officers, noting this is a joint decision with the Mayor. The Assembly's Business Management and Administration Committee have been consulted on this proposal and approved it.

4. Issues for Consideration

2011/12 Pay Claim

- 4.1 The employers' side of the NJC bargaining machinery for local government have indicated that they will not put forward any pay offer for 2011/12. Central government will be applying the Chancellor's agreement to pay £250 for those civil servants earning under £21,000.

- 4.2 The Head of Paid Service is proposing that the GLA's statutory officers, namely the Head of Paid Service, the Chief Finance Officer and the Monitoring Officer, do not receive a pay award.

5. Legal Implications

- 5.1 Under section 70(2) of the GLA Act 1999 (as amended) the Head of Paid Service may employ staff appointed under section 67(2) on such terms and conditions (including as to remuneration) as he, after consultation with the Mayor and the Assembly, thinks fit.
- 5.2 The Mayor and the Assembly acting jointly have the power to determine the terms and conditions (including as to remuneration) of the Authority's statutory officers.

6. Financial Implications

- 6.1 The 2011/12 GLA budget process made no allowance for a pay award for any GLA staff including the statutory officers.
- 6.2 The net affect of no pay award in 2011/12 is therefore nil.
- 6.3 The GLA budget monitoring process has also assumed no pay awards in all submitted projected budget forecasts.

List of appendices to this report: None.

Local Government (Access to Information) Act 1985
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List of Background Papers: None

Contact Officer:	Juliette Carter. Assistant Director HR and OD
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Subject: Revised Adoption and Paternity Policies

Report to: London Assembly (Plenary)

Report of: Head of Paid Service

Date: 9 November 2011

This report will be considered in public

1. Summary

- 1.1 New statutory provisions covering paternity leave and adoption leave came into force in April 2011. This report proposes revisions to the GLA's policies and procedures to incorporate the new provisions.

2. Recommendation

- 2.1 **That, upon the Head of Paid Service agreeing to the proposed revisions to the GLA's adoption and paternity policies, the Assembly agrees (noting it is a joint decision with the Mayor) that the proposed changes, as set out at Appendices 1 and 2, should apply to the Authority's three statutory officers.**

3. Background

- 3.1 The GLA has a Maternity Policy which was last revised in November 2008. The provisions of the policy exceed the minimum statutory provisions. No change is proposed to the GLA's maternity provisions.
- 3.2 Currently the GLA's adoption provisions are stated in the terms and conditions as being the same as for maternity. However, the provisions are not spelt out in any detail.
- 3.3 Currently the GLA grants up to two weeks paternity leave (referred to as 'birth leave' in the terms and conditions) with full pay, which exceeds the minimum statutory right to two weeks leave with statutory pay of £128.73

4. Issues for Consideration

New legislation on adoption leave and pay

- 4.1 Changes to the legislation governing adoption leave and pay came into force in April 2011. An employee who has adopted a child, or who is one of a couple who have jointly adopted a child and is the nominated "adopter" of the couple, has the qualified right to take up to 26 weeks' ordinary adoption leave, followed immediately by up to 26 weeks' additional adoption leave.

- 4.2 The GLA's terms and conditions already provide for adoptive parents to be given similar provisions as for maternity leave and pay (where eligible). However, some aspects of the adoption process do not mirror the maternity process exactly and there is a need to clarify the provisions in full, and to incorporate aspects of the statutory provisions concerning qualifying criteria and notification requirements.

New legislation on paternity leave and pay

- 4.3 A new right to additional paternity leave came into force in April 2011, and affects the parents of children born on or after 3 April 2011. Essentially it allows the father / birth partner of the child to take up to 26 weeks off work to care for the child where the mother of the child has returned to work before her maternity entitlement has ended. Adoptive parents are also entitled to take additional paternity leave, and the provisions in relation to adoption largely mirror those for birth.
- 4.4 The aim of the legislative change is to encourage fathers / birth partners to take a more active role in their children's upbringing, and to enable both partners to obtain a better balance between their family responsibilities and their working life.
- 4.5 The legal right to statutory paternity leave was introduced in 2002, but was limited to two weeks' leave paid at the lower rate applying to statutory maternity pay (currently £128.73). This is now known as "ordinary paternity leave". The GLA already grants full pay for this leave and no change is proposed to this provision.
- 4.6 The Work and Families Act 2006 introduced a right to take up to 26 weeks of additional paternity leave. This (as the name suggests) is in addition to, rather than a replacement for, the original two-week "ordinary paternity leave" entitlement.
- 4.7 Whereas ordinary paternity leave is designed to be taken immediately after the birth of a child, when the mother is still on maternity leave, additional paternity leave is an extended period of leave to be taken where the mother has returned to work. Because it must be taken during the first year of the child's life, full entitlement to additional paternity leave can be taken only where the mother has returned to work early.
- 4.8 Subject to certain qualifying criteria, employees on additional paternity leave are entitled to receive Statutory Additional Paternity Pay.

Strategy implications

- 4.9 As part of our aim of exemplar employer status, the GLA has agreed to "value and exceed existing relevant legislation and codes of practice in the formulation and implementation of policies and procedures". The proposed revisions will help to ensure that the GLA achieves this objective and will also help protect the GLA from legal challenges.

Equalities Implications

- 4.10 The Adoption and Paternity policies apply to all staff. The aim of the policies is to enable fathers / birth partners to take an active role in their children's upbringing, and to enable both partners to obtain a better balance between their family responsibilities and their working life.
- 4.11 Having clear policies and procedures for adoption and paternity entitlements will help ensure that staff are treated fairly and consistently.

Consultation

- 4.12 The Business Management and Administration Committee has been consulted on the proposals. The Committee resolved to support the proposed revisions and to recommend to the Assembly that the proposed changes should apply to the statutory officers.
- 4.13 Unison has been consulted on these proposals and is content with the proposed changes.
- 4.14 The Mayor has been consulted on the proposals and has agreed (noting it is a joint decision with the Assembly) that the proposed changes should apply to the statutory officers.

5. Legal Implications

- 5.1 Under section 70 (2) of the Greater London Authority Act 1999 the Head of Paid Service may settle the terms and conditions of employment for staff appointed under section 67(2) of the Act, after consultation with the Assembly and the Mayor. Under section 70(1) of the Act, the Mayor may also fix the terms and conditions of employment for his staff appointed under section 67(1)(a) and (b). The Head of Paid Service has already agreed the changes to the Adoption Policy and the Paternity Policy for all section 70(2) employees.
- 5.2 With regards to the Statutory Officers, their terms and conditions must be set by the Mayor and Assembly acting jointly. It is for this reason that the Assembly is asked to approve the changes to the Adoption Policy and the Paternity Policy in so far as they affect Statutory Officers.
- 5.3 The terms and conditions of employees incorporate several policies and procedures, including the Adoption Policy and the Paternity Policy. Amendment to the policies is therefore a change to the terms and conditions of employees. In order for changes to be effective, employees must agree the proposed change to their employment contracts.
- 5.4 It is a contractual term of employee's contracts that Unison is able to negotiate terms and conditions on behalf of employees and any changed to such terms can be made further to agreement between Unison and the Greater London Authority. As set out above, the GLA has consulted with Unison to obtain their agreement to the amended Adoption Policy and Paternity Policy before they are implemented.

6. Financial Implications

- 6.1 There are no additional financial implications for the GLA arising from this decision.
- 6.2 Indirectly costs may be incurred by the GLA in covering the extended leave of staff in regard of adoption and paternity leave. These costs are covered by the GLA Long Term Absence Reserve in the first instance.
- 6.3 GLA salary budgets are monitored as part of the ongoing GLA budget monitoring process.

List of appendices to this report:

- Appendix 1** – Adoption Policy
- Appendix 2** – Paternity Policy

Local Government (Access to Information) Act 1985

List of Background Papers: None.

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Adoption Policy

New policy, incorporating existing GLA provisions which were not previously detailed in a separate policy, and incorporating new statutory provisions.

1. Introduction

- 1.1 This policy sets out the rights and responsibilities of employees to adoption leave, pay and other related arrangements.

2. Scope of the policy

- 2.1 The policy applies where an employee is notified of a match with a child on or after 3 April 2011, or, in the case of overseas adoption, where the child enters the UK on or after 3 April 2011.

3. Eligibility for adoption leave and adoption pay

- 3.1 The policy allows employees who have the primary or sole responsibility for a child adopted through an approved adoption agency to take adoption leave with pay, depending on their length of service with the Authority at the date of adoption.

- 3.2 Where a couple jointly adopts a child, only one of them will be entitled to take adoption leave (the couple can choose which one at the time when the official notification is received). The other adoptive parent will normally be entitled to take paternity leave, provided that he or she meets the relevant statutory criteria.

- 3.3 Adoption leave and pay is not available where a child is not newly matched for adoption, for example when a step parent is adopting a partner's child or children already in residence.

- 3.4 The policy incorporates statutory provisions which apply to all employees. However, the GLA's provisions for paid adoption leave are dependent on length of service and employment status. Employees should contact the Human Resources and Organisational Development Unit for detailed advice about the provisions that apply in individual cases.

- 3.5 The GLA has two adoption leave schemes.

3.6 Scheme A

- 3.6.1 Employees who have been continuously employed by the GLA for a period of one year or more at the beginning of the week in which notification of matching is given by the adoption agency are entitled to the provisions of this scheme, which provides:

- up to 52 weeks' adoption leave with up to 40 weeks' paid leave as follows:
- full pay for the first eighteen weeks of adoption leave *; and
- the option of receiving either:
- a further eleven weeks at full pay*, or
- twenty two weeks at half pay **

* Statutory Adoption Pay (SAP) is included in this payment. (see www.direct.gov.uk for the current rate)

** SAP will be paid in addition to this payment.

3.6.2 When the adoption leave ends the employee must return to work for the GLA (or another GLA Group employer) for at least six months. If the employee does not do this, she /he will have to repay any salary paid to her/him after the first eighteen weeks of her adoption leave in excess of SAP. Failure to repay could result in legal proceedings being taken to recover the money.

3.7 **Scheme B**

3.7.1 Employees who have been continuously employed by the GLA for less than one year, at the beginning of the beginning of the week in which notification of matching is given by the adoption agency are entitled to up to 52 weeks adoption leave with up to 39 weeks paid leave as follows:

- ten weeks at 9/10 pay *and
- sixteen weeks at half pay** and, for employees with at least 26 week's continuous service at the beginning of the week in which notification of matching is given by the adoption agency, a further thirteen weeks SAP

* any entitlement to SAP is included in these payments.

** For employees with at least 26 weeks continuous employment at the beginning of the week in which notification of matching is given by the adoption agency, SAP will be paid in addition to this payment.

3.7.2 When the adoption leave ends the employee must return to work for the GLA (or another GLA Group employer) for at least six months. If the employee does not do this, she/he will have to repay any salary paid to her after the first eighteen weeks of her adoption leave in excess of Statutory Adoption Pay. Failure to repay could result in legal proceedings being taken to recover the money.

3.8 The first 26 weeks of adoption leave is referred to as Ordinary Adoption Leave ("OAL") and the second 26 weeks of adoption leave is referred to as Additional Adoption Leave ("AAL").

4. **Time off for pre-adoption assessment**

4.1 Reasonable paid time off will be granted to employees for attendance at preparation classes, assessment meetings and introduction meetings when it is not possible to arrange such meetings outside normal working hours. Requests should be made to the employee's line manager, giving as much notice as possible.

5. **Timing of Adoption Leave**

5.1 Adoption leave can start on the day the child is placed for adoption, or up to 14 days later.

5.2 In order to made administration as easy as possible, the employee should discuss the timing of her/his adoption leave with her/his manager as early as possible.

6. **Notification requirements (adoption within the UK)**

6.1 The employee must tell their manager in writing, no later than seven days after the date on which notification of the match with the child was provided by the adoption agency:

- the date the child is expected to be placed for adoption with the employee;
- the date the employee wants her/his adoption leave to start
- whether or not she/he intends to return to work for the GLA for a period of at least six months at the end of the adoption leave.

- 6.2 The employee must produce a “matching certificate” certificate from an approved adoption agency.
- 6.3 Should an employee wish to change the start date of their adoption leave, she/he must advise her/his manager of this in writing at least 28 days before the new start date, or the existing start date where this is earlier, or as soon as reasonably possible thereafter.

7. Notification requirements (overseas adoption)

- 7.1 If the employee has completed at least 26 weeks continuous employment, she/he must tell her/his manager in writing, no later than 28 days after the date on which official notification:
- the date the notification was received
 - the date on which the child is expected to enter Great Britain.
 - The date the employee wants her/his adoption leave to start (this cannot be before the child enters Great Britain)
 - whether or not she/he intends to return to work for the GLA for a period of at least six months at the end of the adoption leave.
- 7.2 If the employee has less than 26 weeks continuous employment, then she/he must give written notice of the above within 28 days of completing 26 weeks continuous employment.
- 7.3 The employee must produce a copy of the official notification and, within 28 days of the child’s entry into Great Britain the employee must confirm the date of entry and provide evidence of this date in the form of a plane ticket or copies of entry clearance documents.
- 7.4 Should an employee wish to change the start date of their adoption leave, she/he must advise her/his manager of this in writing at least 28 days before the new start date, or the existing start date where this is earlier, or as soon as reasonably possible thereafter.

8. Contact during adoption leave

- 8.1 Shortly before the employee’s adoption leave starts, the line manager will discuss the arrangements for the employee to keep in touch during the leave. In any event, the GLA reserves the right to maintain reasonable contact with the employee during adoption leave. This may be to discuss plans for the employee’s return to work, to discuss any special arrangements to be made or training to be given to ease her/his return to work, or simply to update her/him on developments at work during the absence. Such contact will not constitute ‘work’ and will not count towards the 10 days specified below.

9. Keeping in touch days

- 9.1 The employee can agree to attend work or training courses for the GLA for up to ten days during the period of adoption leave, without that work bringing the adoption leave to an end and without the loss of a week’s SAP. These are known as ‘keeping-in-touch’ (KIT) days. Any work carried out on a KIT day will constitute a day’s work for these purposes.
- 9.2 There is no obligation on the employee to carry out any work, and the employee has no right to undertake any work, during adoption leave. The GLA will grant time off in lieu for any agreed work undertaken, which should be taken by the employee following her/his return to work. Any keeping-in-touch days do not extend the period of adoption leave.

10. Annual leave

- 10.1 Employees will continue to accrue annual leave while on adoption leave, pro rata to their contractual entitlement of 30 days per leave year.
- 10.2 Employees will also accrue public holiday leave for any public holiday that falls within the period of adoption leave. Part-time employees have a pro-rata entitlement to public holiday leave.
- 10.3 Only five days untaken annual leave may be carried over from one leave year to another. To prevent loss of any leave entitlement (for example, where the adoption leave spans two leave years) the employee will need to take her/his annual leave before the start of adoption leave.

11. Returning to work

- 11.1 Subject to the exception below, the employee has the right to return to the job in which she/he was employed under her/his contract of employment, or in the case of AAL to the job in which s/he was employed under her/his contract of employment unless it is not reasonably practicable for her/him to do so. Where it is not reasonably practicable, the employee has the right to return to a job that is both suitable and appropriate for them to do in the circumstances.
- 11.2 This is subject to any organisational change that may have happened during the period of adoption leave. If the employee's substantive post has been deleted she/he must be offered any suitable alternative post but the terms and conditions must be no less favourable as those that would have applied to her/his substantive post.
- 11.2 An employee on a fixed term contract, whose contract expires during the period of adoption leave, will have no right to return to work, regardless of her/his length of service.
- 11.3 The employee will have been formally advised in writing by Human Resources of the date on which she/he is expected to return if she/he takes her/his full 52 week entitlement to adoption leave. The employee is expected to return on this date, unless she/he notifies the GLA otherwise. While there is no legal obligation for the employee to confirm that she/he will be returning on the expected date, it will assist the GLA if she/he does so.
- 11.4 If the employee wishes to return to work earlier than the expected date she/he must give at least eight weeks notice of her/his intended return date. If she/he does not do so, the GLA will retain the right to postpone her/his return until eight weeks notice has been given.
- 11.5 If the employee has already given notice of an early return date, and subsequently wants to return even earlier, she/he will need to give notice eight weeks before the new date. If the employee wants to postpone her/his early return date, she/he will need to give notice eight weeks before the original early return date.
- 11.6 If the employee wishes to return on a part-time or job share basis, or any other flexible working arrangements, she/he should discuss this with the line manager before the start of adoption leave, or at least twelve weeks before she/he is due to return. Although there is no automatic right to such changes in the employee's working patterns, where possible, depending on the needs of the service, every effort will be made to accommodate requests for part time or flexible working.

12. Termination of placement

- 12.1 If the child's placement is terminated during the employee's adoption leave, the employee will continue to be entitled to adoption leave and pay (if applicable) for up to eight weeks after the placement ends. Notice of the employee's early return must be given in accordance with 11.5-11.6 above.

13. Resigning before adoption leave

- 13.1 Employees who wish to resign before taking adoption leave, and have been continuously employed for a minimum of 26 weeks by the week in which notification of matching is given by the adoption agency, will still be entitled to SAP. Employees wishing to resign will be required to give their normal period of contractual notice.
- 13.2 Employees wishing to resign before taking adoption leave, who have less than 26 weeks continuous service by the week in which notification of matching is given by the adoption agency, will not be entitled to SAP.

14. Resigning following adoption leave

- 14.1 If the employee decides not to return to work at the GLA following adoption leave she/he will need to give the normal period of contractual notice.
- 14.2 Any adoption pay in excess of SAP paid to the employee from the 19th week of absence (Scheme A) or the 11th week of absence (Scheme B) will need to be repaid, unless the employee is taking up a job with another organisation in the GLA Group.

Document author	Viv Kemsley
Issue no.	1
Date of release	September 2011 (estimated date)
Approved by	Head of Paid Service for all s.67(2) appointments. The Mayor for all s. 67(1) appointments. The Mayor and Assembly for the Statutory Officers.
Next review date	July 2014
Status	Draft

Issue no.	Description of change	Release Date
1	Original version.	September 2011

Paternity Policy

New policy, incorporating existing GLA provisions which were not previously detailed in a separate policy, and incorporating new statutory provisions.

1. Introduction

1.1 This policy sets out the rights and responsibilities of employees who wish to take paternity leave.

2. Ordinary paternity leave

2.1 Ordinary Paternity Leave (OPL) gives eligible employees the option to take paid time off work to care for their child or support the child's mother / primary adopter following the birth or adoption of a child.

2.2 Eligible employees are entitled to take up to 10 days paid OPL as a single 1 or 2 week block which can start from any day of the week. Only one period of leave is available irrespective of the number of children born as the result of the same pregnancy or the number of children placed under the same adoption arrangement. .

2.3 OPL must be completed within 56 days of the actual date of birth or placement (or within 56 days of the expected date of birth where the child is born early).

3. Eligibility for OPL

3.1 To be eligible for OPL, with full pay, an employee must:

- be the child's father or the husband, partner or civil partner of the child's mother (in the case of a birth child) or be the spouse, partner or civil partner of a child's adopter (in the case of a child placed for adoption);
- Have 26 weeks' or more continuous employment with the GLA at the 15th week before the baby is due (in the case of a birth child) or have 26 weeks' or more continuous employment with the GLA at the date of being matched with a child for adoption / the date of the child entering the UK in the case of overseas adoptions
- have, or expect to have, responsibility for the child's upbringing;
- be taking the time off to care for the child or to support the child's mother / primary adopter.

4. Ordinary Paternity Pay (OPP)

4.1 During a period of OPL, employees will be entitled to receive their full contractual salary.

5. Notification requirements

- 5.1 Employees must notify their manager of their intention to take OPL at least 8 weeks before the baby is due or, in the case of adoption, no later than 7 days after being notified of being matched with a child.
- 5.2 The [Paternity Leave Application Form](#) must be used for this purpose. The employee should also provide a copy of the birth / matching certificate to Human Resources as soon as it is available.
- 5.3 Should an employee wish to change the start date of their OPL, or cancel their leave altogether, he/she must advise his/her manager of this in writing at least 28 days before the new start date, or the existing start date where this is earlier, or as soon as reasonably possible thereafter.
- 5.4 The HR & OD Unit will write to the employee within 28 days of receipt of the application form, confirming the relevant start and end dates for OPL.

6. Additional Paternity Leave and Pay

- 6.1 Additional Paternity Leave and Pay will be available to eligible employees whose children are born / matched for adoption (or in the case of overseas adoption, enter the UK) on or after 3 April 2011.

7. Additional Paternity Leave

- 7.1 In addition to OPL, eligible employees may take up to 26 weeks' Additional Paternity Leave (APL) within the first year of their child's life or, in the case of adoption, the first year of their child's placement, provided that the mother has returned to work.
- 7.2 APL must be taken as a single block of time calculated as multiples of complete weeks. The minimum period that may be taken is two weeks and the maximum period is 26 weeks.
- 7.3 The earliest that APL can commence is 20 weeks after the date of the child's birth / placement and the latest it can end is 52 weeks after the child's birth / placement.

8. Eligibility for APL

- 8.1 To be eligible for APL, an employee must:
 - Meet the eligibility criteria for OPL (see Eligibility for OPL section above)
 - Remain in continuous employment until the week before the first week of APL;
 - Be taking the APL to care for the child.
- 8.2 Additionally, the mother / primary adopter of the child must:
 - be entitled to receive Statutory Maternity / Adoption Leave and Statutory Maternity / Adoption Pay or Maternity Allowance; and
 - have ended her/his maternity / adoption leave period by returning to work with at least 2 weeks of her/his statutory entitlement left untaken.

9. During APL

- 9.1 During the period of additional paternity leave, the employee's contract of employment continues in force and he/she is entitled to receive all his/her contractual benefits, except for salary.
- 9.2 Pension contributions will continue to be made during any period when the employee is receiving statutory paternity pay but not during any period of unpaid additional paternity leave. Employee

contributions will be based on actual pay, while employer contributions will be based on the salary that the employee would have received had he/she not gone on additional paternity leave.

- 9.3 Annual leave will continue to accrue during the period of APL. Employees will also accrue public holiday leave for any public holiday that falls within the period of APL, on a day that the employee would normally work.
- 9.4 Only five days untaken annual leave may be carried over from one leave year to another and therefore if the holiday year is due to end during additional paternity leave, the employee should take his/her outstanding entitlement before starting his/her additional paternity leave.

10. Additional Paternity Pay

- 10.1 Statutory Additional Paternity Pay (APP) may be payable during some or all of additional paternity leave, depending on the length and timing of the leave.
- 10.2 Statutory Additional Paternity Pay is payable whether or not an employee intends to return to work after his/her APL.
- 10.3 Any APP due will be paid at the prevailing statutory rate (see www.direct.gov.uk for the current rate) or at a rate equivalent to 90% of the employee's average weekly earnings where this is lower than the statutory rate.

11. Eligibility for APP

- 11.1 APP will be payable where the following conditions are met:
- The employee meets the eligibility criteria for APL (see Eligibility for APL above)
 - The employee's average weekly earnings are not less than the lower earnings limit for national insurance contributions;
 - The mother / primary adopter is entitled to receive Statutory Maternity Pay, Maternity Allowance or Statutory Adoption Pay; and
 - The mother of the child must be entitled to one or more of maternity leave, statutory maternity pay or maternity allowance. In the case of adoption, the primary adopter must be entitled to one or both of adoption leave or statutory adoption pay. The mother or primary adopter must have returned to work with at least two weeks of Statutory Maternity Pay, Maternity Allowance or Statutory Adoption Pay period remaining untaken at the point they returned to work.

12. Notification requirements

- 12.1 Employees must provide eight weeks' written notice of their intention to take APL to their manager. In submitting notice, an employee will be required to provide a written and signed declaration from both themselves and the child's mother or primary adopter confirming their eligibility for APL. The relevant Additional Paternity Leave Application Form must be used for this purpose.
- 12.2 The HR & OD Unit will write to the employee within 28 days of receipt of the application form, confirming the relevant start and end dates for APL.
- 12.3 Should an employee wish to change the start date of their APL, or cancel their leave altogether, they must advise their manager of this in writing at least six weeks before the new start date, or the existing start date where this is earlier, or as soon as reasonably possible thereafter.

13. Annual Leave

- 13.1 Employees will continue to accrue annual leave while on paternity leave, pro rata to their contractual entitlement of 30 days per leave year.
- 13.2 Employees will also accrue public holiday leave for any public holiday that falls within the period of paternity leave, on a day that the employee would normally work.
- 13.3 Only five days untaken annual leave may be carried over from one leave year to another. To prevent loss of any leave entitlement (for example, where the paternity leave spans two leave years) the employee may need to take his/her outstanding entitlement before starting his/her additional paternity leave.

14. During APL

- 14.1 During APL an employee's contract of employment continues in force and he/she will remain entitled to receive all contractual benefits, except for salary.
- 14.2 Pension contributions will continue to be made during any period when the employee is receiving statutory paternity pay but not during any period of unpaid additional paternity leave. Employee contributions will be based on actual pay, while employer contributions will be based on the salary that the employee would have received had he/she not gone on additional paternity leave.
- 14.2 For any period of unpaid paternity leave, the employee will need to decide whether he/she wishes to pay pension contributions. The contributions will be based on the rate of pay the employee was receiving immediately before commencing unpaid leave. If the employee decides to pay, he/she should complete form LG/211 and return this to Human Resources within 30 days of returning to work.
- 14.3 If the employee chooses not to pay, the relevant period will not count towards his/her service for pension purposes. For further advice please contact the London Pension Fund Authority (LPFA) on 0207 369 6118.

15. Contact during paternity leave

- 15.1 Before paternity leave starts, the employee's line manager will discuss the arrangements for him/her to keep in touch during the period of leave, should the employee wish to do so. In any event, the GLA will maintain reasonable contact with the employee during paternity leave. This may be to discuss plans for the employee's return to work or simply to give an update on developments at work during the employee's absence.
- 15.2 Whilst employees are not obliged to undertake work or attend any events during their APL, if both the manager and the employee agree, up to 10 days' work can be undertaken during the APL period. These 'Keeping in Touch' days do not have to be limited to the usual work carried out by the employee and could be used for training, to attend events or to ease the employee's return to work.
- 15.3 Any keeping-in-touch days worked do not extend the period of additional paternity leave. Once the keeping-in-touch days have been used up, the employee will lose any further entitlement to statutory paternity pay for any week in which he/she agrees to work for the Authority. It may also bring the additional paternity leave period to an end.

16. Returning to work

- 16.1 Subject to the exception below, the employee has the right to return to the job in which he/she was employed under his/her contract of employment, provided that their period of APL lasted no longer than 26 weeks, unless it is not reasonably practical for them to do so. Where it is not reasonably practicable, the employee has the right to return to a job that is both suitable and appropriate for them to do in the circumstances.
- 16.2 The right to return to the same job is also subject to any organisational change that may have happened during the period of leave. If the employee's substantive post has been deleted he/she must be offered any suitable alternative post but the terms and conditions must be no less favourable as those that would have applied to his/her substantive post.
- 16.3 An employee on a fixed term contract, whose contract expires during the period of paternity leave, will have no right to return to work, regardless of his/her length of service.
- 16.4 If the employee wishes to return to work earlier than the expected date he/she must give at least eight weeks notice of his/her intended return date. If he/she does not do so, the GLA will retain the right to postpone his/her return until eight weeks notice has been given.
- 16.5 If the employee is unable to return to work at the end of their APL due to sickness or injury, normal arrangements for sickness absence reporting will apply.
- 16.6 If the employee decides not to return to work after additional paternity leave, he/she must give notice of resignation as soon as possible and in accordance with the terms of his/her contract of employment. If the notice period would expire after additional paternity leave has ended, the GLA may require the employee to return to work for the remainder of the notice period.

Document author	Viv Kemsley
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Next review date	July 2014
Status	Draft

Issue no.	Description of change	Release Date
1	Original version.	September 2011

Subject: Mayoral Scheme of Delegation

Report to: London Assembly (Plenary)

Report of: Executive Director of Resources

Date: 9 November 2011

This report will be considered in public

1. Summary

- 1.1 The Scheme of Delegation of Mayoral Functions of the Greater London Authority is being presented to the Assembly for noting.

2. Recommendation

- 2.1 **That the Assembly notes the updated Scheme of Delegation of Mayoral Functions of the Greater London Authority, which forms part of the Authority's corporate governance framework.**

3. Background

- 3.1 At its Annual Meeting on 4 May 2011, the Assembly, in accordance with the provisions of Standing Order 1.4, received and noted the Scheme of Delegation of Mayoral Functions of the Greater London Authority. The Assembly was informed, at that time, that the Scheme was currently being updated and that a revised version would be submitted to the Assembly as soon as it became available. Accordingly, the revised version is now attached as **Appendix 1**.

4. Issues for Consideration

- 4.1 In the period since it was last considered by the Assembly, minor amendments have been made to the Scheme of Delegation of Mayoral Functions to reflect changes to Mayoral Advisors' responsibilities.

5. Legal Implications

- 5.1 The Assembly has the power to agree the recommendations of this report.

6. Financial Implications

- 6.1 There are no direct financial implications for the GLA arising from this report.

List of appendices to this report:

Appendix 1 - Scheme of Delegation of Mayoral functions of the Greater London Authority

Local Government (Access to Information) Act 1985
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List of Background Papers: None.

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Scheme of Delegation of Mayoral functions of the Greater London Authority

October 2011

1. Preamble

- 1.1 The Greater London Authority (GLA) provides a strategic vision for London. It has three principal purposes in relation to Greater London:
- to promote economic development and wealth creation;
 - to promote social development; and
 - to promote the improvement of the environment.
- 1.2 The GLA also has a general power to do anything which it considers will further any one or more of these purposes.
- 1.3 The Mayor is the executive arm of the GLA with strong executive powers to provide strategic leadership and a range of duties and responsibilities designed to ensure that the programme on which he or she was elected can be delivered.
- 1.4 Four bodies (known as the GLA's "functional bodies") form, along with the GLA itself, the GLA Group. They are:
- Transport for London (TfL) – responsible for transport in London;
 - London Development Agency (LDA) – responsible for economic development and regeneration;
 - Metropolitan Police Authority (MPA) – responsible for overseeing the work of the Metropolitan Police Service; and
 - London Fire and Emergency Planning Authority (LFEPA) – responsible for overseeing London's fire and rescue services.
- 1.5 One of the key roles of the GLA is to ensure that, working through the GLA Group and other agencies, the Mayor's vision and priorities for London are delivered as effectively and efficiently as possible, and that the best use is made of the available resources. The GLA brings together expertise and specialist skills; provides coordination across a broad range of policy and service delivery areas vital to London; and provides a voice for Londoners inside and outside London.
- 1.6 In general, the GLA seeks to achieve its aims through effective engagement, close working, and clear communication, between appropriate officers within the GLA, in particular officers appointed directly by the Mayor, the functional bodies, government departments and agencies, and other relevant bodies and groups.

- 1.7 Mayoral delegations, to specific officers and/or to the functional bodies, where provided for by the Greater London Authority Act 1999 (the GLA Act), also play an instrumental part in facilitating collaborative working and delivering effective regional level government.
- 1.8 This Scheme of Delegation sets out the formal authority given by the Mayor to other persons and bodies to discharge the relevant functions of the Mayor.

2. The Scope of the Mayor's Powers of Delegation

- 2.1 Section 38 of the GLA Act provides that any function exercisable by the Mayor of London on behalf of the GLA can, subject to a decision of the Mayor, be exercised on behalf of the GLA by other bodies and people. The bodies and persons are:
- the statutory Deputy Mayor;
 - any member of staff of the GLA;
 - TfL;
 - the LDA;
 - the Common Council of the City of London; and
 - any local authority.
- 2.2 Section 380 of the GLA Act provides that any function exercisable on behalf of the GLA by the Mayor of London under Part X of the GLA Act (relating to culture, tourism and the management of Trafalgar Square and Parliament Square Garden) is also, subject to a decision of the Mayor, exercisable on behalf of the GLA by other bodies and people to the extent which the Mayor authorises. The bodies and persons are:
- the statutory Deputy Mayor;
 - any member of staff of the GLA;
 - the Cultural Strategy Group for London;
 - the LDA;
 - the Common Council of the City of London; and
 - any local authority.
- 2.3 Section 100G of the Local Government Act 1972 requires certain local authorities to make available for public inspection a list specifying the powers for the time being delegated to officers and stating their titles (unless the delegation is for a specific period not exceeding six months). This document sets out such a list on behalf of the Mayor of London (when acting on behalf of the GLA). Delegations of authority as may properly be granted by the London Assembly (when acting on behalf of the GLA) under section 54 of the GLA Act are set down in the London Assembly's Scheme of Delegation of Functions.

- 2.4 The existence of an authorisation under this Scheme of Delegation provides an officer with the legal power to exercise the function of the Mayor. In exercising the power the officer must still comply with all other statutory and regulatory requirements, including:
- The GLA Act and other relevant legislation;
 - Financial Regulations;
 - The Contracts Code of Practice;
 - The Expenses and Benefits Framework;
 - Standing Orders;
 - The Code of Recommended Practice on Local Authority Publicity;
 - The GLA's Code of Ethics and Standards for Staff;
 - Regulation of Investigatory Powers Code of Conduct;
 - The Data Protection Act 1998 and the Freedom of Information Act 2000; and
 - Health and safety at work legislation and codes.
- 2.5 To the extent that a delegation is to any of the other bodies listed in sections 38 and 380, those bodies must comply with any conditions that are imposed as part of the delegation.
- 2.6 This Scheme of Delegation is without prejudice to, and does not in any way affect, the Mayor's power to make specific delegations from time to time under section 38 of the GLA Act. It is a record of those formal delegations granted by the Mayor which are in effect at the time of publication of this Scheme. The Executive Director of Resources will review this Scheme on an annual basis. As part of such review or otherwise, the Executive Director of Resources may, where a body or post which has had a function delegated to it ceases to exist (or is due to cease to exist), determine that the function delegated to such body or post should in future be exercised by another suitable body or the holder of another suitable post. In accordance with the GLA's Standing Orders, this Scheme will be presented (for Assembly Members' information only) to each annual meeting of the London Assembly.
- 2.7 The delegations set out in this Scheme include authority to exercise the general power of the Mayor under section 30 of the GLA Act. In exercising this power any officer must comply with the requirements of sections 30 to 33 of the GLA Act. In particular the officer must identify the principal purpose of the GLA that is being promoted and have regard to:
- the desirability of exercising the power so as to further the remaining principal purpose or purposes;
 - the desirability of exercising the power so as to secure, over a period of time, a reasonable balance between furthering each of its principal purposes;

- the effect on the health of persons in Greater London (including consideration of the way in which exercising the power would be best calculated to promote improvements in health);
- the effect on health inequalities between persons living in Greater London (including consideration of the way in which exercising the power would be best calculated to promote the reduction of health inequalities between persons living in Greater London);
- the achievement of sustainable development in the United Kingdom (including consideration of the way in which exercising the power would be best calculated to promote sustainable development);
- the effect on climate change and the consequences of climate change (including consideration of the way in which exercising the power would be best calculated to contribute towards the mitigation of, or adaption to, climate change in the United Kingdom); and
- any guidance issued by the Secretary of State.

2.8 Officers must also:

- consider whether any expenditure on what is proposed could be incurred by a functional body other than the LDA;
- consider whether any expenditure on what is proposed is being incurred by the LDA;
- consider whether any expenditure relates to providing housing, education services, social services or any health services which may be provided by another public body;
- consider whether expenditure is to be incurred in co-operating with, or facilitating or co-ordinating the work of other bodies;
- consider whether consultation is appropriate and if so which persons or bodies should be consulted; and
- comply with the GLA's arrangements to ensure that regard is had to the principle of equality of opportunity for all people.

2.9 The requirements of sections 30 to 33 of the GLA Act will also apply to any of the other bodies listed in sections 38 where the Mayor has delegated his general function to those bodies. For example, where a functional body seeks to exercise a section 30 power pursuant to a Mayoral delegation, that functional body will have to comply with the statutory obligation to undertake consultation where appropriate under section 32 of the GLA Act.

2.10 For the avoidance of doubt, this Scheme does not apply to those matters which the Mayor may not delegate under statute, including:

- the decision as to whether or not something should be delegated (this means that the Mayor cannot delegate the power to delegate);

- the exercise of the Mayor’s power of appointment under section 67(1) of the GLA Act;
- certain matters affecting the budget set down in sections 85 to 90 of the GLA Act;
- appointment of members of the MPA;
- the granting of an exemption under section 36 of the Freedom of Information Act 2000;
- the decision to take over a potentially strategic application for his own determination and the determination of any application that he has taken over;
- the decision to issue a direction in relation to a borough Local Development Scheme;
- the ability to act as consultee to Assembly’s proposals on the GLA’s standing orders;
- the power to delegate mayoral functions under section 38; and
- the duty to consider a report of the Head of Paid Service prepared under section 2 of the Local Government and Housing Act 1989 or the duty to consider a Monitoring Officer or Chief Finance Officer report.

3. Interpretation

3.1 In this Scheme of Delegation these terms shall be defined as follows:

Approved tolerance level	means the tolerance level for the award of contracts without obtaining additional approval in circumstances in which the actual value of the contract exceeds the estimate of the value as prescribed from time to time in the GLA’s Contracts Code of Practice.
Authorised limit	means the financial limit for the approval and execution of contracts and/or incurring expenditure which is from time to time in force for the category of officer set out in this Scheme of Delegation under the Mayor’s approved schedule of financial limits for officers and authorised signatories as set out in the GLA’s Financial Regulations and Contracts Code of Practice.
Authorised Officer	means officers authorised to act through their terms of employment or otherwise pursuant to a decision of the Mayor or the London Assembly.
Contracts Code of Practice	means the Contracts Code of Practice of the GLA that is in force at the time.

Deputies	means officers formally authorised to act in the absence of the Authorised Officer through their terms of employment, pursuant to a decision of the Mayor or the Head of Paid Service or through a specific delegation from a chief officer.
Financial Regulations	means the Financial Regulations of the GLA as made from time to time by the Mayor.
Following consultation with the Mayor	means the delegation may not be exercised until the Mayor has been consulted and his response recorded by the person exercising the delegated authority.
Premises occupied by the GLA	means City Hall and any further premises that the Mayor shall from time to time designate (other than London House, Brussels).
Pursuant to a decision of the Mayor	means exercising the Mayor's function for the purpose of implementing a previous decision of the Mayor made through: a Mayoral Decision form or similar properly recorded decision of the Mayor; or the Mayor's Planning Meeting; and subject to any limitations set by the Mayor's decision.
the Byelaws	means the GLA (Trafalgar Square and Parliament Square Garden) Byelaws 2000 as from time to time amended or replaced.

4. The Mayoral Team

Employees appointed by the Mayor (section 67(1) appointments)

- 4.1 In accordance with section 67(1) of the GLA Act the Mayor may appoint not more than two persons as his political advisers and not more than ten other members of staff. The Mayor has published details of all the employees he has appointed on the GLA website <http://www.london.gov.uk/who-runs-london/mayor/mayoral-team> A summary of their responsibilities is provided below.
- 4.2 The **Chief of Staff and Deputy Mayor** is directly accountable to the Mayor for the work of the Mayoral Advisers listed below, is responsible for the development and implementation of the Mayor's statutory spatial development strategy, and is the policy lead on planning decisions issues.

- 4.3 The **Mayoral Adviser for Housing** is responsible for the development and implementation of the Mayor's statutory housing strategy and for other housing and homelessness policies which deliver the Mayor's housing responsibilities and plans.
- 4.4 The **Mayor's Director of Environment & Digital London** is responsible for the development and implementation of the Mayor's six statutory environmental strategies and other discretionary environmental policies to improve London's environment, and is the Mayoral lead on the Digital London programme of work.
- 4.5 The **Deputy Mayor for Transport** is responsible for the development and implementation of the Mayor's statutory transport strategy and for the provision of policy advice and direction to TfL on Mayoral transport priorities.
- 4.6 The **Mayoral Adviser for Budgets and Performance** is responsible for implementing GLA Group shared services, for monitoring and improving the financial standing and performance management arrangements of the GLA Group, and for ensuring that the annual GLA Group budget setting process delivers Mayoral priorities.
- 4.7 The **Mayoral Adviser for Regeneration, Growth and Enterprise** is responsible for the development and implementation of the Mayor's statutory economic development strategy and of policies, programmes and projects in the areas of regeneration, growth and enterprise, and acts as the principal Mayoral point of contact for LDA issues.
- 4.8 The **Mayoral Adviser for Culture and Youth** is responsible for the development and implementation of the Mayor's statutory culture strategy and of policies, programmes and projects in the areas of youth, culture and the arts.
- 4.9 The **Mayoral Adviser for Health and Families** is responsible for the development and implementation of policy, programme and projects to deliver the Mayor's commitments in relation to health and families issues.
- 4.10 The **Mayoral Adviser for Social Action and Volunteering** is responsible for boosting positive social action across the capital and encouraging employees across all sectors to give up their time for free in the pursuit of worthwhile causes.
- 4.11 The **Director of External Relations** is responsible for matters relating to media and communications including leading and directing media and communications strategy and policy development to support the priorities and objectives of the Mayor and GLA.
- 4.12 The **Director of Marketing** is responsible for developing marketing and brand strategies, and policy development to support the priorities and objectives of the Mayor.
- 4.13 The **Political Adviser to the Mayor** is responsible for advice to the Mayor on issues relating to his manifesto and to act as the principal liaison point between the Mayor's Office and key contacts in London.

- 4.14 The general role and function of, and the rules relating to, the section 67(1) officers are set out in the Protocol on Mayoral Appointments.

Deputy Mayor of London

- 4.15 In accordance with section 49 of the GLA Act the Mayor must appoint a Deputy Mayor from amongst the Assembly Members, and the Mayor can delegate functions to that individual. The so appointed **Deputy Mayor of London**, also sometimes known as the statutory Deputy Mayor, is responsible for community relations, social inclusion issues, equalities (including disability), and diversity aspects of procurement.

Other appointments by the Mayor

- 4.16 The Mayor has the ability to undertake a range of actions on a broad range of policy areas and may choose to discharge such actions through the establishment of various advisory commissions, boards and positions. This includes appointing individuals to act in an ambassadorial or advisory capacity, and such appointments include:
- the **Deputy Mayor for Policing** who is responsible for overseeing policing and community safety, data analysis (e.g. crime mapping), and the London Analyst Support Site;
 - the **Commissioner for Sport** who is responsible for advising on sport; and
 - the **Ambassador for River Transport** who is responsible for championing the Mayor's vision for revitalising the Thames as a major transport artery.
- 4.17 The **Deputy Mayor for Policing** is also the Chair of the MPA and, for the avoidance of doubt, the responsibilities of that position are not covered by this Scheme; they are a matter for the MPA.

5. Delegations

- 5.1 **All section 67(1) appointments and the Deputy Mayor of London appointed in accordance with section 49 of the GLA Act** are hereby authorised in respect of their responsibilities summarised in paragraphs 4.2 to 4.13 above to:
- do anything in furtherance of the principal purposes of the GLA under section 30 of the GLA Act that does not involve expenditure exceeding the authorised limit;
 - decide to do anything which is calculated to facilitate or is conducive or incidental to the exercise of any function of the Mayor under section 34 of the GLA Act that does not involve expenditure exceeding the authorised limit;

- consider the appropriateness of consultation in respect of the exercise of powers under section 30 of the GLA Act as required by section 32 of the GLA Act and in respect of any other provision requiring the consideration of consultation before the exercise of any function of the Mayor and to carry out such consultation as is considered appropriate in advance of a decision of the Mayor (including through making arrangements with London borough councils, the Common Council, representative bodies or any other body as is considered appropriate under section 32(4) of the GLA Act for the purpose of facilitating the carrying out of consultation);
- on behalf of the Mayor, to approve publications and other publicity under sections 30 or 34 of the GLA Act subject to the expenditure not exceeding the authorised limit and the publicity complying with the national Code of Practice on Local Government Publicity;
- in consultation with the Mayor, take such steps as in his/her opinion will give adequate publicity to any of the Mayor's statutory strategies as required by section 43 of the GLA Act;
- liaise with TfL and the LDA on behalf of the Mayor in relation to their exercise of any functions that the Mayor delegates to them or directs them to perform, and any guidance that the Mayor issues to them as to the manner in which they are to exercise their functions (but, for the avoidance of doubt, not to make delegations under section 38 or (for the LDA) section 380 of the GLA Act, or to issue guidance or directions under section 155 of the GLA Act (for TfL) or section 27 of the Regional Development Agencies Act 1998 (for the LDA));
- liaise with LFEPA on behalf of the Mayor in relation to its exercise of any functions that the Mayor directs that body to perform, and any guidance that the Mayor issues to it as to the manner in which it is to exercise its functions (but, for the avoidance of doubt, not to make directions under section 382A of the GLA Act);
- exercise any general delegation contained in the Financial Regulations, the Contracts Code of Practice and the Expenses and Benefits Framework;
- carry out investigations and research and enter into discussions with a view to proposing new or revised strategies, policies or procedures; and
- liaise with functional bodies and all other organisations as necessary with a view to communicating the Mayor's views and intentions, and receiving views and information that would assist in policy development and/or service delivery.

5.2 The **Deputy Mayor of London** is hereby authorised to sign Mayoral Decision forms on behalf of the Mayor when the Mayor is on leave or uncontactable.

5.3 The **Deputy Mayor and Chief of Staff** is hereby authorised to:

- exercise any functions of the Mayor (save those that under statute the Mayor may not authorise any other person to execute under section 38 or 380 of the GLA Act) in the absence of the Mayor due to circumstances such as holidays or illness, but not in circumstances defined in the GLA Act as temporary inability to act, and subject to prior consultation with the Mayor;
- review and sign off all Mayoral Decision forms prior to them being submitted to the Mayor for decision;
- give a written opinion as to whether a local planning authority's local development documents are or are not in general conformity with the spatial development strategy, under the Planning and Compulsory Purchase Act 2004, section 24(4) of the Town and Country Planning (London Spatial Development Strategy) Regulations 2000 and the Town and Country Planning (Local Development) (England) Regulations 2004 (as amended);
- review applications of potential strategic importance notified by a local planning authority under sections 73 and 74 (1B) of the Town and Country Planning Act 1990 and the Town and Country Planning (Mayor of London) Orders 2000 and 2008, and determine whether to direct the refusal of planning permission;
- participate in any planning appeal following such a direction to refuse planning permission or where the Mayor has determined an application;
- respond as a statutory or non-statutory consultee when consulted on any planning application, and engaging generally in discussion regarding planning matters affecting Greater London to further the Mayor's policies and objectives; and
- prepare and publish additional guidance (such as supplementary planning guidance, opportunity area planning frameworks, best practice guides or implementation reports) to supplement the policies contained in the spatial development strategy.

5.4 The **Director of External Relations** is hereby authorised to:

- sign Mayoral Decision forms on behalf of the Deputy Mayor and Chief of Staff when the Deputy Mayor and Chief of Staff is on leave or uncontactable; and
- prescribe any conditions for the use of the premises by broadcast media which are required in addition to the GLA's standard terms through the nature of the proposed use.

5.5 **The Head of Paid Service and Executive Director of Communities and Intelligence, the Executive Director of Resources, the Executive Director of Development and Environment and the Director of London 2012 Coordination** are hereby authorised to exercise the delegations set out in paragraph 5.1 above in respect of their areas of responsibility.

5.6 The **Head of Paid Service and Executive Director of Communities and Intelligence** is hereby authorised:

- in cases of urgency requiring immediate action, and in the absence of the Mayor, to exercise, after consultation with the Deputy Mayor and Chief of Staff if available, any of the functions of the Mayor (save those that under statute the Mayor may not authorise any other person to exercise under sections 38 or 380 of the GLA Act);
- to consider whether to provide an indemnity and/or insurance to the Mayor in accordance with the Local Authorities (Indemnities for Members and Officers) Order 2004 and to deal with or make provision to deal with any other matters (not within the remit of the Monitoring Officer) arising from any proceedings in relation to the Mayor;
- in consultation with the Monitoring Officer and the Executive Director of Resources, to consider and approve as appropriate the provision of indemnities and/or insurance to individual GLA members and officers in accordance with the Local Authorities (Indemnities for Members and Officers) Order 2004;
- in consultation with the Mayor, to determine the places at which a copy of any of the Mayor's statutory strategies under section 43 of the GLA Act shall be made available for inspection by members of the public; and
- in consultation with the Executive Director of Resources, to determine a reasonable fee for the supply of a copy of any of the Mayor's statutory strategies under section 43 of the GLA Act.

5.7 The **Executive Director of Resources** is hereby authorised:

- to authorise officers to sign cheques on behalf of the GLA;
- to submit proofs of debt and make affidavits in all cases where money is owed to the GLA and receiving orders have been made against the debtors;
- pursuant to a decision by the Mayor, to issue precept notices;
- to prepare, from time to time, draft Financial Regulations for approval by the Mayor and thereafter implement the provisions of those Regulations;
- to prepare, from time to time, a draft Expenses and Benefits Framework for approval by the Mayor and London Assembly;
- in respect of members of the Local Government Pension Scheme, to make decisions on the transfer of benefits previously accrued in that Scheme or in other pension arrangements which can be transferred, where an option transfer has not been made within twelve months of joining the GLA;
- in consultation with the Mayor, or pursuant to the decision of the Mayor, to manage Trafalgar Square and Parliament Square Garden, and to exercise the functions of the Mayor in respect of the Byelaws provided that nothing in this authorisation shall permit the officer to commence criminal proceedings in respect of any perceived breach of a byelaw;

- to exercise the functions of an “authorised officer” and “a person authorised by the Mayor” for all purposes under the Byelaws (as amended);
- to deal with routine applications for the hire of rooms and facilities within City Hall, notably London’s Living Room, the Chamber and the Committee Rooms in accordance with the Mayor’s approved policy for lettings and to approve the reduction or waiver of fees for the hire of facilities within City Hall and associated costs, and to prescribe any conditions for lettings which are required in addition to the GLA’s standard terms because of the nature of the proposed use;
- pursuant to any decision of the Mayor, to sign contracts on behalf of the GLA;
- pursuant to any decision of the Mayor, to agree the terms of any landlord’s consent or permission required in respect of any premises occupied by the GLA;
- pursuant to any decision of the Mayor, to serve any notice required in respect of any lease or licence of premises occupied by the GLA;
- to approve applications for grants of easements and way-leaves relating to the operation of any premises occupied by the GLA;
- to enter into contracts for the future supply of electricity, gas and water to premises occupied by the GLA;
- to make application for and hold any licence or registration required by the GLA in relation to the use or occupation of any premises, including permits to extract water from an aquifer;
- to agree terms and conclude agreements for the purchase, lease or hire of computer and telecommunications equipment by the GLA;
- to make arrangements to defend all proceedings instituted against the GLA following consultation with the Mayor and make arrangements for GLA representatives to appear in any court or tribunal before which there is a right of audience;
- pursuant to any decision of the Mayor, to make arrangements to institute civil proceedings necessary to protect the interests of the GLA and make arrangements for GLA representatives to appear in any court or tribunal before which there is a right of audience;
- following consultation with the Mayor, to make arrangements to institute and complete any criminal proceedings in relation to breaches of the Byelaws;
- to make arrangements to take all necessary action pursuant to any decision of the Mayor to promote, support or oppose any bill in Parliament or any proposal for an order under the Transport and Works Act 1994;
- to make arrangements to institute all proceedings for the recovery of money owing to the GLA including any further proceedings to secure compliance with judgments of the court in favour of the GLA;
- to make arrangements to take all action including legal proceedings to secure possession of premises held on lease by the GLA;

- following consultation with the Mayor, to make arrangements for representations to be made to any other party on behalf of the GLA upon any matter;
- to make arrangements to appoint external solicitors, Parliamentary agents and Counsel to represent or advise the GLA as and when considered appropriate;
- under section 380 of the GLA Act, to make arrangements to exercise the functions of the Mayor in respect of the Byelaws made under section 385 of the GLA Act; and
- to make arrangements to commission legal advice up to any value provided that the expenditure can be met from the legal fees budget and there is no call on the legal reserve.

5.8 The **Executive Director of Development and Environment** is hereby authorised:

- in consultation with the Mayor, to determine the places at which a copy of any of the Mayor's statutory strategies under section 43 of the Act shall be made available for inspection by members of the public;
- in consultation with the Executive Director of Resources, to determine a reasonable fee for the supply of a copy of any of the Mayor's statutory strategies under section 43 of the Act;
- to undertake consultation pursuant to section 85(5A) of the Environment Act 1995 in respect of any proposed Mayoral direction to local authorities in Greater London to take such action as the Mayor considers appropriate for the implementation of obligations under Community Treaties and any international agreement to which the UK is a party in relation to air quality;
- to consult the bodies that the Mayor is required to consult under section 351(4) of the GLA Act during the preparation of the State of the Environment Report;
- to approve under section 367 of the GLA Act the format and conclusions of London local authority Local Air Quality Management reports;
- to direct local authorities under section 365(1) of the GLA Act to provide information, advice and assistance to prepare and review the Mayor's Air Quality Strategy;
- to consult on the Mayor's behalf under section 353(5) when preparing any reviews of the Mayor's Municipal Waste Strategy;
- to consult on the Mayor's behalf under section 362(5) when preparing any reviews of the Mayor's Air Quality Strategy;
- to direct a waste authority under sections 357(5) and 358(3) of the GLA Act to provide information for the purposes of deciding whether waste contracts would be detrimental to the implementation of the Mayor's Municipal Waste Strategy;
- to consult with waste disposal and collection authorities under section 356(4)(b) of the GLA Act, in respect of any direction to be given by the Mayor under section 356(1) of the GLA Act to exercise a function in the manner specified in the direction;

- to determine whether statements prepared by joint waste authorities under the Waste and Emissions Trading Act 2003 are acceptable to the GLA; and
- to carry out all functions under the Town and Country Planning Order (2008), except those powers contained within Article 7 of the Order, which cannot be delegated, in exceptional circumstances where the Mayor and Deputy Mayor and Chief of Staff are unavailable to take the decision or are conflicted by virtue of a declaration of interest under the GLA Planning Code of Conduct.

5.9 The **Executive Director of Secretariat** is hereby authorised in respect of his area of responsibility to:

- do anything in furtherance of the principal purposes of the GLA under section 30 of the GLA Act that does not involve expenditure exceeding the authorised limit;
- do anything which is calculated to facilitate or is conducive or incidental to the exercise of any function of the Mayor under section 34 of the GLA Act that does not involve expenditure exceeding the authorised limit;
- consider the appropriateness of consultation in respect of the exercise of powers under section 30 of the GLA Act as required by section 32 of the GLA Act and in respect of any other provision requiring the consideration of consultation before the exercise of any function of the Mayor and to carry out such consultation as is considered appropriate in advance of a decision of the Mayor (including through making arrangements with London borough councils, the Common Council, representative bodies or any other body as is considered appropriate under section 32(4) of the GLA Act for the purpose of facilitating the carrying out of consultation);
- exercise any general delegation contained in the Financial Regulations, the Contracts Code of Practice and the Expenses and Benefits Framework; and
- carry out investigations and research and enter into discussions with a view to proposing new or revised strategies, policies or procedures.

5.10 **All Assistant Directors and Heads of Unit** are hereby authorised in respect of their areas of responsibility to:

- do anything in furtherance of the principal purposes of the GLA under section 30 of the GLA Act that does not involve expenditure exceeding the authorised limit;
- do anything which is calculated to facilitate or is conducive or incidental to the exercise of any function of the Mayor under section 34 of the GLA Act that does not involve expenditure exceeding the authorised limit;

- consider the appropriateness of consultation in respect of the exercise of powers under section 30 of the GLA Act as required by section 32 of the GLA Act and in respect of any other provision requiring the consideration of consultation before the exercise of any function of the Mayor and to carry out such consultation as is considered appropriate in advance of a decision of the Mayor (including through making arrangements with London borough councils, the Common Council, representative bodies or any other body as is considered appropriate under section 32(4) of the GLA Act for the purpose of facilitating the carrying out of consultation);
- exercise any general delegation contained in the Financial Regulations, the Contracts Code of Practice and the Expenses and Benefits Framework;
- approve publications and other publicity under sections 30 or 34 of the GLA Act subject to the expenditure not exceeding the authorised limit and the publicity complying with the national Code of Practice on Local Government Publicity; and
- carry out investigations and research and enter into discussions with a view to proposing new or revised strategies, policies or procedures.

5.11 The **Assistant Director of Planning** pursuant to a decision of the Mayor is hereby authorised to:

- respond to references of planning applications from London Boroughs to the effect that the Mayor has no objection to the proposal when:
 - the reference is of a technical and de minimis nature e.g. the installation of plant on the roof of a building at a height in excess of the referral threshold; and
 - the application is a repeat application that is not significantly different from an application to which the Mayor has previously declined to object;
- comment to London boroughs and the Common Council in response to consultation on Development Planning Documents at Issues and Options stage;
- comment to London Boroughs and the Common Council in response to consultation on Supplementary Planning Documents, Interim Planning Guidance and Best Practice Guidance;
- give an opinion on the general conformity of a Supplementary Planning Document; and
- carry out all functions under the Town and Country Planning Order (2008), except those powers contained within Article 7 of the Order, which cannot be delegated, in exceptional circumstances where the Mayor and Deputy Mayor and Chief of Staff are unavailable to take the decision or are conflicted by virtue of a declaration of interest under the GLA Planning Code of Conduct.

5.12 **All authorised officers** are hereby authorised in respect of their areas of responsibility to:

- do anything in furtherance of the principal purposes of the GLA under section 30 of the GLA Act that does not involve expenditure exceeding the authorised limit;
- do anything which is calculated to facilitate or is conducive or incidental to the exercise of any function of the Mayor under section 34 of the GLA Act that does not involve expenditure exceeding the authorised limit;
- consider the appropriateness of consultation in respect of the exercise of section 30 of the GLA Act as required by section 32 of the GLA Act and in respect of any other provision requiring the consideration of consultation before the exercise of any function of the Mayor and to carry out such consultation as is considered appropriate in advance of a decision of the Mayor (including through making arrangements with London borough councils, the Common Council, representative bodies or any other body as is considered appropriate under section 32(4) of the GLA Act for the purpose of facilitating the carrying out of consultation); and
- exercise any general delegation contained in the Financial Regulations, the Contracts Code of Practice and the Expenses and Benefits Framework;
- approve publications and other publicity under sections 30 or 34 of the GLA Act subject to the expenditure not exceeding the authorised limit and the publicity complying with the national Code of Practice on Local Government Publicity; and
- carry out investigations and research and enter into discussions with a view to proposing new or revised strategies, policies or procedures.

5.13 **Authorised officers under the Byelaws** are not permitted to commence criminal proceedings in respect of any perceived breach of a byelaw but are hereby authorised to exercise the functions of an “authorised officer” and a “person authorised by the Mayor” for all purposes under the Byelaws.

5.14 When required to do so, for example in circumstances such as absence due to holidays or illness, **Deputies** are hereby authorised to exercise any function delegated to their line manager by this Scheme of Delegation.

5.15 The **Greater London Returning Officer** is the person who is for the time being the proper officer of the GLA for the purposes of section 35(2C) of the Representation of the People Act 1983 (as amended). Subject to any decisions required of the Assembly, the Greater London Returning Officer is hereby authorised:

- following consultation with the Executive Director of Resources, to use and manage the GLA’s staff, property and other resources/facilities, and to incur expenditure, for the purposes of the preparation or conduct of any anticipated election or referendum as the returning/ counting officer considers is necessary or expedient for that purpose;

- when acting for the GLA, to do anything which is calculated to facilitate or is conducive or incidental to the exercise of any of the returning officer's functions under section 34 of the GLA Act in connection with any anticipated election;
- to exercise a counting officer's functions in connection with any referendum, subject to such exercise of functions being as far as possible cost neutral for the GLA;
- to enter into any contract, lease, licence or other instrument required in connection with an anticipated election or referendum in accordance with (where relevant) the Contracts Code of Practice and Financial Regulations, and to manage such contracts;
- to determine a scale of fees and charges for returning and counting officers in respect of GLA elections under section 36(4B) of the Representation of the People Act 1983 as amended and in respect of referendums; and
- to exercise any other function given to the GLA under electoral legislation that relates to the preparation or conduct of an anticipated election or referendum in respect of which he or she is the returning or counting officer.

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Subject: Mayor's Commitments**Report to: London Assembly (Plenary)****Report of: Executive Director of Secretariat****Date: 9 November 2011****This report will be considered in public****1. Recommendation**

- 1.1 **That the Assembly notes commitments made by the Mayor, Boris Johnson, during London Assembly Mayor's Question Time meetings held between May 2008 and September 2011.**

Policing and Community Safety**Rioting in London - impact on economy (2)****Question Number: 2466/2011****Meeting Date: 14 September 2011****Dee Doocey**

Dee Doocey (AM): I know that the Prime Minister has said he is going to make sure that the Metropolitan Police Service is reimbursed. It is the cash flow implications and the idea that it should not be the police that are meeting these claims, it should be the Government meeting them in the first instance. What are you going to do to talk to the Government to get the legislation changed?...You need to get it changed. Can I suggest you get to the Home Office and try to get it changed?

Boris Johnson (Mayor of London): With great respect, a lot of work is being done on this, Dee [Doocey], and I will certainly look at changing that legislation if it genuinely helps the police. It is not something they have asked me to do so far.

Dee Doocey (AM): They will.

Boris Johnson (Mayor of London): I will certainly look at that idea. I just want to remind you, and indeed remind everybody, that in terms of cash flow for businesses, the High Street Fund is available and they should make use of it if they need it.

Riot training**Question number: 2611/2011****Meeting Date: 14 September 2011****Steve O'Connell AM**

Steve O'Connell (AM): Two points, Mr Mayor: would you join me in supporting the quest that we encourage specials to get right training, public order training; would you also urge the new Commissioner to look at things like shift patterns, long term sickness, so that when there is an issue on our streets, the borough commander in those boroughs does have the resource to face down criminality?

Boris Johnson (Mayor of London): Yes, on long-term sick, there are I think 2,000 officers who could potentially be doing more in terms of desk work. Again, that satisfies our general goal of moving officers out on to the front line from desk jobs, replacing them with those who are on long-term sick.

Yes, I must certainly look at giving the growing number of Specials the right training that they need.

Phone Hacking

Question Number: Mayor's Oral Update

Meeting Date: 13 July 2011

Len Duvall AM

Boris Johnson (Mayor of London): One obvious point: I have not discussed phone hacking with News International or with Coulson. This is something that I do not think would have been appropriate for me to discuss. For the avoidance of doubt, let me say that. I do not quite know what you are trying to establish about contacts that took place between the eighth floor and Andy Coulson. Andy Coulson was at the time the Government's press person, I think, and it may be that contacts took place about any number of things. I do not know.

Len Duvall (AM): Maybe you could provide that in writing for me.

Boris Johnson (Mayor of London): I will happy to try to oblige you there, but I do not quite know what pot of gold you think there is at the end of this rainbow.

Thieves targeting Jewish artefacts

Question number: 1628/2011

Meeting Date: 18 May 2011

Brian Coleman

Brian Coleman (AM): Another of the drivers behind this, of course, is the rise in the value of precious metals and I know members of the Asian community are being targeted because they often have gold jewellery at home, particularly for family occasions and high days and holidays and so on. I even hear stories of burglars these days going equipped to burgle not so much with a crowbar and a pickaxe but with bags pre-addressed to "cash for gold" companies and they literally drop them in a pillar-box on the way back from a burglary and the cheque arrives in the post. I just wonder, whilst keeping the pressure on the police over burglary and anti-Semitic crime in particular, whether we ought to consider some regulation or some oversight of this "cash for gold" industry which has cropped up in the last year or two.

Boris Johnson (Mayor of London): I think that is worth considering. What you have obviously is a phenomenon caused by very high prices. Again, there may be anti-Semitism and there may be much more sinister motives behind the particular attacks, burglaries and desecrations that you have described. But generally what we are seeing in London is a wave of thefts arising from the very high value of scrap metal. You are seeing some quite extraordinary things happening. I think I am right in saying that there has been 13 or 14 bus shelters nicked for the purposes of scrap metal. You are no longer seeing a phenomenon where abandoned cars are simply left on the streets. They are going. Clearly, there is an issue around gold in particular. If there is work to be done with the companies that do the "cash for gold" operation to try to stop thieves taking advantage of their service, then I suggest that we do take that up. Actually, I think that might be something that the Metropolitan Police Authority (MPA) might want to look at.

Eviction of squatters

Question number: 60/2011

Meeting Date: 26 January 2011 Steve O'Connell

Steve O'Connell (AM): Clearly it is correct that if we reduce the number of empty properties, ipso facto we have reduced the opportunities for squatters, but I think one of the problems here is that the police have to go for a court order which will be instigated by the owners, sometimes absent owners. What I am looking at urging you towards is to work together for a change of the law whereby police in particular circumstances do not need to go for a third-party possession order, but when there is a breakdown of law and order and a detrimental effect on residents the police can go ahead and, given a proven need, evict squatters in any case.

Boris Johnson (Mayor of London): That is a very interesting proposal, Steve. I wonder what statutory change is actually necessary to give the police the powers that they would need. It might be that they could make the evictions under normal law against breach of the peace or whatever, but I am certainly happy to look at it.

Steve O'Connell (AM): Clearly when there are acts of criminality within, drug dealing, etc, they would have those powers, but sometimes it is the longstanding occupation of those premises when there is an absentee owner and it is very frustrating for the police and neighbours. Perhaps together we can work towards a possible solution.

Boris Johnson (Mayor of London): Yes, I would be very happy with that, and can I propose that you bring it up with Rick Blakeway [Mayoral Adviser on Housing].

London Crime Reduction Board

Question number: 3406/2010 Meeting Date: 13 October 2010

James Cleverly

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

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

Police Press Officers

Question Number: 1106/2010

Meeting Date: 17 March 2010

Jenny Jones

Jenny Jones (AM): On this issue of cuts to borough budgets, in your election manifesto you did promise to direct more resources to frontline policing, which I think most of us would agree with. You said you would spend less on press officers. Now, in 2007/0808, which was Ken's [Livingstone] last year, £5.7 million was spent on press officers at the police and this next year you are going to spend £6.8 million. That is a 20% increase. In the same year, Ken's last year, there were 73 press officers, and for the next year

there are going to be 74. So you are actually making cuts to the boroughs but not fulfilling your promise to cut the press officers at the Metropolitan Police Service. Why is that?

Boris Johnson (Mayor of London): I will certainly look into what you have said. I have to treat these figures with some caution. I remember we had a discussion about reductions in press officers in this place which as it turned out was founded on a complete misapprehension on the part of the Assembly Members. It turned out that the Assembly had almost as many we did.

Jenny Jones (AM): I am talking about police press officers, Mr Mayor.

Boris Johnson (Mayor of London): Is that right? We had actually reduced very significantly the number of press officers responsible to the Mayoralty and you have mystifyingly failed to do any such thing yourselves. I am listening, Jenny. I am going to look at what you say. If it is true that the number of press officers has gone up from 73 to 74, I will certainly see. You have got a result. I am going to look at it.

Child Trafficking

Question Number: Budget Question and Answer Session Meeting Date: 27 January 2010 Dee Doocey

Dee Doocey (AM): I wanted to ask you why you have not put more resources into trying to deal with child trafficking. I see that the Metropolitan Clubs and Vice Unit is going to take over responsibility for adult human trafficking and of course I know about the amazing work done by the Paladin Team at the ports of entry, but I am talking about dealing with the problem of children who have already been trafficked into London. There is nobody currently who has responsibility for dealing with that.

Boris Johnson (Mayor of London): Dee, I am interested in what you say. Plainly that is something that I will take up with the Commissioner. I was not aware there was nobody specifically responsible for child trafficking. If we can make our operation more effective by having someone specifically tasked with that then plainly that is something we should look at. I cannot sit here now and tell you that I am going to dismiss that out of hand or support it 100%. It is something I will raise with the Commissioner and see what he says.

A&E violence

Question Number: 3610/2009 Meeting Date: 18 November 2009 Kit Malthouse

Kit Malthouse (AM): I completely agree with you that the lead on this [tackling violent incidents arising from the excessive consumption of alcohol] should be local authorities but some local authorities report to me that their licensing decisions, in line with their own policies, are routinely overturned by magistrates on appeal by licensees and I would urge you to look at the London Plan to see what provisions you can make in the Plan that will assist local authorities in exercising their duty by strengthening some of the licensing provisions, or, indeed, strengthening the hand of local authorities in handing out licences in their own areas, because they are not completely in control of their own destiny. Unelected and unaccountable magistrates have as much influence as local authorities do.

Boris Johnson (Mayor of London): Kit, it is probably a failure of my imagination but I cannot see a suitable amendment that we could put into the London Plan off the top of my head, but if you could devise

such a clause then I would be very happy to look at it. As everybody knows, the London Plan is currently still under consultation so that is the kind of thing we could certainly look at.

Young People

Question Number: 2745/2009 Meeting Date: 14 October 2009 Joanne McCartney

Joanne McCartney (AM): The reason I put this question down was because I had seen your Time for Action update and I have got some questions on it. When we did the scrutiny into your original document last year we were promised that, by this stage, we should have had action plans for each stream of work that were fully costed. I am just wondering where they are because we have not seen them yet.

Boris Johnson (Mayor of London): There are regular updates on each of the streams of work --

Joanne McCartney (AM): You may have that information but we were promised it would be coming out. When can we have them and can they be made public?

Boris Johnson (Mayor of London): OK. I do not see any reason -- and I am just thinking about the things that I have been seeing recently. There are streams of things with green sections and red sections and yellow sections showing how we are doing in each of them.

Joanne McCartney (AM): Can we have them and can we have figures of the money that is being put into it please? That is all I am asking for.

Boris Johnson (Mayor of London): I do not see why not.

Joanne McCartney (AM): Thank you. How soon can we have those?

Boris Johnson (Mayor of London): Would you allow me to look into what the state of them is and see what we can release without compromising any sensitive plans.

Joanne McCartney (AM): Yes, that is fine.

Spending

Question Number: 2343/2009 Meeting Date: 9 September 2009 John Biggs

John Biggs (AM): Can you assure every police officer in London that their pension will be safe under your administration, in the event that there are spending pressures?

Boris Johnson (Mayor of London): The pension fund arrangements of the Metropolitan Police Service will be completely protected. I have no doubt about that whatever.

Spending (2)

Question Number: 2343/2009 Meeting Date: 9 September 2009 John Biggs

John Biggs (AM): I think at roughly the same time as you gave us the assurance about RPI plus 1% on fares you said that you were committed to preserving police numbers in London. Can you repeat that commitment today?

Boris Johnson (Mayor of London): I certainly am determined to protect front line policing as far as we possibly can in the current financial circumstances.

Violence against Women

Question Number: 1387/2009 Meeting Date: 17 June 2009 Jenny Jones

Boris Johnson (Mayor of London): I can certainly guarantee that the resources for 2009/10 [to combat human trafficking] will be the same as those provided in 2008/09. The issue, as I am sure you realise, arises in 2010/11, when I am afraid the Home Office is starting to say that it cannot supply us with the funding necessary and this should be bundled into the rest of the Metropolitan Police Service (MPS) budgets. I do not think that is a good enough course of action by the Home Office and I do not think that is right. This is a national problem. It has many, many national factors in the creation of this odious problem of trafficking of women and I do think it should be properly funded by the Home Office.

Jenny Jones (AM): I agree completely with you and I would be happy to support your efforts. Quite happy to.

Boris Johnson (Mayor of London): OK.

Jenny Jones (AM): But if they do not follow it through -- one of your objectives in your Violence Against Women Strategy was cracking down on trafficking and it is a horrendous crime; it is not only of course against women, it is often against children and sometimes against men as well. I do not want you to commit yourself here to funding it ...forever, but it seems to me that you just cannot let this fall by the wayside. So --

Boris Johnson (Mayor of London): No. I understand Jenny. Can I propose - we are both on the Metropolitan Police Authority (MPA) - that we take this forward within the MPA and see what we can do?

Jenny Jones (AM): Really good idea. Thank you.

Airwave

Question Number: 1079/2009 Meeting Date: 21 May 2009 Dee Doocey

Dee Doocey (AM): You are aware that the Airwave coverage in London is patchy. I was wondering if you would ask the Metropolitan Police Service to do an audit in each borough to try to identify the black spots? It is a good idea.

Boris Johnson (Mayor of London): ...The Deputy Chairman for Policing [Kit Malthouse AM] is nodding so this extra burden can be placed up on the Metropolitan Police Service can it? The Deputy Chairman for Policing nods.

Dee Doocey (AM): It is a good idea because some boroughs have got black spots...Will you further then undertake that when these black spots are identified that you will make sure something is done to address them? It is not a trick question I assure you.

Boris Johnson (Mayor of London): No, no, it is a very sensible and practical question. Of course we will, yes.

Dee Doocey (AM): OK. What is being done to address the problem to make sure that there are sufficient operational Airwave channels to cover all of the communications in the Metropolitan Police Service?... Communications channels so that when the Metropolitan Police Service needs to police a large area, for example the Olympics, that there are sufficient channels available for them to talk to each other.

Boris Johnson (Mayor of London): My own view about this - without having inquired into the detail of the bandwidth requirements of the Metropolitan Police Service, which I believe to be adequate for their purposes at the moment - is that it is a national scandal that we give over so much of our bandwidth to the Pentagon...

Dee Doocey (AM): ...Could I ask that I could have a response in writing since you clearly do not know the answer, Mr Mayor?

Boris Johnson (Mayor of London): I do. I have said that I think that the Metropolitan Police Service has adequate bandwidth.

Dee Doocey (AM): Sorry, I was trying to be polite. Your answer is wrong, Mr Mayor! Can I ask you to give me a proper answer in writing and can I finally ask you what you are doing to address the problem that there are not enough radios to go round and officers are having to share them? Could I ask you to come back to me in writing about that as well?

Boris Johnson (Mayor of London): Certainly. I am sure we can revert to you.

Retaining Police Officers with a Criminal Record

Question Number: 613/2009 Meeting Date: 25 March 2008 Dee Doocey

Dee Doocey (AM): I think that is fine but I would press you, again, that officers who have got convictions for violence should not be allowed to go anywhere near firearms or tasers and I would like your assurance that you will make sure that happens. I also think it is a bit pathetic that it has taken questions from us to make you aware of it. You really should have been ahead of the game but I am glad you are taking it seriously.

Boris Johnson (Mayor of London): I think it was news to many people that this was going on and I certainly find it eye opening --

Dee Doocey (AM): But it must not be left to the Metropolitan Police Service to police itself. You really must lead on this one. Thank you very much.

Boris Johnson (Mayor of London): What you say about tasers and training is a good point and I suggest that we get to the bottom of it and take it up with the MPA.

Crime in London

Question Number: 702/2009

Meeting Date: 25 March 2008

Tony Arbour

Boris Johnson (Mayor of London): OK, Tony. I see what you are driving at. What you are really saying is - let me try to summarise this - even if you do not actually take them to court and incur costs there might be some way of using shame and publicity as a utensil of punishment?

Tony Arbour (AM): As part of your armoury, yes.

Boris Johnson (Mayor of London): I think that is a very interesting thought and it is certainly something that I will develop with the police. It may be there are things we could do; without spending much money, without going through the palaver of going to court and getting an outcome that is going to be negative from a police point of view anyway, there might be things you could do to name and shame, as it were, people who have pleaded guilty, who have broken into someone's house without actually taking them to court.

I think that is an interesting suggestion. I condemn people who break into people's houses and I certainly support the general thrust of what you are proposing.

MPA Budget

Questions to Mayor on the Draft Consolidated Budget 2009/10 Meeting Date: 28 January 2009

Len Duvall

Len Duvall (AM): Are you prepared to consider - taking into account the issues around what borrowing means or not but in terms of where there are cases for efficiencies to be made - to increase borrowing within the Metropolitan Police Authority's budget?

Boris Johnson (Mayor of London): Well I would need to look at the arguments and I would need to look at the effects if that is going to happen that that is going to have on the operational effectiveness of the police.

Len Duvall (AM): So is that a yes, you will consider it?

Boris Johnson (Mayor of London): That is I will look at it. We are going to be judged on the operational effectiveness of the Metropolitan Police.

Len Duvall (AM): Sorry, can I just get some clarification? Will you consider it for this coming budget or will you look at it longer term? Sorry, I think it is an important issue to do with efficiency in policing.

Boris Johnson (Mayor of London): Consider what exactly now?

Len Duvall (AM): The issue around borrowing to modernise, continuing the modernisation of the police estate if it is required?

Boris Johnson (Mayor of London): Well, I will certainly look at any prudential borrowing that may be necessary to deliver more efficiencies in the Metropolitan Police Service but I am not convinced that there are not savings and economies to be made such as Project Herald, which will help the police to get out and do the job that they want to do.

Dangerous Dogs

Questions to Mayor on the Draft Consolidated Budget 2009/10 Meeting Date: 28 January 2009

Richard Tracey

Richard Tracey (AM): The second question I want to ask you is about the Dangerous Dog Unit which has been set up now, I believe, by the MPS. How are you going to fund that within the resources? It is obviously something again that is very important to Londoners in many parts of the capital city.

Boris Johnson (Mayor of London): It is an important issue and there is a real problem with dangerous dogs. It is a growing phenomenon. That is why I thought it was important to take a look at the issue and that is why Kit [Malthouse] has been leading on that. As for the details of the funding of the unit, I am afraid I am going to have to revert to you, but whatever it is I am sure it will be well worth the expense.

Dangerous Dogs

Question Number: 2534/2008 Meeting Date: 12 November 2008 Valerie Shawcross

Valerie Shawcross (AM): Just to say that are you aware that legal powers to cease dangerous dogs and deal with their owners actually rests with the police and that councils can only take dogs where they are technically strays and that there are many areas of London where the local borough command deploys only one officer on the issue and that there is therefore some need to bring the worst up to the standard of the best around London in tackling this issue? Would you support a programme to have something like a London Dangerous Dogs Action Plan?

Boris Johnson (Mayor of London): I think that is a very good idea, Val...This is something that is an increasing problem across London. Now, I certainly think it is something on which we could all act together for the benefit of London and it is something that will be ideally suited, I think, Dick [Tracey], to being taken up in the City Charter process and we should perhaps show a lead with London Councils to have a London Dog Action Programme. I think we should take that forward. It is a very good idea.

MPA Estate Strategy

Question Number: 1370/2008 Meeting Date: 16 July 2008 Dee Doocey

Dee Doocey (AM): If you take two boroughs like Wandsworth and Camden, they have both got properties that are under the axe which must be worth - I am not a property expert - somewhere in the region of £15-20 million per borough. Is it not right that in order to - to use your own words - to provide a substantially

better replacement, that the money from the sale of those properties should actually go into the borough or, at the very least, should go pan-London over the 32 boroughs. I do recognise there are three boroughs that do not have property currently for sale. Would you not think that rather than it just go into the capital programme that it is right to do that?

Boris Johnson (Mayor of London): Dee, I understand the logic of what you are saying. I just worry that it would introduce into the argument an inflexibility that would hamper good policing and stop the improvement of the police estate in the way that we want. Let me undertake to get back to you on this with a more fleshed out answer. As you know, Kit [Malthouse] is currently Deputy Chair of the MPA but I am going to be taking the Chair from October. I will be able to give you a lot more chapter and verse from then on about details of this kind. Let me give you a fuller argument about why I think that is not a good way forward over the next few days.

Dee Doocey (AM): Will you also allow me to try to influence that debate by giving you the reasons why you should take a different view?

Boris Johnson (Mayor of London): Of course.

Dee Doocey (AM): On the Finance Committee this Thursday we have a note that includes details of 124 new safer neighbourhood bases but I understood that the Estate Strategy programme was supposed to be on hold so I am not quite clear what is going on. Perhaps you could help me?

Boris Johnson (Mayor of London): Dee, I am going to have to elucidate you further when I have got the particulars about those 124 new bases.

Dee Doocey (AM): Fine. Finally, can I just ask you to confirm that if these police stations are sold eventually, after proper consultation that we are both so keen on, that no building currently owned by the MPA will be replaced by a rented property? I am very keen to keep the capital receipts separate from the revenue.

Boris Johnson (Mayor of London): Again, would you forgive me if I do not make any kind of binding undertaking to you now without having a chance to furnish you with a proper set of responses to that suggestion -

Dee Doocey (AM): I will indeed, provided we get the responses and we can have the debate. No problem.

Boris Johnson (Mayor of London): It would be very helpful if, in exchange, you could send me your positions on it. Thank you.

Metropolitan Police Overt Surveillance Techniques

Question Number: 1099/2008 Meeting Date: 18 June 2008 Dee Doocey

Boris Johnson (Mayor of London): I want you to know that I have myself very serious instinctive reservations to this practice [of filming young people in case a crime is later committed]. It sounds potentially oppressive. It is capable of abuse it seems to me...Since I have only just been made aware that the Metropolitan Police Service is in fact doing this I hope you will allow me to make further enquiries and get back to you with a detailed account of what they are in fact doing and the extent to which I think it is tolerable.

Domestic Violence

Question Number: 1072/2008 Meeting Date: 18 June 2008 Steve O'Connell

Steve O'Connell (AM): So, Mayor, again I thank you for your lead on this but I would invite you to visit the Family Justice Centre - which is a holistic piece of work, not just rape crisis but dealing as a one stop shop for all the victims of domestic violence - and I would like you, Mayor, to give some sort of commitment to come to the Family Justice Centre and get underneath the bonnet of that work to take forward your vision.

Boris Johnson (Mayor of London): Thanks, Steve. Of course I happily accept your invitation and we will do that.

Transport

Taxi and Private Hire directorate

Question Number: 2535/2011 Meeting Date: 14 September 2011 Caroline Pidgeon AM

Caroline Pidgeon (AM): I think you are effectively saying that you think the Taxi and Private Hire directorate is effective, but the problem of illegal minicab practice in London is absolutely rife and it really does pose a serious threat to passengers. I have recently been out with taxi drivers looking at the problem in central London and particularly where we see minicabs illegally parked in bus lanes, massive queues on double yellow lines and effectively forming their own ranks. But you only have about 56 enforcement officers, I understand. Only six work at night and none at weekends. If you compare cabs and taxis in New York, there are similar numbers yet they have 413. Will you look to significantly increase enforcement activities and the number of enforcement officers on the streets of London?

Boris Johnson (Mayor of London): As I remember, we did double the teams when we came in, in 2008, but I hear what you say about only six working at night. I will investigate whether that is in fact accurate. But Caroline, this is a problem and it is something that we want to deal with very fiercely. It may be that there is more that needs to be done and I will certainly make sure your concerns and the points you make are passed back to TfL. Actually, what I would like to hear from TfL and I have quite a lot of stuff here in my brief, but what I have not heard is more granular stuff about the extent of the problem. You say you have been out with the taxi trade recently. Obviously we have all done that and seen the problem taking place on our streets. I would like to have a bit more data about the way in which it is getting worse. I can recite all sorts of statistics about the people we are arresting but I would like some more evidence.

Caroline Pidgeon (AM): Can I ask some follow-up questions. The other suggestion I have to put to you is that in other parts of the country they have signage on the side of minicabs that says “no booking, no ride” to make it absolutely clear that you have to book before you use private hire and you can only flag down a black cab. Will you consider rolling out something similar in London?

Boris Johnson (Mayor of London): We will certainly look at that. I am sure that that is already used in some places.

Caroline Pidgeon (AM): It is not used in London.

Boris Johnson (Mayor of London): I have certainly seen signs of that kind on some minicabs.

Caroline Pidgeon (AM): From outside London. Will you look to do that, please?

Boris Johnson (Mayor of London): I will certainly look at it and I would be grateful, Caroline, if you could furnish me with the evidence that you have procured about the extent of the problem.

Taxi and Private Hire directorate(2)

Question Number: 2535/2011

Meeting Date: 14 September 2011

Caroline Pidgeon AM

Caroline Pidgeon (AM): My final question: I absolutely support you on the need for CRB-enhanced checks for taxi and cab drivers and I fully support you on that. But there is another issue to do with drivers from overseas and there are some very serious issues around that. I am wondering whether you have made any representations to the Government about that... There are some issues and there were some terrible incidents reported because they cannot get the record checks that you have for drivers in this country. I am wondering what representations you are making to the Government on this anomaly to make sure that passengers are safe in London. They cannot fully check everyone’s records and there are people who have been given licences who have had terrible criminal records in a different country. What are you doing with the Home Office to make representations on that?

Boris Johnson (Mayor of London): Again, I would be grateful for the data.

Caroline Pidgeon (AM): Have you made any representations on that issue?

Boris Johnson (Mayor of London): No, this is not something I have raised yet with the Home Office because it had not yet been brought to my attention. I am grateful to you for bringing it up and if there is something we can do to make sure that drivers from overseas are not people of bad character and if there is something we can do to make sure they are properly checked, obviously we will.

Caroline Pidgeon (AM): Given that your Director of Taxi and Private Hire has recently said that he cannot give an assurance that an applicant for a private hire licence has never done anything wrong and has not been arrested for a sex attack or violence and never charged and “this worries the hell out of me”, I am surprised that it has not been raised with you. Please do make sure that you raise this to the Government.

Boris Johnson (Mayor of London): It has not. I am grateful to you for raising it and obviously we will see what we can do to make sure there is a level playing field, because it is not right that people can get a licence to drive a minicab on one basis because they happen to be nationals of this country, and are exempt

from checks because they are nationals of another country. That is not right and, as you rightly say, it risks passengers.

Caroline Pidgeon (AM): Will you in the short term look to whether you can put any stop on licences where you cannot get full checks so that passengers are not put at risk?

Boris Johnson (Mayor of London): I will have to look at that and I will come back to you in greater detail about this issue, about the problem of overseas nationals having minicab licences. I am not briefed on the extent of the problem, how many foreign nationals have minicab licences, what evidence there is that they are abusing them and whatever there is that they are convicted criminals or have a criminal record. Let us look into it. I do not want to give you an impromptu proposal now to ban all foreign nationals from seeking employment opportunities in this country as minicab drivers.

Caroline Pidgeon (AM): I am not asking that. Thank you, Mr Mayor.

Boris Johnson (Mayor of London): But let us look at it in a balanced way.

Caroline Pidgeon (AM): Thank you.

The Big Switch

Question Number: 2539/2011

Meeting Date: 14 September 2011 Mike Tuffrey

Boris Johnson (Mayor of London): The answer is that I think your idea is a good one [to convert all London's buses and taxis to electric power by 2020]. It is difficult to implement with quite the speed that you want to see. If you want to have every taxi and every bus only electric by 2020, that is a big ask. I think it would be a bit hard on loads of taxi drivers who are currently buying vehicles that they think are compliant and would expect to last them for a long time, so I am not content to go down that route. What I think we should be doing is championing low carbon vehicles and championing the switch to hybrid and to electric in our buses. You will be seeing more on that with some announcements later on.

Mike Tuffrey (AM): Let us stick with taxis. The essential point is that it is massively cheaper for them to run their taxis on electricity than diesel, so it actually pays them back in very short of time to switch to electric. We could have every taxi on London streets with zero emissions by 2020 if we relax the turning circle because the technology of a car-based chassis and all the engine and the power pack and so forth is there. So, if you would follow my plan to relax the turning circle and to have a competition for an iconic taxi, we would have on the marketplace within a year or two fully electric, fully zero-emission, much cheaper to run taxis. You could get to zero emissions and all taxis electric by 2020. Will you agree to do that? I note, Mr Mayor, that in EcoVelocity you appeared to announce your ambition to do that but your plan will not allow you to do it, so will you come clean and say whether you will or will not follow the plan to get all taxis electric by 2020?

Boris Johnson (Mayor of London): As I said, not only will I come clean but London's taxis will get cleaner and I do want to get to this. I have the same objective as you. I just have to be realistic about the financial burden that we ask London's taxi drivers to bear and we must support that trade. But if you want to bring your plan to me to discuss it or to discuss it in greater detail with Isobel [Dedring, Deputy Mayor, Transport], then I would be more than happy to look at it.

Mike Tuffrey (AM): In my new role as a redundant mayoral candidate, I will come and see you with the plan and let us get some action on taxis well before 2020 because it can be done.

Savings from TfL

Question Number: 2381/2011

Meeting Date: 13 July 2011

Caroline Pidgeon AM

Caroline Pidgeon (AM): OK, but as Chair of TfL, will you commit today to review Project Horizon and ensure press and communications are included as part of that because it is supposed to be looking at back office functions. Why would that be excluded?

Boris Johnson (Mayor of London): All these things, Caroline, are under continuous review.

Caroline Pidgeon (AM): Well, they are not, they are excluded. The papers from TfL show it is excluded.

Boris Johnson (Mayor of London): All these things are under continuous review, and where there are further savings that can be made without compromising our ability to explain to the public what TfL is doing --

Caroline Pidgeon (AM): So yes or no, will you commit to reviewing communications?

Boris Johnson (Mayor of London): -- then of course we will look at it, but there is an infinite, infinite flexibility in the imagination of TfL in cutting costs, and I am sure they will address it.

Caroline Pidgeon (AM): So yes or no? A one-word answer.

Boris Johnson (Mayor of London): Yes.

Caroline Pidgeon (AM): Fantastic.

London's Cycling Trends

Question Number: 2135/2011

Meeting Date: 13 July 2011

Andrew Boff AM

Boris Johnson (Mayor of London): You want a study done into cycling trends in London. In fact, TfL produce loads of data and we have had a good discussion just now about some of the things we are achieving on cycling. What I would propose to you - instead of doing a major new study - that we try to acquaint you more directly with some of the information that is now being produced. A lot more counting of cycling trips is being done, a lot more surveys are being done, and if there is more stuff you need, then we will be happy to give it to you.

Andrew Boff (AM): I hope it is not just me. This is something that many of the campaigning groups that there are with regard to cycling are also acquainted with this information, because they have complained to me that the quality of information coming through is quite poor and sometimes very confusing.

Boris Johnson (Mayor of London): I mean, we have got to be clear. This is something that TfL has only recently started to take very, very seriously. TfL is basically there to deliver mass transit systems and buses - Tubes - so cycling is something that actually is now moving very fast up their agenda. I will have a word

with the Commissioner. We will see what we can do to find a way of having information in a way that is possibly more kind of immediately comprehensible and palatable for everybody.

Andrew Boff (AM): It would certainly make, Mr Mayor, some of the decisions of TfL more transparent. At the moment, there are complaints on some of the decisions that TfL make, based upon the breakdown of traffic and which modes are being used, so I would urge you. I do not blame you, Mr Mayor, it is something that you inherited from the previous administration who talked about cycling but did not produce any kind of meaningful data to support their programme. You at least have given a commitment - and thank you for that - that we will now have more transparent data for planning the cycling facilities in future. Thank you.

Boris Johnson (Mayor of London): OK. I will talk about it to Peter Hendy [Commissioner, TfL] and we will see what we can do, Andrew, to do that in a way that is not massively expensive and so on and so forth. Let us just see what we can do to bring the data together in a comprehensible way.

Blackfriars Bridge and the 20mph speed limit

Question Number: 2091/2011 Meeting Date: 13 July 2011 Jenny Jones AM

Boris Johnson (Mayor of London): I have. My answer is I am interested in this report [on a 20mph speed limit for Blackfriars Bridge]; I am not content it is the best advice, we are not pursuing it.

Jenny Jones (AM): OK, in that case could you please give the Assembly a short report of where you think it is wrong, where you think it could be improved. Could you do that for us so that we know --

Boris Johnson (Mayor of London): I have just given you a very short explanation which is that I do not think that the 20mph speed limit is appropriate to Blackfriars and my information is that it would not be successful in managing traffic flow in the other locations that you wanted and therefore it is not something that we are pursuing at the moment.

Jenny Jones (AM): This report presumably was done by your best minds at TfL and I would like to know why you do not think it is a good report. Can you please give us a written explanation --

Boris Johnson (Mayor of London): I would be very happy to send you a letter, Jenny, detailing that.

Unlicensed Minicabs

Question Number: 2202/2011 Meeting Date: 13 July 2011 Roger Evans AM

Roger Evans (AM): We carry out operations every now and then to blitz on these venues [where unlicensed minicabs wait] and you often find not just people who should not be driving vehicles but vehicles that are not fit to be on the road. People who are not insured, people who should not be in the country, people who are committing benefit fraud and, of course, people with criminal records who the CRB check would at least highlight in those situations. How can we advise members of the public who see vehicles and drivers operating in this way to report it to police? Is there going to be an easy mechanism for them to do that?

Boris Johnson (Mayor of London): Yes. The best thing they could do obviously is to get on to the TfL website and report it. If there is somebody who has approached you and does not know how to do that, I will make sure we furnish them with the details.

Roger Evans (AM): Yes, but I would quite like it if you would furnish me with the details as well, Mr Mayor, so that I can publicise that through my blog later on.

Boris Johnson (Mayor of London): That is exactly what I mean. What a good idea, and what an important public service that would be. Almost like the Huffington Post of blogs! 'Rojet'.

Cable Car Scheme

Question Number: 1893/2011 Meeting Date: 15 June 2011 Caroline Pidgeon AM

Caroline Pidgeon (AM): Mr Mayor, you do not recall last month you promised that you and I would go on a ride on this new cable car together. You obviously have forgotten last month's questions. My final question to you is can you guarantee yet whether this will open before the 2012 Games, yes or no?

Boris Johnson (Mayor of London): You asked that last time.

Caroline Pidgeon (AM): I am asking you again a month later, lots of things happen: yes or no, can you guarantee it will open before the Games?

Boris Johnson (Mayor of London): I have not seen anything in the last month that allows me to vary the last answer I gave you.

Caroline Pidgeon (AM): When it is good and ready. Fantastic.

Boris Johnson (Mayor of London): I will get back to you as soon we have got a date on that, Caroline.

EU Extension on Air Quality

Question Number: 1635 / 2011 Meeting Date: 18 May 2011 Mike Tuffrey

The question I want you to focus on, however, is the suggestion that for a temporary period next summer, during the Olympics and the Queen's Diamond Jubilee, there should be put in place restrictions to get the level of pollution down. That is good for Londoners, good for the Olympics and may well save us the possibility of financial penalties through breaching the promises that you have given to the Olympic authorities. Will you consider a temporary, short-term, limited zone for central London for next summer?

Boris Johnson (Mayor of London): Of course. I said already that I will consider any solution. I am delighted that James has drawn my attention to the fact that the new measures we are bringing in are actually thanks to the extra funding we secured from the Government, the extra £5 million we secured to bring in the new measures; the bus retrofit, the anti-idle strategy, other measures, the dust suppressants, those are all on top of the strategy that we were already pursuing with the low carbon vehicles, with a new bus for London that will be 15% less emitting than the current hybrid busses. What I am saying was the Commission is already impressed by what we were doing. We are now doing even more. Your idea that you raised several times with us is one we will certainly look at, but at the moment I am very pleased that we are moving in the right direction and at last this body is taking action on air quality.

Direct Train Services from Sutton

Question Number: 1645/ 2011 Date of Meeting: 18 May 2011 Steve O'Connell

Steve O'Connell (AM): We talked about infrastructure in outer London boroughs, and we had a long debate about that. But my residents in Sutton, when I do speak to them, particularly feel vexed about the Network Rail service into the centre of London. It comes up time and time again, and I know that is not directly under your --

Boris Johnson (Mayor of London): Well, what we need is to take it over.

Steve O'Connell (AM): Indeed, Sir. So we need to have more influence on it, which is a theme that I will pursue with you, with your agreement, but in between time I will be coming back to you for your support and lobbying to improve certainly the Network Rail/British Rail services for colleagues in Sutton, because at the moment they are not well served and clearly they do not have the benefit, at the moment, of the tram service and it is something that I will be pursuing and hopefully have your support in the months to come.

Boris Johnson (Mayor of London): Certainly, and you shall have it, though I think what it reinforces is the need to have more democratic oversight and participation by us in the GLA over Overground services and Network Rail services.

Steve O'Connell (AM): I will be urging that, Mr Mayor. Thank you, Chair.

Richard Tracey (AM): Mr Mayor, can I add to what my colleague, Steve O'Connell has said, because it is not simply Sutton that is affected by this. There is in fact an all party campaign about this situation.

This particular measure that has been talked about by Network Rail affects my constituents in the Mitcham and Morden part of Merton. It also affects people in Lambeth too, and it is not simply length of trains and so on; the real point that our constituents are making is that they do need the through service, not only to get to Luton Airport, but also get to St Pancras and Eurostar.

Sometimes people are taking very heavy bags and actually to have to get off one train and onto another one at Blackfriars would be very inconvenient. So, could I ask you to see if you can get some sense and reason into a myth that actually realignment of the tracks is going on - I think at Elephant and Castle at the moment - which would prevent the through trains from the loop going to St Pancras and Luton. It does require your office and the transport experts in your office to talk to Network Rail. So, could I ask you to do that?

Boris Johnson (Mayor of London): We will get onto it. Can I say, I am very grateful to both of you for bringing this up and for drawing it to my attention. Let us get onto it; let us see what we can do to sort this out. Unfortunately, I do not run Network Rail service, we do not run Thameslink in the way that we need to, but let us see what we can do to sort it out.

HGV Operators

Question number: 1615/2011 Meeting Date: 18 May 2011 Andrew Boff

Andrew Boff (AM): Therefore, would you add your weight as Mayor in writing to the Department of Transport to insist that cycle-awareness training does become part of HGV courses in the future?

Boris Johnson (Mayor of London): Which is this body that has not recognised the courses?

Andrew Boff (AM): Joint Approvals Unit for Periodic Training (JAUPT), it is called, which you really do not want to know about --

Boris Johnson (Mayor of London): The JAUPT needs to recognise --

Andrew Boff (AM): It is the body that approves the training schemes for HGV drivers. It has, unfortunately, rejected that part of training schemes that insists on cycle awareness and the use of cycles. Therefore, the LCC and all members would be really grateful if you could add your weight to insisting that this is part of the training programme. I know this is complex. It is important that we do it.

Boris Johnson (Mayor of London): No, no. We will get onto it and I will make sure that TfL takes this up with the body once we have established the name of the relevant body.

Accessibility on the Underground

Question number: 897/2011

Meeting Date: 23 March 2011

Caroline Pidgeon

Caroline Pidgeon (AM): I recently met with representatives from the Royal National Institute of Blind People to discuss issues that the 39,000 visually impaired Londoners face when using the Underground and I wanted to pick up two issues. Some of them you started to mention already. You talked about wide aisle gates which guide dogs are specifically trained to identify. You said there are going to be 100 extra over the next 18 months but that still leaves about 20% of stations without wide aisle gates which, as I say, guide dogs are specifically trained to use. When will every Underground station have wide aisle gates?

Boris Johnson (Mayor of London): The answer is that to install another 100 gates over the next 18 months is fast work. I cannot give you an absolute deadline for when 100% of them will be done, Caroline. I will supply you with any further particulars that I can get on the timetable.

Caroline Pidgeon (AM): Visually impaired Londoners would like a date when they know that every station in London will have wide aisle gates so will you write to me on that please?

Boris Johnson (Mayor of London): I will certainly write to you with all the details I can supply on that. Whether we can set out a timetable for delivering 100 % coverage I cannot say now for certain. In principle, I do not see any reason why not.

Caroline Pidgeon (AM): With respect, Mayor, you are Chair of Transport for London (TfL). If you want this to happen you could make it happen --

Boris Johnson (Mayor of London): I understand.

Caroline Pidgeon (AM): -- so if you could write to me with a timescale of when all the stations have --

Boris Johnson (Mayor of London): Of course you are right. All I am saying to you is that my information is - and I understand completely what you are saying - that we are making very fast progress. You will accept that to do 100 more wide aisle gates is good work in 18 months --

Caroline Pidgeon (AM): That is very welcome indeed.

Boris Johnson (Mayor of London): They are expensive and there can sometimes be technical difficulties involved. I will look into the technical difficulties at each of the stations concerned and we will get back to you, if we possibly can, with a timetable and a terminus date.

Accessibility on the Underground (2)

Question number: 897/2011

Meeting Date: 23 March 2011

Caroline Pidgeon

Caroline Pidgeon (AM): OK. Secondly, the issue of escalators which you have already touched on, I take it you are aware there is a London Underground bylaw which prohibits guide dogs from using moving escalators on the Underground unless they are carried. What are you doing to sort this out?

Boris Johnson (Mayor of London): As I think I mentioned just now, we are working to see if we can overcome the problems that have been encountered with guide dogs on moving escalators and we are working with guide dogs to allow assistance dogs to use moving escalators.

Caroline Pidgeon (AM): So when will guide dogs be able to use moving escalators on the London Underground?

Boris Johnson (Mayor of London): Caroline, as far as I know, this is a discussion that is still ongoing. I cannot give you a deadline. Clearly the bylaw to which you refer had some foundation in necessity. It was previously thought that there were issues around allowing guide dogs to use moving escalators. If those issues can be overcome - and, again, I for my part, see no reason why they cannot - then we will be able to do it without undue delay. I am sure that Richard [Barnes], my Statutory Deputy Mayor, will have looked into this as part of his equal opportunities brief and will be more than happy to help me take that up on your behalf.

Caroline Pidgeon (AM): Mayor, the new training techniques for walking guide dogs to use escalators is seen as absolutely safe for those who regularly use the Underground, so what will you now do to ensure that this bylaw is changed?

Boris Johnson (Mayor of London): I am grateful to you for bringing this up. I am aware of the discussions that are going on now with Guide Dogs for the Blind about the use of moving escalators by dogs. If we can get to a happy resolution of the difficulties that have previously been encountered and if you are correct - as I am sure you are - in saying that there are new training techniques that make it much easier for guide dogs to use moving escalators, then I am sure we will be able to get to a happy outcome.

Caroline Pidgeon (AM): Mayor, revised wording of the bylaw has been with TfL for over a year from the Department for Transport (DfT). It is time that you, as Chair of TfL, showed leadership on this issue and I would like you to commit, today, to ensure this bylaw is amended.

Boris Johnson (Mayor of London): All I can say from my brief is that I am glad that you have raised it, Caroline, I will look into the state of the discussions between Guide Dogs for the Blind and ourselves about the use of moving escalators by assistance dogs and, if I can make it happen overnight, then that is what I will do. At the moment all I know is that there are discussions going on.

Caroline Pidgeon (AM): If it could be done by the summer I think everyone would be very happy.

Boris Johnson (Mayor of London): Caroline, if it can be done by the summer, it will certainly be done by the summer.

Park Street Crash

Question Number: 962 / 2011 Meeting Date: 23 March 2011 Steve O'Connell

Steve O'Connell (AM): OK, thank you, Mayor. This is a junction [Park Street/Wellesley Road junction, Croydon] that over the last five years has had 14 accidents, of which nine have involved buses, and is a junction that I think we do need to give some time and attention to as a borough but also as TfL. So, I would urge you to go back to TfL. One of my suggestions would be to move the pedestrian crossing further down Park Street and I would ask you very much to use your influence to impress upon TfL that this is an accident record that is unacceptable. It is bang in the middle of our town centre and we are obviously encouraging people to come to our town centre in a safe environment and we do need to enable them to have that safe environment. So, again, I would thank you for that, Mayor, but I would urge you again to go back to TfL to urge them to look again at this to see what we can do as a partnership to improve the safety of my residents.

Boris Johnson (Mayor of London): Of course, we will do that. Bear in mind, from memory, Wellesley Road is going to be at the heart of one of the best and most exciting urban realm regeneration schemes in London. So, let us hope that the stuff that we put in there will address the issue that you are talking about.

New Airport for London

Question: Oral Update Meeting Date : 26 January 2011 Len Duvall

Len Duvall (AM): Look, Mr Mayor, this is a complex issue requiring a serious discussion. Why then do you mislead Londoners over the number of destinations that you can reach from London in terms of some of the figures you have already quoted this morning in your arguments?

Boris Johnson (Mayor of London): Well, I do not believe I am misleading Londoners, Len.

Len Duvall (AM): Well, Andrew Gilligan's - who is a well-known cheerleader for you and possibly a friend - research infers that you are misleading Londoners but also he goes one better. He says you are fiddling the figures.

Boris Johnson (Mayor of London): Well, in fact, as far as I am aware, we went to great trouble with Andrew [Gilligan]. Of course, I am a huge respecter of what Andrew has to say but, as far as I can remember, we looked at what he had said and we think that, alas, in this one instance, it seemed to us that he was mistaken and the fact is that Frankfurt and Paris are flying considerably more both flights to mainland China and to more destinations in mainland China. That is not how it used to be. That is a function, I think, of the gross attempt to rely solely on Heathrow and I think it needs to be sorted out.

Len Duvall (AM): So which instance is he wrong about?

Boris Johnson (Mayor of London): I do not know. He just seems to have got it wrong. The figures I have given you are right - if you exclude Hong Kong - and I double-checked this because it was drawn to my attention that there was a rare occasion when someone had chosen to dispute my figures. I double-checked it and --

Len Duvall (AM): Because you never get the figures wrong, do you, Mr Mayor?

Boris Johnson (Mayor of London): No, I do not. Well, I double-checked it and it is a fact that the whole of London flies fewer daily flights to mainland China than either Paris or Frankfurt and that seemed to be of material importance to the argument.

Len Duvall (AM): No doubt we could check those figures because I think they would be of interest to others to see if you have got them wrong or right. You will be prepared to come before us to apologise then, if you have got your figures wrong? Because the figures, he says, are quite clear and, for someone who has checked into it because you want to get your figures right. I think you say Paris do 79 flights a week, Frankfurt do 70 a week, to locations in China. Andrew Gilligan says in London - you say "as a whole", we will use "as a whole" then - 92 flights to China average 13 a day.

Boris Johnson (Mayor of London): Len, with deep respect, you were not listening to what I said. You have got to exclude Hong Kong. I said mainland China and, as you will appreciate, an event took place in 1996 which created --

Len Duvall (AM): Is Hong Kong not part of China?

Boris Johnson (Mayor of London): Hong Kong is part of China.

Len Duvall (AM): I am just getting a geography lesson. We do business with China.

Boris Johnson (Mayor of London): Yes. I said --

Len Duvall (AM): So are you fiddling the figures? Are you fiddling the figures?

Boris Johnson (Mayor of London): Was anybody listening when I said earlier "excluding Hong Kong"? Did anybody hear me say that? Do you not thinking he is being ever so slightly unfair?

Len Duvall (AM): I am trying to get to the bottom of --...Stop misleading Londoners, double-check your figures and then we can have a serious debate, which is what you want to promote.

Boris Johnson (Mayor of London): I really think that anybody listening to what I said earlier on, which specifically excluded flights to Hong Kong, will appreciate that the growth in China is in mainland China. We are failing to expose British business people to those markets in the way that we need to and I think that, frankly, to go on quibbling about one particular statistic, which in fact I am right and you are - I do not know actually what your position is - I think basically agreeing with me.

Len Duvall (AM): Andrew Gilligan is wrong, is that what you are --

Boris Johnson (Mayor of London): He --

Len Duvall (AM): He is wrong, is he?

Boris Johnson (Mayor of London): Well, he is wrong, yes.

Len Duvall (AM): He is wrong?

Boris Johnson (Mayor of London): I think when you --

Len Duvall (AM): That is what you say; he is wrong?

Boris Johnson (Mayor of London): -- look at the reduction, the decline at Heathrow in international standing and the fact that so many flights are now delayed coming into Heathrow and the deterioration in passenger experience at Heathrow and the fact that most of our economic competitors have absolutely no compunction about building more runway capacity, I think you are in danger, Len, of trivialising the argument. I certainly will be happy to supply you a detailed breakdown of those statistics but I am assured that the figures I have given you today are correct.

The lot of rail commuters

Question number: 151/2011

Meeting Date: 26 January 2011

Caroline Pidgeon

Caroline Pidgeon (AM): Mr Mayor, after your rail summit last year you agreed a joint statement with train companies and you said one of the key things was improving information for passengers. A year later how has this actually improved?

Boris Johnson (Mayor of London): Well, for instance in the recent snow event, as far as I can remember - I will have to give you more detail on this, Caroline, offline. As far as I can remember there were significant improvements in the information, even if it was not adequate, and I think we did learn some lessons from the previous snow event.

The lot of rail commuters (2)

Question number: 151/2011

Meeting Date: 26 January 2011

Caroline Pidgeon

Caroline Pidgeon (AM): I am saying let's strip out the suburban inner London rail services and you run them like you run the overground so well, as your press release coincidentally said this morning. Will you look into taking over these suburban rail services, yes or no?

Boris Johnson (Mayor of London): I am delighted that you pay tribute to what we are doing, Caroline, and I do think it is true that we are doing a good job on the London Overground and on the London Underground.

Caroline Pidgeon (AM): So will you look at whether you can strip out these services and put in to run them for the good of rail commuters in London who are suffering?

Boris Johnson (Mayor of London): I am certainly in favour of us having a much bigger role in setting the franchises.

Caroline Pidgeon (AM): Yes, or no, will you look at it? Will you look at it?

Boris Johnson (Mayor of London): But I have to tell you, and I am going to be totally frank with you, in my conversations with Government and with the Department of Transport, I do not think I have yet received any kind of indication that they are anywhere near giving us control of all the railways, total control of all the railways, in London, because I am afraid there are implications for other passengers beyond London, and that is a difficult argument. I prefer to go down the route of saying that what we want is a stake in the franchising arrangements. For us now to say that we want to take over every single railway in London and throughout the Greater London area is, I am afraid, not politically liveable at the moment.

Caroline Pidgeon (AM): The suburban one, the suburban ones. Not the ones going outside London but the suburban ones inside London. You could easily take over those. You could start the negotiations now before 2014. Will you, yes or no, look at that to help rail commuters?

Boris Johnson (Mayor of London): Yes, I will look at it, Caroline.

Olympic rail travel

Question number: 64/2011

Meeting Date: 26 January 2011

James Cleverly

Boris Johnson (Mayor of London): You are worried about large numbers of people coming and parking their cars and then using free travel with their Olympic ticket to get into the venues but congesting areas in South London because there is no free travel on the railways. There is a conversation to be had with the railways about this. I think it is frankly unlikely that they are going to give free travel to everybody with an Olympic ticket, if that is what you are after, but we are certainly having a conversation with them about it.

James Cleverly (AM): Thank you, Mr Mayor. You have highlighted an issue known as railheading, which is a particular concern to residents in the outer London boroughs, particularly those who live near railway stations just on the edge of the London Zone 6. Consistently people drive in from the near suburbs, park up in residential streets and then use the TfL system or suburban rail transport system to get into the centre of London. Obviously, the concern is that during the Olympics that is going to be exasperated by the increased numbers of people.

Whilst I agree with you that I doubt there will be free travel on the suburban routes, as there will be within the TfL-designated parts of London, would you at least commit to having the conversation with them about introducing a discounted fare to encourage people out of their cars and on to the trains? This will not only bring about environmental benefits but it will also ensure that my residents in Bexley and Bromley and the other residents at railheads around the edge of London are not boxed in by people parking up to take advantage of the free travel?

Boris Johnson (Mayor of London): I am aware of the problem of railheading. We will look at the suggestion that you make. Clearly there will be financial implications for the rail companies that they had not bargained for, but we will certainly look at the arguments. I am very happy to work with you on that.

James Cleverly (AM): One of the points we want to get across to them is that people travelling to the edge of London in their car in order to take advantage of railheading, has actually lost revenue. So whilst they may balk and say, "Oh, well discounted fares and all that", what we are trying to encourage them is to

having a slight discount on a significantly larger number of people. They should see that they will be financially better off by bringing about this discount. They will have a huge opportunity to get additional passengers, many of whom will be travelling at off-peak times. This is something which I think could be a very, very powerful signal and will echo, actually, some of the other conversations that we have about making sure that the service provided to Londoners and people travelling into London by the train operating companies is really up to scratch and is properly co-ordinated with the policies that you are putting forward for TfL.

Boris Johnson (Mayor of London): I am certainly willing to look at that suggestion; it is an interesting suggestion. Quite how the rail companies will take it, I do not know, but let's bring it up with the Association of Train Operating Companies (ATOC).

Olympic rail travel

Question number: 64/2011

Meeting Date: 26 January 2011

Richard Tracey

Richard Tracey (AM): Mr Mayor, are you or the Olympic Delivery Authority and London Organising Committee of the Olympic Games talking about possible park and ride facilities with developers who may have land that is undeveloped in 2012? I am thinking particularly in my own constituency, there are quite a number of hectares or acres, whatever you want to call them, in Nine Elms, Battersea Power Station and so on. I guess that they will not have started building in some of those areas by 2012, so it seems to me an absolutely logical thing with the various railway stations, with the boat transport and so on. Vauxhall Station is very close to Nine Elms and they could park and then get on a train to get to the Olympic Park. Are you making a few overtures to people to do that?

Boris Johnson (Mayor of London): That is a very interesting idea and we will certainly have a look at it.

Bank Interchange Upgrade

Question number: 3541/2010 Meeting Date : 17 November 2010

Caroline Pidgeon

Caroline Pidgeon (AM): I recently experienced an emergency evacuation at Bank Station in rush hour. It was a horrendous experience. The cause, I found out afterwards, was severe overcrowding. Basic procedures such as not enough emergency exit signs need to be addressed. That has come to attention because I have reported it. Will you consider bringing the upgrade works at Bank Station forward? Looking at your correspondence with the Department for Transport (DfT) the works to relieve station congestion on the Northern line are not going to be complete at Bank Station until 2021.

Boris Johnson (Mayor of London): I, myself, Caroline, have been in the crowd - perhaps the crowd was so big I did not see you - at Bank Station. I was there too, I suspect, on that day. It does get very crowded at that interchange.

Here is what I will undertake. I will talk to LU about bringing forward the Bank interchange upgrade. I am not going to promise that I am going to come back with a favourable answer but we will look at it. I have certainly experienced the problem that you describe. People around the horseshoe and in the audience could all speak of similar experiences.

London Underground Safety Review

Question number: 3541/2010 Meeting Date : 17 November 2010 Caroline Pidgeon

Caroline Pidgeon (AM): Will you also agree to have a complete safety review of the network to make sure there are adequate overcrowding and evacuation procedures in place? Just getting Bank looked at, they found a number of things they need to do to make sure it really is safe for people if they are having to evacuate them. Will you agree to do a review across the network?

Boris Johnson (Mayor of London): Caroline, I am sure continuous safety reviews are in progress all the time. This is something that is absolutely critical to our reputation and to what LU is doing. To be fair to LU, a lot of the recent delays and a lot of the problems people experience are as a result of pre-emptive steps that we take. When we discover some fault we act immediately and we do not allow it to turn into an incident --

Caroline Pidgeon (AM): Yes or no? Will you look at reviewing safety at some of these stations?

Boris Johnson (Mayor of London): If you want a yes or no answer to whether I will undertake a major new review it depends, dear Caroline, on what we have got going already. Sorry.

Caroline Pidgeon (AM): You will look into it?

Boris Johnson (Mayor of London): I will look into it and I will come back to you.

East Croydon Station

Question number: 4242/2010 Meeting Date: 15 December 2010 Steve O'Connell

Steve O'Connell (AM): Will you support me in the lobbying to build a new platform and pedestrian bridge across the platforms in East Croydon Station?

Boris Johnson (Mayor of London): I will completely support you in that, Steve, and I congratulate you on all the work that you are doing for transport in Croydon. We intend to support you.

Northern Line Closures

Question number: 4011/2010 Meeting Date: 15 December 2010 Valerie Shawcross

Boris Johnson (Mayor of London): I do not want to seem evasive to you, Val, about this matter. Here is what I will say to you. I agree with you about the urgency of getting clarity on this. I will make sure that we have clarity on the programme of closures for the Northern line early next year. How about that? Next year is not very far away.

Upminster Railway Depot

Question number: 4011/2010 Meeting Date: 15 December 2010 Roger Evans

Roger Evans (AM): On a similar subject in east London, the District line is about to start work to expand the railway depot at Upminster to provide room for their new trains, which we welcome. People who live

behind the depot are going to be deprived of a lot of the vegetation that used to screen them from the site. Can you make sure that they have this matter discussed at a senior level in TfL and that some sort of screening is put in place to ensure that they retain their peace and quiet?

Boris Johnson (Mayor of London): I am sure that that can be arranged. I will make sure that a vegetation lobby can be heard by TfL.

River Services

Question number: 3909/2010 Meeting Date: 15 December 2010 Caroline Pidgeon

Caroline Pidgeon (AM): I have a number of questions. I am hoping you might be able to give me some relatively quick yes or no quick answers to them. One of the issues is about providing real time information which is essential for passengers. You have rolled this out on buses with iBus. Will you look at developing a similar thing - perhaps iBoat - real time information for river passengers?

Boris Johnson (Mayor of London): You mean dot matrix signs on the boats themselves saying next boat due? Or on the piers?

Caroline Pidgeon (AM): On the piers.

Boris Johnson (Mayor of London): That is exactly the kind of thing we could look at. There are funding implications. We subsidise Thames Clippers alone by £400,000 each year for its peak hour services. There is a cost to the taxpayer of this kind of thing. I am keen to encourage it but I do not want to --

Caroline Pidgeon (AM): You have agreed you will look at it? You will look at it?

Boris Johnson (Mayor of London): I do not want to make commitments now that I cannot deliver.

Caroline Pidgeon (AM): Only to look at. I understand there are financial issues with all these things.

Boris Johnson (Mayor of London): I will certainly look at it.

Caroline Pidgeon (AM): Another issue is around contactless payments which are going to be rolling out on the buses. I understand there are going to be about 9,000 new readers for buses but less than 50 are needed for that kind of technology to work on the river --

Boris Johnson (Mayor of London): Contactless payments?

Caroline Pidgeon (AM): Contactless payments. Yes.

Boris Johnson (Mayor of London): When you swipe?

Caroline Pidgeon (AM): Something TfL is looking at - straight from bank cards. Will you look at involving river services as part of that strategy?

Boris Johnson (Mayor of London): I am very happy to look at all that kind of thing. Can I suggest, Caroline, this is the kind of thing you should take up with Kulveer [Kulveer Ranger, Mayoral Adviser for Transport] and with Dick [Richard Tracey].

London Underground Safety

Question number: 3224/2010

Meeting Date: 13 October 2010

Caroline Pidgeon

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

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

Caroline Pidgeon (AM): You are not aware?

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

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

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

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

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

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

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

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

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

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

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

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

Caroline Pidgeon (AM): I think there are huge concerns here that in your role you are not aware what this safety notice is about. They have not even provided you with that information in your briefing. I think you should be asking serious questions about that... You have talked, rightly, about these regular maintenance and safety checks that TfL carries out and the District line trains you cite as a good example where they found these things. Given the issues that I have been raising and the concerns over the District line over the last week, do you think it is wise to change safety inspections from every 14 days to once a month?

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

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

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

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

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

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

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

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

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

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

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

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

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

Caroline Pidgeon (AM): It absolutely is on the table...I think Londoners will expect you to review this. Thank you.

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

Olympic Lanes

Question number: 3053/2010

Meeting Date: 15 September 2010

Richard Tracey

Victoria Borwick (AM): I know there are several areas in London where this point has been raised already. However, are we going to have an Olympic lane and a bus lane because then there will not be any other road space left? It is not the first time that has been asked. I do think we need to go back and address this. Who is going to be allowed to use the Olympic lanes? Will all the vehicles in it be disability compliant?

How are you going to rationalise this across London? Kit has, obviously, highlighted a vital route into London but there are several around London where this is going to be the problem. There is, literally, no space. If you then decide to put two separate lanes then there will not be a third lane available for ordinary traffic. This has got to be rationalised throughout London. Perhaps you could also provide us all with a list of who actually will be able to use the Olympic lanes?

Boris Johnson (Mayor of London): Who qualifies? I can send you that.

Victoria Borwick (AM): Yes, who qualifies. Actually, if you go back through all the various questions --

Boris Johnson (Mayor of London): Those are readily available. Those details are readily --

Victoria Borwick (AM): Yes, but every time we ask the questions slightly different answers are given.

Boris Johnson (Mayor of London): I will make sure that you get an authoritative and categorical view about who --

Victoria Borwick (AM): Sometimes it excludes this group and sometimes it excludes another group. I think it is important that we are actually now getting close enough to make those final decisions.

Boris Johnson (Mayor of London): OK, Victoria I will do my best to make sure you have all the relevant information.

Freedom Pass Scheme

Question number: 2574/2010 Meeting Date: 15 September 2010 Valerie Shawcross

Valerie Shawcross (AM): In fact the Labour Members of the London Assembly - and I believe very many councils in London - would not support the draft legislation that is currently being consulted on by London Councils which does propose an independent arbitration process... Were you happy that that draft legislation actually referenced the fact that the arbitration could be triggered by one council in London?

Boris Johnson (Mayor of London): As I say this is an ex-deal. This was something that was on the table and is now no longer on the table. I no longer support independent arbitration and believe that the reserve scheme should remain.

Valerie Shawcross (AM): Thank you, Mr Mayor. Will you, therefore, join with the Members of the Assembly who feel similarly about this draft legislation in writing to London Councils and saying that the current reserve scheme should stay in place?

Boris Johnson (Mayor of London): Provided we can stop Labour threatening the Freedom Pass.

Valerie Shawcross (AM): Labour has never threatened the Freedom Pass. Labour created the Freedom Pass and it has been supported by Members, it is fair to say, from across different parties in London for a long period of time.

Boris Johnson (Mayor of London): All right.

Valerie Shawcross (AM): So you would, therefore, be willing to put, in writing, your opposition to the current draft consultation with London Councils?

Boris Johnson (Mayor of London): If we can come up with something that is genuinely helpful in protecting the Freedom Pass, and do it together, then, of course, I am willing to consider it.

London City Airport

Question: Oral Update Meeting Date: 15 September 2010 Andrew Boff

Andrew Boff (AM): Mr Mayor, I welcome your action regarding the near miss which was over the Olympic site in July last year. Could you also make a number of inquiries for me with regard to London City Airport? The Standard Instrument Departures - or flight paths to we laymen - were changed by the National Air Traffic Services (NATS) for London City Airport despite there being an outstanding consultation on those flight paths. Could you confirm that the incident took place in the area of those new flight paths, rather than the old ones which had received public approval? Could you also confirm with the appropriate authorities that the smaller Cessna that was involved in the near miss did not have the Traffic Alert and Collision Avoidance System II on board?

Mr Mayor, your proactivity on this is appreciated. It is in line with this Assembly's unanimous motion to you to take leadership on the issue of London City Airport and the flight paths that were approved by Newham Council. At Mayor's Question Time on the environment in January last year you were applauded by the audience when you said, in response to questions from the organisation Fight the Flights, "I will take up

your point. I will support a public engagement in this and I do think that this is clearly something that needs to be properly discussed”.

NATS has recently said, in response to the incident, “NATS has conducted its own internal safety investigation and implemented measures to prevent a recurrence of the factors attributable to air traffic control in this incident”. I believe, Mr Mayor, it is time, in order to guarantee the confidence of Londoners about what is flying over their heads, that that internal safety investigation should be an external one with the appropriate public accountability.

Boris Johnson (Mayor of London): There are lots of points there. Just on whether or not the Transavia Cessna was making use of the new flight paths or the old flight paths I am afraid I do not have that detail before me now. That is something, patently, I will take up on your behalf with the CAA and we will get to the bottom of it.

It may be helpful to you to know that, as a result of the incident, that particular operator - Transavia - is no longer using London City Airport. It has taken that decision, which I think is highly reasonable under the circumstances... On your third point about the inquiry - to ensure that the inquiry is as useful to the public as possible and gets the facts out into the public domain - I will certainly do what I can.

Transport Settlement for London

Question number: 2575/2010 Meeting Date: 15 September 2010 Valerie Shawcross

Valerie Shawcross (AM): There is no reason why you should feel this question is aggressive, because it is not. In the report that you do to this Assembly which covers 1 July 2010 to 1 September 2010 you only reference one meeting with Philip Hammond [on the transport settlement for London]. I think Londoners would want to know about at least the fact that you had had other meetings, even if you do not feel you can not report the blow-by-blow account of the threats that were made or may not have been. Have you met the Prime Minister formally and, if so, when?

Boris Johnson (Mayor of London): The exact dates of my conversations with the Prime Minister I am willing to communicate to you. I do not have them off the top of my head....

Valerie Shawcross (AM): You did promise a Stalingrad-like defence of Crossrail and the Tube upgrade. I think it would be very helpful, Mr Mayor, if you would write and at least list the meetings you have had with senior ministers to date on these issues.

Can I, as a small ancillary question, ask you if you have met or been in communication with the senior ministers for the Department of Communities and Local Government on the GLA settlement?

Boris Johnson (Mayor of London): I do not think it will be any secret that Eric Pickles [Secretary of State for Communities and Local Government] was in here yesterday and we had a conversation then.

Valerie Shawcross (AM): So you have made representations to the Department of Communities and Local Government (CLG)? Can I therefore ask you, Mr Mayor, whether you can categorically reassure Londoners that you have met the Prime Minister and you have met the Chancellor of the Exchequer to discuss the settlement for London?

Boris Johnson (Mayor of London): Of course I have

Valerie Shawcross (AM): You will let us at least have the dates of those meetings?

Boris Johnson (Mayor of London): I will give you as much detail as I think is sensible to get the best possible outcome for the negotiations.

Bikes on Trams

Question Number: 2365/2010

Meeting Date: 14 July 2010

Steve O'Connell

Boris Johnson (Mayor of London): Steve, I am afraid the answer to this is no. We had a very small number of queries about putting bikes on trams and the objection, apparently, is that trams decelerate or slow down much faster - brake much more sharply - than trains and, therefore, there is a risk of the bikes flying around within the trams. That is what I am told.

Steve O'Connell (AM): With respect, I will need to pursue this a little bit further. A report was commissioned in 2007 and published by TfL which concluded, at that time - an authoritative report - that banning cycles could not be justified on an off peak basis. It actually suggested that a trial period should be fixed, in which cycle carriages should be allowed. How can your response be justified in that context, Mr Mayor?

Boris Johnson (Mayor of London): Steve, I am afraid that you bring me knowledge of this report which I have not previously had. I will have a look at the report and I will revert to you. That is the analysis we have done.

As you know, I am generally in favour of mixed mode transport of all kinds and if we can get bikes on trams then I am certainly not averse to it. The ruling, at the moment, is that very few people actually seem to want it and that there is a risk of the bikes flying around.

Steve O'Connell (AM): Just to continue in this vein, you and I have a shared passion for both trams and cycling and it seems particularly appropriate to combine those passions to help people, particularly young people, who want to learn to cycle. The report which I referred to also found evidence that allowing bikes on trams at off peak times would encourage more people to cycle. We have a commissioned report that recommended a trial period.

I am seeking, Mr Mayor, a trial period of, say six months, on our wonderful Croydon trams, whereby we trial use, off peak, for cyclists to see where that takes us. If, indeed, it is proven to be dangerous - and I reserve judgement on that - then so be it. We have a TfL report I have had constituents, two families particularly writing to me because they would like their young people to be able to travel to some green spaces and take their bikes to those wonderful green spaces on our wonderful trams. The report would seem to support a trial period, Mr Mayor, and I would ask you to reconsider.

Boris Johnson (Mayor of London): I will certainly look at it and I will study this report and I will ask for further and better particulars from TfL, though it does say that one of the issues is that you have got very short dwell times at stops for trams and, therefore, getting bikes on and off may delay the service and delay other passengers, but I will certainly look at it.

Bikes on DLR

Question Number: 2365/2010

Meeting Date: 14 July 2010

James Cleverly

James Cleverly (AM): Mr Mayor, in August the city plays host to the largest triathlon by number of participants in the world, which is the London Triathlon. Please will you speak to TfL to avoid, once again, the perennial embarrassment of competitors attempting to take their bicycles on to the DLR - which is the quickest and greenest means of getting to that event - being told they are not allowed to bring bicycles on the DLR? Every year - and I brought this up last year as well - competitors from all over the world are confronted with TfL officials telling them that the best way of getting their bicycle to their strenuous competition is to ride it. It does not put us in a good light and, particularly in the lead up to the Olympics, can we, at least for the weekend of the London Triathlon itself, remove the rule against taking bicycles on the DLR?

Boris Johnson (Mayor of London): Let me talk about it with the DLR people and with TfL. I do vaguely remember this coming up before. I will look into it and see what the implications of such a window would be.

One Hour Bus Ticket

Question Number: 2309/2010

Meeting Date: 14 July 2010

Caroline Pidgeon

Caroline Pidgeon (AM): You mentioned that you will be looking at fairness as part of your package. Given that Londoners are still facing hard financial times will you reconsider, as part of the travel package you will be putting before us later in the year, introducing a one hour bus ticket?

Boris Johnson (Mayor of London): Caroline, I thought you might raise this again and I have looked at the figures. I understand the advantage of the one hour ticket. The difficulty is that it costs money and, in the current climate, I do not think that we can extend concessions, entitlements and things that ultimately cost TfL money, as well as the London fare payer.. We are in very, very tough financial circumstances.

It is a great idea, but I think it is an idea for less fiscally straitened circumstances.

Caroline Pidgeon (AM): It could cost money but there also are ways that it could be made neutral in financing terms and I have certainly seen some notes from TfL on that.

There are huge pockets that are not served by the Tube and people rely on the buses. I think 14% of bus passengers who use Pay-As-You-Go do a second journey within an hour. It would really benefit that 14% of bus passengers. You could attach your name to this. It would be a great initiative for London. Will you at least consider it as part of your package?

Boris Johnson (Mayor of London): Caroline, if we can do it in a way, as you suggest, that is genuinely fiscally neutral, then I would be interested. The difficulty at the moment is that all the models I have seen show that it would cost TfL substantial sums in revenue.

Caroline Pidgeon (AM): Will you consider it as part of your package?

Boris Johnson (Mayor of London): I will certainly look at any proposition that is fiscally neutral.

Cable Car Project

Question Number: Oral Update

Meeting Date: 14 July 2010

Andrew Boff

Andrew Boff (AM): You stated earlier on that you would endeavour to find private investors for the cable car project. How much is it going to cost London taxpayers?

Boris Johnson (Mayor of London): There will be a cost but it will be marginal by comparison with the actual cost.

Andrew Boff (AM): How big is marginal?

Boris Johnson (Mayor of London): I am sorry, Andrew I do not have those figures to hand.

Andrew Boff (AM): Could you find out how much that is going to be?

Boris Johnson (Mayor of London): I will undertake to get you those figures.

Birmingham Airport

Question Number: 1817/2010

Meeting Date: 9 June 2010

Richard Tracey

Boris Johnson (Mayor of London): You are asking whether I would consider using Birmingham Airport in order to provide temporary relief to Heathrow. If High Speed Two (HS2) can genuinely hook up London and Birmingham in the way that it is proposed, then patently that does offer a very interesting prospect of using Birmingham's airport capacity to relieve London. I do not think that I would want to repose too much confidence in it, or regard it as a real long term solution. It is something that we are going to look into. We will study it, we will model it and we will certainly discuss it with the Government.

Eurostar Platforms at Waterloo

Question Number: 1936/2010

Meeting Date: 9 June 2010

Richard Tracey

Richard Tracey (AM): Mr Mayor, there are a couple of areas where the new Government could make some savings on transport. The first one I want to ask you about is the ongoing non-use still of the previous Eurostar platforms at Waterloo which the previous Government singularly failed to act upon and to bring back into use when they would so much assist the lines coming into Waterloo from the Windsor direction and, of course, would save some millions of pounds in security currently being spent on mothballing those platforms. Are you going to talk to Philip Hammond about that or have you already?

Boris Johnson (Mayor of London): As you know, Dick, this is a matter that we have raised already with the previous Secretary of State and with Network Rail.

Richard Tracey (AM): Who did nothing.

Boris Johnson (Mayor of London): I think we will return to the fray with the new Government and I think it had better give us a better answer than we have had so far.

Crossrail

Question Number: 1936/2010

Meeting Date: 9 June 2010

Valerie Shawcross

Valerie Shawcross (AM): We agree with the points you are making about the case for Crossrail and we have already offered our help and support for cross-party lobbying.

I am just trying to bring out a little bit more into the public domain what is actually going on at the moment. There are, for example, I think, 15 districts and borough councils, including 11 London councils, along the route of Crossrail. Have you been in touch with them? Has your office been in touch with them? Is there a coordinated drive to get all of those councils in to the Secretary of State and to do work?

Boris Johnson (Mayor of London): The answer is, at the moment, I have been lobbying myself. There is a sort of 'Crossrailometer' which they have in Crossrail and they monitor all the times the word Crossrail is used by any politician anywhere! I think I have used it more times than anybody by a very considerable margin. I am talking, obviously, to the Government. We are working, as I say, with business groups. It comes up frequently in conversations with council leaders and with other interested parties.

What you are proposing is, I think, an interesting idea, which is that there should be a delegation of interested local politicians as well. I think we should pursue that. If you want to help set that up then we should do that.

Tube Infrastructure Upgrade (1)

Question Number: 1729/2010

Meeting Date: 19 May 2010

Richard Tracey

Richard Tracey (AM): My last question relates to alternative transport measures. Can we make sure that there are totally efficient bus alternatives [when there are tube closures] and, indeed, other information that is useful to the public about the alternatives they can take when there are these closures?

Boris Johnson (Mayor of London): Of course. I think one of the advantages of taking this in-house, as it were, one of the advantages of what we have done with the PPP is it will now of course be possible for LU to concert, in advance, far more proactively with the rest of TfL in order to make sure that the travelling public is properly provided for.

Tube Infrastructure Upgrade (2)

Question Number: 1729/2010

Meeting Date: 19 May 2010

Brian Coleman

Brian Coleman (AM): Now, sadly, TfL does not exactly have a very good track record of either engaging with democratically elected Members of this Assembly or local councils or, indeed, with communities over matters such as closures for engineering work. Will you ensure that there is proper consultation with boroughs that are involved, with the Assembly Members who represent the areas, and with the communities, and will you ensure that, once a timetable for closures - which members of the community accept there have to be - is agreed, that timetable is stuck to, so that people can plan their lives accordingly?

Boris Johnson (Mayor of London): I am sure that your words, as ever, will be heard with great attention by TfL. I hear what you say. We will make sure that we have as much coordination as possible with you and with other locally elected representatives.

Tube Infrastructure Upgrade (3)

Question Number: 1729/2010

Meeting Date: 19 May 2010

Darren Johnson

Darren Johnson (AM): Are you going to publish the full figures of the final amount of public money that has been wasted on the PPP over the past ten years? I think that would be useful information for the public in London and I think it should serve as a warning to any future government, should it try to do something as ridiculous and as stupid as the PPP ever again.

Boris Johnson (Mayor of London): That is right. I do not know whether we will also find senior civil servants who warned the Government against such profligacy - as I read in my *Guardian* today, that they did in Whitehall. It said it in the *Guardian*. If you cannot believe the *Guardian* what can you believe!

The answer is, yes, Darren. I think it is a very good idea.

Flooding on A1 and A41

Question Number: 1737/2010

Meeting Date: 19 May 2010

Brian Coleman

Boris Johnson (Mayor of London): The answer is, yes, of course TfL is aware of the problem that you mention. It is doing extensive investigations. It is to do with a flaw in a Thames Water sewer. It is not big enough to deal with the water that accumulates. I am raising the matter with Thames Water on 28 May 2010... I will be raising this not just with TfL but with Thames Water and any other guilty parties I can find.

Scoot

Question Number: 1342/2010

Meeting Date: 19 May 2010

Jenny Jones

Jenny Jones (AM): Would you commit to re-assessing introducing Scoot (Split Cycle Offset Optimisation Technique) into areas where there are lots of pedestrian traffic?

Boris Johnson (Mayor of London): I will...I will look at your Scoot suggestion and I will talk it over with David Brown and Kulveer [Ranger].

Routemaster Bus

Question Number: 1401/2010

Meeting Date: 19 May 2010

Darren Johnson

Darren Johnson (AM): You reassured us all that the environmental implications of phasing out bendy buses and replacing them with other buses was properly thought through, but when we put in a freedom of information request to Transport for London we got the following response, "There has been no correspondence, including reports and presentations, between TfL and the GLA or the Mayor's office on the

environmental impact of a switch from articulated buses to other buses on routes 38, 507 and 521". Have you got a response?

Boris Johnson (Mayor of London): I do not know about those particular routes but it is certainly the case - and we had this discussion quite a lot I remember with Val [Val Shawcross AM] and with others about the respective environmental merits of the bendies and the replacement buses. We were able to show that, actually, there was a net reduction in carbon dioxide, from my memory, and what we were producing was to the benefit of the environment. I would be happy, Darren, to supply you with the relevant data.

Routemaster Bus

Question Number: 1401/2010

Meeting Date: 19 May 2010

Roger Evans

Roger Evans (AM): Meanwhile, in Redbridge, we are very keen to see the number 25, a bendy bus route which is plagued by high levels of crime and fare evasion --

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

Roger Evans (AM): -- replaced with this new, iconic, clean Routemaster design. Can you tell us when that is going to happen?

Boris Johnson (Mayor of London): I know that the 25 is going fairly soon. I would have to get back to you exactly, Roger. I have it in my head the 25 is going by the end of this year, but I will come back to you.

Door-to-door Transport

Question Number: 1003/2010

Meeting Date: 17 March 2010

Victoria Borwick

Boris Johnson (Mayor of London): I am more than happy, Victoria [Victoria Borwick AM], to work with you to see if we can come up with some way of making the [door-to-door transport] service more comprehensible and smoother for the punters. I am certainly happy to do that.

Dartford Crossing Discount

Question Number: 974/2010

Meeting Date: 17 March 2010

James Cleverly

James Cleverly (AM): Mr Mayor, the situation with the closure of the southbound contraflow of the Blackwall Tunnel is unfortunate and undesirable and has put a huge amount of pressure on the residents of, particularly, Bexley but also other parts of my constituency. Many of the people that live in my constituency actually live physically closer to the southern edge of the Dartford Bridge than people in the Borough of Dartford who do get a discount. So I appreciate the work you have already done on this but will you once again --

Boris Johnson (Mayor of London): We will, James. Perhaps with the support of everybody here, yes? We are going to write to the Secretary of State for Transport saying how unjust it is that Thurrock and Dartford get this discount but not Bexley and Havering, yes?

Congestion Charge Exemptions

Question Number: 436/2010

Meeting Date: 24 February 2010

Tony Arbour

Tony Arbour (AM): The Royal National Lifeboat Institution (RNLI), as you know, have the responsibility for river rescue on the Thames and the RNLI, unlike any other organisation which has exemption, is made up entirely of volunteers who give their own time freely. There have been occasions when RNLI crews have had to pay Congestion Charge for coming in to the Zone because they were required to man the lifeboats. There will be fewer than 50 people involved in giving this exemption.

I would very much like to suggest to you that it would be, particularly on this auspicious day for the RNLI, a very good opportunity for you to say that the RNLI certainly has as much importance to London and Londoners as Her Majesty's Coastguard who receive the exemption, as the Royal Parks Agency and, dare I say it, the Automobile Association (AA) who receive this exemption. So, really, I am asking you to actually exercise your power - and this is a power that you have and you can freely exercise it --

Boris Johnson (Mayor of London): What you like is the smack of firm government. You want the sjambok of Mayoral power slapping --

Tony Arbour (AM): I do! Do it.

Boris Johnson (Mayor of London): I think it would be inconsistent of me this morning if I was to accede here and now to one particular request to exercise Mayoral prerogative, when I have valiantly defied Nicky [Nicky Gavron AM] and virtually everybody else who has asked me to make a snap decision today.

As far as I am aware there is currently an exemption for the charge for lifeboat haulage and Her Majesty's Coastguard vehicles. Lifeboat vehicles which are registered with the DVLA as exempt from vehicle excise duty are also exempt from the Congestion Charge. If there are further RNLI vehicles that could be made exempt - and you mentioned 50 individuals, or 50 vehicles, I am not sure which - then we will certainly look at it.

Tony Arbour (AM): I welcome what you say and I know --

Boris Johnson (Mayor of London): I said I will look at it, Tony... I will look at it as far as the circumstances allow - or alloy! I will do my best.

Tony Arbour (AM): We will give you the figures.

Bridges and River Crossings

Question Number: 712/2010

Meeting Date: 24 February 2010

Brian Coleman

Brian Coleman (AM): Mr Mayor, will you ask Transport for London, however, to look at the scheme that is sort of completed on the north side of Blackfriars Bridge, which has led to even further delays in traffic flowing from the north to the south, particularly by the application of large swathes of asphalt which have narrowed the carriageway? Will you also look at the bizarre situation on Southwark Bridge where concrete barriers have been laid in some vain attempt to protect the cycle lane which, again, has narrowed the carriageway and, frankly, is a vast waste of Transport for London's (TfL) overstretched resources?

Boris Johnson (Mayor of London): I will look at both things. Actually, I am interested in what you say about the consecrated space for cycles. I will study whether it is an improvement or not. I think there can be places where it is a good idea to have an extra special safety zone for cyclists. On the whole though, as I have said many times in this place, the whole road belongs to cyclists. It is not a popular view, but my view. I think that cyclists should be confident on every part of London's roads and that is what we are aiming for.

I will certainly look at the north junction of Blackfriars Bridge. As everybody knows, a colossal amount of work has been done there. Massive amounts, as Brian [Coleman] says, of asphalt have been sunk. One of the things that we do not have there, though, is any kind of right turn for cycles which is, in my view, a grave defect, but we are working on that - in a very cost effective way. I will certainly look at the point that you make.

One Hour Bus Ticket

Question Number: Draft Budget Question and Answer Session Meeting Date: 27 January 2010

Caroline Pidgeon

Caroline Pidgeon (AM): Given that your New Year bus fare hikes have seemed to have a huge impact, particularly on those on low incomes, you need to win back bus passengers and I think bringing in a one hour bus ticket could just do that. So will you seriously reconsider it for your budget?

Boris Johnson (Mayor of London): Caroline, I am grateful for all the Liberal Democrat support that you are plainly offering me and advice that you are giving me and I will certainly look at the idea. The difficulty is cost and not disadvantaging other passengers but I will certainly study your proposal with renewed interest.

TfL External Borrowing

Question Number: Draft Budget Question and Answer Session Meeting Date: 27 January 2010

Richard Barnbrook

Richard Barnbrook (AM): Mayor, sorry to sound like a real broken record and an irritant, if not an embarrassment, to yourself, but with the TfL external borrowing increasing to £5.7 billion in 2012/13, an increase from £4.1 billion in 2009/10, I have to press on this point and I would like you to simply say, "I don't know" or you will find out to pass the information to me. Is it fixed interest rates or is it base interest rates? There is a big difference. It may sound really quite irrelevant but there is a big difference in the amount of money we will have to give out between the fixed and the base...

Boris Johnson (Mayor of London): Through you, Chair, the borrowing that is indeed going up, that is to fund Crossrail. It is an essential part of investment in London infrastructure. The way we handle the interest payments on such debts is, as I said before, a mixture of solutions. TfL finance officers hedge against adverse consequences in interest rate movements.

Richard Barnbrook (AM): Can that be broken down? Sorry. Fixed interests will give a fixed return. Base interest, the banks go up, will give us a variant return. So what I am saying is could you explain to us which parts are fixed, which amounts are fixed, which ones are variant and which --

Boris Johnson (Mayor of London): The answer is there is a mixture of solutions but since the Member would like more details I will happily write to him with more details.

Jubilee Line

Question Number: Oral Update Meeting Date: 16 December 2010 Navin Shah

Navin Shah (AM): Well, some weeks ago there was a clear announcement that the safety inspections carried out of the Jubilee line will be reduced, I think, from two per week to one per week. Well, I am certainly sure that that is an issue which has come into public domain and this is something I will not accept - nobody will accept - when it puts lives at risk.

Boris Johnson (Mayor of London): OK, well you can certainly take it that Transport for London and London Underground will not accept anything that could conceivably put lives more at risk than they are at present. I will make sure that we get you a full answer on your question, but I am afraid that I do not have the detail at my fingertips now to give you an adequate answer.

Navin Shah (AM): I would appreciate a written response to that. Thank you.

Boris Johnson (Mayor of London): No problem.

Black Cab Rank - Hornchurch

Question Number: 2712/2009 Meeting Date: 14 October 2009 Roger Evans

Roger Evans (AM): Mr Mayor, last night I was at a meeting of local constituents and a couple of them complained about the situation that is now developing in Hornchurch on a Saturday night where the black cab rank continually overflows and the cabs queued in behind it block up the rest of the traffic. Can you talk to the Public Carriage Office to get it to amend its plans to actually provide more ranks in outer London so that taxis are available to take people home when they need them and they are not blocking up the traffic and hampering other road users?

Boris Johnson (Mayor of London): I will certainly make sure that it has a look at what is going on in Hornchurch and will see if the problem is occurring more widely.

South London Line

Question Number: 2651/2009 Meeting Date: 14 October 2009 Jenny Jones

Jenny Jones (AM): Will you meet with a very small delegation; Caroline [Pidgeon] and perhaps the Members of Parliament? Will you please meet with us just so you can hear the logic from our side so that it is not only information you are getting, which I think is poor information, from TfL?

Boris Johnson (Mayor of London): All right, Jenny... I never object to another meeting with you and it would be a delight to see you and Val [Shawcross] and Caroline and, indeed, Dick [Richard Tracey AM] who I know has been campaigning on this.

Richard Tracey (AM): Chair, I do not want to labour the point but, Mr Mayor, there is no doubt that both lines would be desirable for Londoners. You have heard a lot from south London but I am, of course, representing part of south west London and there is no doubt that the East London Line extension is very important to us. However, to provide both lines is, surely, a question of cost, as you said. That is down to the Department for Transport, not down to you. Surely, if we are going to take deputations which include two or three MPs as I understood it, from what colleagues on the other side of the Chamber said, it should be to the Department for Transport and it should be to Lord Adonis [Secretary of State, Department for Transport] and perhaps to Mr Sadiq Khan who is now the Railway Minister --

Boris Johnson (Mayor of London): What a brilliant idea... I will receive a delegation and lead it. We will muster in City Hall and then we will go, together.

Eurostar Platforms (1)

Question Number: 3076/2009

Meeting Date: 14 October 2009

Richard Tracey

Richard Tracey (AM): Are you aware what a scandal this is, Mr Mayor, because there are five platforms standing unused [at Waterloo] and that has been the case since Eurostar transferred to St Pancras? The security and so on is costing the taxpayer £500,000 each year and, meanwhile, there are trains coming in, particularly from the Windsor direction, which, in some cases, have to stand outside Waterloo Station waiting to get into a platform, commuters are held up and, meanwhile, this Government and this Department for Transport faffs around, frankly, with this. These platforms could be available. Mr Sadiq Khan, the Rail Minister, himself is an MP in southwest London and really ought to be pushing the thing along.

Or, shall I ask you, do we have to wait, actually, for a change of government next year before anything can happen at the Eurostar platforms before 2014?

Boris Johnson (Mayor of London): I hope not but I will relay your concerns to Sadiq Khan, to the Minister, and let us see if we can get some action there.

Eurostar Platforms (2)

Question Number: 3076/2009

Meeting Date: 14 October 2009

Caroline Pidgeon

Caroline Pidgeon (AM): Network Rail has advised me that the British Rail residuary body still actually own the Eurostar platforms and it has not yet abandoned plans for actually selling them off for commercial property development, rather than bringing them back as actual train platforms. What steps are you going to take to stop that happening?

Boris Johnson (Mayor of London): Patently this is something that would not be in the interests of transport in London. It is legally difficult for us to prevent that given that it must maximise revenues where it can see. I will see what I can do to prevent any loss of valuable transport infrastructure for London.

Dial-a-Ride (1)

Question Number: 3115/2009

Meeting Date: 14 October 2009

Roger Evans

Roger Evans (AM): Mayor, this is quite contentious stuff but I think one thing that we are all agreed on is that it is going to take a long time to make the Underground completely disabled accessible for people in wheelchairs or people with buggies. In the meantime, one of the things that you could do to help a lot of disabled people in London - and certainly a lot of my constituents - is sort out the problems at Dial-a-Ride which many of us have brought to your attention and are continuing to be a problem. Can you get the Dial-a-Ride people to provide a report on what has actually been done and how it is resolving the booking problems and the customer care problems there because I continue to get complaints? I know other Members do, cross-party, as well. That is something we can do now to improve disabled peoples' experience of travel in London.

Boris Johnson (Mayor of London): Absolutely. We recently invested, I think, about £3.5 million in 61 new Dial-a-Ride buses for London. I have asked Transport for London - because this has been brought up before - repeatedly about Dial-a-Ride and it produces lots of evidence showing that the service is getting better. I know how contentious that suggestion is and I know that people do not agree with that and I will certainly bring that up with TfL again.

Dial-a-Ride (2)

Question Number: 3115/2009

Meeting Date: 14 October 2009

Andrew Boff

Andrew Boff (AM): Sorry, Chair, I was with a constituent on Saturday who tells me that she has given up on trying to even contact Dial-a-Ride because the service is so appalling and, consequently, the statistics will look better because people are just not bothering because it is so awful. £97 million would go a long way towards improving Dial-a-Ride.

Boris Johnson (Mayor of London): I hear what you say, Andrew. Where is your constituent? Whereabouts?

Andrew Boff (AM): In Hackney.

Boris Johnson (Mayor of London): In Hackney. Perhaps if you could be so kind as to get her details across to us we will try to find out why the Dial-a-Ride service is so diabolical in her area.

HGVs and safety

Question Number: 2652/2009

Meeting Date: 14 October 2009

Jenny Jones

Jenny Jones (AM): But you are dropping a specialist group of people [the Commercial Vehicle Education Unit] that have knowledge that you cannot find in the same place anywhere else. I think it is a disastrous move just to save some money. Could I send you the information I have got and will you actually read the information and then, if you think it is good information, would you reconsider your decision?

Boris Johnson (Mayor of London): You certainly can and I will, but we are doing a huge amount with freight operators generally.

230 Bus

Question Number: 3100/2009

Meeting Date: 14 October 2009

Andrew Boff

Boris Johnson (Mayor of London): The answer, Andrew, of course is that I will do whatever I can to address the concerns of your residents caused by the 230 bus as it goes down Avon Road and Bisterne Avenue and I think that you have already had a meeting with Kulveer Ranger about this. My office will make sure that those concerns can be properly addressed and there can be a meeting with you and local residents.

Andrew Boff (AM): Thank you, Mr Mayor. This problem is a symptom of a wider problem about buses in-between Walthamstow and Wood Green. Concerns have been expressed by the Waltham Forest PCT about the lack of direct bus services from the north of Waltham Forest to Whipps Cross Hospital. I would hope that any consideration of this matter on this one bus route that we would consider the wider route between Walthamstow and Wood Green and, in trying to solve this problem for this group of residents, I would hope that we could improve those bus services for everyone using Walthamstow Station.

Just to summarise what the problem is for these particular residents, empty buses are travelling round Avon Road and Bisterne Avenue up until 5am and causing a considerable amount of noise. Now the reason they are using this route is as a back way into Waltham Forest. It is a part of a spur of a route. It does indicate a wider problem with the bus routes in that area so I would hope that we could get some kind of review of those routes to see if we can improve the situation for everyone.

Boris Johnson (Mayor of London): OK. I will make sure that that is done.

Retrofitting the Bus Fleet

Question Number: 3113/2009

Meeting Date: 14 October 2009

Gareth Bacon

Gareth Bacon (AM): The question that I wanted to ask you relates to the bus fleet and your promise to update the bus fleet but also retrofit that which cannot be updated. Because this affects 30% of the nitrogen oxide (NOx) production within London I think that is a very good step forward. The question I have is how much will that cost, per bus, to retrofit and where is the funding for that going to be sought?

Boris Johnson (Mayor of London): From memory, if you want a hybrid bus, it is roughly £300,000. A normal --

Gareth Bacon (AM): Sorry. Clarification. It is the retrofit of the bus fleet - the existing bus fleet.

Boris Johnson (Mayor of London): Sorry, you are talking about retrofitting the existing --

Gareth Bacon (AM): Yes, there are two types of hybrid buses.

Boris Johnson (Mayor of London): I will have to get back to you, Gareth.

Bus Services

Question Number: 2177/2009

Meeting Date: 9 September 2009

Jenny Jones

Jenny Jones (AM): You are saying that your new buses are not going to cost any extra money over and above what we are expecting the replacement of buses to cost?

Boris Johnson (Mayor of London): No, that is absolutely right. If you look at the current cost of a bus, £250,000, roughly speaking, buys you a new bendy bus. We think that we can get a wonderful new bus for London which will be considerably cleaner, greener, lighter and exactly what this city needs for much less than that --

Jenny Jones (AM): At no more expense. Thank you. No, that is a wonderful commitment and I am sure we will all be grateful for that. Thank you.

Bus Services

Question Number: 2478/2009

Meeting Date: 9 September 2009

Valerie Shawcross

Valerie Shawcross (AM): We have just been talking about the KPMG report on buses which you commissioned because you were looking to make savings on the bus service. KPMG says, as Jenny [Jones] said, the bus service in London is very efficient and it points out that if you want to make some savings the options are unpalatable: cuts in services, poorer quality, higher fares or drop some new projects. It does point out that policy changes - like the expensive development of the Routemaster and the replacement of the bendy bus - are going to add to the costs of the service. Do you actually know, approximately, now how much additional cost per year is being incurred because of the removal of the bendy buses from the 507, 521 and 38?

Boris Johnson (Mayor of London): On those detailed figures, Val, I am sure that TfL officials will be happy to get back to you, but --

Valerie Shawcross (AM): No, but do you have a feel of it? You have an opinion on the bendy bus but do you have a feel for what the cost is of what you have done? Just a ball-park figure. Roughly.

Boris Johnson (Mayor of London): As I say, I am more than happy to get back to you with the detailed breakdown of the figures but there is no question at all, in my mind, that it is the right thing to do, the cost is supportable and your question was based on a hypothesis from the KPMG report. Your question began with, "If you think it necessary to make substantial cuts in bus funding". Now, the point I want to make to you is that I am very, very far from convinced that it would be right to make substantial cuts in bus funding if that is going to lead to a deterioration in the service provided to Londoners, particularly during a recession.

Bus Services

Question Number: 2478/2009

Meeting Date: 9 September 2009

Roger Evans

Roger Evans (AM): I guess what I would really like to see are some figures from the new routes, the 521 and the 507, on fare evasion, because I am sure we will see a reduction, and is there work that you are doing to demonstrate that reduction now?

Boris Johnson (Mayor of London): I am sure that, given what Val has said, we will be looking at the impact on fare evasion of the replacement buses and I will make sure that you and the Assembly have whatever data we accumulate as soon as we get it.

462 Bus Service

Question Number: 2336/2009

Meeting Date: 9 September 2009

Roger Evans

Roger Evans (AM): Yes, the bus does run early and, I understand, at the weekend, one of them actually ran 14 minutes early. Now very few people turn up 14 minutes in advance for the bus so they were, understandably, upset if they learned that it had arrived before they had at the stop...What sort of sanctions do you actually have against the operator, because this has been a long-term problem which has been going for a great deal of time and it may be necessary to bring those in?

Boris Johnson (Mayor of London): I am grateful for that. The operator in this case was of course Arriva. Arriva has disciplined both drivers. I am not clear that we thought it necessary to impose any particular sanctions on Arriva although, clearly, if there is a recurrence of this, we will have to look at that.

Roger Evans (AM): Is that a statement that it is being monitored carefully and there will be sanctions?

Boris Johnson (Mayor of London): I think we can take it from the activities of your constituent that there is going to be very careful monitoring of this particular bus and bus stop in the future and everybody will be on tenterhooks to make sure they do not turn up too early.

Roger Evans (AM): I think the constituents in mind feel that we should be monitoring things, rather than leaving them to do it.

Boris Johnson (Mayor of London): Roger, if there is a recurrence of the problem and if we feel that the problem lies with Arriva rather than with two aberrant drivers then, clearly, discipline sanctions will be imposed by TfL upon the contractor.

Northern Line Closures (1)

Question Number: 2289/2009

Meeting Date: 9 September 2009

Brian Coleman

Brian Coleman (AM): Mr Mayor, you will know that up there in Barnet we are a very cultured lot and we enjoy our nights at the West End theatre or concerts and what have you and that this evening closure from 10 pm is going to put the kibosh on all those thousands of my constituents who enjoy that sort of thing, or, indeed, enjoy spending a night in the West End dining and what have you.

A couple of years ago Tim O'Toole [former Managing Director, London Underground] offered me a stark choice; we could either have weekend closures or we could have three weeks closed in August. I said the roads of Barnet and Camden would not cope with a complete three week close down, even in August. Can you ask Tube Lines and TfL to come up with options perhaps that the commuters and the users of the Northern line could choose the least worst scenario, rather than have an option imposed on them?

Boris Johnson (Mayor of London): I will certainly make sure that we consult with you and with your constituents about what option we choose for getting this work done.

Shared Space Schemes

Question Number: Oral Update Meeting Date: 17 June 2009

Valerie Shawcross

Valerie Shawcross (AM): I wonder, Mr Mayor, whether or not you would be willing to meet Guide Dogs for the Blind and the organisations that support them to talk about this [shared spaces schemes] in more detail? I think there was maybe a bit of concern that your initial reaction was rather too supportive of pressing ahead on some of these schemes without us actually having nailed down the detailed design guidance that we need.

Boris Johnson (Mayor of London): Val, I just want to repeat really what I said to Jenny [Jones] which is that I do want to press ahead but of course I do want to make sure that we properly consult and that we get the buy-in of the visually impaired and the blind at every stage in the process. I am absolutely confident, as I said, I think, at the last Mayor's Question Time, in answer to Victoria's [Borwick] question - because I think it was Victoria who has really been leading on this from the beginning - I do think it is absolutely vital that we use the technical solutions that are at our disposal.

Valerie Shawcross (AM): So would you meet them?

Boris Johnson (Mayor of London): As I understand it, Kulveer [Ranger, Director of Transport Policy, GLA] has been meeting them already this morning and I have absolutely no objection whatever to meeting them in the course of progressing these projects.

Shared Space Schemes

Question Number: Oral Update Meeting Date: 17 June 2009

Victoria Borwick

Victoria Borwick (AM): I would like to return to the shared streets issue because although the scheme looks very attractive - we have all seen the visuals - it is obviously important that all users need to be considered... Can I ask you to include on your list of points that you are considering about coach parking for students to visit these national museums?

Boris Johnson (Mayor of London): Thank you, Victoria. I am sure that point will be taken on board not just by us but of course by Kensington and Chelsea as well.

London Living Wage

Question Number: 1720/2009 Meeting Date: 17 June 2009

Jenny Jones

Jenny Jones (AM): Part of supplying a really good Tube service is all about paying fair wages. You have said in the past that it is not your responsibility; that it is private companies and so on. Actually Tube Lines, for example, is not currently paying a Living Wage - that you have just increased - to its cleaners, has said it will not negotiate except with the RMT but it will negotiate if Transport for London is there. So will you just say to Transport for London that it should be there and negotiate a London Living Wage for those cleaners?

Boris Johnson (Mayor of London): I am informed that we were -- it was drawn to our attention that there were 50 cleaners who were not being paid the London Living Wage and we then corrected that and made sure that they were. The information I have, I am afraid, is at variance with what you say...

Jenny Jones (AM): Now it has been raised, will you look at it? I know that you have just put the London Living Wage up and so I know that you care about it.

Boris Johnson (Mayor of London): I will look at it.

Planned upgrades for the Tube

Question Number: 1526/2009

Meeting Date: 17 June 2009

Caroline Pidgeon

Caroline Pidgeon (AM): I want to talk you through a possible solution that could save you some money but whilst still getting the upgrade work. If you actually moved away from weekend closures and looked at closing down sections of lines for weeks if necessary you would get the work done far faster and more efficiently and that would cut your costs and speed things up. Is that something you will consider looking at?

Boris Johnson (Mayor of London): Well we will look at anything to save money without prejudicing the outcome that we all want to see. I do not, frankly, want to delay urgent upgrades.

Caroline Pidgeon (AM): This would not delay it. For example, a closure of a section of line for 6 weeks could deliver work that would take 19 weekends over 4 months and we all know from the correspondence we get from constituents, particularly along the Jubilee Line, how fed up they are weekend in, weekend out... You could get the work done for a cheaper price and far quicker for a very, very short period of pain. Are you prepared to look at that seriously?

Boris Johnson (Mayor of London): Caroline, you know, from all the work you have done as Chair of the Transport Committee, that this is something that comes around again and again. It is one of the arguments that we do look at. I am certainly prepared to look at it again and to get back to you on that, about what the latest calculations are... I am more than happy, as I say, to look at any specific proposals that you have and if you want to bring them to London Underground (LU) then we will look at them and we will work out with everybody involved whether actually it makes sense or not. If you have got a specific proposal for how to do it all in a big chunk then let's by all means have a look at it but, at the moment, the arguments I have had suggest to me that what we are doing is the most cost efficient and the most pain minimising way of doing the upgrades.

Wanstead Station

Question Number: 1526/2009

Meeting Date: 17 June 2009

Roger Evans

Roger Evans (AM): As a part of the work which is going on relation to the Underground, Wanstead Station is due to start its upgrade next week and the station will be closed and residents are expected to walk to Snaresbrook Station to use that. It is about 15 minutes away. Not a problem for able-bodied people but it is a problem for some of the older residents and there are concerns from the Wanstead Society about possible overcrowding at Snaresbrook Station as a result of this arrangement. Will you meet residents

and review what is happening if the proposals put in place by London Underground do not turn out to be as successful as they are telling us they will be?

Boris Johnson (Mayor of London): ...Roger, I congratulate you on representing the people of Wanstead in the way you do. If there is something I can help you with, if you want me to meet some aggrieved commuters, then obviously that is my duty and I will.

Weekend Tube Closures

Question Number: 1526/2009

Meeting Date: 17 June 2009

Kit Malthouse

Kit Malthouse (AM): One of the critical things though about weekend closures is the state in which the railway is handed back on a Monday morning and it has been the experience of many users of the Jubilee Line that Tube Lines do not hand the railway back in a state that means that Monday morning goes well or smoothly. I wondered if you could look carefully in agreeing to the extra closures at weekends at what incentives or indeed penalties can we put on Tube Lines to ensure that when the line does come back on a Monday morning it does so in a timely way and in a state that means the trains can run smoothly first thing on a Monday morning?

Boris Johnson (Mayor of London): I will relay your excellent point to LU and of course to Tube Lines as well.

20mph boroughs

Question Number: 907/2009

Meeting Date: 21 May 2009

Jenny Jones

Boris Johnson (Mayor of London): I will say that of course I will be very happy to meet borough leaders, borough representatives and environment officers to discuss how they might want to take forward 20 mph zones...as I said to you when we met, I think we need to be convinced that they are going to have strong widespread local support.

I personally like the idea. I think that they could be a good thing. There are difficulties in introducing 20 mph limits on main roads in London. I think you really start to have very, very adverse consequences for traffic but, in areas that want them, there is no reason why you should not have a default setting of 20 mph.

Cycle Hire Scheme

Question Number: 908/2009

Meeting Date: 21 May 2009

Jenny Jones

Jenny Jones (AM): In that case you will now speak to Transport for London and say that it should be insisting with Network Rail that docking hubs [for the cycle hire scheme] go into stations. Are you going to do that...will you have a word with David Brown [Managing Director, Surface Transport, Transport for London] or Peter Hendy [Commissioner of Transport for London]? Yes?

Boris Johnson (Mayor of London): I can assure you, Jenny, that what we will do is as we expand the scheme from the initial phase one of 6,000 bikes we will certainly be working with you to get Network Rail to see sense and put the bikes by railway stations as well. I think that is the way to go.

Statement of Intent

Question Number: 1201/2009

Meeting Date: 21 May 2009

Valerie Shawcross

Valerie Shawcross (AM): Are you intending to bid then for funding for the Croydon Tram Link extension and the Cross River Tram?

Boris Johnson (Mayor of London): I am bidding for funding --

Valerie Shawcross (AM): Are you preparing to bid?

Boris Johnson (Mayor of London): Of course I am. Of course I am.

Valerie Shawcross (AM): I do not see that, Mr Mayor, in your draft Transport Strategy.

Boris Johnson (Mayor of London): It is our intention to go ahead with all plans that we can conceivably afford and it is up to the Labour Government to give us the money for very good plans which it has woefully decided not to provide for.

Valerie Shawcross (AM): Was that a commitment to write it into the next stage of the Transport Strategy then?

Boris Johnson (Mayor of London): Val, if you can persuade the Labour Government to commit to funding it then I will do so. What I will not do is write in a commitment which would oblige me to spend millions and millions of pounds of taxpayers' money on doing something that the Labour Government has no intention of giving the capital funding to support.

Coordination of rail engineering closures and repairs

Question Number: 1201/2009

Meeting Date: 21 May 2009

John Biggs

John Biggs (AM): I have got a very pressing local problem and my mail bag is filling up with it - I think you should be consulting on this and I have written to you about it and you have refused to meet me about it - which is the lack of coordination on rail engineering closures and repairs at the weekend, and it is causing massive inconvenience and nuisance for me. I have had letters from Roger Evans' constituents as well as in East London. There seems to be almost a conspiracy to shut down and lock down East London. ...Are you going to consult with people on what they think the priorities are? I think for them a priority is about a London that is not only brought up to date but is allowed to work fluidly and where inconvenience is stopped...

Boris Johnson (Mayor of London):...I will certainly undertake to meet you and Roger and any other Members of the Assembly who wish to raise the issue of rail closures at the weekend because it certainly is a problem that needs to be sorted out and I certainly agree with that.

TOC Summit

Question Number: 1111/2009

Meeting Date: 21 May 2009

Caroline Pidgeon

Boris Johnson (Mayor of London): The reason we have not had the so-called TOC summit is because we are waiting for them to do the deal finally on the Oyster Card but I think it would be a good thing for us nonetheless to go ahead and have such a meeting and I would be very happy to invite you to it, Caroline.

Caroline Pidgeon (AM): Thank you very much. In your great document Getting Londoners Moving that you launched in the election you did say that you would convene this rail summit in the first few weeks of City Hall. I appreciate you are saying the TOCs have not yet signed up and you want to have it afterwards. I would have thought it would be wise to have a meeting with them urgently to try to bash their heads together and try to make progress on this. So really why have you not met with them and will you now commit to meet with them to try to get this deal signed as soon as possible?

Boris Johnson (Mayor of London): The reason I have not met with them, as you will appreciate, is because we are trying to do the deal before we have the summit... However, such is my impatience and such is my desire to oblige you, the new Chair of the Transport Committee, that I think we should do it anyway. I think we should go ahead. Frankly there are other issues to do with overcrowding and there are other issues about the benefits that we want to see for London passengers that we could talk about at that summit irrespective of the Oyster Card deal. So I think we should have a separate discussion with the TOCs to which I would be happy to invite you.

Caroline Pidgeon (AM): I think it is really important you do have that meeting urgently and I am glad you have now agreed to that. You did stress in your document that, whilst you may have no control over the management of rail services, you would not use that as an excuse to shirk your responsibilities in this area and I think it is very important that you are committed to all the different things that you state in your document in terms of overcrowding and so on.

You have already stated that not one train operating company has signed a permanent contract to allow pay as you go on the Overground. You said you hoped by the end of the year. When can rail passengers in London expect to be able to use Oyster pay as you go?

Boris Johnson (Mayor of London): By the end of the year, Caroline, as I said earlier... By the end of this calendar year.

Caroline Pidgeon (AM): By the end of this calendar year. By the end of December. That is a firm commitment or an aspiration?

Boris Johnson (Mayor of London): That is a firm commitment.

TOC Summit (2)

Question Number: 1111/2009

Meeting Date: 21 May 2009

Richard Tracey

Richard Tracey (AM): Can I, as the Conservative lead on the Transport Committee, congratulate you on the progress you have made and can I also ask you if, along with the Chair of the Transport Committee, you will invite the rest of the Transport Committee to join you in discussions with the Train Operating Companies

because I think you might find quite a deal of expertise at your disposal in helping you to persuade them to go the right way?

Boris Johnson (Mayor of London): That is a very handsome offer, Dick...I am sure we can organise something on the lines you discussed. I think we should do. I think you are right.

Rezoning of Stations

Question Number: 1111/2009

Meeting Date: 21 May 2009

Tony Arbour

Tony Arbour (AM): In your discussion with the TOCs and Network Rail are you continuing to press for the removal of some stations in South West London which are currently in Zone 6 but in terms of mileage really ought to be in Zone 5?

Boris Johnson (Mayor of London): Yes and I congratulate you and other Conservatives who have campaigned on this issue...it is something that we will be raising.

Hainault Station Trees

Question Number: 1068/2009

Meeting Date: 21 May 2009

Roger Evans

Boris Johnson (Mayor of London): I am informed that the felling of trees next to Hainault Station was necessitated by work that needed to be done at Hainault Embankment...But I am not satisfied about how it was done. Letters were delivered to residents on 11 March in advance of the tree removal works which is of course in breach of our normal practice of informing residents at least two weeks in advance of the works. I am sorry that this was not done on that occasion. I have asked TfL to look at its process, see what it did wrong and I know that TfL has since met residents and representatives of the borough to discuss the works in more detail.

Roger Evans (AM): I know Redbridge Borough is quite keen to work closely with Transport for London on this issue and make sure that the damage done is restored as sensitively as possible. Is that something that you will undertake to make sure that they do?... Specifically, the train travels on an embankment above people's houses. A barrier of trees has been removed and that creates a situation where they are now exposed to a great deal more noise than they were before.

Boris Johnson (Mayor of London): As I say, I am very sorry that this was done in the way that it was done. Clearly this was not something that I had any prior knowledge of. We will make sure that reasonable steps are taken to rectify the damage that has been done.

LEZ and Western Extension

Question Number:783/2009

Meeting Date: 25 March 2008

Murad Qureshi

Murad Qureshi (AM): Boris, you have said this before to us. Can I be clear? Did you consult the LDA before taking the decision to suspend the future rollout of the LEZ?

Boris Johnson (Mayor of London): Did I consult the LDA?

Murad Qureshi (AM): Yes. Peter Rogers.

Boris Johnson (Mayor of London): Do you know, Murad, I would have to get back to you on that.

66 Bus Route

Question Number: 415/2009

Meeting Date: 28 February 2009 Roger Evans

Boris Johnson (Mayor of London): We are looking into it [extending the 66 Bus Route to a 24 hour service] and I will write to you. I point out to you that there already is a 24 hour service for people on the Leytonstone to Gants Hill section because Night Route N8 covers that bit but we will see if there is a case for a night service on other parts of the route.

Elephant and Castle

Question Number: 199/2009

Meeting Date: 25 February 2009

Valerie Shawcross

Valerie Shawcross (AM): Mayor, will you get off your bike at the Elephant and Castle next time you go and visit with Jenny [Jones] and Caroline [Pidgeon] and myself and look at the deterioration of the steps at the underpass, the condition of the underpass, the closing of the shops, the general dilapidation of the area and take some action to progress the work on the surface roundabouts and the work to sign off the whole regeneration scheme? There are literally thousands of people who are about to be decanted from their homes in the Elephant and Castle and the major project that would bring back the new centre to the Elephant and Castle has not yet been signed off. Transport for London is the key blockage at the moment on that project and I need you to understand that. Will you come and visit the Elephant with us?

Boris Johnson (Mayor of London): Val, I am grateful to you for raising this in this forum and of course, in so far as you are correct that TfL is the major blockage in delivering what we want to see in the Elephant and Castle, then I will certainly use everything in my power to stop that and to remove the blockage.

I am slightly wary of being invited to yet another trip but I will go provided --

Valerie Shawcross (AM): This is a really important regeneration project.

Boris Johnson (Mayor of London): -- you come by bicycle!

Extension of the Bakerloo Line

Question Number: 199/2009

Meeting Date: 25 February 2009

Darren Johnson

Darren Johnson (Deputy Chair): Are you going to commission some work on that and put some money into ensuring we have a worked up scheme [re extending the Bakerloo Line]? It is no good just flying kites; you have got to put some research and commission the work and make sure that we have a viable scheme that attracts Government funding.

Boris Johnson (Mayor of London): Not only are we going to do that, Darren, but I will be very happy to show you what we have already done and what TfL has already got on the drawing board.

Bus Ticketing

Questions to Mayor on the Draft Consolidated Budget 2009/10 Meeting Date: 28 January 2009

Caroline Pidgeon (AM): In terms of helping Londoners in this economic climate will you consider bringing in a one-hour ticket for buses, which happens in Paris and other cities, because it can be quite expensive if you do a number of short bus journeys? Will you consider that as part of your budget to ensure that people who make those sorts of trips get a fairer deal?

Boris Johnson (Mayor of London): It has been raised with me and, indeed, I want to look at that. It is a very, very interesting idea.

Disabled access at the bus stops

Questions to Mayor on the Draft Consolidated Budget 2009/10 Meeting Date: 28 January 2009

Boris Johnson (Mayor of London): I will certainly look at and TfL will look at your [Jenny Jones] point about improving disabled access at the bus stops themselves because I know it is a priority.

Transport Measures - Croydon

Questions to Mayor on the Draft Consolidated Budget 2009/10 Meeting Date: 28 January 2009

Steve O'Connell (AM): Mr Mayor, returning to the capital issues that Valerie [Shawcross] was talking about earlier, whilst I understand that you inherited a whole catalogue of unfunded capital projects raising expectations in the public, I cannot overstate the disappointment to the good people of Croydon and North Croydon at the postponement, shall we say, of the extension of the Upper Norwood Tram. Will you, Mr Mayor, join me in lobbying Government for increased funds for this much-needed route?

Boris Johnson (Mayor of London): Of course I understand people's feelings in Croydon and we will do absolutely everything we can to make sure that Croydon gets the investment in transport that it needs and the improvements that it needs.

Steve O'Connell (AM): OK. So therefore in the meantime - because this could be a long game - will you work with the predominant borough, which is Croydon, to work up some, perhaps, transport compensatory measures to support the people of North Croydon.

Boris Johnson (Mayor of London): Yes, Steve, of course we should, of course we should. Yes.

Fare Concessions

Question Number: Oral Update Meeting Date: 17 December 2008 Dee Dooney

Len Duvall (AM): On the veterans' concession did you explore whether it was possible or feasible or look at the cost of whether it would be appropriate to give fare concessions to all our present Armed Services members or ex-Armed Services? Was that part of the calculation and will you look into it if it is possible?

Boris Johnson (Mayor of London): Well, Len, we did look into that as I recall, but I would have to send you the figures. I will happily send you the figures.

Congestion Charge

Question Number: 3014/2008

Meeting Date: 17 December 2008

Victoria Borwick

Boris Johnson (Mayor of London): Victoria, you have asked me about whether I am going to use my powers to bring forward by a week the advertised free period for the Congestion Charge. The answer is that I will look at your beautiful and sensitive suggestion.

Safer Travel at Night

Question Number: 2980/2008

Meeting Date: 17 December 2008

Richard Tracey

Richard Tracey (AM): Can I ask you to take a close look at the workings of the Public Carriage Office (PCO) who license taxis and so on, because there is evidence, I think, that many of the private hire vehicles, the apparently licensed ones, are actually employing people who are not drivers but they are touts for passengers outside clubs and restaurants and so on in London. So in fact they are not breaking the law. That is something that I would suggest needs to be tightened up.

The other thing that I am worried about is I have been receiving correspondence suggesting that in some cases these private hire vehicles, they may go on the market in car auctions with the badges still attached to them and so they can be bought by anybody who could effectively operate them on the streets. This of course really knocks a hole in all the work that you are doing and the rest of us are trying to do to make travelling safe... Can you actually institute a really close look at the workings of the Public Carriage Office? Because I think the fact is that there are 25,000 black cab operators on the streets and about 50,000 of the other sort, the private hire, and it is a real worry I think that there are perhaps chinks in the armour that we are trying to establish to protect people.

Boris Johnson (Mayor of London): I will certainly do as you suggest and I will institute an enquiry at the Public Carriage Office.

Central Line Station Tannoys

Question Number: 2991/2008

Meeting Date: 17 December 2008

Richard Tracey

Roger Evans (AM): ... my constituent tells me the staff at Grange Hill are actually going to move the speakers [at the tube station] to ensure that they [residents] are not disturbed by it... They also say it is going to take a month to do and I think it is unacceptable that it takes that long just to move some equipment around in the station. If it could be done quicker that would be very welcome from the point of view of people who have to live near the station and put up with this.

Boris Johnson (Mayor of London): I think people of South Woodford and Grange Hill will be very grateful to you, Roger for representing them on that point and I will make sure that TfL passes the message down the line that people want that noise turned down.

Parking Charges for Christmas Period

Question Number: Oral Update

Meeting Date: 17 December 2008

Dee Doocoy

Tony Arbour (AM): ...and perhaps you would like to challenge not just the Prime Minister but the London boroughs and indeed our party nationally in saying why don't you give the rest of the country as a Christmas present. For example, because of the reduction of Value Added Tax (VAT) on parking charges, suggest very strongly to the boroughs that over the Christmas week there be free parking, which would be a great Christmas present to our hard-pressed SMEs and shopkeepers. I wonder if you would consider doing that?

Boris Johnson (Mayor of London): Tony, I will consider that. I think it is the kind of thing that the boroughs might compete to offer in the hope of persuading people to come and buy and use the retailers in their boroughs. I think that is a very interesting and useful suggestion.

Prison Vehicles and Bus Lanes

Question Number: 2491/2008

Meeting Date: 12 November 2008

Brian Coleman

Brian Coleman (AM): Would you accept there are now instances across the capital of magistrates sitting there twiddling their thumbs waiting for the prisoners to appear before them? This is now a regular occurrence and that is due to congestion on many of our roads. As you know, the principal contractor – there is one contractor who is contracted to move prisoners around London, which is Serco, – their vans are easily identified and this would be a substantial move to making our court system, which is overloaded already for various reasons, to reduce delays. Will you at least meet the High Sheriff of Greater London and discuss the matter with him?

Boris Johnson (Mayor of London): ...This is something that we should look into. My instinctive reaction is against endlessly expanding the rights of vehicular traffic to use bus lanes. TfL has a great deal of experience in moving bodies around London in moving the expedite in traffic flow in this way and I have undertaken that they will meet Serco and if necessary, of course, also the High Sheriff to see what we can do to speed up the transit for this prisoner vehicles... that point is well and well taken and I will certainly look into it and I will make sure that TfL have the meetings that Brian has proposed.

Thames Estuary Airport

Question Number: 2382/2008

Meeting Date: 12 November 2008

Andrew Boff

Andrew Boff (AM): Mr Mayor, this is seemingly unpopular amongst some people, could you please promise me that you will revisit the figures over expansion for air flights into the South East because I am not persuaded that there is any need for expansion in airline capacity at all in the southeast of England, bearing in mind that a very large proportion of those flights are connecting flights and do not need to be here.

Boris Johnson (Mayor of London): Well, Andrew, I will of course. This is exactly what we will be looking into. I do not want to seem unnecessarily zealous for this solution in the Thames Estuary, I think it could be a wonderful solution. It might be that there are other perfectly imaginative options that we should be pursuing in addition, although there might be other ways forward.

Hammersmith Bus Station

Question Number: 2547/2008

Meeting Date: 12 November 2008

Tony Arbour

Boris Johnson (Mayor of London): Tony, the question is whether officers from TfL will meet you at Hammersmith Bus Station to discuss the changes they have made in the layout and to explain why they represent an improvement. The answer is yes, of course David Brown and his officials will be very happy to meet and discuss this with you... TfL did consider roofing over that part of the bus stop and I have to tell you that it was decided that it was not a good use of public funds for a temporary structure. We will see what we can do. There are 37 buses an hour now going from Hammersmith to Barnes and this is obviously a route that has been greatly expanding and if there are deficiencies in the bus station then I am sure you will be able to point them out to the TfL delegation when you meet them in due course.

Council Tax precept

Question Number: 2526/2008

Meeting Date: 12 November 2008

Roger Evans

Roger Evans (AM): I was going to say...that there are obviously a large number of savings to be made in this organisation which would have very little impact on the delivery of services, unlike the shrouds that are always being waved by people across the room. We were told by Transport for London last week they had managed to save money on the marketing budget for low fares to people on Income Support because that budget, unbelievably, was advertising the service to the whole of the country rather than just to London. Surely there is a scope for a lot of these cases where services are being offered just to Londoners not to advertise them in the rest of the country and to make some fairly easy savings there.

Boris Johnson (Mayor of London): Well, Roger, I hear that point. I will think about that. My own view actually is that if we are offering a service for people on Income Support then we should encourage people to be aware of it. The name of the game now is to help people to get to work and to help people to find work. That can very often be people who do not necessarily live in London. London has traditionally benefited hugely from influxes of people from outside the country coming to find work here and I think maybe it is not quite as illogical as all that, but I will think about what you say.

Road Safety

Question Number: 2552/2008

Meeting Date: 12 November 2008

Roger Evans

Roger Evans (AM): I have a petition of 764 signatures from people in those roads [residential roads used by the 372 bus] who do not want the bus to go down there. There are two schools nearby; it will discourage people allowing their children to walk to school and some of the roads are so narrow that in fact the bus has to run a different way on different roads because two of them cannot be coming the other way. What I am saying is will the Mayor take this petition seriously and reconsider Transport for London's proposals which are hugely unpopular in the area and will be harmful to road safety?

Boris Johnson (Mayor of London): OK, well let me just say, Roger, that I will of course make sure that TfL officials see your petition and will look at the case. All I would say is, in my experience, there is always a problem with people on either end of the bus route who rarely benefit from the thing we are putting in, so there are different interests to be weighed.

Chase Farm (2)

Question Number: 2322/2008

Meeting Date: 15 October 2008

Brian Coleman

Brian Coleman (AM): On the parochial point, will you ask TfL to look at improved transport links between Barnet and Chase Farm because, as you know, in the suburbs east to west transport is very difficult?... On the TfL transport links, will you ask TfL to have a look at that subject?

Boris Johnson (Mayor of London): I certainly shall and will make a note of that.

Rephasing Traffic Lights

Question Number: 2311/2008

Meeting Date: 15 October 2008

Richard Tracey

Richard Tracey (AM): ...There are so many places, well known places - Trafalgar Square is one and Castelnuovo on the boundaries of my constituency and my colleague, Tony Arbour, where traffic lights are red far longer than they are green. This cannot be a good thing. Can we please promote some acceleration in the change of these lights?

Boris Johnson (Mayor of London): Yes.

Brian Coleman (AM): Mr Mayor, the issue on traffic light rephasing is that, although many of these traffic lights may be the responsibility of London boroughs, all the traffic lights in London are operated by a wholly owned subsidiary of Transport for London under contract to a consortium of the 33 boroughs... what I have advocated for a number of years and I would like your views on, is that the 33 London boroughs, or as many boroughs who wish to join together in a consortium, actually put this business out to tender to companies other than the one that currently controls it...will you tell TfL to be responsive to their clients on traffic light management, which are the 33 London boroughs?

Boris Johnson (Mayor of London): It is a very interesting point, Brian. It seems to me there is a bit of blame passing going on between us in TfL and the boroughs. All I can say is that if your analysis is correct then we will certainly do what we can to make sure that this company gets its act together and either devolves its responsibilities back to someone who will deal with it or gets on with it more expeditiously themselves.

Rephasing Traffic Lights (2)

Question Number: 2311/2008

Meeting Date: 15 October 2008

Roger Evans

Roger Evans (AM): I was at the Institute of Civil Engineers last night for the launch of their transport manifesto, which I commend to you to have a look at. I do not necessarily agree with everything in it but it is a well-researched document. Whilst I was there I was talking to traffic engineers and the message I got was that there is no reason why we could not offer, say, a guaranteed minimum amount of time on green for lights in London. Is that something that you would consider going away and looking at?

Boris Johnson (Mayor of London): Certainly I will go and look at that. At the moment I think it is 12 seconds is the guaranteed minimum time on red --

Roger Evans (AM): I think it is a bit less than that at Admiralty Arch.

Boris Johnson (Mayor of London): I will look at that... I will certainly have a look at the manifesto that you describe. It sounds very interesting.

Red Route Operating Hours

Question Number: 2320/2008

Meeting Date: 15 October 2008

Richard Tracey

Will you seek to assist the survival of small shops on highways like Upper Richmond Road West in Sheen, Kew Road in Richmond, Ewell Road in Surbiton, the High Road Chiswick and Hook Road in Tolworth, by devolving to boroughs the power to determine the operating hours of red routes and bus lanes?

Boris Johnson (Mayor of London): All I would say on that is that I have talked to many, many people across London about red routes and bus lanes and what they want is consistency and clarity and they want to know where they stand. I would be reluctant to go down any route that led to a greater higgledy piggledy arrangement across London of different times and different approaches... However, I will say that I think this is an interesting important point and I want to make sure that Tony [Arbour] or you has an opportunity to make this point to David Brown of Surface Transport.

Oxford Street Buses

Question Number: 2335/2008

Meeting Date: 15 October 2008

Victoria Borwick

Victoria Borwick (AM): Would the Mayor consider meeting with myself and London First to listen more to some of their more radical ideas for traffic around Oxford Street?

Boris Johnson (Mayor of London): Yes. Victoria, I think you should certainly do that, though - and I am happy to do that - I think you should also make your point to Westminster as well. Westminster is in the lead on this.

Oxford Street Buses (2)

Question Number: 2335/2008

Meeting Date: 15 October 2008

Andrew Boff

Andrew Boff (AM): Once you have exercised your mind with regard to Oxford Street I would really like you to also exercise your mind to the Narrow Way in Hackney; it's a little smaller than Oxford Street admittedly, but suffering exactly the same problem... the number of buses going down the Narrow Way, as indeed Oxford Street, is actually hurting the street. They are actively stopping people from visiting the area and keeping the Narrow Way, which should be the vibrant heart of Hackney, alive. So I would ask you to revisit that.

Boris Johnson (Mayor of London): Thank you, Andrew... I certainly take account of what you said and we will look at congestion caused by buses on the Narrow Way and we will see what we can do to alleviate it.

Transport Priorities

Question Number: 2163/2008

Meeting Date: 15 October 2008

Roger Evans

Roger Evans (AM): Whilst we are on the subject of transport priorities can you tell us a bit about your prioritising of cyclists' safety? Obviously you have personal experience of this and you circulated some stuff to us this morning. You know there will be a motion later on talking about cyclists and heavy goods vehicles (HGVs). What is being done to resolve that problem?

Boris Johnson (Mayor of London): I will give you more detail on that in writing if I may, Roger, but there is a lot that we are doing, particularly with HGV education.

Transport Priorities

Question Number: 2163/2008

Meeting Date: 15 October 2008

Steve O'Connell

Steve O'Connell (AM): I would urge you to continue with the priority of the tram extension from Beckenham up to Upper Norwood and I would like your comments around that.

Boris Johnson (Mayor of London): ... I will certainly look at the extension that you propose from Beckenham to Norwood and I hope that we can have further traffic on that and discuss how we can promote that.

Cross River Tram

Question Number: Oral Update

Meeting Date: 10 September 2008

Valerie Shawcross

Valerie Shawcross (AM): I do not want you to underestimate what a massive blow it would be to the transport, economic and environmental sustainability aspirations of a very large area of inner London if you do - as I think you might have been intimating last week - decide to drop the Cross River Tram Scheme. Now I know you have committed yourself to improving relationships with London boroughs and I know it is not on the agenda for discussion today, but would you be willing to meet a cross party delegation...of borough leaders and Assembly Members to discuss the Cross River Tram Scheme before you actually make a decision on this? We do have a very good cross party alliance of sensible politicians who have been committed to this scheme for a long time and we would love to have an opportunity to talk to you about this in detail.

Boris Johnson (Mayor of London): I understand. Let me say I would like that opportunity as well... of course I will meet your delegation and I know how important the issue is to people in your part of town.

Gatwick Rail Link

Question Number: 1850/2008

Meeting Date: 10 September 2008

Victoria Borwick

Boris Johnson (Mayor of London): The short answer is, yes, I do, absolutely, Victoria [think that the Government should rethink its plans to cut Harrow's direct rail links with Gatwick and Brighton]. It is something about which we campaigned. I think it is a real loss. It is a wonderful link from Harrow right the way down to Gatwick. Lots of people in the local area care about it very strongly. It is not directly within my powers to reverse it but you can count on me to lobby on your behalf.

Gallows Corner

Question Number: 1845/2008

Meeting Date: 10 September 2008

Roger Evans

Will the Mayor instruct TfL to work round the clock on Gallows Corner in order to complete these works as quickly as humanly possible?

Boris Johnson (Mayor of London): The answer, Roger, is, yes, we will do that. I have given instructions; TfL, as you know, is revamping the structure at Gallows Corner, the flyover there, and it is expediting the insulations. I am told that we are going to do it off peak and at weekends with night work where this will not contravene environmental health constraints and safety considerations and that is about as round the clock as we can get in the current circumstances....

Roger Evans (AM): You are right to point out it is a temporary solution to what has been a long-term problem there. Some of our business representatives in Essex have come up with a solution to provide an underpass or a permanent flyover there, which would be the ideal solution. Obviously it is going to cost a lot of money to do it. They are suggesting that maybe we could ask the Government to allocate the toll money from the Dartford Bridge towards solving that problem because that is clearly making a profit at the moment and it seems to be somewhere which is not unrelated to the Gallows Corner problem that could help out. So could I ask for your support if we follow that through?

Boris Johnson (Mayor of London): Listen, Roger, what I can certainly do is undertake to get you in to see the TfL people who are actually responsible for improving the Gallows Corner flyover. I think that would be the best thing.

As for this suggestion about using some of the toll money from the Dartford Bridge, I think we need to look at that and look at where else that money is promised and used.

London Living Wage

Question Number: 1386/2008

Meeting Date: 16 July 2008

Navin Shah

Navin Shah (AM): I welcome your comment on accepting the London Living Wage allowance. There is an opportunity here. I understand that three of the four Metronet contracts are currently being renegotiated. What I would like to suggest - and this is clearly a golden opportunity now - that these new contracts do actually have incorporated the London Living Wage allowance as part of the contractual obligation so that the employers cannot duck away from their responsibility...

Boris Johnson (Mayor of London): Thank you very much, Navin. I will certainly pursue what you say.

Heathrow Communication

Question Number: 1532/2008

Meeting Date: 16 July 2008

Navin Shah

Boris Johnson (Mayor of London): This is a question about the press reports of near misses in the air caused by pilots flying over London who do not, allegedly, have an adequate command of English to communicate with Heathrow's control tower. I do not have direct knowledge of the problem myself but I will, of course, be writing to the Secretary of State about it.

Dial-a-Ride

Question Number: 1566/2008

Meeting Date: 16 July 2008

Navin Shah

Boris Johnson (Mayor of London): All I can tell you is I am assured by TfL that it has improved and that Dial-a-Ride is starting to deliver the kind of service that people want. If there is a superior plan to the one currently on offer then I see absolutely no reason [not to look at that]. If you want to bring a delegation of boroughs who want to take back the Dial-a-Ride service and they have a fully worked out proposal to do so, then we will certainly give it active consideration.

Dial-a-Ride (2)

Question Number: 1566/2008

Meeting Date: 16 July 2008

Caroline Pidgeon

Caroline Pidgeon (AM): I am surprised to hear from you that you have been assured by TfL... Can you personally really look into this - not just have an adviser get an assurance come through from TfL - and make sure that standards for the Dial-a-Ride service improve considerably?

Boris Johnson (Mayor of London): Without going down and investigating what has happened in cases such as you describe, I can only go on what the officials have told me in the last few days. I will make sure, personally, that we are delivering the kind of service that Londoners need.

Velib

Question Number: 1570/2008

Meeting Date: 16 July 2008

Caroline Pidgeon

Caroline Pidgeon (AM): Could I ask, Mr Mayor, on this point whether you have looked particularly at the Barcelona scheme which actually would have some sort of Oyster card technology and would make sure that everyone has to be registered with TfL and pay an annual subscription? Is that something you will support as part of this scheme?

Boris Johnson (Mayor of London): I will certainly look at that, Caroline. I have not used the Barcelona scheme; I have used the Paris scheme and I have seen one in some other Spanish city, Seville I think, where it works very well. But we will certainly look at Barcelona.

Caroline Pidgeon (AM): Can I also recommend that you might look at the scheme in Barcelona where they charge for using a bike for more than 30 minutes; it rises sharply so actually it encourages the flow of bikes in the whole system, people use them for short journeys and then return them to the stations?

Boris Johnson (Mayor of London): Yes, certainly. If you have any detailed advice that you want to contribute about the pricing structure then please feed it in.

Pedestrian Crossings

Question Number: 810/2008

Meeting Date: 21 May 2008

Jenny Jones

Jenny Jones (AM): Are you going to bring all of those pedestrian crossings up to the minimum standards... You are going to do that, as Chair of TfL?

Boris Johnson (Mayor of London): Absolutely right.

Bus Provision - Havering-atte-Bower

Question Number: 929/2008

Meeting Date: 21 May 2008

Roger Evans

Roger Evans (AM): Could you meet with myself and Andrew Rosindell, the local Member of Parliament, to discuss bus provision to Havering-atte-Bower and what Transport for London can do to improve that please?

Boris Johnson (Mayor of London): I shall. I shall and I congratulate you on your sturdy defence of Havering. I will be there.

Bus Stops

Question Number: 929/2008

Meeting Date: 21 May 2008

Tony Arbour

Tony Arbour (AM): One of your principal platforms was that City Hall and TfL was going to get off people's backs. Nothing is more irritating to local residents than somebody in this building or somebody at TfL deciding where bus stops should be provided. Will you devolve that irksome decision to the boroughs?

Boris Johnson (Mayor of London): Tony, I am reluctant at this stage, only two and a half weeks in, to make a big pronouncement about exactly who should have sovereignty over the location of bus stops. Would you allow me to defer my answer to you? I will look at your proposal. I can see arguments both ways.

Routemaster Mark 2

Question Number: 848/2008

Meeting Date: 21 May 2008

Caroline Pidgeon

Caroline Pidgeon (AM): OK. So can you absolutely confirm whether it [a hop-on/hop-off bus] is an aspiration of yours or an absolutely firm commitment?

Boris Johnson (Mayor of London): It is an aspiration; it is a determination; it represents my deepest, most inner held convictions about what would be good for the streets of London and for London bus users and I am determined to bring it about.

Bike Maintenance Training

Question Number: 926/2008

Meeting Date: 21 May 2008

Jenny Jones

Jenny Jones (AM): On that topic, London's Cycling Campaigns had a very good idea about putting some bike maintenance training into schools in disadvantaged areas so that young people can have a very practical training if they are failing a bit academically. I did send this idea to one of your advisers and he has not got back to me yet. Could you ask him to get back to me on that?

Boris Johnson (Mayor of London): I shall.

Properties along the A40 Corridor

Question Number: 1384/2008

Meeting Date: 16 July 2008

Joanne McCartney

Joanne McCartney (AM): I want to ask about properties along the A406 corridor; the North Circular. I know you ambled along that during the election and you saw the blight of many of those properties along there. Transport for London owns around 350 properties along there...It is my understanding that Transport for London is now planning to auction off all 350 properties at some point next year. Obviously that is going to create great problems for that area...Can I just ask you to look at this and perhaps if you would agree to meet with myself, the Chief Executive of Enfield and Transport for London to see if there is an alternative way of dealing with these properties? The loss of 350 social housing units is going to be a great loss to the area if that plan is continued.

Boris Johnson (Mayor of London): Thank you very much. I will certainly meet you and anybody else who wants to speak to me about this question...I am very happy to discuss it with you. If you want to bring your people in I will make sure that TfL officials meet them as well.

Motorbikes in Bus Lanes

Question Number: 986/2008

Meeting Date: 18 June 2008

Jenny Jones

Jenny Jones (AM): I would just like to say could you please not take a snap decision on this [allowing motorcycles in bus lanes]; could you please do a bit more research? The senior person at TfL did actually say that the report was not sufficiently reliable to inform a decision on such an important issue so could I ask you please to do a bit more research on this?

Secondly, if you are determined to go ahead could you please consult as widely as possible?

Boris Johnson (Mayor of London): ...I do want my fellow cyclists to feel completely safe and we will make sure that we consult.

Designing Out Crime

Question Number: 1037/2008

Meeting Date: 18 June 2008

Steve O'Connell

Steve O'Connell (AM): I will turn very quickly to overground stations designing out crime around the British Rail stations under your remit. I think it is very important to flag up that when we are looking at new stations and work around new stations, particularly for example East Croydon Station, we need to look at designing out crime around the overground network, Mayor. Do you wish to very quickly comment upon that?

Boris Johnson (Mayor of London): ... I will make sure that we deal with the issue you have raised and please make sure that you bring it up with Kulveer [Ranger].

Small Businesses

Question Number: 1062/2008

Meeting Date: 18 June 2008

Tony Arbour

Tony Arbour (AM): Are you aware that one of the principal threats to small retail businesses in London is in fact Transport for London with its pernicious habit of putting in bus lanes and red routes along parades of retail shops? This is having the most deleterious effect on them and they are being closed very rapidly indeed. In the light of this terrible effect that TfL has I was sorry to hear that you thought that there should be a uniform time for the operation of bus lanes...I wonder if you would urgently reconsider the point that you made about uniformity on this and, secondly, do something about the insatiable desire of TfL to put in bus lanes to the detriment of local areas?

Boris Johnson (Mayor of London): Tony, I hear your point loud and clear... On your point about bus lanes and the damaging effect they have on shops, I think we need to look at the specifics and I will certainly take it up. If you have a specific or several specific examples of areas or commercial operations that have been blighted by bus lanes then I think that is a very interesting discussion that I would encourage us all to have with TfL and, if you have the details, I would be very happy to arrange a discussion between you and my officials.

North Harrow Station Ticket Office

Question Number: 1175/2008

Meeting Date: 18 June 2008

Navin Shah

Boris Johnson (Mayor of London): I am determined to keep the ticket offices open and you will possibly remember that that was one of the things that we campaigned on in the election... No. I will not close the North Harrow ticket office.

Navin Shah (AM): In that case, do I take it that it is not postponement any more; you are giving a clear commitment? Can I have an indication of time when not only the threat to the North Harrow ticket office but to the other 40 odd as well is being lifted and you will be announcing very clearly the date the threat is actually taken away?

Boris Johnson (Mayor of London): You can consider that the threat has been lifted, annihilated, vaporised, liquidated, exterminated, removed, obliterated.

Registration of Private Hire Vehicles

Question Number: 1072/2008

Meeting Date: 18 June 2008

Murad Qureshi

Murad Qureshi (AM): Mr Mayor, can you update us on the registration of private hire vehicles from the Public Carriage Office? I know the previous Mayor had spent a lot of time and effort on that front. I know all the vehicles have been registered but we had not quite got to the registration of all the drivers. I do think this actually deals with the issue that is in front of us right now.

This is something the Public Carriage Office has been undertaking for some time. They have registered all the vehicles which are private hire vehicles. They should be at the point of registering all the drivers. I think that is the critical thing that needs to be dealt with in the public arena.

Boris Johnson (Mayor of London): I will make sure that you receive a full briefing on what the Public Carriage Office (PCO) is doing to register all the drivers and will make sure you get that within a reasonable delay.

Bus Services

Question Number: 1143/2008

Meeting Date: 18 June 2008

Roger Evans

Roger Evans (AM): When there are changes made to the bus services obviously the TfL website is updated so people know about it but sometimes there seems to be a lag so the bus services change and the information on the website is still about the previous services. I have a constituent who knows all this off by heart and brings it to my attention and gets very irritated by it. But it is more of a problem for the people who do not know about it and are misled by the website. Now it seems to me to be quite a cost effective and fairly easy thing to change to actually improve service and save money. Is that something you can take away and discuss with Transport for London?

Boris Johnson (Mayor of London): Certainly. So you would like to see more information on the web and better information on the web about bus services?

Roger Evans (AM): I would just like to see what is there reflecting what is actually happening.

Orbital Buses

Question Number: 1143/2008

Meeting Date: 18 June 2008

Valerie Shawcross

Valerie Shawcross (AM): So if you do feel that it is a success and you want to move forward with your network of orbital buses, how would you be funding it? I understand that the revenue settlement to London Transport buses is going to be increasing at Retail Price Index (RPI) there is obviously going to be no capacity there for additional services without either putting up fares or taking out existing bus routes. So what commitments can you give on existing bus routes and on bus fares?

Boris Johnson (Mayor of London): Val, I am confident that we can trial this service without either putting up fares or taking out existing bus routes.

Bus Driving Standards

Question Number: 985/2008

Meeting Date: 18 June 2008

Roger Evans

Roger Evans (AM): Can I also urge you to include modifications to improve safety in driving standards as well because this Assembly in its last term identified driving standards as being a major problem on the bus fleet.

Boris Johnson (Mayor of London): I will certainly look at the issue of driving standards. One question that has been brought to my attention is the sudden jolt when the bus moves away. This is something I have been talking to TfL about.

Blackwall Tunnel Tidal Flow

Question Number: 878/2008

Meeting Date: 21 May 2008

Roger Evans

Roger Evans (AM): Will you undertake to consult with the boroughs along the A2 about your proposed solution to the Blackwall Tunnel problem so that they are fully involved and can lend you their expertise?

Boris Johnson (Mayor of London): Of course, Roger, I will consult with the boroughs, not just about this, but about all the issues upon which they feel so cruelly unconsulted over the last few years.

Environment

RE:NEW

Question Number: Question & Answer Session on the Draft Consolidated Budget 2011/12

Meeting Date: 23 February 2011

Darren Johnson

Darren Johnson (AM): Mayor, in your final budget you say that following the Assembly's motion the 101 telephone number project is now under review. If that review concludes that it is no longer needed and that it is not the best use of the money, will you transfer the £6.1 million funding to the RE:NEW project for home insulation - where you are looking at seriously being off target - with only 50,000 out of 200,000 homes being done by the deadline.

Boris Johnson (Mayor of London): As I said to you last time, Darren, I am confident that the retrofitting, the homes RE:NEW programme will accelerate and that we will see much more progress there. As to the 101 project, all I really want to say at this stage is that I think it is a good project. It is in principle a very good idea that Londoners should have a single portal, a single way through, a single way of communicating with "them", as they think of us. Communicating with "them", get "them" to do something that should be a simpler way of doing it. The modalities, how we actually deliver that, are a question that is currently under review.

Darren Johnson (AM): OK, you said the project is under review. If that review concludes that is not a good use of funding, will you consider putting that money into the RE:NEW programme?

Boris Johnson (Mayor of London): I will of course consider any submissions you make about where we put all our funds, and indeed I am happy to enter into a reasonable dialogue with all of you about that kind of thing.

10:10

Question Number: 169/2011

Meeting Date: 26 January 2011

Mike Tuffrey

Boris Johnson (Mayor of London): Mike, I am told we are still collating the figures but we think that it is at least 8% or 9% [cut in City Hall emissions during 2010] but it could be more depending on what we have achieved on air travel. That is where we are at the moment and other targets.

Mike Tuffrey (AM): Thank you. That is part of the point I was trying to make because way back in February, a year ago, February 2010, you answered my question and you said that you would be reporting

CO₂ emissions from City Hall real time on our website. There is a little piece of software that can be put on there. Back in February, you said it would be from the Spring. Now, that still has not happened. Each time I have asked you, I have asked you about four or five times this year, the date's go back

Boris Johnson (Mayor of London): What were you asking me four or five times?

Mike Tuffrey (AM): Real time monitoring from CO₂ emissions. It is technically very feasible. Back a year ago, they were saying it could be done.

Boris Johnson (Mayor of London): I think I am getting amnesia. I do not remember you asking me this four or five times.

Mike Tuffrey (AM): Absolutely. I can read it out to you. You said in February 2010. Sorry, this is written questions in City Hall, not verbal.

"We will publish CO emissions as well as its commitments from 10:10 on our website from spring 2010."

We are still waiting. It is just you promised, so my question is did you not promise that you would be a leader in this area? I quote your vision, "The GLA group leads the public sector on reporting CO₂ emissions" and we have not even been able to get on to the website here, CO₂ emissions. Will you fix that?

Boris Johnson (Mayor of London): Come on, we have done brilliantly in reducing our CO₂ emissions. We think we have reduced it by 8% or 9% but it is possibly more. We will give you the full figures and insofar as I made this pledge about - do you want some sort of gizmo saying, "CO₂ is currently emitting X amount"?

Mike Tuffrey (AM): Yes. It is real time energy and that concentrates all your minds and puts you on a leash. It is perfectly technically feasible if there is the leadership there and you promised us the leadership.

Boris Johnson (Mayor of London): Where do you want it placed? Above your desk there?

Mike Tuffrey (AM): On the website. Can I just remind you of the history?

Boris Johnson (Mayor of London): I am certainly going to have a look at it.

Mike Tuffrey (AM): Can I remind you of the history of this because the 10:10 campaign launched in September 2009. At that point, you said, "Oh yes, we support it". Until I actually asked you whether you had signed up to commit; it turned out that you had not. I then put a motion to this Assembly, and I hope you are aware that the Conservative Members walked out, so this Assembly could not debate the issue. We finally had them sitting in their seats long enough, a couple of meetings later, to have a unanimous verdict in favour of 10:10. Since then, it has been very slow getting you to take action... Since you have been in office, you have talked a good talk. What I am probing into is the lack of action even on something as simple as getting real time energy monitoring, which will at least cement this in.

Boris Johnson (Mayor of London): You are wrong. Obviously you have asked a lot of written questions about real time energy monitoring. I do not think you brought it up with me four times in this place. I will

see what we can do to give you the gizmo that you want, provided it is not too expensive. You can see how much hot air you are emitting at any given moment.

Black Cabs and Air Pollution

Question number: 3131/2010 Meeting Date: 13 October 2010 Darren Johnson

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

Boris Johnson (Mayor of London): I will look at that, Darren. I will look at it. It is something that we could consider.

Capital Waste Facts

Question Number: 2413/2010 Meeting Date: 14 July 2010 Gareth Bacon

Gareth Bacon (AM): In answer to a Mayoral question in January of this year, you stated that the cost of this website [Capital Waste Facts] was 2009/10 and that the funding had come from GLA budgets. In previous years it was as much as £20,000. In 2009/10 it was £10,000. Further investigation has revealed that this website has not been updated at all for two years and much of the information is actually available on the Recycle for London website and also on the Audit Commission website.

As you know, the new coalition Government has announced a review of all Government spending on some 820 websites that it inherited from the previous administration, and it does turn out that large amounts of money are being wasted on duplication of website content that does not actually get updated and does not actually do anything. Can I ask for an undertaking that you will review this, Mr Mayor, and that any such spending on websites such as this, that is proved to be needless, will actually be stopped?

Boris Johnson (Mayor of London): Sure.

Gareth Bacon (AM): Thank you. That is very concise.

Meat-free Mondays

Question Number: 1745/2010 Meeting Date: 9 June 2010 Jenny Jones

Jenny Jones (AM): Would you agree to meet with one of the McCartneys and see if they can convince you [to support the Meat Free Mondays campaign]?

Boris Johnson (Mayor of London): I would be more than happy to meet with any representative of the McCartney family, who are landmarks of our national culture, under any circumstances.

Air Quality(2)

Question Number: Oral Update

Meeting Date: 9 June 2010

Murad Qureshi

Murad Qureshi (AM): In the meantime, you have decided not to go ahead with the third phase of the Low Emission Zone. You intend to roll back the Western Extension of the Congestion Zone, which has had a beneficial environmental impact in that part of town, and also you have got rid of the six-monthly inspections of taxis. It is not really surprising that the [European] Commission states, according to their latest data provided, that the areas, namely the Greater London urban area and Gibraltar have exceeded limits of PM10. Can you please at least tell me when the latest data was provided by your office to the relevant authorities?

Boris Johnson (Mayor of London): I will get back to you about when our latest submissions were made to the Commission. I can not give you an exact date.

Heathrow and air quality (1)

Question Number: 1382/2010

Meeting Date: 19 May 2010

Mike Tuffrey

Mike Tuffrey (AM): I would like you to implement a clean air zone around Heathrow, in coordination with BAA.

Boris Johnson (Mayor of London): Right. I am interested by your proposal to impose a Congestion Charge in west London --

Mike Tuffrey (AM): Around Heathrow, for air quality benefits.

Boris Johnson (Mayor of London): I will examine it and I will consult Members of the Liberal Democrat/ Conservative coalition about what kind of Congestion Charge they might support in west London.

Heathrow and air quality (1)

Question Number: 1382/2010

Meeting Date: 19 May 2010

Richard Barnes

Richard Barnes (AM): Mr Mayor, expansion does not necessarily need to be physical at Heathrow. There can be mixed mode landing and take offs, there can be a squeeze on night flight and a re-definition of what is an emergency landing. Can you assure us that you will demand that this Assembly be fully consulted on any change in flight patterns and, indeed, air routes across London, that the Civil Aviation Authority (CAA), or others, may propose?

Boris Johnson (Mayor of London): Of course.

LEZ and Horseboxes

Question Number: 3533/2009

Meeting Date: 18 November 2009

Roger Evans

Roger Evans (AM): I am disappointed by your response, frankly [in relation to exempting horse transportation from the LEZ]... This just seems like an arbitrary measure to punish farmers and charities and

small businesses in outer London and TfL is doing it because it is just too difficult, administratively, for them to avoid doing it, rather than because there is actually a coherent policy reason for doing it. That would be very disappointing. Can you undertake to go back to Transport for London and see if it will review that decision?

Boris Johnson (Mayor of London): I will do as you say, Roger but, as I say, I am not inclined to be optimistic about this just because one of the things that occurred to me, as I was thinking about this question, is does a horsebox always have to contain a horse in order to qualify as a horsebox? I can well imagine that people might want to get round the LEZ rules by using a vehicle and claiming it was a horsebox or using a horsebox for other purposes than to transport a horse.

There are, I think, a variety of difficulties in creating this special exemption and, once you create an exemption, for instance, for horseboxes, you might equally argue that dispensation should be made for other vehicles that are used to transport fair equipment and all the rest of it.

Fuel Poverty

Question Number: 2420/2008

Meeting Date: 12 November 2008

Darren Johnson

Boris Johnson (Mayor of London): Isabel Dedring, the Environment Director, is currently working up some new proposals that we are going to bring forward to encourage people to take up insulation more widely across London. If you have got some thoughts on that, obviously I am sure she would welcome them, but we think we can do much more than the original process. I think we discussed it before.

Darren Johnson (Deputy Chair): We have discussed that before. I agree with you but can we at least not promote the existing scheme at the moment? It is better than nothing!

Boris Johnson (Mayor of London): We will put it back up on the website. I am sorry it has been off the website. I did not realise that it had disappeared from the website, but thank you for drawing it to my attention.

Climate Change Adaptation Strategy

Question Number: 1833/2008

Meeting Date: 10 September 2008

Nicky Gavron

Nicky Gavron (AM): I am also concerned that agencies like the London Climate Change Agency which is set up to bring in the scale of funding that of course the public sector cannot fund and it levers in 5:1 and in some projects 20:1 from the private sector. I am concerned about you seeing how it was set up to accelerate the introduction of technologies; adaptation technologies, low carbon technologies...Will you then agree to meet the various businesses that have invested in it and are supporting it to see how we can carry forward and strengthen the programme of introducing technologies?

Boris Johnson (Mayor of London): Yes. Yes, because I do believe that there are technological solutions that we can pioneer in London that will be adopted around the world and I think it will be of huge commercial benefit to London to be the place of the next green revolution. I think the London Climate Change Agency will play a part in that, so count me in for that.

Renewable Energy

Question Number: 1588/2008

Meeting Date: 16 July 2008

Gareth Bacon

Gareth Bacon (AM): I want to talk to you a little bit about the Merton Rule which directly relates to the initial question about renewable energy...at the moment the current indications are that they [the Government] are looking to remove the power from London boroughs to follow the Merton Rule. I would like your views on that and, if you agree that that would be a mistake, would you agree to lobby the Government to not do that?

Boris Johnson (Mayor of London): Yes, completely, Gareth. I cannot understand for the life of me why the Government is opposed to the Merton Rule. It seems to be a prime example of devolution making perfect sense and I think we should be encouraging and supporting the Merton Rule and I will certainly make sure that the Government hears our voice loudly and clearly on that.

Planning and Housing

Rough Sleeping

Question Number: 1682/2011

Meeting Date: 15 June 2011

Jenny Jones AM

Jenny Jones (AM): The problem though is that numbers are rising, provision for those people is going down and regardless of the money that is being spent provision is still going down; there are still cuts being experienced. I have a direct request from Barnardo's [a children's charity] which is just a few minutes walk from here. They wondered if you would go there and talk to them so they can explain because all their funding is being cut from August 2011 and that means there is a reduction and last year they put up over 600 people. That provision will be completely gone.

Boris Johnson (Mayor of London): Thanks, Jenny, we will look at what Barnardo's request and it may be that it is possible to fund them from some of the funds that have been made available to us. I am not certain but obviously I will ensure I talk to them as soon as I reasonably can. It may not be imminently but at the very least, since obviously we work with them very closely on the London Delivery Board, I am sure that Ric [Blakeway] will be talking to them.

Jenny Jones (AM): They will be closed in August 2011 because they have lost their London Councils' funding for example. A lot of money given by the Government for this provision was not ring-fenced and because councils are so cash-strapped at the moment it has gone on other things.

Boris Johnson (Mayor of London): OK, I was not aware that they faced such an imminent deadline. Let us see what we can do to help them. If we can do something, all well and good. I will get Ric Blakeway onto it.

Jenny Jones (AM): Thank you.

Homeless

Question number: 1/2011

Meeting Date: 26 January 2011

Richard Barnbrook

Richard Barnbrook (AM): I would like to go back to ex-servicemen. I think everybody here appreciates what our service folk do across the world, and coming back in body bags or mentally or physically disabled. There are charities out there like Heroes for the Homeless. I have some statistics here that in this particular moment in time, 1,100 ex-service folk are sleeping on the streets; rough living. An additional 2,500 are sleeping on sofas. This information is actually coming from the MOD, York University and shelters. I would like to look at that aspect. If charities were to approach you in assisting you with getting these rough sleepers off the streets, would you open arms to them?

In saying that, a lot of the ex-service people have been made redundant and more are about to be made redundant this year. Obviously their circumstances are simply that they have left the forces. Everyone seems to think London is paved with gold and they all rush down here. How would these particular people, who have done so much for our nation, be supported by you and by the proposals you are putting forward with regard to rough sleepers?

Boris Johnson (Mayor of London): That is a very interesting point because I have not seen the recent figures for ex-service people rough sleeping. I did see some figures a while back --

Richard Barnbrook (AM): These chaps here are ex-service; they have given me the figures.

Boris Johnson (Mayor of London): Actually, the figures have gone down for ex-servicemen sleeping rough very substantially. If there has been an increase then that is something that I am sure we would like to be made aware of on the London Delivery Board and certainly we are open to all offers from charities that wish to work with us to deal with the problem.

Richard Barnbrook (AM): There is this programme going forward with, I think, 600 East Europeans who have been resettled when they have come across here by dubious means, either by the sex trade or by false employment trade, and it has cost London £500,000 to send these people back at their own personal leisure. If this sort of money can be spent, can you give an indication very quickly of how much money you are hoping to spend between now and the end of 2012 to reduce the problem of rough sleeping?

Boris Johnson (Mayor of London): I cannot give you the figure but I would be happy to update you offline.

Housing

Question Number: 191/2011

Meeting Date: 26 January 2011

Mike Tuffrey

Mike Tuffrey (AM): Can you just confirm, if you have the information, how much of that (new affordable homes) is built on London Development Agency land?

Boris Johnson (Mayor of London): I cannot give you the figure now. I will get back to you.

Landlord accreditation

Question number: 3164/2010

Meeting Date: 13 October 2010

Mike Tuffrey

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

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

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

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

Boris Johnson (Mayor of London): I cannot give you a date, Mike, but I will...

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

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

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

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

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

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

Mike Tuffrey (AM): Thank you.

Changes to Housing Benefits

Question: Mayor's Oral Update

Meeting Date: 17 November 2010

Len Duvall

Len Duvall (AM): When will we see that detail? When will we see the detail of the mitigation issues? When will that become public? When will you put that into the public domain? What mechanisms, if you are that concerned, are you going to put in place to monitor that the worst aspects of this reform do not occur? What mechanisms will you put in place here in City Hall?

Boris Johnson (Mayor of London): We are working continuously with the Department for Work and Pensions (DWP) to get its estimate of the impact on London households. What we want to do is to

minimise that impact. As and when we have the figures, of course, Len, I will put them into the public domain.

Decent Homes Standard

Question number: 2867/2010

Meeting Date: 15 September 2010

Mike Tuffrey

Mike Tuffrey (AM): Do you have any update for us as to when your study on an enhanced Decent Homes standard will be funded?

Boris Johnson (Mayor of London): I am going to have to get back to you about when that study is going to be published.

ALMOs

Question number: 2867/2010

Meeting Date: 15 September 2010

Mike Tuffrey

Mike Tuffrey (AM): Just then moving on to the funding aspects, you mentioned Sutton, Havering and Redbridge having had their funding because they met the two star standard. You will also know that Lambeth, Tower Hamlets and Lewisham - the poor long suffering residents there, particularly in Lambeth's case having voted for an ALMO with the bribe of all this money - then did not get it. There are 12,000 homes in Lambeth today without that standard in prospect. Can you tell us what your prognostication is for releasing funding through the single housing pot to help those tenants?

Boris Johnson (Mayor of London): These are ALMOs that have not received two star status?

Mike Tuffrey (AM): Yes. Exactly.

Boris Johnson (Mayor of London): I will see what we can do in such cases. Patently what I want to do is to make sure that we get a fair Decent Homes budget for London in the current settlement. That is what we are aiming for. I will come back to you with more detail about what we propose to do in the event of ALMOs not achieving two star status.

PFI Schemes

Question Number: 2867/2010

Meeting Date: 15 September 2010

Andrew Boff

Andrew Boff (AM): Mr Mayor, when considering the allocation of funds for Decent Homes to boroughs, can you at least seek some assurance that those boroughs are going to spend that money in the most effective way possible, and treat with some suspicion and scepticism the very many Private Finance Initiative (PFI) schemes in London that have resulted in very poor value for money? I refer, in particular, to the PFI contracts let by the previous Liberal Democrat administration in Islington, which is £110 million over budget and subject to legal proceedings as we speak.

Boris Johnson (Mayor of London): It is vital that we get value for money from Decent Homes spending. That is why I will get back to Mike about the two star status.

Just on the PFI, people do not realise in London what a catastrophe the PFI continues to be and the huge distortions it is continuing to introduce, for instance, in the health service. I am not familiar with your particular complaint about the PFI but I will be very happy to receive more information about it.

Andrew Boff (AM): I have got a feeling, over the next few months, Mr Mayor, that you will be made familiar with that Islington situation.

CPI versus RPI

Question Number: 2309/2010

Meeting Date: 14 July 2010

John Biggs

John Biggs (AM): Can I raise one other question with you, though. It is a clever question from Mike about CPI versus RPI. I think it is worth reminding ourselves that one of the great distinctions of London against the rest of the country is that housing costs are so much higher here; RPI includes housing costs and CPI does not. Although I would much prefer you to base your fares decision on CPI rather than RPI because it tends to be lower; will you accept that a strong case for London needs to be made on housing costs and that is a fundamental part of your armoury on which we will work with you?

Boris Johnson (Mayor of London): Those are valid points about the measurements and the indexes that you should use. We will be looking at all those sets of arguments.

Dalston Junction

Question Number: 1900/2010

Meeting Date: 9 June 2010

Andrew Boff

Andrew Boff

Was it worth demolition of the Dalston Theatre and other heritage buildings, the construction of 20 storey blocks of flats with no affordable housing and the expenditure of £40 million on a slab of concrete just so that one bus (the 488) can stop at Dalston Junction?

Boris Johnson (Mayor of London): Andrew, I am told that you have scored a media coup on this matter this morning and you have been on the telly, or something, on this and I congratulate you on that.

I am afraid I am just parroting what it says here because I did not have the advantage of seeing you on the television this morning. I am told that the claim that the bus stop at Dalston has gone £24 million over budget is not something that we can stand up. We are looking into it. I am going to take up your point this afternoon, with David Brown [Managing Director, Surface Transport, Transport for London].

Andrew Boff (AM): Thank you, Mr Mayor. The £21 million I found out about before the question so that is why it does not actually feature in the question comes from the London Development Agency minutes. ...What I am asking you to do is to look, if you may, Mr Mayor, at the history of this scheme and make sure that this never, ever, ever happens again. It is an appalling waste of public money. Public money that should have been going into solving some of the deep social problems of the area. Instead, what we have is a bus stop. Thank you, Mr Mayor.

Boris Johnson (Mayor of London): Andrew, I am grateful to you for drawing this to my attention in the passionate way that you have and I will certainly take it up with TfL and see what it has got to say about it.

Dalston Junction(2)

Question Number: 1900/2010

Meeting Date: 9 June 2010

Jennette Arnold

Jennette Arnold (Deputy Chair): Will you copy me into any correspondence that you have with Andrew Boff on this because my constituents do not need further confusion on this matter from Mr Boff raising this matter at this time?

Boris Johnson (Mayor of London): I have told Andrew that I will look into the matter that he raises. Whether it is £39 million or £40 million; it seems to be a lot of money to spend on a slab. So I will look at it...Andrew indicates he is happy for you to be copied in.

Crown Estate

Question Number: 1798/2010

Meeting Date: 9 June 2010

Jennette Arnold

Jennette Arnold (Deputy Chair): Mayor Johnson, firstly, can I thank you for the excellent letter that you and other leaders sent to the Crown Estate in March. What we got was a copy of your letter, but I do not know if it is possible to circulate what their response was? That would be useful. I think, from last night, what we got was they seemed willing to take on a number of points that had been put forward by yourself and leaders of the boroughs: Steve Bullock [Mayor of Lewisham], Jules Pipe, Colin Barrow [Leader, Westminster Council], Keith Moffitt [Leader, Camden Council] and Councillor Rahman [Leader, Tower Hamlets Council].

In terms of what you have indicated you are going to do, can you give us an assurance that you will look to using all your powers and also seek some really good legal advice? One of my constituents has done a little bit of work and it would appear one of the individuals who did this very same thing at the Church Commissioners is one of the persons who is leading this now. That seems outrageous that somebody who failed on promises with the Church Commissioners with the very same thing is now leading this so that really is something to attack.

Can I also ask you to confirm whether you did petition the Board in any other way other than this letter? Will you be liaising with the Constituency Members about this as soon as you have the opportunity, once you have carried out further actions that you are indicating?

Boris Johnson (Mayor of London): I will see if we can get you the response.

You are certainly right in what you say about the coincidence that the same personnel seem to be involved in this disposal as were involved in the Church Commissioners' business.

As for my previous interventions in this matter, I would have to get back to you but I do remember having a brief conversation, roughly on the same lines as that in the letter, to the Property Development Forum that took place in the Marché International des Professionnels d' Immobilier (MIPIM). I think I also made a verbal intervention on these lines.

Jennette Arnold (Deputy Chair): Thank you for that because the letters from my constituents have not been answered yet and that is something that maybe your office could look through. You might well have

been inundated, given that there were a number of letters, but people who are in quite a bit of distress have not had any responses.

Can I just say, there is no option for some of the residents here. There is a lovely lady who wrote to you and she reminded you that she has lived in her home for over 50 years so the threat to the loss of her home is something that is causing her deep distress. So, will you intervene and will you use all powers that you have?

Boris Johnson (Mayor of London): I certainly shall and I thank you for the way that you are representing your constituents. I am sorry that they have not had answers yet and I will make sure that they get answers as soon as possible.

Cumberland Market

Question Number: 983/2010

Meeting Date: 17 March 2010

Brian Coleman

Brian Coleman (AM): I understand you, in conjunction with London Councils, have written to Sir Stuart Hampson, the chairman of the Crown Estate Commissioners [regarding the proposed sale of Cumberland Market]. The Crown Estate Commissioners' report is, I believe, directed to the Chancellor of the Exchequer. Will you now contact the Chancellor of the Exchequer to intervene in this matter and to say that these estates must remain in public ownership and must retain their role in providing key worker housing in central London?

Boris Johnson (Mayor of London): Brian, I congratulate you on the strong stance you are taking on this and the way you are dealing with it on behalf of your constituents and you are right to do it. Yes, we will take all necessary means to ensure that any such sale, that is detrimental to the interests of London families in those houses, is resisted.

Brian Coleman (AM): Will you contact the Chancellor of the Exchequer?

Boris Johnson (Mayor of London): I will, certainly. At the moment we are concentrating on the Crown Estate but if it is necessary to contact the Chancellor directly then, of course, we will do that.

London Plan (1)

Question Number: 3106/2009

Meeting Date: 14 October 2009

Steve O'Connell

Steve O'Connell (AM): I have to say that when the author of the report [the London Plan] poised over the section around back garden protection, he or she must have felt the weight of expectation very heavily on their shoulders. I am pleased at some of the wording around it. I have consulted a couple of senior council leaders and a couple of senior planning executive directors who are content that it does give them the powers to further protect our back gardens. However, in that context, I would perhaps urge you to lessen your temptation to have a light touch upon this generally and perhaps to revisit, once again, the language around that item, particularly, perhaps, to put more emphasis on the Mayor clearly supporting those boroughs who would make a presumption against back garden development. So I would like, perhaps, Mr Mayor, your comment around that.

Boris Johnson (Mayor of London): OK. The Plan is out for three months of consultation now so that is a point that clearly we will take on board. I want to give effect in the London Plan to the protection of back garden space and what we are doing is allowing, for the first time, boroughs to do that. It may be that it could be phrased in another way. We will certainly have a look at it.

London Plan (2)

Question Number: 3106/2009

Meeting Date: 14 October 2009 **Tony Arbour**

Tony Arbour (AM): That relates to the targets that you have given in the Plan for each borough to meet the number of sites that they ought to be providing for travellers. You scrapped the housing targets but you have left this target in. We do not believe - and I have raised this matter with you before and that is why I am astonished to see it in the Plan - that it is appropriate for the Mayor of London to tell the boroughs how many travellers' sites there should be in each London borough.

Boris Johnson (Mayor of London): As you know, because we had a long go round this last time, these were numbers that were agreed by London Councils and there is a statutory obligation upon us to bring forward a certain number of proposed sites. As I said to you, I think, on the last occasion we talked about this, Tony, I am more than happy to make representations with you and with other concerned people about the numbers of such sites.

London Plan (3)

Question Number: 3106/2009

Meeting Date: 14 October 2009 **Brian Coleman**

Brian Coleman (AM): Mr Mayor, what would your advice be to London boroughs, such as the London Borough of Barnet, who, on an all-party basis, have agreed there are no sites for the 22 travellers' pitches which your London Plan decrees? Should we concrete over some of our allotment space, for example?

Boris Johnson (Mayor of London): My advice to you in the London Borough of Barnet is to congratulate yourselves on bringing this up, to join Tony Arbour in making these representations, not just to me, but to London Councils who agreed this quantum of sites. These were not numbers pulled out of a hat in City Hall; they were designated by London Councils. I am perfectly willing to help you to make representations to the relevant government department about this policy but it is a statutory obligation upon us, currently, to pursue it.

Brian Coleman (AM): The problem is if we physically cannot find the sites, isn't it. Barnet is not alone in that respect.

Boris Johnson (Mayor of London): I hear what you say, Brian. I am keen to help in any way that I can and I will definitely lead you in making more intercessions we can.

Affordable Housing

Question Number: 2479/2009

Meeting Date: 9 September 2009

Nicky Gavron

Nicky Gavron (AM): Let me just take, on the ground, Hammersmith and Fulham now, because there, there are 7 well built and popular estates, roughly 5,000 homes, and they are up for demolition and

replacement with no promise that there will be a replacement of social rented units on them, let alone an increase. I would like from you a cast iron guarantee that, under your leadership, there will be no reduction in the number of social rented homes?

Boris Johnson (Mayor of London): Yes.

Nicky Gavron (AM): That regenerated estates will have the same, or higher, levels of social rented housing?

Boris Johnson (Mayor of London): Well, I can certainly tell you that on -- I think we are now getting to the crux of your question. It is really about Hammersmith and Fulham, right? The position is that officers have met with colleagues in Hammersmith and Fulham to discuss their plans and the borough has given a clear commitment, in their consultation document, not to reduce the level of social housing provision in the borough and to promote mixed and sustainable communities. For the last year, 2008/09, the first year of the targets, Hammersmith and Fulham delivered 285 affordable homes, of which more than half - 150 - were social rented.

Nicky Gavron (AM): The target you have negotiated with them is 25% lower than the one you actually suggested originally. I just want to know that council tenants on the estates will still have a home in the same ward, because what is being said is that they will not be able to be housed on those estates, necessarily. Will they have a home in the same ward? I want you to understand --

Boris Johnson (Mayor of London): I understand where you are coming from. I understand the question that you are asking. The reality is that Hammersmith and Fulham is producing more social rented housing. I am determined that it should do so. It is joined in that by the vast majority of other London boroughs.

Decent Homes Funding (1)

Question Number: 2318/2009

Meeting Date: 9 September 2009

Andrew Boff

Andrew Boff (AM): Would it be possible for your Office to provide the implications of this raid on each of the ALMOs affected, broken down by borough? It would be fascinating reading, if that information could be provided.

Boris Johnson (Mayor of London): In London?

Andrew Boff (AM): In London...But actually broken down and what that will mean for each of those -- what loss in investment in housing that --

Boris Johnson (Mayor of London): You mean as Steve was saying because he had a statistic of 900 families?

Andrew Boff (AM): Yes.

Boris Johnson (Mayor of London): We will certainly see what we can do to provide you with those figures.

Housing Targets

Question Number: 1722/2009

Meeting Date: 17 June 2009

Andrew Boff

Andrew Boff (AM): Obviously I am trying to persuade you that the best way of achieving your objective of reducing or halving overcrowding by 2016 is that that objective will not be well met by building so many one and two bedroom properties. Still within your criteria the majority of properties will be one and two bedroom flats. Bearing in mind that the vast bulk of overcrowding in the housing stock in London is in one and two bedroom flats it seems daft to me that the majority of properties that you are building will be one and two bedroom flats.

Some while ago I wrote to Richard Blakeway and asked whether or not it would be possible to actually vary the targets for each borough - not numerically but in their breakdowns - so that the targets within them could express the local need for family housing or possibly one and two bedroom flats - but I know of no borough that particularly is calling for more of them - but in the spirit of devolution perhaps we could have varying targets on the size of properties according to the borough?

Boris Johnson (Mayor of London): Well I will certainly be happy to raise that with Rick [Blakeway] and I would encourage you to talk to him about it. As I say, I have a figure of 42% in my head for the number of three and four bedroom dwellings we are encouraging affordable --

Andrew Boff (AM): 42% is what you have got but that is still not enough. That is still not enough...I would personally like to see a justification for every single one and two bedroom flat that public money is going into building because I want to see the individual justification for each one - I cannot see what they are.

Boris Johnson (Mayor of London): I would be very happy to present the justifications that have been given to me. There are serious justifications given still for the creation of those because there are huge numbers of people now who live either on their own or who need affordable housing or couples who need affordable housing. I am not going to accede to your policy of absolutely no provision of one or two bedroom dwellings --

Andrew Boff (AM): I am more of an extremist.

Boris Johnson (Mayor of London): -- but your point in support of more family sized dwellings is well made.

Home Working

Question Number: 1451/2009

Meeting Date: 17 June 2009

Andrew Boff

Andrew Boff (AM): What I am asking you to do is to try to battle for the local authorities to have more power to be able to enforce the live/work units because we have seen a dearth in their --

Boris Johnson (Mayor of London): You mean to compel people if they are given the permission to have a live/work unit to use it as a work unit?

Andrew Boff (AM): If that is the permission that they can then be able to enforce that in the future. A lot of local authorities are having an enormous problem with that and therefore are not granting permission for live/work units to start off with in order to avoid the administrative headache at a later time.

There are people who desperately do want to work from home...that option is a very valid one, it is one that meets an awful lot of targets and it is one that I believe you should be supporting.

Boris Johnson (Mayor of London): I understand. OK, Andrew. Thank you. I will look into that and it is a point I will bring up with Rick Blakeway and we will get back to you and see what we can do about it. It sounds a little bit as though we would be introducing a really quite tough coercive power to local authorities to compel people to use their property in a certain way, in a way that might be a little bit prescriptive. I think we would have to think about how we formulated that.

Housing Targets

Question Number: 1166/2009

Meeting Date: 21 May 2009

Mike Tuffrey

Mike Tuffrey (AM): It is in relation to the 39,000 possible units from land that Transport for London and the London Development Agency own...Can I ask you, urgently, in relation to the 7,000 possible units of land held by Transport for London and the 32,000 possible units from the LDA to put a bit of stick about and get them moving?

Boris Johnson (Mayor of London): Yes, of course...Yes, we will. We have to be careful that we do not flog off assets at a time when the value is not, to put it mildly, optimal. We need a strategy to make sure that we do it in such a way that the benefits of making this land available actually accrue to the taxpayer in the long run if possible.

Secondary School Places (2)

Question Number: 725/2009

Meeting Date: 25 March 2008

James Cleverly

James Cleverly (AM): With regards to the expansion in school places within the London Plan, you made reference in your Planning for a Better London document which obviously is the precursor document to the London Plan that the increasing numbers of school age Londoners, together with changes in national policies which encourage greater diversity in school places, will mean a greater demand for land for schools and the London Plan will have to support and facilitate this. Can you assure us that the London Plan will make specific reference to providing space for additional schools in London?

Boris Johnson (Mayor of London): Yes, of course I can. London is the big growth area of the UK population. It would be insane not to provide schools here in London.

James Cleverly (AM): Further to that, can you also ensure that there is no conflict between the preservation of green spaces in London - I am thinking particularly in terms of playing fields and playing spaces - and the additional provision of space for schools in London?

Boris Johnson (Mayor of London): I see no reason why there should be a conflict. In many of the planning decisions I have seen there are ample ways for creating a new school, greatly improving and

expanding a school, increasing provision and increasing the size of the classroom space without actually eating into the green fields and the playing spaces.

Section 106 Agreements

Question Number: 725/2009

Meeting Date: 25 March 2008

Victoria Borwick

Victoria Borwick (AM): To follow on from that, when you are putting together the final things for the London Plan, I have noticed recently that when you are doing Section 106 agreements and they are using their toolkit they are very keen on therefore providing you with a one form entry school rather than a two form entry school. In other words there is no flexibility because they say, "The minimum requirement for this size building and for this amount of flats means that actually we only need to provide a much smaller school".

Look at the Victorians. If they had not built the things with capacity and the things that we are still using now, we would not have the space that we have now. What I am saying is, at the moment, there is this whole thing about building the very minimum because of the toolkit that we encourage everyone to use and therefore actually we are not building with the capacity that you, I am sure - and I too - dream of, particularly with some of our views on family housing.

It is fine tuning when you get to the final London Plan to follow on from what James [Cleverly] has said because I know, myself, working on big developments, trying to get more educational.

Boris Johnson (Mayor of London): And the toolkit precludes this sometimes?

Victoria Borwick (AM): Yes, exactly. It is very prescribed, should I say, and therefore it is very easy for them to say, "This is the very minimum we need to provide" when of course, as a local council, you probably want to provide a larger school or a larger --

Boris Johnson (Mayor of London): OK. I get you. It is a very interesting point and I will take it up with our planners.

Family Sized Units

Question Number: 413/2009

Meeting Date: 28 February 2009

Andrew Boff

Andrew Boff (AM): Would you possibly get whichever agency - possibly the LDA because they are the ones who look like they need to be most enlightened - to do some research in this?... We have had a lot of talk over the past few years about extended families, how they are to be encouraged, how we should be bolstering the family unit and how we should be encouraging people to live together and yet we do not provide the right size properties for that to actually happen in London. I would ask that the LDA at least does some research before coming forward with some basically ridiculous justification for spending valuable housing money on perpetuating this glut of one and two bedroom properties that we are seeing specifically in relation to socially rented accommodation.

Boris Johnson (Mayor of London): Andrew, you campaigned on this consistently. I cannot comment in detail on the scheme you raise in particular. I think you are right. I think I would like to see some research

and I would like to see some argumentation about what LDA priorities are in this matter and I will certainly see what I can provide for you.

Mortgage Rescue

Question Number: 366/2009 Meeting Date: 28 February 2009

Steve O'Connell

Boris Johnson (Mayor of London): It is very hard for Londoners to get value from this [mortgage rescue] scheme, Steve, when after all the average price of a home in London is considerably above the cap set by the Government, particularly for family homes.

Steve O'Connell (AM): So, Mr Mayor, at the moment the cap on income is £60,000. Is it right to say, Mr Mayor, that you will be looking at devolving a subsidy to encourage the cap to be increased to £72,000 which would cover many more Londoners because the present scheme actually means that many Londoners - and people in the UK - paying basic rate tax are not entitled to enter this very good scheme? Mr Mayor, will you be taking that action further to encourage and to increase the level up to something like £72,000?

Boris Johnson (Mayor of London): It is a very interesting point, Steve, because it is symmetrical with what we are trying to do with the First Steps scheme where we are trying to reflect the particular conditions of the London property market to help people to ensure eligibility for Londoners who face particular difficulties in this city. I will certainly look at what you say and will discuss it at the HCA.

Borough Targets

Question Number: 422/2009

Meeting Date: 25 February 2009

Andrew Boff

Andrew Boff (AM): Mr Mayor, do you think at some point you might be able to issue some guidance either through the London Plan or through the housing targets on the desirability of socially rented homes for families being above the fourth floor in new developments?

Boris Johnson (Mayor of London): Andrew, I know this is something that you campaign on and care about very much. I will think about whether such a provision is suitable for inclusion in the London Plan.

Outer London Commission

Question Number: 360/2009

Meeting Date: 28 February 2009

Brian Coleman

Brian Coleman (AM): But will you specifically consider more members to this Commission who reflect issues around the preservation of green space, the preservation of the green belt and have detailed knowledge of the unique suburban environments that exist in London?

Boris Johnson (Mayor of London): I will consider that, Brian.

Provision of Family Housing

Questions to Mayor on the Draft Consolidated Budget 2009/10 Meeting Date: 28 January 2009

Andrew Boff (AM): Could I therefore ask you, bearing in mind the very positive response that you have just given, that you direct the LDA to revisit the Barrier Park East scheme in which it is a partner and in which there is very little family housing and an over provision of one and two-bedroom flats for socially rented purposes?

Boris Johnson (Mayor of London): I will certainly have a look at it and ask them to produce—

Andrew Boff (AM): This is not a question, Mr Mayor, of you being asked to override a local authority's planning application. This is the LDA itself being a partner in the application, so you have got more leverage.

Boris Johnson (Mayor of London): I understand completely what you are saying. This planning application has a very long history and we will certainly have a look at it.

Decent Homes Standard

Question Number: 2879/2008

Meeting Date: 17 December 2008

Mike Tuffrey

Boris Johnson (Mayor of London): Mike has asked what monitoring will I be undertaking to ensure that London boroughs are meeting the Decent Homes standard and will I publish this data on an annual basis...I have no particular problem with or objection to the suggestion you make, Mike.

Mike Tuffrey (AM): Thank you....Now the Homes and Communities Agency London board I think is meeting this Friday. Something like 11% of the monies available to you are allocated to Decent Homes in particular. I do not have a correct answer to this but I am interested in your thoughts as to what is the right balance between putting money into new homes and putting money into bringing up the standard of existing homes given, as I say, 200,000 homes do not meet that basic standard at present?

Boris Johnson (Mayor of London): Well that is a very interesting point, Mike, and obviously we should look at the proportion very carefully because clearly, new build is only 1% of the London housing stock. There might be real scope to use that money to bring up to standard existing homes rather than concentrating the budget entirely on new build...We are having a HCA meeting on Friday and it is certainly something that we will look at and I would be very happy to send you the results of our [discussion].

High Rise Blocks

Question Number: 2550/2008

Meeting Date: 12 November 2008

Navin Shah

Boris Johnson (Mayor of London): Your question is about the chances of saving Harrow town centre from high-rise blocks and implementing that policies to protect suburban areas from high rise development. That is my policy, particularly when those developments are opposed by local communities. Although I have to say that in respect of Harrow I am not aware of high-rise blocks that are currently being proposed.

Navin Shah (AM): They are being proposed. Obviously you are not aware of them...

Boris Johnson (Mayor of London): Sorry, Navin, I do not want to interrupt you, but on the detail of Harrow – I mean I will take this up but it may be that I am being misled here because I just want to be very clear – I am told that the proposals are for buildings up to ten storeys in height.

Navin Shah (AM): There is one that already has been dealt with. There is a second one which has already gone through stage one where you have not opposed a project which actually is over 19 storeys. Those we can talk about outside this Question Time.

Boris Johnson (Mayor of London): I will have a look at them... I am told that the schemes envisaged are only ten storeys in height. There has obviously been some confusion here and I take the point you make. I will go back and have a look and ask my planners to have a look at this again and we will see what happens in stage two.

High Rise Blocks

Question Number: 2550/2008

Meeting Date: 12 November 2008

Navin Shah

Navin Shah (AM): ...can you tell us what is the timeframe for this Outer London Commission to report and also can you tell us whether it will take onboard this major issue for which there is strong opposition from local residents about tall buildings in suburban areas which do impact adversely on the heritage and character of the suburban areas?

Boris Johnson (Mayor of London): I certainly will, Navin, and this is one of the things that William McKee will be looking at. I am determined not to go round imposing on outer London boroughs tall buildings that they do not want... It is important not to be completely dogmatic about this and to say that all tall buildings are intrinsically evil though personally I think that too often they can be blots on the landscape. I will make sure that William McKee takes account of this and obviously if you want to make your own representations to him that would be all well and good.

Wards Market

Question Number: 2507/2008

Meeting Date: 12 November 2008

Joanne McCartney

Joanne McCartney (AM): I wanted to come in because Andrew's raised the issue of affordable rents for markets and you can see we have representatives from Wards Corner Coalition, the Latin American Market here as well. I met with them this week and one of the things they are concerned about is ongoing rents should development go ahead on the site. I know that it is within your planning ambit at the moment so you cannot comment on the planning application itself, but could I ask you to agree that Ian Clement [Deputy Mayor, Government Relations], who you have delegated this decision to, will actually meet with representatives, that they can personally put their case to him before you make your final decision?...I am just asking for your commitment to a meeting to talk about this.

Jennette Arnold (Chair): ...you will get an answer to that when we get to the question on Wards Corner...

Boris Johnson (Mayor of London): Well, let me just say that the answer is going to be yes when the question comes.

Housing Strategy

Question Number: 2420/2008

Meeting Date: 12 November 2008

Mike Tuffrey

Mike Tuffrey (AM): What I want you to do is send out a signal, first that you will publish, say, quarterly real-time performance so that we can see which councils are managing to step up to the plate [in terms of targets for affordable homes] and which are not. The first commitment is will you publish those numbers regularly, say on a quarterly basis?

Boris Johnson (Mayor of London): A regular assessment of which councils have agreed to deliver such and such a number?

Mike Tuffrey (AM): No, no. Are achieving. So, they are going to agree the targets and we will see those. Then we need to see are they making it month-by-month, quarter-by-quarter.

Boris Johnson (Mayor of London): Well, it does not seem unreasonable. If you forgive me I will look into the whys and wherefores and the modalities of delivering that. Providing we can do it without unnecessary hassle and expense, of course we will.

Housing Strategy

Question Number: 2420/2008

Meeting Date: 12 November 2008

Len Duvall

Len Duvall (AM): What I am saying – and particularly on council renewal schemes – where they are knocking down existing council homes, will you separate those out in the targets when it comes to be reported back. They are not new; they are replacements.

Boris Johnson (Mayor of London): I see the point you are making, Len. I mean I think I would have to go back and talk to our housing people about the definitions and on which side of the target line they would fall. To be honest I cannot give you an answer now but I will be happy to revert to you.

Thames Gateway

Question Number: 2518/2008

Meeting Date: 12 November 2008

Gareth Bacon

Gareth Bacon (AM): Would you agree then, Mr Mayor, that it is important to simplify the structure of the Thames Gateway area and it would only be sensible of any Government, existing or future, to ensure that the mammoth and tangled bureaucracy is both simplified and refocused on deliverables rather than simply on spending money?

Boris Johnson (Mayor of London): Gareth, I could not agree with you more and I think it is high time that the 66 quangos were concerted more effectively and I thought I saw some nodding from this side of the Chamber [Labour side]. I think it would be greatly to the advantage of the Thames Gateway and of London if there were a more effective grip on this spending. There is a huge opportunity to do something fantastic. It would be a great shame if that spending were wasted.

Gareth Bacon (AM): Thank you for that reply again, Mr Mayor. So, on that basis would you agree to lobby both the existing Government and the opposition to that end?

Boris Johnson (Mayor of London): I will... Just for the benefit of people watching this, this is CLG money which I cannot direct it personally, but I think we certainly should be lobbying for tighter and more effective control of what is going on.

Queen's Market

Question Number: 1597/2008 Meeting Date: 10 September 2008 Jenny Jones

Jenny Jones (AM): Given that you cannot comment on this in particular, would you be prepared to commission a piece of work which looks into - and the previous Mayor was fantastic at doing this and I am sure you want to emulate him - existing planning policies and whether or not they do support this sort of street market retail outlet?

Boris Johnson (Mayor of London): Yes, I will certainly do that. I am determined to support street markets. I think they are a wonderful part of London life. As you say, they also can bring great benefits to local communities and to people on low pay and I am certainly interested in all that.

Jenny Jones (AM): I understand that. When this piece of work has been done will it go into the London Plan?

Boris Johnson (Mayor of London): I am certainly interested in that argument and I am persuadable upon that...

Nicky Gavron (AM): Mayor, as it has been pointed out that markets are languishing right across London, regardless of the political complexion of the boroughs, can I suggest that it is a very suitable area for planning policy in your new revised London Plan?

Boris Johnson (Mayor of London): Thank you, Nicky. That was the point that I think Jenny was really driving at and that is certainly something that we are very, very happy to take on board, as we say in politics.

Queen's Market (2)

Question Number: 1597/2008 Meeting Date: 10 September 2008 Jenny Jones

Jenny Jones (AM): This Assembly has done some work on street markets already, which I am sure this piece of work will include. Would you be prepared to visit Queen's Market and have a look at it, without commenting obviously? Would you be prepared to do that and meet the campaigners and just listen to what they are saying?

Boris Johnson (Mayor of London): I see no reason why I should not go; I will go dumb; I will go incognito. I think you have achieved your objective, Jenny!

Dee Doocey (AM): Mr Mayor, I just wanted to say I certainly welcome the fact that you are going to get involved but the Assembly's Economic Development, Culture, Sport and Tourism Committee did quite a lot of research on it and I would just ask that you read the report and, in particular, the recommendations before you go and visit the market because I think it will give you the background -

Boris Johnson (Mayor of London): OK.

Queen's Market (3)

Question Number: 1597/2008

Meeting Date: 10 September 2008

Roger Evans

Roger Evans (AM): Whilst you are out east visiting Queen's Market, Mr Mayor, will you undertake to travel a bit further east to revisit Romford Market which is very much an example of somewhere which is well run and is thriving. I know you enjoy a visit there so it seems like a fine opportunity.

Boris Johnson (Mayor of London): Yes.

Affordable Housing

Question Number: 1856/2008

Meeting Date: 10 September 2008

Nicky Gavron

Nicky Gavron (AM): I do not know if you are aware but there are going to be now 47 discounted - that is slightly below market - housing, 23 intermediate and 109 market [at the Bloemfontein Road development in White City]. Of all that only eight are going to be three-bed. This is a development, part of which is adjacent to a health centre, next to a park, ideal for families and the social rented component would have been for the families... We now, cross-party apparently, have a consensus to get family housing and we have now just given approval to a development of getting on for 200 units with 8 units of family housing next to a park and with a health centre. I just want to press that point to you...

Boris Johnson (Mayor of London): ...I will look into your specific question of why there is not family housing. I quite agree with you we should have more family housing.

Affordable Housing

Question Number: 1384/2008

Meeting Date: 16 July 2008

John Biggs

John Biggs (AM): A question about affordable housing: would you agree with me...that there is a real problem where some of the London boroughs with high land costs are placing their homeless families in some of the London boroughs with low land costs, particularly Barking and Dagenham, where a lot of inner London boroughs are renting wholesale private rented accommodation to put homeless families which causes enormous social pressures in the destination borough whilst getting the home boroughs off the hook if you like? That has caused enormous difficulties for my constituents and my borough councillors in Barking and Dagenham. Would you be happy to use your good offices to try to influence policy to discourage that from happening beyond reasonable limits? There is a protocol which is currently being repeatedly broken by boroughs, I understand.

Boris Johnson (Mayor of London): This is a very important issue and that is exactly the kind of thing that I want to see addressed in the City Charter, the congress system that we are setting up. I am very much aware of the point that you make and if there are particular social consequences that you are seeing in your area or particular examples of ways in which this is causing distress or excessive burdens on your constituency, then I would be very, very grateful if you could send me some kind of brief résumé of it so I can draw it to the attention of the other boroughs.

Visit to Dalston

Question Number: 1384/2008

Meeting Date: 16 July 2008

Andrew Boff

Boris Johnson (Mayor of London): Thank you, Chair, and thank you, Andrew [Boff]. I hope I will not be violating any protocols, Chair, if I say that I would be very happy to take up Andrew's suggestion [to visit a development area in Dalston] and come and see the site for myself.

Jennette Arnold (Chair): And will you inform the Constituency Member?

Boris Johnson (Mayor of London): I will certainly.

Energy Efficient Buildings

Question Number: 932/2008

Meeting Date: 21 May 2008

Nicky Gavron

Nicky Gavron (AM): Will you then work with the Assembly constructively to ensure that we actually get some of the barriers removed to making all London's buildings energy efficient?... Insulation is not going to get us very far.

Boris Johnson (Mayor of London): Well I am not certain that is true. ...I will certainly work with you, Nicky, and you can count on me as an absolute champion for all that kind of thing.

Play Space

Question Number: 932/2008

Meeting Date: 21 May 2008

Nicky Gavron

Nicky Gavron (AM): Can I move on to another point which is a very important component of the Plan which is directly relevant to young people and it is very recent, it has just been put in the Further Alterations; it is a requirement that all new housing developments in London must provide play and informal recreation space for children and young people, ten square meters per child or teenager, either on site or in the neighbourhood if there is something that can be improved and accessible, and the developers have to maintain that for 15 years.

Boris Johnson (Mayor of London): Look, I think people listening to you across London would think that is a wholly laudable objective and it sounds like something I would want. ...I think it sounds like the kind of thing that we might well include but, as I said earlier on, I also want to make sure that we protect playing field space in London and I am going to be looking at ways of doing that in cooperation with the boroughs....Nicky, I think what you are saying is of incredible importance and I will do my utmost to make sure that we build accommodation in London that has adequate provision for children to play.

Minimum Space Standards

Question Number: 932/2008

Meeting Date: 21 May 2008

Nicky Gavron

Nicky Gavron (AM): Can I finally end on another point which is you have said that you want Londoners to live in beautiful homes of the right size and not rabbit hutches. The previous administration was moving towards introducing minimum space standards. When I first began in planning we did not think Parker Morris was good enough. Now we would die to have Parker Morris ...I want you to support that and to

make sure it is in your revision to the London Plan and you will have to consider whether it is there for all homes not just affordable homes.

Boris Johnson (Mayor of London): I will have to look at the reality of whether we can introduce it for all homes but I certainly think that it is time we reintroduced a modern version of the Parker Morris standards.

Green Homes

Question Number: 932/2008

Meeting Date: 21 May 2008

Darren Johnson

Darren Johnson (Deputy Chair): But regardless of where the money comes from you are committed to ensuring much greater levels of investment in green homes than currently?

Boris Johnson (Mayor of London): I am certainly committed to green homes. If you are asking me now to make some extravagant spending commitment which I might regret I am afraid I am going to pass that opportunity, but I will definitely work with you to make sure that we have lots of wonderful new technology green homes.

Back Garden Space

Question Number: 932/2008

Meeting Date: 21 May 2008

Steve O'Connell

Boris Johnson (Mayor of London): As I say, I want to make sure that as we rewrite the London Plan - and I hope that I am going to have support at least from Nicky in this and hopefully from others - I think that we should specifically be writing into the London Plan the protection of back garden space so that there is a presumption in planning questions in favour of protecting back gardens with all the biodiversity, amenity and everything else that they provide.

Housing Targets

Question Number: 932/2008

Meeting Date: 21 May 2008

Mike Tuffrey

Mike Tuffrey (AM): Still pursuing the housing theme: your case is that removing the 50% target and with it the threshold for small size developments will yield more units of housing and more units of social housing in particular. Will you therefore commit to a certain number in total? What is your total number that you are committing to?

Boris Johnson (Mayor of London): As I just said, we intend to build 50,000 by 2011.

Mike Tuffrey (AM): What about the total number of housing units...in London. The previous Mayor's strategy was for 30,500, which I think is in the London Plan. What is your target for the total number of units in London each year?

Boris Johnson (Mayor of London): We are going to be revising the London Plan but I have no hesitation in sticking with the targets we announced during the campaign which matched the ambitions of the Mayor. What I am saying is that we will achieve these ambitions more effectively by being more flexible and more pragmatic.

Mike Tuffrey (AM): OK, so you are committing to the 30,500 units per year as in the current London Plan and as in the Draft Housing Strategy. OK. That is important to get that on the record. Can I ask you then about waiting lists, which grew 68% under your predecessor? Will waiting lists be higher or lower at the end of your Mayoralty?

Boris Johnson (Mayor of London): Of course I want to reduce waiting lists.

Mike Tuffrey (AM): You will write that into the London Plan and into the Housing Strategy?

Boris Johnson (Mayor of London): Well, as I say, the process of rewriting the London Plan will be a laborious one but it sounds to me like a laudable objective to want to reduce waiting lists.

Family Sized Units

Question Number: 932/2008

Meeting Date: 21 May 2008

Navin Shah

Navin Shah (AM): Mr Mayor, I am also after a commitment from you. The question relates to the issue about the family size units. Certainly in outer London boroughs there is a glut of small one and two bedroom units. Definitely what every borough aspires to are family size units. Are you committed, and would you put that clearly in the London Plan, that there would be greater emphasis for a larger proportion of family size units and to better the Parker Morris standards?

Boris Johnson (Mayor of London): The question is very clear. We will certainly look at that....I will look at that idea and all I can say is superficially I view it with favour.

London Plan Review

Question Number: 932/2008

Meeting Date: 21 May 2008

Andrew Boff

Andrew Boff (AM): I welcome, Mr Mayor, your commitment to protecting back garden spaces but in your deliberations I hope that you do take into consideration how a general approach like that might affect the interests of those people who merely want to extend their properties to accommodate growing families, and I do hope that you will take that into consideration in that Plan.

Boris Johnson (Mayor of London): I am aware of that issue and of course will be taking that into account.

Strategic Views

Question Number: 874/2008

Meeting Date: 21 May 2008

Tony Arbour

Boris Johnson (Mayor of London): I do think that we should be protecting strategic views in London and I do think that we should be preserving beautiful internationally famous buildings from being salami sliced away from view. That is why I will be working to make sure that we restore the original RPG 3a of 1991 and that we protect London's historic buildings from invisibility at the hands of new skyscrapers... We are going to do it. What we have got to do, technically, is we have to go back to the Secretary of State. We are going to do that. We are going to get the current dispensation changed to ensure that we have better protection for London's historic views.

Economic and Business Policy

Rioting in London - impact on economy

Question Number: 2466/2011 Meeting Date: 14 September 2011 Dee Doocey

Dee Doocey (AM): I wonder if you might consider bringing in the key insurance providers to City Hall for a roundtable discussion, which I think might be quite useful.

Boris Johnson (Mayor of London): As I say, let us see what the evidence is about insurance in those parts of London, but of course I am willing to bring them in.

Dee Doocey (AM): I wonder if you might reconsider - do not answer now - because I think by the time you see what the new premiums are, the horse will have bolted and it will be too late. I think you need to be proactive rather than reactive on that one.

Outer London Commission's Recommendations

Question Number: 1386/2011 Meeting Date: 18 May 2011 John Biggs

Valerie Shawcross (AM): Just a quick question, Mr Mayor. Can you tell me which boroughs your outer London adviser has visited in the last three months?

Boris Johnson (Mayor of London): I can get back to you on that, Val.

Valerie Shawcross (AM): Will you write to me, Mr Mayor, and tell me which boroughs she has visited?

Boris Johnson (Mayor of London): I will write you as long and as detailed a letter as I can on that subject.

LDA

Question number: Oral Update Meeting Date: 23 March 2011 Len Duvall

Boris Johnson (Mayor of London): It goes without saying that, under the headline of wasting less money, it is obviously true that there are some programmes which we have inherited from a previous administration that are being discontinued and that for some of them it has taken some time to detach ourselves from the various legal obligations of one kind or another. I think this is the right way forward. We have a good settlement now for development in London and it is important that we achieve for London taxpayers' money.

Len Duvall (AM): OK. I will rephrase the question, Mayor. What are we cutting? What programmes are being cut and reduced in the LDA?

Boris Johnson (Mayor of London): You will be receiving a full breakdown of exactly where the LDA savings are being made. You can take it from what I have said that all the priorities that I have set out over the last few years will continue to be satisfied, particularly helping young people into jobs, helping with apprenticeships and helping, above all, to deliver the legacy from the Olympics.

World Athletics Championships

Question number: 983/2011

Meeting Date: 23 March 2011

Tony Arbour

Tony Arbour (AM): Well, can I ask you, before we go firm on this one, that you present a proper business case for this, a realistic business case where those people who you employ to make out the business case have no link of any sort with the organisers of this? I am minded in making that point of our aborted bid for going for the football World Cup, when the benefits that London was going to get were determined by PricewaterhouseCoopers, a wonderful organisation - I would not want to belittle them in any way - but of course PricewaterhouseCoopers were in effect employed by the people who were sponsoring the football championship in this country. I am sure my colleagues sitting round the table would agree with this: if the sums of money which we have to invest are very tiny and the returns are very great and they are guaranteed returns - the Holy Grail of investment - then we would support you, but we do not want you to go bald-headed - I know that is the wrong expression to use for you of course - into a venture where money would be far better spent elsewhere.

Boris Johnson (Mayor of London): I absolutely understand that and I can give an undertaking to everybody here that obviously, if and when we make a serious attempt to capture the 2017 athletics [World Athletics Championships] here for London and it is necessary to invest public funds in that bid, then of course our investment will be open to full scrutiny and assessment by you and that is what we are here for.

Energy Efficiency Budgets

Question number: 2812/2010

Meeting Date: 15 September 2010

Darren Johnson

Darren Johnson (AM): I completely agree and RE:NEW is absolutely the right programme and the right way of delivering it. However, the projections that were put together from LDA for the funding plan do rely on significant borough contributions as well as the Carbon Emissions Reduction Plan funding from the energy companies and the Kickstart funding from the LDA. Have you lobbied the boroughs directly or spoken to borough leaders to seek assurances that they have made provision for this in their spending plans for the next year?

Boris Johnson (Mayor of London): I repeatedly mention the vital importance of retrofitting to borough leaders. I will see what we are doing specifically on making these points to boroughs and seeing how better we could get that point across.

Darren Johnson (AM): I would urge you to write to all the borough leaders a) pointing out the importance of this scheme and the funding to continue if it is to be a success and b) to get assurances from them that they do put it in their own spending plans.

Boris Johnson (Mayor of London): It may be that we have, indeed, written such a letter. I will find out what we have said and how we have achieved it.

Darren Johnson (AM): It would be a real shame to see the RE:NEW programme strangled, through lack of borough financial support when it is now getting off the ground.

Promoting London Abroad

Question number: 2964/2010

Meeting Date: 15 September 2010

Tony Arbour

Andrew Boff (AM): Mr Mayor, have you done any kind of cost benefit analysis of promoting London abroad, rather than just relying on the fact that it is the most famous city on earth? I wonder what promotion it really needs.

Boris Johnson (Mayor of London): You say that, Andrew, but I have to say I do not agree with what I think is your assumption that we can just leave it to London's worldwide reputation to do the job for us. You need to be out there. This is a highly competitive global economy where people are offering endless persuasions and inducements to move firms to one big city or another we have to be out there. We have to be competing. We have to be getting our message across. We cannot be complacent. In the 1970s and 1980s New York became incredibly complacent about this kind of thing. It lost huge amounts of ground - and, indeed, it lost out in the 1990s to London. We cannot afford that kind of complacency, and I do want a powerfully promoted London brand that everybody understands, that is recognised around the world and that makes a difference to jobs and growth in this city.

If you want a cost benefit analysis then that could be readily supplied. I am sure we can easily supply you with the relevant data about the number of positive inquiries that have led to actual investments here in London and the number of firms that, we think, have been attracted by promotional activity of one kind or another. We can easily, I think, demonstrate the value to Londoners of projecting around the world the advantages of coming to live and invest in this city.

Pay Review

Question: Oral Update

Meeting Date: 15 September 2010

Darren Johnson

Darren Johnson (AM): I am pleased you highlighted the pay review because when I asked you in July I was very reassured by your answer that you fully supported pay ratios in the public sector; the Prime Minister's proposal that no employee should earn more than 20 times the lowest paid employee.

It was disappointing to see your own Economics unit actually attack that very proposal in its submission to the Hutton Review. You might say they are all independent minded economists and so on. Will you, as Mayor of London, personally put your own submission into that review so that we have a little bit of consistency coming out of the Mayor's Office?

Boris Johnson (Mayor of London): As I said in my answer, hoping to anticipate your entirely reasonable point, the function of economists is to give a range of economic arguments on the plus and on the minus side. As you know, because you will have read it, they think that if you have a fixed 20:1 ratio the risk is that some organisations will try to subcontract and push the low paid out of their list of employees in order to be able to meet the ratio, which would clearly be absurd. That is an interesting point that is worth bearing in mind. It in no way detracts from my support for this ratio and that is something that I have made clear to you.

Darren Johnson (AM): Will you put that support in writing to the Hutton Commission then?

Boris Johnson (Mayor of London): I am entirely willing to put such support in writing to the Hutton Commission.

Future Job Fund Places

Question Number: 2023/2010

Meeting Date: 9 June 2010

Joanne McCartney

Joanne McCartney (AM): We have heard in the last four weeks that the Government is cutting the 40,000 future job fund places and a lot of them were earmarked for London. There are quite a number of university places being cut which will particularly affect that age group. You have said you are going to create apprenticeships but that is not going to make up for the range of other opportunities that have now been lost because of the Government's programme. I am wondering what lobbying you are doing on that and if you are looking to undertake further action, particularly for that age group?...Have you lobbied the Government about this loss of training and job opportunities for our young people and have you made representations? If you have not, will you do so?

Boris Johnson (Mayor of London): I have certainly made general representations about the need to maintain support for skills and training in London. If you direct me to the relevant announcement I will, of course, take that up with the Government.

London Living Wage

Question Number: Oral Update

Meeting Date: 9 June 2010

John Biggs

John Biggs (AM): Labour Members congratulate you on increasing the London Living Wage but would you be prepared to commit yourself to a piece of work to try far more vigorously to tackle the knotty areas where employers are unwilling to implement it? There are sections of the economy such as hospitality and so on where you have made utterances but, as yet, the progress has been very limited. We would be very happy to work alongside you in helping to improve the poverty wages of people in those areas.

Boris Johnson (Mayor of London): John, I am grateful for the spirit in which you make that suggestion; I am delighted by it. I will support that and I would like to work together with you in an effort of persuasion because, although you are right to say I have made speeches to the hospitality sector about the importance of this and the merits of the London Living Wage in promoting loyalty and in saving you employment costs in the long run, this is something that cannot be imposed, particularly in tough economic circumstances; you need to argue for it and, if you want us to argue together, then I am more than happy to do it.

London Living Wage(2)

Question Number: Oral Update

Meeting Date: 9 June 2010

Andrew Boff

Andrew Boff (AM): Mr Mayor, I think a lot of lower paid Londoners will welcome the initiative that you have taken on the London Living Wage and that you are driving it forward. Could you communicate the way in which you have done that to, perhaps, some other London borough leaders as well, perhaps the London Borough of Hackney, who, to this day, its learning trust is still advertising on its website vacancies for £6 an hour? Also, could you remind it that, if it claims that it is going to be a London Living Wage supporter, then how is it that, as recently as February, it awarded a contract to the ominously named KGB Contracting to provide cleaning in the schools of Hackney and, as a part of that contract, not only does this contractor pay much less than the London Living Wage, because of the adjustment of the working weeks down from 52 down to 47 weeks, it is actually, one could argue, paying less than the minimum wage? This is from a borough that claims to be a supporter of the London Living Wage? So perhaps if you could, Mr

Mayor, communicate how you have been successful to a borough that has been particularly unsuccessful in living up to its public pronouncements.

Boris Johnson (Mayor of London): Andrew, as ever, I am grateful to you for that. I have the honour of meeting Jules Pipe [Mayor, London Borough of Hackney], whom you may know, later on today and if you would be kind enough to provide me a paragraph summarising that I will, of course, relay it to Jules.

Living Wage Commitment

Question Number: 905/2010

Meeting Date: 17 March 2010

Jenny Jones

Jenny Jones (AM): For example, you have just signed a contract with a hotel here in London for £900,000 and there is no commitment to the Living Wage. Now surely that is within your gift, within your aegis, and you could have specified that they have to pay their workers the Living Wage?

Boris Johnson (Mayor of London): Well, I will certainly look into that, Jenny. I think you are being a little bit unfair when you say that we just talk about the London Living Wage. I think we have done a huge amount to mobilise support for it and I think that if you look at companies that you would not expect to be paying the Living Wage like Barclays, like big accountancy firms, now in London they are understanding the point that I have repeatedly made: that it is not just a good thing for their employees and it is right that their employees should get £7.60, or whatever it is per hour, in London, given the extreme expense of living in London; it is also good for the companies because, if you pay the London Living Wage, then you engender loyalty and commitment and you end up, actually, having a more economical wage bill because you are able to mobilise your staff in that way. I think, actually, we have done a great deal to promote that.
....

Jenny Jones (AM): When you spend money, you can dictate the terms of spending that money. You can do it. In this big huge contract, nearly £1 million, you did not specify that.

Boris Johnson (Mayor of London): Let me look at this contract and let me see exactly what we have or have not done.

Living Wage Commitment (2)

Question Number: 905/2010

Meeting Date: 17 March 2010

Mike Tuffrey

Mike Tuffrey (AM): I ask you to commit, in relation to contracts issued by this body, will you make it a requirement that the London Living Wage is paid by contractors? It is very simple. That is the way to implement it.

Boris Johnson (Mayor of London): As I said to Jenny [Jones], I will look at the contract that she has mentioned and I will see what we can do.... The difficulty, Mike, is whether is the legal implications of trying to enforce contracts on contractors and sub-contractors all the way down the chain and I am certainly willing to look into it but there are difficult issues that it raises.

Job Seekers Allowance Bus and Tram Pass take-up

Question Number: 1576/2009

Meeting Date: 17 June 2009

Mike Tuffrey

Mike Tuffrey (AM): Can you just look at ways of promoting it [the discounted fares scheme] more: at ticket stations, in libraries, let's talk to the boroughs and anybody who is interacting because this is a real practical help and we need to give it a good push?

Boris Johnson (Mayor of London): Absolutely. I think you are dead right. I do not lose a single opportunity to mention it on the television whenever I am invited to discuss the things that we are doing to help Londoners to deal with the problems of the recession. I mention it along with the expansion of the Freedom Pass and other measures.

Obviously, everybody round the horseshoe, this is something that we have done to help Londoners in an economic downturn. I think it is something we should all be putting on to our newsletters and I am sure that Labour Members will be wanting to point out that this step has been taken by the Mayor and will want to be making that point accordingly. I hope very much that we work together to get the message over.

Amnesty of Illegal Immigrants

Question Number: 688/2009

Meeting Date: 25 March 2008

Jenny Jones

Jenny Jones (AM): Do you remember, when we discussed this before, that a majority of this Assembly actually voted to support you on the amnesty for illegal immigrants and I just want to reiterate that some of us are totally behind you, if not in front of you, leading the charge on that. So we are very happy. Are you still happy to work together with the Assembly to make some sort of joint case for the Government so that we can keep pushing on this?

Boris Johnson (Mayor of London): As you know, we are still waiting for the London School of Economics and Political Science (LSE) report. We had a draft which was really about the numbers.

The issue we have to work out is whether we can do this without introducing too much of a pull and too much of an incentive to people to break the law. That is what you cannot do. You cannot have a situation in which people think, "Oh well, listen, if you can get to Britain and you can hang around long enough, you'll be all right". There has got to be very, very clear signals sent out that we do have tough border controls and that should be a pre-requisite. We should properly police our borders. We should not allow people to come in illegally --

Jenny Jones (AM): Actually the more you are talking the less I am agreeing with you so perhaps we should just stop there! I was trying to be nice to you on this occasion!

Boris Johnson (Mayor of London): I am not, and I do not think any of us, should be in favour of encouraging people to break the law and to come and live here illegally. Whatever we do we need to come up with a solution that does not trigger that.

Jenny Jones (AM): You will work with us anyway on this topic.

Boris Johnson (Mayor of London): Of course.

Business Rates

Question Number: 748/2009

Meeting Date: 25 March 2008

Andrew Boff

Andrew Boff (AM): Can you assure me, however, with regard to small businesses, that you will look into any part of the GLA group that may choose this time to increase rents for small businesses?

Boris Johnson (Mayor of London): Yes, Andrew. This is something you have been vigilant about and you have campaigned upon before. If there is a particular example of a TfL rent that is going up unreasonably or anything you would like to draw to my attention I will, of course, look into it.

Andrew Boff (AM): Thank you.

Small Businesses

Questions to Mayor on the Draft Consolidated Budget 2009/10 Meeting Date: 28 January 2009

James Cleverly (AM): Mr Mayor, pressure on small businesses is acute during this economic climate. Do you support London government's plans to pay their bill to suppliers more promptly?

Boris Johnson (Mayor of London): I do and I think everybody in the public sector, as I was saying earlier on, owes a huge duty now to struggling small businesses. That is why it is absolutely right that we should be paying our bills within ten days and I would like to see this done across Whitehall.

James Cleverly (AM): Thank you. In support of that will you encourage all the budget holding bodies to publish their average payment period in the forthcoming budgetary year and ensure that year-on-year we insist that there is a downward pressure on that average payment period to suppliers?

Boris Johnson (Mayor of London): That sounds like a very sensible suggestion and if it can be done without too much bureaucracy then, certainly, I think it is something that we should do, yes.

TfL Commercial Tenants

Questions to Mayor on the Draft Consolidated Budget 2009/10 Meeting Date: 28 January 2009

Andrew Boff (AM): Mr Mayor, TfL will be asking each of its commercial tenants this year for an average £580 extra to raise the £700,000 increase that they are looking for from TfL. Bearing in mind your declared support for small businesses is this not the year to forgo that increase?

Boris Johnson (Mayor of London): Thank you for drawing that to my attention. We will look at it and certainly I will get Peter Hendy to get back to you on that. We will do a study on the cost implications of that.

Business Support for the Voluntary Sector

Question Number: Oral Update Meeting Date: 17 December 2008 Dee Doocey/Joanne McCartney

Dee Doocey (AM): You talk about the LDA putting £23 million into business support plus a further £10 million in loans and this is absolutely welcome. My concern, though, is for the voluntary sector. In paragraph 41 you just talk about lobbying for them to receive increased funding but you acknowledge freely that the advice centres are under huge and increasing pressure, people looking for advice. We know of this sector, where you could normally just rock up and go and get advice immediately, there are now sometimes two-week waiting lists in order to get advice, but you are not proposing that the LDA puts any money into this. I think just saying that you are going to lobby somebody else, presumably the Government, for them to get extra money is not really worth a row of beans and I would feel much, much happier if you were to take on board the problems that these advice centres deal with the voluntary sector and the fact that when people get timely advice about their debts it often helps them enormously not to lose their homes. I really would ask you to look at that in particular.

Boris Johnson (Mayor of London): Well, Dee, I think it is a very good point and like you, I very much value the work of the Citizens Advice Bureaus (CABs) and I think they do a fantastic job. Very often they save everybody, they save politicians in particular, a fantastic amount of time and they save the welfare state a great deal of money simply by helping people with timely advice. I will look at your suggestion that the LDA should contribute to them. I will pass it on to the LDA Board. Obviously what we do not want to do is get into the game of accidentally displacing funds that might come from either the boroughs or from Government.

Joanne McCartney (AM): Will you also agree that a lot of the advice that you are proposing here to give to SMEs could equally be applicable to those organisations in the voluntary sector and social enterprises? Would you ask the LDA to look at whether they could open their doors to those organisations, as well?

Boris Johnson (Mayor of London): Yes, Joanne. Of course they are important economic actors, as well. No one is going to deny that they produce consumption and production and that they contribute to the economy and they contribute to social well being. The vital thing that we need to ensure is that we can measure outputs with such agencies. I think where the LDA got into problems over the last few years and why to a large extent it managed to lose the confidence of people in London was because it was not satisfactorily measuring outputs. It is vital that we do that.

London's Economy

Question Number: Oral Update Meeting Date: 17 December 2008 Dee Doocey

Dee Doocey (AM): Can I finally just draw your attention to the economic seminar that was held by the Assembly's Economic Development, Culture, Sport and Tourism Committee last week and the recommendations that fell out of that and ask you to look at particularly things like diversifying London's economy and balancing the needs of the newly unemployed with long term unemployed. So if you could look at that, as well that would be helpful.

Boris Johnson (Mayor of London): Certainly, I am grateful to you.

Green Collar Jobs

Question Number: Oral Update Meeting Date: 17 December 2008 Jenny Jones

Jenny Jones (AM): Could I ask you that you perhaps do put a figure on this at some point because it would help us in our calculations.

Boris Johnson (Mayor of London): If it would help you politically to come up with a figure of the number of green-collar jobs we jointly want to generate then I am sure we can come up with a figure.

Shepherd's Bush Market

Question Number: 2507/2008 Meeting Date: 12 November 2008 Tony Arbour

Tony Arbour (AM): Traditionally being under the arches or on land which is owned by transport undertakings has always been the first stop for small entrepreneurs setting up in their businesses. I receive representations from TfL tenants in Stamford Brook who believe that the increases in their rent are very substantial and under current circumstances unaffordable. Can I put it to you, Mr Mayor, it is better to have some rent from an occupied premise than no rent from someone because the business has been driven out by the policies of TfL? Would you suggest to TfL that if that is the stark option facing them, it is better for them not to go for the increase in rent?...

Boris Johnson (Mayor of London): Of course I would make that point.

London's Economy

Question Number: 1982/2008 Meeting Date: 15 October 2008 Jenny Jones

Jenny Jones (AM): When do you expect the LDA to publish its report on the Commercial Opportunity for London Businesses Environment Sector?

Boris Johnson (Mayor of London): Jenny, I am going to have to pass on that one. I will get back to you and I will let you know as soon as possible.

London Living Wage

Question Number: 1147/2008 Meeting Date: 18 June 2008 Joanne McCartney

Joanne McCartney (AM): An annual report was done on the London Living Wage and whether it needed to be raised at all and that report was due to be published during the election but obviously could not be. Will you undertake to actually release this report now and that if that report recommends raising the London Living Wage that that will take place with immediate effect?

Boris Johnson (Mayor of London): Yes, it is my understanding that the London Living Wage is calculated by GLA economics.

Joanne McCartney (AM): I understand a report is there waiting to be released.

Boris Johnson (Mayor of London): I will make sure, just as you say, that we do release it so that we can see what they are saying.

Joanne McCartney (AM): And that all GLA employees will be paid that raised amount?

Boris Johnson (Mayor of London): If that is the procedure then certainly that is the outcome that I will support...

Joanne McCartney (AM): The GLA has a procurement policy and part of that procurement policy is that contractors should abide by paying their workers a London Living Wage. Will you make sure that in all your dealings in all the contracts that come out of this building that that is set in those contracts also?

Boris Johnson (Mayor of London): I will certainly make sure that we are able to disseminate the benefits of the London Living Wage as widely as possible, particularly through our procurement policies.

Joanne McCartney (AM): And will you be encouraging in your congress of London leaders that all London boroughs should take the same stance as well?

Boris Johnson (Mayor of London): That sounds like a very good idea.

Education and Skills

Scrapping of the Education Maintenance Allowance (EMA)

Question Number: 987/2011

Meeting Date: 23 March 2011

Jennette Arnold

Boris Johnson (Mayor of London): Thank you very much Jennette. Obviously this is something that I know people will be marching about on Saturday. This is an issue of huge concern to Londoners and again I understand the difficulties that it will raise. The assessment is that more than half of young Londoners - 54% - receive the EMA. Proportionally that is much more than any other part of the country. We have of course taken that up with the Secretary of State for Education and made the point that we want to see, whatever they are going to replace the EMA with - and they have pledged to replace the EMA - we want to see that money effectively targeted at those London families who will now have to do without the EMA.

Jennette Arnold (AM): What exchanges have you had with Simon Hughes MP, who is as I understand it leading a review around this whole issue? Would it not have been better to actually relate to him and actually look to get in from him a suitable response for Londoners?

Boris Johnson (Mayor of London): Well I am not certain that we have not been talking to Simon about that and I will get back to you, Jennette, on what conversations may or may not have taken place with Simon Hughes, but clearly the first port of call in negotiating for Londoners and making that we get the proper funding that we need for young people in London is to go directly to the Secretary of State for Education who holds the budget.

Jennette Arnold (AM): What it is clear that the Coalition Government has done is that when they have done something and there has been an outcry against it, they then find their own particular version of a tsar, and as I understand it, Simon Hughes is leading this. So once again I would like confirmation from you

as to what exchanges there have been, because I do believe in this instance that what you are required to do is influence the tsar, so that report will then contain the proper information. So will you promise to share those --

Boris Johnson (Mayor of London): Yes, I mean I think my friend Simon Hughes would be surprised and disappointed that you are not aware of his existence; a distinguished, long-serving MP for a London constituency and indeed the very place where we sit is represented by Simon Hughes. So I of course - just to get back to the point --

Jennette Arnold (AM): Yes, please.

Boris Johnson (Mayor of London): -- I will of course make sure that insofar as we have had discussions with Simon about the successor to the EMA, I will make sure that you know what is going on and that you are kept abreast of conversations.

Jennette Arnold (AM): Thank you

Secondary School Places

Question Number:725/2009

Meeting Date: 25 March 2008

James Cleverly

James Cleverly (AM): Thank you, Mr Mayor. You mentioned already the difficulties that local authorities have with the Government's traditional lag in estimating the education requirements within boroughs. Considering that that is an ongoing and longstanding problem, will you lobby the Government to take away the regulations preventing surplus education capacity within boroughs so that boroughs can, where they feel it appropriate, get ahead of the game?

Boris Johnson (Mayor of London): Very good idea. That certainly seems something we could, jointly with London Councils, take up with the Government.

Education

Question Number: 2164/2008

Meeting Date: 15 October 2008

Roger Evans

Roger Evans (AM): ... the Harold Hill Learning Village - which is going to be a specialist science and mathematics academy; just the sort of place that perhaps might consider the physics of tunnelling and transport engineering as well. That particular proposal is supported - and we very much welcome their support - by Queen Mary University and by the Worshipful Company of Drapers. We would value your support as well if you could consider giving us that and if you could consider perhaps visiting Harold Hill to see the site and to learn more about the proposal?

Boris Johnson (Mayor of London): It was not so long ago that I was in Harold Hill- although, admittedly, it was before the election... I must go back to Harold Hill. I will come back. I know that we will fix it up. It sounds like a very interesting idea.

London's Economy

Question Number: 1982/2008

Meeting Date: 15 October 2008

Jenny Jones

Jenny Jones (AM): Another area is skills because, if we are going to move into this era of mitigating climate change, we need a lot of green skills that at the moment we do not have; there is an incredible shortage. So will you revisit your Skills Strategy to think how investment here could catalyse industries and education?

Boris Johnson (Mayor of London): Yes.

Health and Public Services

Health Service Reforms

Question Number: 997/2011

Meeting Date: 23 March 2011

Caroline Pidgeon

Caroline Pidgeon (AM): Mayor, you do have responsibility for healthcare inequalities in London --

Boris Johnson (Mayor of London): I do.

Caroline Pidgeon (AM): -- and you do have responsibility for a number of the blue light services, but the one that you do not is the London Ambulance Service (LAS), which has no accountability to this place at all. I am wondering, what representations you have made to Government for, perhaps, a change through the Localism Bill or the Health and Social Care Bill in Parliament?

Boris Johnson (Mayor of London): I believe it has been raised. I do not think there is much appetite for us to take over the LAS.

Caroline Pidgeon (AM): Have you actually made representations yourself on this?

Boris Johnson (Mayor of London): To be honest, Caroline, I have been more concerned to secure a great many other things in the course of my negotiations with Government over the last three years. I have not focussed on securing the LAS. If you think that there is an overwhelming case for us to run the LAS and detach it from the NHS then I would be interested to see it. It is not something that I have seen --

Caroline Pidgeon (AM): Appointing you to the board is something you could ask for.

Boris Johnson (Mayor of London): -- detailed work on. If it would work for Londoners, if it would deliver a better LAS --

Caroline Pidgeon (AM): More accountable.

Boris Johnson (Mayor of London): -- and if you can produce an argument - a case - that it would deliver a better LAS then, Caroline, I am more than willing to look at it.

Caroline Pidgeon (AM): Thank you.

HIV-AIDS Awareness

Question Number: 980 / 2011

Meeting Date: 23 March 2011

James Cleverly

Boris Johnson (Mayor of London): James, this is a subject on which I think there is a risk of too much complacency and I thank you for bringing it up because it is a real issue. I think I am right in saying that incidents of HIV in London are now on the increase again. We need to be using our public health powers, if we get these budgets which I hope we will, to use the projection of strategic public health strategies across London to make people more aware of the risks of HIV and AIDS because it is on the increase again.

James Cleverly (AM): Mayor, I welcome that response. You are absolutely right; in the UK the annual contraction rates of HIV-AIDS has risen from less than 2,000 cases per year in 2001 to almost 2,000 in 2010. You have mentioned about the public health responsibilities; obviously a proposal is being put forward for a London Health Improvement Board. Will you ensure that Aids awareness and safe sex messages are a priority issue for that board as and when it is formed?

Boris Johnson (Mayor of London): I will. Of course, you will know that we have appointed Annie Lennox as the HIV Ambassador for London and we recently had here in City Hall an expert round table for various partners involved in combating Aids, including the National Aids Trust. We had a big event here on World Aids Day.

James Cleverly (AM): Mayor, you used the word 'complacency' and I think that is a really appropriate word. In 1987 when the original "Don't Die of Ignorance" campaign was run there was an immediate and sustained reduction in the rate of HIV contraction. As we recognise London has a higher proportion of high-risk groups than the nation on average, do you accept that we have an increased responsibility to, I suppose, update and rebroadcast those awareness messages in the capital?

Boris Johnson (Mayor of London): Yes. I am delighted by the work of not just Annie Lennox but the peer outreach group. We have trained ten of the GLA peer outreach workers on HIV and sexual health facts, we have had an exhibition that told the story of Londoners affected by HIV in December 2010 and last month we launched the C Card scheme for young people to designative that accessing of condoms. So, you cannot say we are not working on it.

James Cleverly (AM): I have a concern that there may be the risk of duplication of effort and a lack of coordination between the proposed roles of Public Health England and the potential roles of the London Health Improvement Board. Will you ensure that on this issue - ideally on all issues - that there is a proper coordinated approach, the pooling of budgets if necessary, to support this increased awareness campaign for HIV-AIDS?

Boris Johnson (Mayor of London): Of course.

London Ambulance Service

Question Number: 1967/2010

Meeting Date: 9 June 2010

Mike Tuffrey

Mike Tuffrey (AM): Good. A third suggestion is around the London Ambulance Service which is the only emergency blue light service that is not part of this. It seems to me the London Ambulance Service could become a functional body, as with fire and police, and then we would get joined up. Already there are patient transport issues that would team up across with TfL, and the whole civil emergency side would team

up with other work that is already going so. So that would be another one that could be brought down to regional level.

Boris Johnson (Mayor of London): I like the idea. I think possibly I had better take it up with representatives of the emergency services, from TfL.

Mike Tuffrey (AM): Yes, but they will not like it of course because it is change. It does not like change. Just a bit of history for you.

Boris Johnson (Mayor of London): Let me look into, Mike.

Emergency Services

Question Number: 394/2010

Meeting Date: 24 February 2010

James Cleverly

James Cleverly (AM): The other point that I would like to touch upon is about the coordination of emergency services. We currently have a situation where we have excellent Chairs of both the London Fire and Emergency Planning Authority and the Metropolitan Police Authority, yet we have little practical influence over the London Ambulance Service. Yet, as we head towards 2012, the coordination of those three emergency services is absolutely essential. Would you consider looking at the coordination of blue light services pan-London?

Boris Johnson (Mayor of London): I certainly would. I think that is an extremely good point and I will be taking that up with NHS London.

Thames

Question Number: 2287/2009

Meeting Date: 9 September 2009

Tony Arbour

Tony Arbour (AM): I wonder, when you are discussing Mogden with Thames Water, you might raise a much longer standing problem, indeed two much longer standing problems. One is the Mogden pong and the Mogden mozzies. For years my constituents have been plagued by mosquitoes accompanied by the most awful smells from Mogden. Thames Water has made the point that their difficulty is that it has, itself, to fund any works which are going to be required to deal with the problems, both that which has been set out by Dick [Tracey] and the problem of the smell and the mosquitoes.

I wonder if, whilst you are talking to Thames Water, you could ask them about the difficulties that the Office of Water Services (OFWAT) has raised with them about the way these improvements to Mogden and the conditions of my constituents in Twickenham and Isleworth can have their environment improved. My understanding is that OFWAT has to give consent for substantial sums of expenditure to be raised on infrastructure and I am told... that OFWAT is unwilling to recognise further odour prevention works at Mogden as an obligation or a fully supported service improvement.

I can tell you that the many Londoners who support you in that part of London do think that something should be done about the smell and the mosquitoes as well as the stuff flowing into the river and I would be very glad if you would investigate that relationship.

Boris Johnson (Mayor of London): Well, thanks, Tony. I think that everybody listening to you will consider your constituents redoubtably defended on those points. I will look into the mosquitoes and the pong and I will get to the bottom of the point you raise about OFWAT's apparent reluctance to see the necessary improvements to the Mogden Sewage Treatment Works. I am informed that they will be completed by 2013. Admittedly, that is some way off still but it should bring some alleviation of the problems you describe.

A&E Closure

Question Number: 2331/2009

Meeting Date: 9 September 2009

James Cleverly

James Cleverly (AM): Actually, on that, with regard to having a strategic view on this, will you write to NHS London? One of the points that was raised in the Health and Adult Services Scrutiny Committee at Bexley Council, where the management of the hospital trust was questioned, one of the things that came to light was, despite now having three hospitals within a single NHS trust and despite having the ability to manage finances across the three hospitals, it seemed that little or no planning was put in place to use those economies of scale and to use that flexibility of scale to ensure that absolutely core health provision was maintained at Queen Mary's Hospital.

So will you write to NHS London and demand that it looks at the strategic use of both human resource and financial resource across London to ensure that we get these core services delivered?

Boris Johnson (Mayor of London): Yes. James, I am certainly very keen to ensure that we take a strategic view about the provision of health care in London and that we work together with the boroughs and with the primary care trusts (PCTs) to protect vital services. I thought the arguments for keeping the A&E at Queen Mary's in Bexley were very good. I am sorry that we seem to have lost those.

I do think that you have to introduce a bit of balance into this conversation and you have to recognise that we need reform in the NHS and there are improvements that can be made. We should not be stick-in-the-muds and there are things that can be done to improve the NHS. That is all I will say. But that, I think, must be done by looking at the strategic needs of London as a whole.

James Cleverly (AM): Thank you for that final point. I think you are absolutely right. The improvements that need to be made in the efficiencies of the NHS are widely known. However, my great concern with this is that the bringing together of the three hospitals to form the one super south London hospitals NHS Trust was exactly designed to allow the management team to have the flexibility to deal with pinch points and pressure points like the A&E at Queen Mary's Hospital and they seem to have singularly failed to take advantage of that structure.

I would ask that you support my calls both to the local hospital trust and NHS London to take full advantage of those structural changes to maintain the essential services across South East London.

Boris Johnson (Mayor of London): I am certainly willing to help you, James, in that or, indeed, any other matter.

Tuberculosis

Question Number: 1472/2009

Meeting Date: 17 June 2009

James Cleverly

Boris Johnson (Mayor of London): James [Cleverly] has asked a very complicated question about tuberculosis and the guidelines for inoculation for children in high-risk areas of London. All I can say, James, is that some of your question is actually at variance with some of the data that I have about the guidelines that are currently being applied. Can I propose that what I do is agree certainly to work with you to write a letter to the Joint Committee on Vaccination and Immunisation that will satisfy your point?

I am told, for instance, that it is the case already in boroughs with disproportionately high rates of tuberculosis (TB) there is automatic inoculation at birth for all children. That seemed to me at least to address your point but I may have misunderstood the key point you were trying to make...I am very, very happy to work with you [James Cleverly] to come up with a message to the Joint Committee on Vaccination and Immunisation to re-emphasise our particular concern about the incidence of TB in London boroughs and the measures it is taking to target vulnerable groups. I am more than happy to work with you on that.

Tuberculosis (2)

Question Number: 1472/2009

Meeting Date: 17 June 2009

Richard Barnbrook

Boris Johnson (Mayor of London): Chair, through you, if I could just say that my information is that in boroughs with disproportionately high rates of TB immunisation is offered at birth to every child.

Richard Barnbrook (AM): No, it is not.

Boris Johnson (Mayor of London): If that is not the case in Barking and Dagenham then clearly I will take steps to find out the arguments why not, but it may be that it is still not thought that the incidence is sufficiently high to warrant it.

Post Offices

Question Number: 2519/2008

Meeting Date: 12 November 2008

James Cleverly

James Cleverly (AM): I, like you, welcome this dramatic U-turn by the Government Minister after consistent pressure and, I have to say, cross-party pressure and I am glad to see that the Labour Members opposite are willing to stand up to their own Government when it is clearly heading in a direction that benefits no one in London. As you say, I think it is incumbent upon us to ensure that the positive words that have been released by the minister do not end there and that we keep a watching brief to ensure that the post offices are continually supported by the Government. Will you join me in writing to the Minister [Secretary of State for Business] to inform him of our support for his decision, but also informing him that we will not leave this where it is but we will continue to watch to ensure that his words actually turn into actions?

Boris Johnson (Mayor of London): I certainly will. I think you are absolutely right.

Chase Farm

Question Number: 2322/2008

Meeting Date: 15 October 2008

Brian Coleman

Boris Johnson (Mayor of London): I have been a couple of times, as you know, to Chase Farm and I am aware of the very strong local feeling about that. It is certainly true that we do not think that this consultation has been as good as it should have been and I will be writing to the Health Secretary to that effect.

Brian Coleman (AM): I am most grateful, Mr Mayor, for your intervention because, as you will know, the Boards of the three PCTs - Enfield, Haringey and Barnet, full of Labour place men - voted for changes despite all the borough councils of all political persuasions being opposed and then the Secretary of State confirmed the decisions of the three PCTs... On the wider point, will you lobby for a role in strategic decisions in London on health services because, surely, if the elected Mayor of London - perhaps acting as a strategic health authority for London - had been involved or had taken the decisions at least there would be democratic accountability from the Mayor to the people affected by these health service changes?

Boris Johnson (Mayor of London): Thank you, Brian. I do not want to deviate from the answer I gave to John a moment or two ago about not seeking fresh mandates and not seeking territorial aggrandisement. I think that we have quite a powerful position at the moment in the sense that it is my duty to look at health inequalities and you correctly phrased your question. We can and do have an interest in this matter and I will be writing to the Secretary of State to the effect that you and I both want.

Health Investigations

Question Number: 1840/2008

Meeting Date: 10 September 2008

James Cleverly

James Cleverly (AM): I am sure you are also aware of the Assembly's innovative use of technology and social media to promote this [the London Assembly investigation into alcohol misuse by young people]. Will you also support our endeavours to try to make that work?

Boris Johnson (Mayor of London): Absolutely. I think it is exactly the kind of thing we should be doing and you should be using all sorts of means to reach out to your target audience which is, after all, young people.

James Cleverly (AM): Thank you...I am sure you are aware, but probably far too modest to crow about the fact, that on the Facebook social networking website you are the most popular British politician with over 14,000 fans...Would you therefore give me a commitment that you will send out a brief message to your 14,000 fans inviting them to come to the London Assembly's page in support of this investigation and get involved in helping us solve this problem?

Boris Johnson (Mayor of London): I am totally behind that.

Post Offices

Question Number: 1569/2008

Meeting Date: 16 July 2008

Richard Tracey

Richard Tracey (AM): Mr Mayor, I hope that you are going to continue to campaign vigorously against the closure of post offices but you may be aware and you may like to ask your office to investigate that

where councils such as the Borough of Wandsworth are coming up with alternative locations for some of these post offices, the Post Office itself is not making it at all easy to negotiate new agreements. It does strike me that that is obstructing the will of local people when indeed solutions can be found, so will you pursue that point?

Boris Johnson (Mayor of London): I certainly will, Richard. Can you send me the details of these efforts by the Post Office to obstruct local solutions and we will get on to it immediately?

Post Office Closures

Question Number: 1142/2008

Meeting Date: 18 June 2008

John Biggs

John Biggs (AM): The problem we have is that this week some of the post offices are closing - certainly one in Poplar in my patch is shutting this week - and we may be waiting until the end of time for the court to come back. Meanwhile the post offices will be closing and people will be losing their services. So two strands; what are you doing to expedite that and are you working with councils and other bodies to find alternative funding packages, which I think is something that is being pursued by the excellent Conservative Council in Essex of course?

Boris Johnson (Mayor of London): I have been looking at these options and Ian Clement, the Deputy Mayor, is actively seeking the widest possible range of solutions. I have to say that it is difficult for us now to promise to take on open-ended commitments to funding and financing post offices... There are real difficulties we face in mounting a wholesale rescue operation with GLA money. Rest assured that we are looking at every conceivable option to make sure that these post offices which are so important, where they can be protected, are protected.

Healthcare for London

Question Number: 1063/2008

Meeting Date: 18 June 2008

James Cleverly

James Cleverly (AM): I think the changes put forward by Darzi are another classic example of a single solution trying to be shoehorned into a range of circumstances and, as you say, there may well be examples where polyclinics and the coming together of GPs is entirely appropriate. However there are many parts of London where the geographical nature and the physical distances between communities would make that kind of clustering and centralisation entirely inappropriate and, rather than increasing the range of services to people, they will in fact simply move services further away from the necessary point of delivery. Will you add your voice to the campaigns of people who in their specific environs do not wish polyclinics forced upon them?

Boris Johnson (Mayor of London): Yes, absolutely, James. Insofar as I think that the initiative is likely to lead to health inequalities and to remove a benefit and a service on which local people have relied, then, yes, I do think it will be my duty as Mayor to campaign against them.

2012 Olympic Games

ODA

Question Number: 3423/2010 Meeting Date: 13 October 2010

Brian Coleman

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

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

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

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

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

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

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

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

Olympic Village

Question Number: 2376/2010 Meeting Date: 14 July 2010

Andrew Boff

Andrew Boff

Will you review the plans for social apartheid on the Olympic Village post-2012?

Boris Johnson (Mayor of London): Andrew, I reject the use of the term apartheid in respect of the Olympic Village. I am sure you have got a copy of this beautiful document - you will see market and intermediate and social rented accommodation is, in fact, distributed throughout the site. What I would like

you to do is look at the Legacy Masterplan when we unveil it later this month and look at the way that we are going to be promoting family housing of all kinds around the site.

Andrew Boff (AM): Yes, there is social housing on the site. There are, effectively, rich blocks and poor blocks. It is not pepper potted throughout the site. Typically one of the blocks that you have got in front of you is going to be for social and intermediate housing, and the remainder of the blocks are going to be for sale. This goes against all the recommendations of the 2007 Select Committee from the House of Commons which recommended that pepper potting should be the approach of achieving mixed tenure communities in all new developments.

To be honest, this is a development that would make the Victorians blush because it is basically pushing the poor people over into little manageable blocks where they can keep out of the way. What this is is a victory for estate agents and all those people who do not like the idea of poor people living next door to them.

Boris Johnson (Mayor of London): Those comments cannot conceivably bear any relation to the drawings here. If you look at what is proposed, in the same block, the same square, you have intermediate, you have family homes and you have the --

Andrew Boff (AM): No, that is not the same. Mr Mayor, you have been wrongly advised because the advice that we have had, if you take one of those typical four sided blocks, you will see three sides will be for purchase, and one side, a separate discrete block - because they are not continuous blocks - will be for social housing and intermediate housing.

Boris Johnson (Mayor of London): That is not quite true actually, Andrew, it is not true.

Andrew Boff (AM): I would be delighted if I am wrong, Mr Mayor, because certainly that would be against all the enquiries that I have made with the ODA - because I have quizzed it on this - and it said, "Sure enough. It is going to be very difficult to sell these properties if people know they have got social rented housing people next to them". That is how they have organised it and that is the information that I have had about the deal it has had with Triathlon Homes.

Dee Doocey (Chair): Could I suggest, Mr Mayor, that you come back to Andrew [Boff] --

Andrew Boff (AM): Yes, please. I absolutely hope, Mr Mayor, I have made a complete fool of myself. I would welcome that.

Boris Johnson (Mayor of London): You are right to be concerned about this issue and it is very, very important. As I look at the diagram I have before me it shows, very clearly, that there are market sale family homes on the first few floors, then affordable rent above then, on the other side, you have got complementary mixtures of housing of one kind or another. A real effort has been made to jumble up and to pepper pot in the way that you suggest.

Andrew Boff (AM): That is not the advice we have received, but I look forward to your investigation.

Olympic Travel (1)

Question Number: 3634/2009

Meeting Date: 18 November 2009

Richard Tracey

Richard Tracey (AM): Mr Mayor, Jacques Rogge has of course said on television (TV) that he is prepared to listen to alternatives to Zil lanes and the use of limousines and so on so I hope, when you see him, you will remind him that he said that publicly and that, indeed, in London, we are committed, wherever possible, to using public means of transport, rather than big motor cars...

Boris Johnson (Mayor of London): Well, let us just take those points in turn. I am seeing Jacques Rogge fairly soon and I am going to be reminding him of what you and I both saw him say on TV. That is great stuff. We do want to minimise the Olympic Route Network, we do want to minimise disruption and, in so far as he is supporting us in putting people on public transport, that is fantastic.

Olympic Travel (2)

Question Number: 3634/2009

Meeting Date: 18 November 2009

Kit Malthouse

Kit Malthouse (AM): When you meet Mr Rogge would it be possible for you to try to negotiate with him that any Olympic officials who are staying in the West End, in my constituency, would use the Jubilee Line to go to and from the Stratford site, rather than use any of the limousines that may be laid on for them?

Boris Johnson (Mayor of London): All these points I can assure you, Kit, will be made to the IOC. You are right about the Jubilee Line; the Jubilee Line is going to be, eventually, substantially improved. When they finally get their act together we are going to have a massive increase in capacity on the Jubilee Line and it would be quite wrong of the Olympic family to ignore that that will be, easily, the best way for them for getting from Piccadilly to Stratford.

Sports Participation (1)

Question Number: 3551/2009

Meeting Date: 18 November 2009

Andrew Boff

Andrew Boff (AM): Mr Mayor, would you undertake possibly to contact John Amaechi, the former basketball star, who was an ambassador for the original Olympic bid, who says that he is not convinced that the language used around legacy, when bidding, is the same that we are using now, and is concerned that both LOCOG and the ODA are falling back on to the physical legacy of the Olympics, rather than what was part of the bid, to increase sports participation? He is very concerned - and I have talked to him myself - that there are not the sports coaches in place and there is not the support for the amateur clubs in place, to turn the enthusiasm that will be generated by the Olympics into young people involving themselves, for their lives, in sport.

I think it is a noble aspiration that this would be the one Olympics which could actually turn the tide of the Olympics because no previous Olympics actually has resulted --

Boris Johnson (Mayor of London): No. You are right.

Andrew Boff (AM): -- in an increase in sports participation. We have got to treat this seriously, we have got to have a programme in place and we cannot just rely on hope that sports participation will increase. So I would encourage you, sir, to contact him and take his views on board.

Boris Johnson (Mayor of London): John Amaechi?...I certainly will. This is of huge importance. Look at the map of deprivation in London. The areas of poverty. They are overwhelmingly congruent with the areas of low sports participation. There is a direct overlap between those two phenomena. We have got to do something about it. We are, of course, doing a huge amount in supporting not just boxing clubs but also, of course, the Kickz programme, which we want to extend throughout London. We want to see Kickz rugby, for instance, taking off in boroughs where they do not handle an elliptical ball very much and we want to see far more progress generally.

Sports Participation (2)

Question Number: 3551/2009

Meeting Date: 18 November 2009

Murad Qureshi

Murad Qureshi (AM): The thing I wanted to mention is that we do have, what I regard as the crown jewels, which is the London Youth Games in London, where we have the activities of all schools and local authorities. I think there are clear patterns that have emerged. I had the privilege of competing in those in the early 1980s, when it was set up soon after the Jubilee, and it is quite clear that the outer London boroughs do better. For example, Redbridge and Havering do very well. Not surprisingly because, actually, they have got a very good amateur sports set up there which supports the schools. We do not see that, unfortunately, in inner London because the facilities just are not there.

I think that is something that your funding programmes need to focus on because I actually think it is a good way of exposing young people at school to all the various sporting options, not just the team sports which tend to get most of the attention.

Boris Johnson (Mayor of London): Certainly we will look at that and I think the London Youth Games are fantastic. I point out, of course, we funded the London finals of the street athletics this year which had 2,200 young people participating. I do think that is another way of getting people involved in track and field who might not, otherwise, have the facilities in inner London. We do want to support things of that kind.

2012 Paralympic Games

Question Number: 2367/2009

Meeting Date: 9 September 2009

Dee Dooney

Boris Johnson (Mayor of London): The answer is that the broadcasting contract will be let in the next 12 months and The London Organising Committee of the Olympic Games (LOCOG) hopes to make an announcement on that.

Dee Dooney (AM): Right. Does that worry you, Mr Mayor, on the basis that that no planning can take place by the media until the broadcast contract has been let? Surely you recognise that, in order to maximise television coverage, the broadcasters will need to have input into the scheduling?

Boris Johnson (Mayor of London): Well, I am told that there is plenty of time to ensure that there is adequate coverage of the Paralympics and I am determined to make sure that that is so, but if you think there is a real risk to this then clearly that is something we must raise with LOCOG and I think we need to spell out what the anxiety is. But my information is that there is plenty of time between now and 2012 to get the scheduling right.

Dee Doocey (AM): Right. My information is that it is a real risk and that planning really does need to start now. I know this is something that is very dear to your heart, which is why I am raising it with you, because you are on the Olympic Board, you have got a representative on LOCOG --

Boris Johnson (Mayor of London): OK. Could you send me something explaining what the risk is and I will put it to LOCOG and to the Board?

Dee Doocey (AM): I will indeed, Mr Mayor. Can I also ask you, please, if you could promise to do everything in your power to ensure that the Paralympics - which, as you know, is always much more successful for us than the Olympics - is broadcast during peak viewing time on mainstream free to view TV?

Boris Johnson (Mayor of London): Are you asking me to exercise editorial control over the BBC?

Dee Doocey (AM): No, no, no... My concern is that the Paralympics is treated in the same way as the Olympics is and that it is not put on some terrestrial TV that you have got to pay for. I want to make sure that it is on mainstream TV, that you will do everything you can to make sure that it is broadcast during peak hours and that it is free to view.

Boris Johnson (Mayor of London): Can I propose that I see if I can get you a conversation with LOCOG about this and we put your concerns to them?

Dee Doocey (AM): I think that would be great. In the meantime, would you agree that you will do everything in your power, as Mayor of London and as one of the people who is responsible for the Olympics - on the basis that you are a member of the Olympic Board - to ensure that it is on prime television and it is free to view?

Boris Johnson (Mayor of London): I will do my utmost to make sure that the Paralympics is viewed by the widest possible audience commensurate with the limits I have to my rod.

Dee Doocey (AM): On free to view TV... Will you agree that you will do everything in your power that the Paralympics is broadcast on free to view TV?

Boris Johnson (Mayor of London): Yes, I will certainly help in that respect.

Dee Doocey (AM): Thank you.

Boris Johnson (Mayor of London): But there may be limits to what I can achieve there, Dee [Doocey], is what I am telling you.

Olympic Route Network

Question Number: 397/2009

Meeting Date: 28 February 2009

Victoria Borwick

Victoria Borwick (AM): Roger [Evans] and I had a visitation - if that is what one calls a group of taxi drivers; I am sure there is a collective noun - and they were very concerned that because of course the traditional London taxi is fully disabled compliant that they were not going to be allowed to use the Olympic Route Network and they wanted to ensure that the transportation on the Olympic Route Network should be

fully disability compliant. So perhaps you could add that into the process because their concern was that they would not be allowed to use the taxi route network.

Boris Johnson (Mayor of London): The taxis were concerned they would not be allowed to?...That is a very interesting point.

Victoria Borwick (AM): It was the disability feature that I wished to highlight because that was the point they made to us. They were saying to us, are you saying that on the Olympic Route Network there will be vehicles that will not be Disability Discrimination Act (DDA) compliant and surely therefore we should use our existing and traditional London taxis in order to fulfil that criteria.

Boris Johnson (Mayor of London): If you would send me the details of what they said I will certainly put it to the ODA and to LOCOG.

Payment of Invoices – Olympic Family

Questions to Mayor on the Draft Consolidated Budget 2009/10 Meeting Date: 28 January 2009

Victoria Borwick (AM): It is our intention that all members of the GLA family should pay their invoices in a more timely manner. I think it is something we would all absolutely agree with. Could you confirm this is actually going to happen on the Olympics with the subcontractors because I understand that one of the lessons that can be learned from the [Millennium] Dome is that this was one of the reasons for the cost overruns and obviously the delays in the processes there and it is something we should watch out for?

Boris Johnson (Mayor of London): It is a very, very good point, Victoria [Borwick]. The Olympic Delivery Authority (ODA) is not actually, of course, a Mayoral body but I do sit on the Olympic Board and I will use my offices there to see what we can do.

Olympic Village

Question Number: 2088/2008

Meeting Date: 15 October 2008 Mike Tuffrey

Mike Tuffrey (AM): ...what I am wanting to get from you is what the latest is on the affordable housing percentage within the Olympic Village and whether you see that as being adjusted downwards to help close the gap. What is the latest on that?

Boris Johnson (Mayor of London): The latest on that, Mike, is there are certainly no plans to do that. I can show you - and it would be perhaps helpful for you to see - some of the illustrations of the Olympic Village as it is currently conceived and the proportion of affordable and part buy/part rent - both types of affordable - that we are going to be introducing into the Village. It is certainly not our intention to reduce the affordable component of the Olympic Village. If you would like more details on that then I would be very, very happy to supply them.

Mike Tuffrey (AM): I think I would.

Transport for 2012 Olympics (2)

Question Number: 2099/2008

Meeting Date: 15 October 2008 **Caroline Pidgeon**

Caroline Pidgeon (AM): What about TfL instructing Cubik to start work on enabling visitors to the Olympics from outside London to use Oyster Card or their mobile phones for events and for travel; something you said was, “Both a commitment and an aspiration” at the last Question Time? Has that started...has TfL instructed Cubik?

Boris Johnson (Mayor of London): Caroline, I will revert to you on that but it is certainly something that we want to do.

Transport for 2012 Olympics

Question Number: 2099/2008

Meeting Date: 15 October 2008 **Caroline Pidgeon**

Caroline Pidgeon (AM): The upgrade of the North London Line to Stratford is integral to the Olympic Transport Plan and it was to be part funded by the ODA. What are the implications to Londoners of the £40 million cut back by TfL London Rail at Camden Station? You are Chair of TfL; you should be aware of this...a £40 million cut back will mean that there will be a reduction in trains per hour from eight per hour to six per hour between Willesden Junction and Stratford which is not what was promised and what was expected. How do you react to that? You are Chair of TfL; what are you doing about that?

Boris Johnson (Mayor of London): I do not recognise the figures that you suggest, Caroline. The key issue here is that we get this thing done and we get the North London Line extension. The anxiety, to be honest, is that the Government will seek the opportunity created by this crisis to say, “There are cuts and savings we’ve got to make” and the North London Line could be amongst them.

Caroline Pidgeon (AM): But this is a specific TfL London Rail cut, not government.

Boris Johnson (Mayor of London): No, no, no, this is ODA. You are quite right to say this is ODA money. This is an £80 million ODA contribution - or a £107 million ODA contribution - and it is vital that that money is kept on stream and that we get the upgrade to the North London Line that Londoners want.

Caroline Pidgeon (AM): OK. Perhaps you can come back to me in more detail on that in writing?

Boris Johnson (Mayor of London): I will certainly revert to you about the TfL contribution.

Olympics Through-Ticketing

Question Number: 1704/2008

Meeting Date: 10 September 2008

Caroline Pidgeon

Caroline Pidgeon (AM): ...how will you secure through-ticketing for the Olympics and ensure that all visitors can use just one card - or even, as you have suggested, their mobile phone - for travel and events in 2012?

Boris Johnson (Mayor of London): That is a very good point and a very good question. That is exactly the kind of thing in the next three and a half years that we will have the time in TfL to get right, to address

and to make sure that we have a fantastic through-ticketing system that gets people from wherever they are in the country to the Olympic Site. I am sure we can do that.

Caroline Pidgeon (AM): So that is an aspiration or a commitment; that you are going to have this through-ticketing?

Boris Johnson (Mayor of London): It is both as aspiration and a commitment. How about that?

Caroline Pidgeon (AM): It is a commitment. Thank you very much.

Olympics Advisory Groups

Question Number: Oral Update

Meeting Date: 18 June 2008

Dee Doocey

Dee Doocey (AM): Finally, I just want to ask you if you could please consider, when you are setting up these advisory groups, if you could make them cross-party, because the Olympics does transcend politics and it really should not just be a group of cronies.

Boris Johnson (Mayor of London): Let me say, for instance, on the group that will be advising about the legacy, of course it will be cross-party. Indeed, it will be of vital importance that it should have proper input from the host boroughs.

Food

Growing Food in London

Question Number: 1983/2008

Meeting Date: 15 October 2008

Jenny Jones

Jenny Jones (AM): Will you commit to making the London Plan much more protective of green space and growing space?

Boris Johnson (Mayor of London): Yes.

Growing Food in London (2)

Question Number: 1983/2008

Meeting Date: 15 October 2008

James Cleverly

James Cleverly (AM): Whilst food security is an important issue I think a more pressing issue is the efficiency of food supply for London. My London Assembly constituency sits right on the border - in fact I might argue it sits within - the garden of England and a huge amount of food is produced literally on our doorstep yet there are a huge number of legislative hurdles making it difficult for food producers in Kent to supply London. Can you give us a commitment that you will perhaps meet with representatives from the farming community in Kent to discuss ways of making it easier for food producers in the Home Counties to supply the Metropolis with food?

Boris Johnson (Mayor of London): James, that is a very good idea. If it is possible to meet with representatives of the farming community in Kent then let us do that. I certainly think there should be more

supply of locally grown food within London and one thing I am keen to do is to use the opportunity of the Olympics to see what we can do to boost supply for local producers.

Spirit of Broadway

Question Number: 2295/2008

Meeting Date: 15 October 2008

Andrew Boff

Boris Johnson (Mayor of London): You are saying can we make sure that when anybody in the GLA group disposes of an asset they take account of the importance of fresh fruit, fish and vegetables and all the rest of it and I think I have already said that I do think that should be a consideration... I am grateful to Andrew for his repetition of his important point and we will certainly take that into account when we make our decisions about any disposals.

Culture and Sport

Major Sports Events

Question number: 3443/2010 Meeting Date: 13 October 2010

Andrew Boff

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

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

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

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

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

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

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

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

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

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

Andrew Boff (AM): Seems reasonable.

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

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

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

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

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

Royal Parks

Question Number: 1843/2010

Meeting Date: 9 June 2010

Tony Arbour

Tony Arbour

Can you confirm that when the Royal Parks Agency comes under your jurisdiction, you will scrap the planned parking charges in Richmond and Bushy Parks?

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

Tony Arbour (AM): Good. Are you aware that the Royal Parks Agency has just submitted a planning application to put in the paraphernalia which is required for charging for parking in the Richmond and Bushy Parks?

Boris Johnson (Mayor of London): I hope very much that the plans that it is putting in to effect will be ditched before the transfer of the management of the parks to the GLA, which is due to happen. Even if it goes ahead, we will scrap the parking charges planned.

Royal Parks(2)

Question Number: 1843/2010

Meeting Date: 9 June 2010

Kit Malthouse

Kit Malthouse (AM): In respect of parking charges, can I invite you to consider that while Tony Arbour's residents enjoy free parking in the Royal Parks which you are guaranteeing, my residents do not in their local parks and, therefore, my residents are, in effect, subsidising the maintenance of Richmond Park for the pleasure of Tony Arbour. We would welcome the introduction of honesty boxes in the Royal Parks in central London for the relief of the extremely high charges that are levied on my residents for using the parks. I

wondered whether you would bear that in mind before you favour the residents of south west London over those of central London?

Boris Johnson (Mayor of London): I am grateful to Kit for his suggestion and we will certainly look into his suggestion, though I do not think I can offer him any immediate relief on that point.

Royal Parks(3)

Question Number: 1843/2010

Meeting Date: 9 June 2010

Kit Malthouse

Kit Malthouse (AM): Just relating to our previous subject of the Crown Estate, one of the issues that the Royal Parks face, particularly Regent's Park but also Hyde Park, is that properties within the park - houses and others and there were a few - that are rented, the money from those properties flows to the Crown Estate, rather than being reinvested in the parks. One of the things that you could lobby the Treasury for, to alleviate the need for the Royal Parks to run these vast events and thereby prejudice other private sector venues such as ExCeL or O2?

Boris Johnson (Mayor of London): Or parking charges.

Kit Malthouse (AM): Or, indeed, have to levy parking charges, is to receive those very, very substantial rentals, particularly in Regent's Park, for reinvestment in the parks.

Boris Johnson (Mayor of London): You are right, Kit. That is something you and I have discussed in the past. We are certainly on to that. I know Anthony Browne will be taking it up.

Crystal Palace FC

Question No: 874/2010

Meeting Date: 24 February 2010

Steve O'Connell

Steve O'Connell (AM): My point really, Mr Mayor, is that I think what we need to do is create an atmosphere that owners will come in and will invest money [in Crystal Palace FC]. All I would ask, perhaps, is that when there are new owners identified who want to come in to the club, perhaps you may ask your sports spokesman, Kate Hoey, to meet them with them and see what support - not material support but support around aspirational support - she can lend to that new group. I think that will be greatly welcome.

Boris Johnson (Mayor of London): OK.

Steve O'Connell (AM): Thank you.

Boris Johnson (Mayor of London): Consider it done.

Events in the Royal Parks

Question Number: 1605/2009

Meeting Date: 17 June 2009

Kit Malthouse

Kit Malthouse (AM): Would you also support me in lobbying for control of the Royal Parks to move from the DCMS to the Mayoralty, so that not only can control of the parks be more for the benefit of Londoners but that crucially - and I think you have raised this already - the traffic consequences of the actions of the

Royal Park Agency can be woven into coordination across the city? There have been some crazy decisions made by the Royal Parks around traffic management that have significant consequences for those people who live around them and for some reason they are operating like a mini republic within the city.

Boris Johnson (Mayor of London): I think that is absolutely right, Kit. I think if you look at the record of the GLA in handling events in Trafalgar Square or elsewhere I think we do fantastically well and I think it is a wholly appropriate and overdue reform. There should be a proper democratic Londoners system for handling events in the Royal Parks and making sure that they deliver proper services for Londoners.

Regents Park – Sports Facilities

Question Number: 1605/2009 Meeting

Date: 17 June 2009

Brian Coleman

Brian Coleman (AM): Further, Mr Mayor, would you accept that the Royal Parks Agency has behaved disgracefully over Regents Park and the sports facilities there, when it lost its planning application for inappropriate flood lighting and it has now closed down the well-used community asset tennis club that was used by many residents of Westminster and Camden and it is now lying semi-derelict where there was once a thriving tennis club. Its complete lack of consultation with local residents is something that can no longer be tolerated.

Certainly I - and I think many colleagues of all parties - would support far more democratic accountability of the Royal Parks Agency and, indeed, I am minded to support Kit Malthouse that it should come under this Authority. Will you ask your officers to look at the situation in Regent's Park and to get on to the Royal Parks Agency about the loss of well-used local sporting facilities?

Boris Johnson (Mayor of London): I will. Actually, looking around the horseshoe I think, from what Murad [Qureshi] was saying just now, I think this is something that has cross-party support and I think we should get on with it.

Richmond Park and Bushy Park

Question Number: 1605/2009 Meeting

Date: 17 June 2009

Tony Arbour

Tony Arbour (AM): Could I further ask you to look at the activities of the Royal Parks Agency in Richmond Park and Bushy Park? Currently it has out for consultation proposals that motorists should be charged for parking in both of those parks. Many of my constituents exercise their dogs in those parks. It will cost them a minimum of £1 a visit now to exercise their dogs.

For many people who live in south west London these parks are extremely valuable lungs for people to travel to and to enjoy the open spaces which hitherto have always been entirely open to Londoners. Indeed there were many people who made substantial sacrifices to open that...Accordingly therefore, can I ask - if we are going to take this action in investigating I think what Kit [Malthouse] has described as a sort of fiefdom which is democratically unanswerable to anybody - that you look at all of the Royal Parks in London and not simply those in the centre of town?

Boris Johnson (Mayor of London): Point registered and understood, Tony. We will certainly look at it.

Newroz

Question Number: 1575/2008

Meeting Date: 16 July 2008

Jennette Arnold

Jennette Arnold (Chair): Were you aware that they received an outstanding promise from the previous Mayor that there would be Newroz in Trafalgar Square in 2009 and will you follow that up? You do not have to answer now.

Boris Johnson (Mayor of London): I can see no objection in principle. Let me say that.

Dee Doocey (AM): I was going to make the same point. I understand you made a categorical promise during your campaign and I was going to ask are you now going to make sure that that -

Boris Johnson (Mayor of London): Well there you go. If I made a promise it will happen.

Dee Doocey (AM): Good. Excellent. Is that a firm commitment?

Boris Johnson (Mayor of London): Well it was and it is.

Kikz Programme

Question Number: 1049/2008

Meeting Date: 18 June 2008

Steve O'Connell

Steve O'Connell (AM): So, Mr Mayor, I would like you to come down and I would like you to bring Ray down with you and I would like you to consider weaving into Ray's vision for our young people the Kikz project as a very important building block.

Boris Johnson (Mayor of London): Look, Steve, I think that is an excellent suggestion and we certainly will look at that. Part of what we are proposing to do with the LDA of course is to ring fence LDA spending on sport and it is part of Kate Hoey's mission across London to make sure that we have enough sporting facilities.

Greater London Authority and Functional Bodies

Pay award

Meeting Date: 13 July 2011

John Biggs

John Biggs (AM): I have a little quote for you from a letter from the then Chief Executive to the Unison Branch Secretary. It says that the Mayor has indicated that he does not support Unison's proposal to pay an inflationary pay award to any staff. Would you accept that a 50% pay increase is an inflationary pay award?

Boris Johnson (Mayor of London): You are talking about the awards to the --

John Biggs (AM): That was in the context of the low paid staff, but would you accept a 50% pay increase is an inflationary pay award?

Boris Johnson (Mayor of London): Well, obviously if replicated across the entire public sector it would certainly be inflationary.

John Biggs (AM): All right, so that is good.

Boris Johnson (Mayor of London): Let me --

John Biggs (AM): Would you accept also that the way it works in the local government is that when people's jobs substantially change there is an independent appraisal of how that job has changed, it is assessed according to criteria, they say, "Goodness me, this person's responsibility has increased massively, they have got a greater burden". Was such an appraisal carried out in relation to your advisers or was it simply that they felt a bit miffed that they were paid less than their mates on the corridor?

Boris Johnson (Mayor of London): No. No, in both cases there was a substantial increase in responsibilities that could be readily demonstrated.

Johns Biggs (AM): Was there an independent appraisal to assess that? Did you make sure it was independently appraised and assessed?

Boris Johnson (Mayor of London): I will have to establish whether you are right in saying we need independent assessment of that but that is something that I am sure we can readily supply.

John Biggs (AM): All right, I think the answer is no, just for the record, Chair. I think just to help you. Thank you, Chair.

Shared Services

Question Number: 1993/2011 Meeting Date: 15 June 2011 Brian Coleman AM

Brian Coleman (AM): I do not think any of us in this Chamber think it is going to be easy, not least because of the entrenched positions. It defeated the last Mayor and his team of advisers. Sadly, so far in your excellent administration it has defeated you and your first class team of advisers. I have high hopes for Sir Edward Lister, as we all know he is a class act. However, on Monday of this week LFEPA took a paper on renewing occupational health, a very important matter for all of the functional bodies. In line with Members' continuing instructions on LFEPA, officers have explored with other functional bodies a joint procurement. The TfL email, and I can quote from it because he is quite relaxed about it, from Mr Mike Strzelecki [Director of Safety, TfL], back in March 2011 to an LFEPA officer saying why TfL could not play ball with occupational health, including a ridiculous claim that if we had some joint procurement then of course TfL would need a new building to house it in because Townsend House is simply not big enough and they have invested so much money in Townsend House. Also, we are told in officious TfL language, I quote:

"Technically we [that is TfL] are constrained from trading anything but marginal spare capacity to other parties by provisions of the GLA Act. These restrictions are intended to stop public funds unintentionally leaking into the private sector. Given we are talking about the public sector here there are probably legal ways around this restriction."

I am delighted always to receive professional advice from TfL officers, but you can see, can you not, what Mr Griffin, what LFEPA, what other officers who are keen to make progress are up against. Will you ensure this sort of attitude goes out the window?

Boris Johnson (Mayor of London): Yes, goes out the window of the same building. In fact, what we might even do is get rid of the window, or make sure that the window is shared by as many officers and functional bodies as well! Brian you have made your point with your customary eloquence. I think, Sir Eddie and Nick Griffin bring a lot of expertise to this. We are all going to be looking to see some results. Thank you.

Mike Tuffrey (AM): Can I for once agree with Brian Coleman. Are you aware that when the Fire Authority was looking to share an IT helpdesk with TfL, it cost LFEPA £5 a call, TfL were quoting £12 a call. As well as pursuing the shared services agenda, will you pursue cost control within TfL?

Boris Johnson (Mayor of London): Thank you for that piece of information. I see Brian nodding, so he is confirming that. We will of course take that up immediately with TfL and see if we can get some common sense into it.

Fair Pay Transparency

Question Number: 1709/2011

Meeting Date: 15 June 2011

Darren Johnson AM

Darren Johnson

Will you direct the rest of the GLA group to follow City Hall's example and put information about the highest and lowest paid staff on their web sites, along with a declared commitment to fair pay principles?

Boris Johnson (Mayor of London): Yes, thank you, Darren. I think the answer to this is yes, I support the principle of a fair pay ratio. I am very happy to say that functional bodies should put that information about highest and lowest paid staff on their websites, along with a declared commitment to fair pay principles.

Darren Johnson (AM): Thank you, good. City Hall has led the way on this, but the rest of the functional bodies have not followed, so could you use your influence as Mayor to ensure that the rest of the functional bodies come into line with City Hall on this?

Boris Johnson (Mayor of London): Yes.

Darren Johnson (AM): Thank you, that is really helpful. Also, would you agree to write to your 20 biggest contractors asking them to disclose similarly their executive pay and the difference between the lowest and the highest-paid employees? If they are delivering public services that they are being paid public money for, then surely the same principle should apply to them, as the *Hutton Report* makes clear.

Boris Johnson (Mayor of London): Well, let me think about that, Darren. I will consult with my colleagues about how that would work and the impact that would have on our contracts. I mean, it is not something that you have put to me before. Whether or not we can compel private businesses to adopt particular remuneration policies, I doubt. Let me think about that.

Darren Johnson (AM): This is an issue about disclosure though, and the *Hutton Review* recommendation does make clear that all organisations delivering public services should be required to make that information transparent. That is not unreasonable, is it?

Boris Johnson (Mayor of London): No. Let me take that away. I will look at it.

Pay Freeze(2)

Question Number: 2432/2010

Meeting Date: 14 July 2010

John Biggs

John Biggs (AM): It is a question. Do you accept the principle of abatement which is required by law for MPs who are Members of the Assembly?

Boris Johnson (Mayor of London): Abatement?

John Biggs (AM): Yes, so they have one of their wages reduced because it does not seem reasonable they should have two full salaries when they are only one person who is able to do one real job.

Boris Johnson (Mayor of London): Yes, I think we apply that principle in areas of the GLA.

John Biggs (AM): I think we do. Do you think that should apply to the - I think it is at least three - Conservative Assembly Members who have, I think, three jobs for which they receive special allowances and, I think, they receive over £100,000 a year each in pay? Do you think that some restraint should be shown by them in that situation?

Boris Johnson (Mayor of London): Well, I ...

John Biggs (AM): You paused before answering.

Boris Johnson (Mayor of London): I will look at it.

Outer London Commission

Question Number: 1828/2010

Meeting Date: 9 June 2010

Richard Tracey

Richard Tracey (AM): Just briefly, Mr Mayor, I think, if you are going to take forward the thinking about outer London, may I suggest that you might look at reorganising the Commission? I got the impression there were far too many academics that were, perhaps, not really in touch with the needs of outer London and you may well find that there are other people that could be much more representative.

Boris Johnson (Mayor of London): I take that point. I hear what you say. Tony Pidgley [Commissioner, Outer London Commission], I think, served very well on the Commission. William McKee. We will look at that.

Corporate Governance

Question Number: Oral Update

Meeting Date: 19 May 2010

Nick Gavron

Nicky Gavron (AM): You have just announced an important contribution to good corporate governance, which is that all GLA payments over £1,000 will be put up on the website. Is that extended to TfL, the Metropolitan Police Authority (MPA) and the London Development Agency (LDA)?

Boris Johnson (Mayor of London): If it is all GLA group payments, Nicky [Gavron], I see no reason why it should not be so extended. To the best of my knowledge I do not know whether --

Nicky Gavron (AM): Because that would be good corporate governance; if it were right across the corporate family.

Boris Johnson (Mayor of London): I am not certain that TfL and the other bodies you mention are yet in compliance with this, but I agree with you; it would be a good thing if they were.

Nicky Gavron (AM): Can you tell us by when that will happen then?

Boris Johnson (Mayor of London): No, I cannot, because you have just put the idea into my head! I am going to do my best to follow it up as soon as I can.

IT Infrastructure

Question Number: Draft Budget Question and Answer Session Meeting Date: 27 January 2010
Brian Coleman

Brian Coleman (AM): Also, on the IT infrastructure, the rumours are that the server in the basement is held together by rubber bands and certainly there are constant issues over IT and the time it takes to log on - 20 minutes I am told in the morning - so can I have some reassurance that there are some plans to do a serious bit of work on that.

Boris Johnson (Mayor of London): OK. I just want to say, Brian, that I find that our IT department is incredibly helpful and responsive and it really does its level best to deal with the infrastructure that it has, but I will certainly pass your point on.

Election Reserves

Question Number: Draft Budget Question and Answer Session Meeting Date: 27 January 2010
Andrew Boff

Andrew Boff (AM): We need to make a contribution every year to the election reserve. Will you, Mr Mayor, look again to the Chief Executive and perhaps indicate your views on the election reserve once again and indicate to him how Londoners might feel about an election costing an extra £2 million to be conducted electronically when you could save that £2 million by it being conducted manually?

Boris Johnson (Mayor of London): Well, Andrew, not for the first time you are bringing me news that I am really in no state at the moment to give you a dispassionate view on. I do not know whether that figure is accurate. I do not know whether it would really save £2 million to do it manually rather than electronically. If that is the case - I see Brian [Coleman] shaking his head - then certainly we should look into it and, indeed, I will bring it up with the Chief Executive.

Audit Commission

Question Number: Draft Budget Question and Answer Session Meeting Date: 27 January 2010
Brian Coleman

Roger Evans (AM): We know you have a busy diary, Mr Mayor, but do you think it might be useful to invite the Audit Commission to give that presentation [re LFEPA] to you yourselves so that you can hear its explanation and possibly you could invite Councillor Shah to join you as he obviously missed parts of it last week?

Boris Johnson (Mayor of London): I hesitate to intercede in a ping pong between you and Navin Shah about the Audit Commission. I will study the Audit Commission report into this matter and see whether I think it worth having an audience with it.

LDA Delegation to Boroughs

Question Number: Budget Question and Answer Session Meeting Date: 27 January 2010
Andrew Boff

Andrew Boff (AM): Will you perhaps get a report from the LDA to indicate this current programme that it has of looking at what it can delegate to the boroughs? We would like to see that demonstrated if that is part of the DNA of the LDA.

Boris Johnson (Mayor of London): All right. Andrew, what I will pledge to you now is that I will think about this. We are trying to get these guys outward looking. We are trying to get them focused on delivering things for London and spending money on things that matter to London. I am slightly reluctant, on the spur of the moment, to commission another great report into the doings of the LDA by the LDA, but I will think about it.

Citizens' Advice Bureau

Question Number: Draft Budget Question and Answer Session Meeting Date: 27 January 2010
Dee Doocey

Dee Doocey (AM): OK. Fine. The second thing I want to ask you about is the provision in the LDA's budget for the academies programme. The figure of £8 million was mentioned. That money is now unlikely to be needed. I wondered if you would agree to ask the LDA to use that money to fund the Citizens' Advice Bureau (CAB) who have seen a huge increase in the number of people who are seeking advice for financial problems, for obvious reasons?

Boris Johnson (Mayor of London): That is a very interesting idea. I know that Richard [Barnes] is doing a lot of work on debt. Our Debt Strategy is, I think, out next week isn't it?

Richard Barnes (AM): No, it is tomorrow morning.

Boris Johnson (Mayor of London): Tomorrow morning. Sorry. Certainly we are working with the Citizens Advice Bureaus in trying to help people because it is a very, very difficult time. I will look at what you say. If there is a proper proposal from the CAB about how they could get support then can I suggest that you work directly with Richard [Barnes] about it and that you see what can be done? If there is some

scope for funding from the LDA - which I am not saying there is - but if there is some scope then that is clearly something that we could work on together.

Diversity

Question Number: 3060/2009

Meeting Date: 14 October 2009

Andrew Boff

Andrew Boff (AM): Mr Mayor, there is a difference between delivering the diversity agenda and just looking as though you are delivering the diversity agenda. Can I urge you, Mr Mayor, to reject Stonewall's invitation to enter into the Stonewall Index which, nominally, was supposed to be about ensuring the employment rights of the lesbian, gay, bisexual and transgendered (LGBT) community when, actually, Stonewall has proved itself to be motivated for party political reasons, as recently we saw at the Conservative Party Conference. I would urge you not to take up its invitation to enter into the Stonewall Index.

Boris Johnson (Mayor of London): I am indebted to you for that advice, Andrew. I am not familiar with the controversy that you mention. I have a dim memory of it. I will look at what we need to do on that to avoid being dragged into some party political stunt.

Mayoral Direction

Question Number: 2484/2009

Meeting Date: 9 September 2009 Roger Evans

Roger Evans (AM): Can I ask you though, Mr Mayor, to build on that [transparent approach] by issuing a direction, or even just advice to the LDA, that they make more, or all of their agendas if possible - I accept some things are commercially confidential - but everything except those confidential figures should be public documents, so that we can all see what is happening at the LDA Board and form an opinion?

Brian Coleman (AM): And the minutes.

Boris Johnson (Mayor of London): As far as I am aware they are all put --

Brian Coleman (AM): No.

Boris Johnson (Mayor of London): Oh no. Are they not? No. Are they not on the web?

Boris Johnson (Mayor of London): I am sure that we can rapidly satisfy the very, very strong appetite that I am sure there is out there in the public to read the LDA minutes on the web and we will get them out there.

Roger Evans (AM): Can I suggest you take, as a model, the work that has been done in the Fire Authority, where virtually none of the material now is in the exempt section, and it has not actually harmed the functioning of that Authority.

Boris Johnson (Mayor of London): I will certainly look at the work of the Fire Authority with renewed pleasure and confidence and I will see what I can do to invite the LDA to learn what lessons they can.

Expenses

Question Number: 1725/2009
Johnson

Meeting Date: 17 June 2009

Darren

Darren Johnson (Chair): Can I, as Chair, seek clarification on your offer of putting Ian Clement before some committee of the Assembly for questioning? It may be that Members also might want to put questions about the system - rather than simply to Ian Clements - that is in place and about the culture in your Office, so would you agree also to Sir Simon Milton appearing in front of the Assembly or any other member of your Mayoral team?

Boris Johnson (Mayor of London): I have no objection in principle, Chair, but perhaps you and I can work that out at some later stage.

Forensic Audit Panel

Question Number: Oral Update

Meeting Date: 16 July 2008

Joanne McCartney

Joanne McCartney (AM): One of the conclusions from this [Forensic Audit Panel] report is that the role of the Assembly is critical and that we have to focus more on holding you to account and also functional bodies. It recommends an overview of how we do that. Can I take it that you are then prepared to give us extra powers if we deem it necessary and increased access to that role? Would you also support John Biggs' suggestion, through his Budget Committee, that the Budget Committee has more of a performance management role, and extra resources in that regard as well?

Boris Johnson (Mayor of London): More performance management? Extra resources?...I have not seen John's proposal but I will look at it. I rather thought someone would ask me this question because it is crying out to be asked because the report does indeed suggest that the Assembly has greater powers of scrutiny over the Mayor. Of course, constitutionally, that is not something that it is within my power to grant...We might have to go back to Parliament to give you more power to scrutinise me but I think, without doing that, we can certainly make sure that I submit regularly to your interrogations and am as open and transparent as humanly possible.

Declarations of Interest

Question Number: Oral Update

Meeting Date: 16 July 2008

Mike Tuffrey

Mike Tuffrey (AM): Can I therefore ask you why is it that you and we as elected Members have to fill in a three or four page declaration of interests that runs to some 13 questions but your Mayoral advisers only fill in the much more limited staff declaration that runs to two questions? Will you commit to do what you have said and get your Mayoral advisers to fill in the Members' declaration?

Boris Johnson (Mayor of London): Mike, that sounds like an admirable suggestion. I confess that I was not aware that there were two different forms. I will undertake to ensure that my advisers deliver you maximum transparency.

Mike Tuffrey (AM): Can you further undertake to do that within a reasonable period of time, say within about ten days, and put that online, since that was the pledge you gave?

Boris Johnson (Mayor of London): That seems to be wholly reasonable.

Cost of Consultants

Question Number: 1589/2008

Meeting Date: 16 July 2008

Joanne McCartney

Joanne McCartney (AM): OK. Can I ask where the bills for their salaries [of consultancy staff] were going? Were they going to the Conservative Party or were they paid directly? It is interesting that some of these individuals seem to have left jobs to have come over then to go back.

Boris Johnson (Mayor of London): Yes, I see the point you are making. As far as I am aware - and I will check this for you and if I am wrong I will stand to be corrected - I think it highly unlikely that there is anybody currently working in this building at the expense of the Conservative Party, nor indeed do I think there has been anybody since 2 May who has been working at this building at the expense of the Conservative Party, but I will be very happy to check that for you.

Legal Advice Costs

Question Number: 1589/2008

Meeting Date: 16 July 2008

Joanne McCartney

Joanne McCartney (AM): Could you also provide us with the legal costs of your advice on Sir Simon Milton's position? It is quite clear that you now seem to have accepted our position all along that he could not do the two jobs at once. So the full cost of that would be appreciated.

Boris Johnson (Mayor of London): I will certainly share that with you if it is available.

Mayoral Appointments

Question Number: Oral Update

Meeting Date: 21 May 2008

Mike Tuffrey

Mike Tuffrey (AM): Some of them [your appointments], as I understand it, are under Section 67 of the Act [GLA Act 1999, as amended] and others are not. Can you give us the assurance that, whatever the basis of the appointment, whether they are employees or unpaid advisers or whatever, they will all be able to be summonsed by us so that we can have a proper account of their activity? Will you give us that commitment today?

Boris Johnson (Mayor of London): Yes, I should have said that. I made it clear throughout the campaign and I repeat it now that I want Mayoral advisers to be properly accountable to you.

Forensic Audit Panel Review

Question Number: 931/2008

Meeting Date: 21 May 2008

Jenny Jones

Mike Tuffrey (AM): In relation to the Patience Wheatcroft inquiry, has she been given the work that this Assembly did on the matters before?

Boris Johnson (Mayor of London): I believe she has but I will check.

London Development Agency

Question Number: 931/2008

Meeting Date: 21 May 2008

Mike Tuffrey

Mike Tuffrey (AM): Secondly, will you commit now to put in place a proper set of rules and procedures so that your influence over the London Development Agency is totally transparent and above board, declarations of interest, no shadowy second guessing of the Chair or the Chief Executive and the things we saw in the last administration?

Boris Johnson (Mayor of London): Yes. I think everybody realises that what went wrong last time was that so many decisions seemed to be taken without everybody knowing about the interests of the Mayoral advisers involved in taking those decisions. That is why it is indispensable that we have all the interests of Mayoral advisers up on the website and also, as I said right at the beginning of these proceedings, I insist that Mayoral advisers submit to your interrogation.

Forensic Audit Panel

Question Number: Oral Update

Meeting Date: 18 June 2008

John Biggs

John Biggs (AM): You did not confirm that £50,000 is the maximum [to be spent by the Forensic Audit Panel] even though you have broken your promise that it would cost nothing. Are you willing to bring a statement in front of the next Assembly spelling out how much money in total is being spent on these various investigations, bearing in mind that most of them were initiated under your predecessor? Forensic audits are already taking place...

Boris Johnson (Mayor of London): ...Yes, if you want an undertaking that we will not spend any more money on clearing up the mess that we found I am certainly prepared to make that undertaking.

Notification of Mayoral Appointments

Question Number: Oral Update

Meeting Date: 25 March 2008

Brian Coleman

Brian Coleman (AM): Can I welcome the appointment of Pam Chesters as your youth and health adviser? Many of us have worked very closely with Pam - a distinguished constituent of mine - for a number of years. But, Mr Mayor, I do not think we have seen the letter of appointment yet on the Assembly. Is this somewhere in the ether?

Jennette Arnold (Chair): Yes, it is with the Mayor's office. I have not received any indications of this appointment.

Boris Johnson (Mayor of London): In that case, Chair, through you, Brian [Coleman], I will make sure that you receive all the relevant letters of appointment and, of course, I very much hope that Pam's appointment will be approved of by yourselves in the normal way.

Jennette Arnold (Chair): Right. I can assure Mr Coleman that we are on top of it. There is delay in the Mayor's office. I will say that again. It would be nice if the Mayor's office could get a system sorted out where we actually get the letter and then the announcement but what can I say? We live in hope.

Boris Johnson (Mayor of London): You have said what you have said, Chair, very eloquently and a letter will be conveyed to you with the utmost speed.

Background Papers: Minutes & Transcripts of Mayor's Question Time Meetings, May 2008 –September 2011

Contact: Rebecca Arnold, rebeccaarnold@london.gov.uk Direct Dial: 020 7983 4421

9 November 2011

PRIORITY ORDER PAPER**Report No: 14****Subject: Transport for London: Functional Body Question Time****Report of: Executive Director of Secretariat**

It is requested that questions not asked or answered during the meeting be given a written response by Monday 14 November 2011

Boris Johnson (Chair, TfL)

TfL Decisions

Question No: 128 / 2011

[Valerie Shawcross](#)

Which single decision you have made during your time as Chair of TfL do you most regret?

Boris Johnson (Chair, TfL) and Peter Hendy (Commissioner, TfL)

Cycle safety

Question No: 190 / 2011

[Caroline Pidgeon](#)

Are TfL's roads safe for cyclists?

Boris Johnson (Chair, TfL) and Peter Hendy (Commissioner, TfL)

London Transport

Question No: 189 / 2011

[Richard Tracey](#)

What will TfL and London's transport look like in 10 years time?

Boris Johnson (Chair, TfL) and Peter Hendy (Commissioner, TfL)

Road safety at Kings Cross

Question No: 117 / 2011

[Jenny Jones](#)

Why did TfL apparently ignore key recommendations from the 2008 audit of the pedestrian environment around Kings Cross produced by TRL Ltd and Living Streets, and should Londoners

be worried about the wider implications for vulnerable road users?

Questions for Written Answer

Boris Johnson (Chair, TfL) and Peter Hendy (Commissioner, TfL)

Aviation capacity

Question No: 118 / 2011

[Darren Johnson](#)

How much is TfL intending to budget in 2012/13 for work relating to the expansion of aviation capacity in London and the South East?

Boris Johnson (Chair, TfL) and Peter Hendy (Commissioner, TfL)

New road river crossings in Thames Gateway (1)

Question No: 119 / 2011

[Darren Johnson](#)

How much is TfL intending to budget in 2012/13 for work relating to new road river crossings in the Thames Gateway area?

Boris Johnson (Chair, TfL) and Peter Hendy (Commissioner, TfL)

New road river crossings in Thames Gateway (2)

Question No: 120 / 2011

[Darren Johnson](#)

How much will TfL have spent in the financial years 2008/9 to 2011/12 on work relating to new road river crossings in the Thames Gateway area?

Boris Johnson (Chair, TfL) and Peter Hendy (Commissioner, TfL)

Crossrail's marketing and press budget

Question No: 121 / 2011

[Darren Johnson](#)

Please can you provide the 2011/12 budget and staffing numbers for Crossrail's marketing and media activity? What is Crossrail's intended budget and staffing establishment for marketing and media activity for 2012/13?

Boris Johnson (Chair, TfL) and Peter Hendy (Commissioner, TfL)

2012 Games impact on fares income

Question No: 122 / 2011

[Darren Johnson](#)

How much extra fares income is likely to be generated during the 2012 Games? Has this extra income been included in the estimates of fare income for 2012?

Boris Johnson (Chair, TfL) and Peter Hendy (Commissioner, TfL)

One hour bus ticket

Question No: 123 / 2011

[Darren Johnson](#)

What is your latest estimate of the cost of introducing a One Hour Bus Ticket (covering multiple bus journeys within the hour)?

Boris Johnson (Chair, TfL) and Peter Hendy (Commissioner, TfL)

Hybrid buses (1)

Question No: 124 / 2011

[Darren Johnson](#)

How many buses are there in the London bus fleet? How many new buses are planned for 2012/13? How many of these will be hybrid electric or superior?

Boris Johnson (Chair, TfL) and Peter Hendy (Commissioner, TfL)

Hybrid buses (2)

Question No: 125 / 2011

[Darren Johnson](#)

What is the approximate additional cost of a hybrid electric bus (i.e. over and above the cost of a non hybrid bus)?

Boris Johnson (Chair, TfL) and Peter Hendy (Commissioner, TfL)

SCOOT

Question No: 126 / 2011

[Darren Johnson](#)

What is the 2011/12 budget for introducing SCOOT to traffic signals? How much is TfL proposing to budget for this purpose in 2012/13?

Boris Johnson (Chair, TfL) and Peter Hendy (Commissioner, TfL)

Older and disabled people's experience of buses

Question No: 127 / 2011

[Darren Johnson](#)

Does TfL accept the recommendations of the report from Age UK London and Transport for All, On the Buses? How will TfL be addressing the report's recommendations? What research has TfL itself carried out or commissioned into the barriers faced by older and disabled bus users?

Boris Johnson (Chair, TfL) and Peter Hendy (Commissioner, TfL)

TfL staff travel

Question No: 129 / 2011

[Valerie Shawcross](#)

What reason do you have for TfL staff using Taxis? Do you support this practice?

Boris Johnson (Chair, TfL) and Peter Hendy (Commissioner, TfL)

Funding and sponsorship

Question No: 130 / 2011

[Valerie Shawcross](#)

Please give, in table form, details of how much income from a) Transport for London, b) London boroughs and c) corporate sponsors has been used for each of the following projects: Thames Cable Car, Cycle Hire Scheme, Cycle Superhighways.

Boris Johnson (Chair, TfL) and Peter Hendy (Commissioner, TfL)

Croydon Tram extension

Question No: 131 / 2011

[Valerie Shawcross](#)

What words of comfort can you give to those stakeholders and communities left disappointed by the cancellation of the well-developed and popular Croydon Tramlink extension to Crystal Palace?

Boris Johnson (Chair, TfL) and Peter Hendy (Commissioner, TfL)

Cuts to bus services

Question No: 132 / 2011

[Valerie Shawcross](#)

How many bus services in London have had any reduction (however small) in their frequencies in the last 3 years? Which routes?

Boris Johnson (Chair, TfL) and Peter Hendy (Commissioner, TfL)

Demand for more buses

Question No: 133 / 2011

[Valerie Shawcross](#)

TfL have been instructed not to allow much needed growth in overcrowded bus routes without taking resources out of bus routes elsewhere. What evidence do you have that bus passengers would prefer to see money spent on the cable car rather than increasing services on overcrowded bus routes?

Boris Johnson (Chair, TfL) and Peter Hendy (Commissioner, TfL)

Demand for more buses 2

Question No: 134 / 2011

[Valerie Shawcross](#)

Have TfL reduced services on any bus routes in order to provide additional services on other routes? Which ones?

Boris Johnson (Chair, TfL) and Peter Hendy (Commissioner, TfL)

Costs per passenger KM

Question No: 135 / 2011

[Valerie Shawcross](#)

How much cash subsidy per passenger KM did the average bus passenger, tube passenger, and cycle hire passenger each receive last year from TfL?

Boris Johnson (Chair, TfL) and Peter Hendy (Commissioner, TfL)

Visually impaired passengers at Victoria station

Question No: 136 / 2011

[Valerie Shawcross](#)

Following the recent media reports that visually impaired people have been advised to avoid Victoria underground station at even peak times, please explain why this is the case, and why sufficient staff are apparently not available at this key interchange station during busy times to assist visually impaired passengers. Do you agree that this is an entirely unacceptable state of affairs? Has similar advice been given to mobility impaired passengers or people with other kinds of disability?

Boris Johnson (Chair, TfL) and Peter Hendy (Commissioner, TfL)

Deferral of Tube upgrades

Question No: 137 / 2011

[Valerie Shawcross](#)

What was your rationale for authorizing a £300m deferral of tube upgrade work?

Boris Johnson (Chair, TfL) and Peter Hendy (Commissioner, TfL)

Pressure on Bus Services

Question No: 138 / 2011

[Valerie Shawcross](#)

If TfL underspending 2008-2011 had been applied to the bus service, what would your estimate be of the annual extra passenger KM that could have been generated?

Boris Johnson (Chair, TfL) and Peter Hendy (Commissioner, TfL)

Surrey Canal Road station

Question No: 139 / 2011

[Valerie Shawcross](#)

Now that planning permission has been agreed for the Surrey Canal development, will TfL reconsider their contribution to building a new station at Surrey Canal Road?

Boris Johnson (Chair, TfL) and Peter Hendy (Commissioner, TfL)

South London line

Question No: 140 / 2011

[Valerie Shawcross](#)

Paragraph 14 of the Secretary of State for Transport's letter to you following last year's Comprehensive Spending Review clearly states 'Following TfL's request for a service decrement, the department will make a grant of £24million available to TfL in 2012/13 to reflect the savings over 10 years associated with the Department withdrawing sponsorship of the South London Line/Victoria to Bellingham services from 2012.'

The current Minister of State Theresa Villiers MP also made clear recently during the BBC Politics Show that the withdrawal of the South London Line mitigation service was at the request of the Mayor as Chair of TfL. Given your responsibility for this situation what will TfL be doing to mitigate this loss of service for those communities affected in South London, including Clapham and Peckham?

Boris Johnson (Chair, TfL) and Peter Hendy (Commissioner, TfL)

South London Line 2

Question No: 141 / 2011

[Valerie Shawcross](#)

Following a survey I undertook earlier in the year, I sent a report to TfL making various recommendations for ways to assist the communities affected by the withdrawal of the SLL in particular users of Clapham High Street and Wandsworth Road stations who stand to lose their direct service to Victoria. Please update me on how TfL have responded to each recommendation so far.

Boris Johnson (Chair, TfL) and Peter Hendy (Commissioner, TfL)

Hail and Ride

Question No: 142 / 2011

[Valerie Shawcross](#)

How many projects do TfL have at the moment regarding the conversion of Hail and Ride bus services into fixed stop services? Which routes are affected? How many conversions of this kind have TfL postponed or abandoned since 2008, which routes do they involve and why have they been postponed or abandoned?

Boris Johnson (Chair, TfL) and Peter Hendy (Commissioner, TfL)

P12 bus

Question No: 143 / 2011

[Valerie Shawcross](#)

I warmly welcome the recent introduction of longer dual door vehicles on this route, but am concerned to hear that reliability of the service still has not improved as hoped. Please can the reasons for this be investigated?

Boris Johnson (Chair, TfL) and Peter Hendy (Commissioner, TfL)

Cycle Safety in Lambeth & Southwark

Question No: 144 / 2011

[Valerie Shawcross](#)

Further to written answer 2996/2011 I was very concerned to see that ten of the most problematic accident black spots for cyclists were in my constituency. I am aware that some measures have now taken place with all of these – please could you let me have an update on this for each location?

Boris Johnson (Chair, TfL) and Peter Hendy (Commissioner, TfL)

Tripcock Inspections

Question No: 145 / 2011

[Valerie Shawcross](#)

What is your response to recent press reports that inspections of tube train 'tripcocks' which stop a train automatically if it goes through a red signal, are to be cut from daily to every 60 days? This would raise obvious safety concerns about the network.

Boris Johnson (Chair, TfL) and Peter Hendy (Commissioner, TfL)

Training for bus drivers

Question No: 146 / 2011

[Joanne McCartney](#)

Please can you provide information about disability training for bus drivers, specifically on interfacing with passengers suffering with mental health issues?

Boris Johnson (Chair, TfL) and Peter Hendy (Commissioner, TfL)

307 Bus Stop

Question No: 147 / 2011

[Joanne McCartney](#)

Please refer to my previous MQs (3461 and 3699) on this issue. Why is the 307 bus stand at Barnet Hospital still not completed? In November 2009 we were told that the new stand would be delivered by October of 2010. In December 2009 we were then told that it would be delivered by the end of 2010. This is simply not good enough. Residents are finding it extremely difficult to access health services and are fed up with delays from TfL.

Boris Johnson (Chair, TfL) and Peter Hendy (Commissioner, TfL)

Step free access at Edmonton Green Station

Question No: 148 / 2011

[Joanne McCartney](#)

Are TfL supporting Enfield Council's bid to provide step free access at Edmonton Green station through the Department for Transport's 'Access for All Mid Tier Funding'?

Boris Johnson (Chair, TfL) and Peter Hendy (Commissioner, TfL)

Child pedestrian casualties in Haringey

Question No: 149 / 2011

[Joanne McCartney](#)

I received the following figures in response to my Mayor's Question 2249/2011 in July this year, showing child pedestrian casualties in Haringey:-

2007 36

2008 34

2009 44

2010 53

I'm sure you will agree that this is a worrying trend of increasing child pedestrian casualties in the borough over recent years. What work is TfL doing in Haringey to address this?

Boris Johnson (Chair, TfL) and Peter Hendy (Commissioner, TfL)

318 Bus

Question No: 150 / 2011

[Joanne McCartney](#)

Further to my previous MQ on this (1431) you know I am campaigning along with local residents and the Enfield Over 50s Forum to extend the 318 bus northwards into Winchmore Hill, Grange Park and Highlands Village. We know now that the Secretary of State for Health has closed the A&E and some maternity services at Chase Farm Hospital which makes it even more

important that residents have access to health services at the North Middlesex Hospital. Please would TfL look at this again?

Boris Johnson (Chair, TfL) and Peter Hendy (Commissioner, TfL)
Jubilee and Metropolitan Line in Harrow

Question No: 151 / 2011

[Navin Shah](#)

My constituents who live next to the Jubilee and Metropolitan Lines have raised their concerns about the noise level coming from the tracks at night when unscheduled engineering work is taking place. London Underground suggested that more trees be planted along this section of the line in Harrow to act as an acoustic barrier. What plans do you have to implement this?

Boris Johnson (Chair, TfL) and Peter Hendy (Commissioner, TfL)
Tube Delays

Question No: 152 / 2011

[Navin Shah](#)

Please advise how many delays there have been on the Jubilee line, Bakerloo Line and Metropolitan Line for the latest available reporting periods?

Boris Johnson (Chair, TfL) and Peter Hendy (Commissioner, TfL)
Weekend Closures

Question No: 153 / 2011

[Navin Shah](#)

Can you give an assurance that weekend closures of the Jubilee Line are now a thing of the past?

Boris Johnson (Chair, TfL) and Peter Hendy (Commissioner, TfL)
Chiltern Timetable Review

Question No: 154 / 2011

[Navin Shah](#)

Chiltern Railways is currently undertaking a Rail Industry Review of its new timetable due to changes implemented over 6 months ago. My constituents in Brent and Harrow feel the Chiltern service which calls at Sudbury Hill and Sudbury and Harrow Road is inadequate and offers the worst suburban service in London. The deadline for submissions to the review is at the end of November. I would be grateful if you could ensure that TfL submit a review in favour of Chiltern increasing its services within Zone 1-6.

Boris Johnson (Chair, TfL) and Peter Hendy (Commissioner, TfL)
Eco-friendly cars

Question No: 155 / 2011

[Navin Shah](#)

Will you join me in congratulating Harrow Council for making efforts to slash their emissions and transport costs by investing in an eco-friendly fleet of cars?

Boris Johnson (Chair, TfL) and Peter Hendy (Commissioner, TfL)

Old Oak Common

Question No: 156 / 2011

[Navin Shah](#)

Please detail the transport enhancements for Old Oak Common that you have asked the Department for Transport to include in the core HS2 scheme to ensure it is accessible to the wider area.

Boris Johnson (Chair, TfL) and Peter Hendy (Commissioner, TfL)

Cycling Revolution

Question No: 157 / 2011

[Navin Shah](#)

To achieve your target of increasing cycling by 400 per cent by 2026, one in six cyclable trips would need to be cycled everyday. How close are you to achieving this?

Boris Johnson (Chair, TfL) and Peter Hendy (Commissioner, TfL)

Cycling in Brent (1)

Question No: 158 / 2011

[Navin Shah](#)

The 2010 Transport for London report 'Analysis of Cycling Potential in London' said 54% of trips made in Outer London are potentially cyclable. Yet, cycle trips account for 1.2% of journeys across Brent. What plans do you have for improving this figure?

Boris Johnson (Chair, TfL) and Peter Hendy (Commissioner, TfL)

Cycling in Brent (2)

Question No: 159 / 2011

[Navin Shah](#)

Brent has many physical barriers which make parts of the borough difficult to navigate by bike, including waterways, railways and major roads. Would you be willing to invest in major new infrastructure and re-planning to help Brent reach its cycling potential?

Boris Johnson (Chair, TfL) and Peter Hendy (Commissioner, TfL)

National Transport Award

Question No: 160 / 2011

[Navin Shah](#)

Brent Council recently got short-listed for the Road Safety, Traffic Management and Enforcement award at the National Transport Award because of their road danger reduction success. Would you join me in congratulating them for making the borough safer?

Boris Johnson (Chair, TfL) and Peter Hendy (Commissioner, TfL)

Freedom Pass

Question No: 161 / 2011

[Navin Shah](#)

Your failure to increase the funding for Freedom Passes whilst continuing to put up fares this year has left Brent Council with a £1million shortfall. Brent is anticipating an increase in applications for the Freedom Pass. London Councils has asked you to minimise the level of the

increased cost to the Freedom Pass. Will you do this? If not, why not?

Boris Johnson (Chair, TfL) and Peter Hendy (Commissioner, TfL)

Whitchurch Lane

Question No: 162 / 2011

[Navin Shah](#)

I have received a number of complaints from residents of Whitchurch Lane regarding the traffic, noise and air pollution caused by HGVs and speeding double-decker buses that travel along that road. Please can you confirm what role TfL takes in monitoring and planning of Whitchurch Road and whose responsibility it is to control this so the concerns of residents are addressed? If it is TfL's responsibility, could you please give us an update?

Boris Johnson (Chair, TfL) and Peter Hendy (Commissioner, TfL)

Accessibility (1)

Question No: 163 / 2011

[Navin Shah](#)

Thank you for producing the Step-Free Tube Guide, which I am sure passengers will find extremely useful. However, it does highlight the lack of accessible stations across the capital. What efforts are you making towards addressing this in the run up to the Paralympics?

Boris Johnson (Chair, TfL) and Peter Hendy (Commissioner, TfL)

Accessibility (2)

Question No: 164 / 2011

[Navin Shah](#)

Campaigning organisations for disabled people are concerned about the McNulty Reports proposals to close ticket offices, saying it would make travelling more difficult for disabled people. Do you not agree that in terms of London Underground, ticket office closures coupled with a lack of accessible stations, disabled people are getting a raw deal?

Boris Johnson (Chair, TfL) and Peter Hendy (Commissioner, TfL)

Accessibility (3)

Question No: 165 / 2011

[Navin Shah](#)

What measures have you taken to promote the Step-Free Tube Guide?

Boris Johnson (Chair, TfL) and Peter Hendy (Commissioner, TfL)

Accessibility (4)

Question No: 166 / 2011

[Navin Shah](#)

Whilst I appreciate the Step-Free Tube Guide, Stanmore Station continues to be shown as accessible on the standard tube map. Furthermore, the guidance on the back of the leaflet shows that in order to get in and out of the station you have to go through the car park and to get to the bus stops you have to 'make a 450m journey via street between entrances'. What plans do you have to eradicate this major anomaly?

Boris Johnson (Chair, TfL) and Peter Hendy (Commissioner, TfL)

Stanmore Station car park

Question No: 167 / 2011

[Navin Shah](#)

Do you support my proposals that any plans for the decking of the car park at Stanmore Station should include provision for a lift to make this section of the station fully accessible?

Boris Johnson (Chair, TfL) and Peter Hendy (Commissioner, TfL)

223 Bus Route

Question No: 168 / 2011

[Navin Shah](#)

I have received representations about the removal of the 223 bus route through Wembley Park Drive. Residents are strongly opposed to the ending of this bus route and collected 300 signatures which were submitted to TfL in September. They feel there has been no communication with them and were dismayed that the bus was removed from service the day before it was supposed to be. Wembley Park Drive is home to two doctors surgeries, a primary school and a retirement home – all these people rely on the 223 bus. Why are you riding roughshod over residents concerns, who rightly deserve a response?

Boris Johnson (Chair, TfL) and Peter Hendy (Commissioner, TfL)

Employment policy

Question No: 169 / 2011

[Navin Shah](#)

What is London Underground procedure when an employee is found to have been dismissed unfairly? Are they reinstated?

Boris Johnson (Chair, TfL) and Peter Hendy (Commissioner, TfL)

TfL's increased CO2

Question No: 170 / 2011

[Murad Qureshi](#)

I note with some alarm that TfL's latest Health, Safety & environment report shows CO2 from TfL's public transport services has increased for the third successive year. Can you explain and justify this failure? Is it now possible to meet the 20% carbon reduction target by 2017/18 and what are you doing to achieve this? As the relevant section of the document is the chapter entitled "Reducing carbon emissions" do you accept that this title is dishonest?

Boris Johnson (Chair, TfL) and Peter Hendy (Commissioner, TfL)

CO2 and NOx from London's taxis and private hire vehicles

Question No: 171 / 2011

[Murad Qureshi](#)

How many taxis are there in London and how many private hire vehicles? How much CO2 was generated by taxis in 2010/11 and how much by private hire vehicles? How much NOx was generated by each group?

Boris Johnson (Chair, TfL) and Peter Hendy (Commissioner, TfL)

TfL's NOx

Question No: 172 / 2011

[Murad Qureshi](#)

I note with some alarm that TfL's latest Health, Safety & environment report shows that for the third successive year that TfL's NOx emissions are above the target. How do you explain this continuing failure and what measures have you taken to ensure the target is met in 2011/12? Is it now possible to meet the 40% reduction in NOx from TfL's operations by 2017/18 and what are you doing to achieve this?

Boris Johnson (Chair, TfL) and Peter Hendy (Commissioner, TfL)

NOx from buses

Question No: 173 / 2011

[Murad Qureshi](#)

I note that buses accounted for 76% of recorded TfL NOx emissions in 2010/11 & that during that time emissions from the bus fleet fell by just one per cent. What steps are you taking to bring down bus NOx, how much budget is TfL allocating to this and what help are you seeking from government?

Boris Johnson (Chair, TfL) and Peter Hendy (Commissioner, TfL)

TfL's increased PM10

Question No: 174 / 2011

[Murad Qureshi](#)

I note with some alarm that TfL's latest Health, Safety & environment report shows that TfL's PM10 emissions have increased for the second year running and that they now exceed TfL's own target, despite having fallen significantly under the previous mayor. Are you able to explain and justify this failure? Will it now be possible for TfL to reach its target of reducing PM10 by 50% by 2017/18 and what are you doing to achieve this?

Boris Johnson (Chair, TfL) and Peter Hendy (Commissioner, TfL)

PM10 from London's taxis and private hire vehicles

Question No: 175 / 2011

[Murad Qureshi](#)

Taxis and private hire vehicles accounted for 79% of total PM10 emissions in 2010/11 and total emissions from these sources increased by 8 % to 116 tonnes in 2010/11. How many taxis are there in London and how many private hire vehicles? How much PM10 was generated by taxis in 2010/11 and how much by private hire vehicles?

Boris Johnson (Chair, TfL) and Peter Hendy (Commissioner, TfL)

Limit on taxis and private hire vehicles

Question No: 176 / 2011

[Murad Qureshi](#)

In view of their disproportionate contribution to London's CO2, NOx and PM10 emissions, are there any plans to put a limit on the number of taxis and private hire vehicles that are allowed on London's streets? Could emissions from this sector jeopardise London's narrow avoidance of EU fines?

Boris Johnson (Chair, TfL) and Peter Hendy (Commissioner, TfL)

Passenger numbers at Heathrow

Question No: 177 / 2011

[Murad Qureshi](#)

There is an annual cap of 480,000 aircraft allowed to use Heathrow, however, the number of passengers using the airport could rise from 66 million currently to up to 95 million once redevelopment and construction of terminals are completed. Do we have sufficient surface transport to cope with the numbers, particularly in West London at hotspots like Hammersmith and Paddington?

Boris Johnson (Chair, TfL) and Peter Hendy (Commissioner, TfL)

Crossrail lorry movements

Question No: 178 / 2011

[Murad Qureshi](#)

Are you concerned about the lorry movements as suggested by Crossrail contractors for tunnel segments, and the impact they will have on local residents and businesses at the Royal Oak portal?

Boris Johnson (Chair, TfL) and Peter Hendy (Commissioner, TfL)

Crossrail and Top Table

Question No: 179 / 2011

[Murad Qureshi](#)

I am concerned that a long-standing retail and manufacturing business in west London will lose their premises, a lovely 19th century building still in active use, simply because Crossrail planners want their site, but have not taken sufficient care in how they can minimise disruption to the local area. Will you please ensure that the senior planner for this section of Crossrail meets with me and the owners of Top Table at the site to explain Crossrail's current thinking for the area and how the site can be shared, or the sub-station moved nearer to the tunnel?

Boris Johnson (Chair, TfL) and Peter Hendy (Commissioner, TfL)

Congestion Charge during Olympics I

Question No: 180 / 2011

[Murad Qureshi](#)

What arrangements are there in place to ensure all the Olympic vehicles pay their congestion charge? Bearing in mind the continuing problems that exist in collecting unpaid fines from foreign vehicles, are there for example block payment arrangements with the companies and organisations who will have vehicles in London during the Olympics and Paralympics next year?

Boris Johnson (Chair, TfL) and Peter Hendy (Commissioner, TfL)

Congestion Charge during Olympics II

Question No: 181 / 2011

[Murad Qureshi](#)

Will there be any amendments to the congestion charge during the Olympic and Paralympics games time?

Boris Johnson (Chair, TfL) and Peter Hendy (Commissioner, TfL)

Congestion Charge during Olympics III

Question No: 182 / 2011

[Murad Qureshi](#)

Will any Olympic or sponsor vehicles be granted exemption from, or any concessions to the congestion charge?

Boris Johnson (Chair, TfL) and Peter Hendy (Commissioner, TfL)

Lifts at West Hampstead

Question No: 183 / 2011

[Murad Qureshi](#)

The West Hampstead Amenity and Transport group (WHAT) have pointed out that lifts are about to open at the Thameslink station to aid passengers travelling to and from the airports it connects (Luton and Gatwick) to assist people who are disabled and those with pushchairs etc. However, there will be no lift access at the tube station nearby with which the rail line is intended to be connected.

For full connectivity, should TfL provide lift access at West Hampstead tube station as well?

Boris Johnson (Chair, TfL) and Peter Hendy (Commissioner, TfL)

Dust suppressants

Question No: 184 / 2011

[Murad Qureshi](#)

Where exactly are the dust suppressant trials in operation - not just the roads, but where on each road? What assessment have you done of their impact on PM10 and NOx and do you consider the trials to have been a success?

Boris Johnson (Chair, TfL) and Peter Hendy (Commissioner, TfL)

Bike scheme

Question No: 185 / 2011

[Murad Qureshi](#)

How many tourists used the bike hire scheme over the Summer months?

Boris Johnson (Chair, TfL) and Peter Hendy (Commissioner, TfL)

Freedom Pass and fares increase

Question No: 186 / 2011

[Valerie Shawcross](#)

Many older and disabled Londoners rely on their Freedom Pass to maintain independence. London Councils have estimated that due to next year's 7% fare increase, the cost of the scheme - which is mostly borne by the boroughs - will increase by 7.79% - or £22million. Will you take steps to minimise this burden on the already over-stretched boroughs?

Boris Johnson (Chair, TfL) and Peter Hendy (Commissioner, TfL)

Underspends

Question No: 187 / 2011

[Valerie Shawcross](#)

What was the underspend on the TfL capital Budget in 2010/2011?

What has been the average underspend on the TfL capital Budget over the last 3 FYs?

Boris Johnson (Chair, TfL) and Peter Hendy (Commissioner, TfL)

Cancellations, delays and cuts to TfL projects

Question No: 188 / 2011

[Valerie Shawcross](#)

Since May 2008 please list each transport project (total project costs estimated at more than 5£M) which was previously in the TfL business plan which has been a) cancelled or b) delayed by more than 1 year or c) had spending levels reduced by more than 50% . Give the Borough location for each if possible or the name of the route or underground line affected.

Boris Johnson (Chair, TfL) and Peter Hendy (Commissioner, TfL)

Pedestrian safety

Question No: 191 / 2011

[Caroline Pidgeon](#)

Are TfL's roads safe for pedestrians?

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Subject: Motions

Report to: London Assembly (Plenary)

Report of: Executive Director of Secretariat

Date: 9 November 2011

This report will be considered in public

1. Summary

1.1 The Assembly is asked to consider the motion which has been submitted by an Assembly Member.

2. Recommendation

2.1 **That the Assembly considers the motions set out below.**

3. Issues for Consideration

3.1 The following motion has been proposed in the name of **Darren Johnson AM** and will be seconded by Murad Qureshi AM:

“The Assembly notes with concern that:

- London’s air has the highest average concentration of harmful nitrogen dioxide of any European capital city;
- The Mayor’s Air Quality Strategy relies on government delivering specific measures and funding to enable legal limits for nitrogen dioxide to be met in London by 2015; and
- In June 2011 the government published, for consultation, plans to address nitrogen dioxide pollution. The plans reveal that London’s air quality may not comply with legal limits until 2025.

This Assembly considers that it is unacceptable for Londoners to have to wait a further ten years for clean and healthy air. In the absence of sufficient urgent action at national level, the Assembly calls on the Mayor to update his air quality strategy to include faster and stronger action in London to ensure that the capital’s air meets legal standards for nitrogen dioxide by 2015, at the latest.”

3.2 The following motion has been proposed in the name of **Caroline Pidgeon AM** and will be seconded by Valerie Shawcross AM:

“This Assembly notes with concern the increasing prevalence of the theft of scrap metal and cabling which has caused major disruption to the rail network in recent weeks, both in London and nationwide.

One recent incident caused severe disruption to Jubilee and Metropolitan line passengers, following the attempted theft of cabling from the tracks near Northwick Park. According to the British Transport Police in 2010/11 there were 123 crimes reported of theft of live and redundant cable on the London Underground alone. In the UK as a whole the estimated cost of cable theft from the railways has been estimated at £1 billion by government.

Given the serious impact on London's economy and to Londoners, this Assembly therefore calls on the Mayor of London and Chair of the London Assembly to jointly write to Government calling for the introduction of regulations on the buying of scrap metal including provisions to make it illegal to make cash payments for scrap metal. The Assembly also calls for the introduction of legislation to protect the London and UK economy from the theft of scrap metal and cabling, with greater powers for the police and courts, including the investigation of suspicious activities and a greater enforcement of the proceeds of crime provisions."

3.3 The following motion has been proposed in the name of **Murad Qureshi AM** and will be seconded at the meeting:

"Energy bills are rising relentlessly and many Londoners are facing falls in their real income. As the coalition government demands the energy companies do better for the UK, this Assembly demands a better deal for London in particular.

A recent investigation by the Assembly's Health and Public Services Committee heard that London has repeatedly lost out under national energy saving initiatives and that as housing costs take a heavier toll on Londoners than those in the rest of the UK, this has pushed a disproportionate number of Londoners into fuel poverty.

We therefore call upon the Mayor to join with the Assembly in calling upon the six main UK energy suppliers to address this imbalance by fulfilling their CERT and CESP obligations equally across the UK and implement measures that ensure Londoners are no longer disproportionately in fuel poverty."

3.4 The following motion has been proposed in the name of **Tony Arbour AM** and will be seconded at the meeting:

"The London Assembly notes that the Mayor's decision to increase the number of uniformed police officers on public transport has led to a decrease in the number of crimes committed on transport.

The London Assembly therefore believes that, given the fact that police in uniform offer Londoners great reassurance, the Mayor of London should promote a policy that requires police officers and Metropolitan Special Constables to wear their uniform to and from work, in exchange for their free travel."

List of appendices to this report: None.

Local Government (Access to Information) Act 1985
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List of Background Papers: None.

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