

Written Answers to Questions Not Answered at Mayor's Question Time on 19 November 2014

Cycle Superhighways

Question No: 2014/4151

[Caroline Pidgeon](#)

Please provide an update on your North-South and East-West Cycle Superhighway plans.

Oral response

Mayor's Schedule

Question No: 2014/4307

[Len Duvall](#)

Will the Mayor list his out of London engagements over the last month?

Oral response

Living wage

Question No: 2014/4954

[Tony Arbour](#)

Research by my office has found that making the London Living Wage compulsory, as some have suggested, would cost the London economy £612m per annum and thousands of jobs. Some councils are assessing business rate relief as a means of incentivising take-up, does the Mayor support this and would he consider introducing a similar scheme for the GLA?

Oral response

"One man can make all the difference"

Question No: 2014/4203

[Jenny Jones](#)

During your recent book launch you said "the point of the 'Churchill Factor' is that one man can make all the difference". To avert the biggest threat of our generation, catastrophic and irreversible climate change, what difference will you make in the lead up to and actual Paris Climate Change Summit next year?

Oral response

Labour market Inequality

Question No: 2014/4308

[Fiona Twycross](#)

Why are there now more people in London being paid less than the equivalent of the London Living Wage than when you took office?

Oral response

Child poverty in London

Question No: 2014/4309

[Joanne McCartney](#)

The number of children living in poverty in London is shocking. What action are you taking to address the appalling number of London's children living in poverty?

Oral response

Debt in London

Question No: 2014/4310

[Joanne McCartney](#)

What action are you taking to help Londoners cope with and stay out of debt?

Oral response

Tower Hamlets

Question No: 2014/4929

[Andrew Boff](#)

Given Tower Hamlets receives funding from the GLA and TfL, is the Mayor concerned by the recent PWC report on the allocation of monies by the council and can he assure us that steps have been taken to ensure that the GLA's money has been allocated appropriately?

Oral response

London NHS in crisis

Question No: 2014/4315

[Onkar Sahota](#)

Recent figures show that the number of ambulances in London meeting their target response time has decreased significantly in the last six months. Further to this, reduced access to GP services in London is creating increased pressure on our A&Es. What representations are you making on these issues?

Oral response

Legal Highs

Question No: 2014/4956

[Victoria Borwick](#)

The Prime Minister has spoken up in the last week about the need to combat the rise of so called "legal highs." Given your role in relation to policing in London, will you be campaigning for a change in regulations about the sale of these perceived "legal highs"?

Oral response

London Living Wage

Question No: 2014/4263

[Stephen Knight](#)

What work have you undertaken in the past year to make the Living Wage the norm in London by 2020?

Oral response

International Sales of London Homes

Question No: 2014/4314

[Tom Copley](#)

Do you agree that housing developments built in London should be marketed to Londoners before they are sold overseas?

Oral response

Homelessness

Question No: 2014/4313

[Jennette Arnold](#)

In 2008 you promised to eradicate rough sleeping by the 2012 Olympics. Instead it has risen year-on-year since you became Mayor. Why have you failed to deliver this pledge?

Oral response

Million Mask March Damage

Question No: 2014/4934

[James Cleverly](#)

How do we prevent anonymous masked demonstrations from happening in London, such as the November 5th "Million Mask March"?

Oral response

Air Pollution

Question No: 2014/4316

[Murad Qureshi](#)

Who should Londoners trust on the true extent of air pollution in London, your office or the King's College Environmental Research Group?

Oral response

Sexual Harassment on the Transport Network

Question No: 2014/4312

[Joanne McCartney](#)

What progress have you made in your Sexual Harassment awareness campaign on London's Transport Network?

Oral response

Infrastructure Delivery Board

Question No: 2014/4951

[Steve O'Connell](#)

How will the new delivery board help to ensure that London receives the long term infrastructure that it needs for its future development?

Oral response

Garden Bridge

Question No: 2014/4311

[John Biggs](#)

Other than the fact that you can walk across it, by which criterion the purchase of a carpet would qualify, can you spell out why, attractive as it is, the Garden Bridge is properly a transport project, rather than a tourism/regeneration scheme and why, therefore, hard-pressed fare payers should be happy to pay towards it?

Oral response

New Bus for London pollution

Question No: 2014/4205

[Darren Johnson](#)

How many of the 800 'New Routemasters' you have ordered will meet the Euro 6 air quality standard, and how many that fail to meet this standard will be allowed into the Ultra-Low Emission Zone?

Oral response

Green Light Report

Question No: 2014/4933

[James Cleverly](#)

My colleague Richard Tracey recently published the Green Light report, which makes the case for turning off many of London's traffic lights at night. Have you had an opportunity to read the report?

Oral response

Stamp duty

Question No: 2014/4932

[Gareth Bacon](#)

In light of all the discussions regarding devolution to our northern cities, can the Mayor ensure that London will receive a fair deal and will at least be devolved the five property taxes?

Oral response

Bus service from Wood Green to North Middlesex Hospital

Question No: 2014/4131

[Caroline Pidgeon](#)

Residents of Wood Green have raised with me the difficulties faced getting to the North Middlesex Hospital via public transport. Currently it is necessary to take two buses and walk a further 200 yards via an underpass across the North Circular. Will you look at the possibility of introducing a direct bus link from Wood Green directly to the hospital?

[The Mayor](#)

Route 144 runs from Wood Green station to Silver Street just north of the hospital. Additionally, route 444 from Turnpike Lane bus station runs directly to the hospital from Wood Green town centre. Its frequency will be increased by 25 per cent from 4 to 5 buses per hour in March 2015.

Missing bus shelters in Wood Green

Question No: 2014/4132

[Caroline Pidgeon](#)

Residents of Wood Green have complained that bus shelters, seating and bus information on the High Road around the Mall have been removed. Can you explain the reason for their removal and provide details of when residents can expect their replacement?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 08 December 2014

The bus shelters have been removed to enable Haringey council to carry out highway and streetscape improvements to the High Road. The installation of new, replacement shelters is programmed to fit with the council's programme. Several new shelters are already in place and those that are currently missing are due to be replaced in January 2015 when the works in their vicinity are completed.

Capacity on bus route W4

Question No: 2014/4133

[Caroline Pidgeon](#)

Local residents have commented that buses on the W4 route are often full during morning peak hours, with a 15 minute wait until the next bus. Will you look into the possibility of providing more buses on route W4 during peak hours?

[The Mayor](#)

To help mitigate the impact of the Wood Green town centre redevelopment works and ensure a reliable service, route W4 was split into two legs in September (Ferry Lane to Turnpike Lane and Wood Green to Oakthorpe Park). TfL's surveys indicate capacity is sufficient to meet demand. However, they will be happy to investigate the issues raised by your constituents and will contact your office for details.

Accessibility of bus stops

Question No: 2014/4134

[Caroline Pidgeon](#)

How many bus stops in London are not fully accessible by wheelchair users? Please provide a list of the stops, and where possible an estimated date by which they will be made fully accessible.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 10 February 2015

I have set a target that all stops on the TLRN will be accessible by March 2016. In addition, 95 per cent of bus stops on borough roads will be accessible by December 2016, while the remaining 5 per cent pose a greater challenge. This is because of the physical constraints of local terrain and infrastructure which can feature dropped kerbs and grass verges, which are not compatible with mobility aids and wheelchair ramps. Therefore, a long-term strategy to make all bus stops on the network accessible will involve greater infrastructure changes at some locations. I have asked TfL to look into what the cost and timescales would be of delivering a further improvement in accessibility beyond the 95%.

Currently, 79 per cent of stops across the network are accessible, with approximately 3,900 bus stops that are not accessible. This number continues to fall as TfL and local boroughs undertake necessary works. TfL will send you the full list of stops that are not currently accessible.

TfL is working to ensure that all stops which can be made accessible meet the standards required with a substantial investment programme of up to £18million for 2016/17. It is therefore on track to meet the targets I have set out which will bring even greater ease of use to a bus network that is already the most accessible in the country.

Bus drivers' discretion - cashless buses

Question No: 2014/4135

[Caroline Pidgeon](#)

Following the introduction of cashless bus services, does TfL keep information on how often bus drivers are using their discretion to allow people without Oyster credit to board? Please provide any relevant details logged.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 08 December 2014

No direct information is kept on how often bus drivers are using their discretion to allow customers to travel if they have insufficient balance on their Oyster card.

During the first four weeks of cash-free operation TfL requested the bus operators to ensure that drivers treated anyone trying to pay cash, who then did not have a valid Oyster card or contactless payment card, as 'vulnerable' and to allow them to travel. After this discretionary period drivers were told to operate the normal vulnerable passenger procedure.

During the first couple of months following implementation of cash free operations, the number of fare dispute issues where the driver was advised by TfL's CentreComm operation team to use the vulnerable passenger procedure and allow the passenger to travel, were relatively small (around 2 a day) compared to the overall number of passengers travelling.

Fines incurred by TfL contractors for roadworks

Question No: 2014/4136

[Caroline Pidgeon](#)

Please provide details of the number of fines and the total amount that TfL contractors have paid to TfL for conducting roadworks outside of agreed hours.

[The Mayor](#)

Roadworks legislation allows TfL to apply charges and fines to works promoters and statutory undertakers e.g. utility companies, when they are in breach of that legislation. This does not apply to TfL's own works.

To achieve parity with external works promoters, and to encourage TfL to undertake their own works in the least disruptive manner, TfL has set up the ability to apply fines and charges to its own contractors through contractual arrangements.

As a result, TfL has given 1033 Fixed Penalty Notices to its own contractors and recovered a total of £87,900 since the introduction of this scheme in September 2013.

Under the Lane Rental Scheme introduced in June 2012, which charges works promoters for road space occupancy on certain streets at certain times of day, £1,662,000 has been recovered from TfL's own contractors.

Tower Bridge Road & Queen Elizabeth Street junction

Question No: 2014/4137

[Caroline Pidgeon](#)

The junction of Tower Bridge Road and Queen Elizabeth Street has been highlighted by local campaigners as unsafe for both cyclists and pedestrians. I understand that TfL is looking at options for improving the junction, but there are no firm proposals or a timescale. Will you instruct TfL to bring forward proposals for this junction and to set a firm timescale?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 05 January 2015

TfL proposes to improve the junction of Tower Bridge Road and Queen Elizabeth Street as part of the Central London Cycle Grid Programme. These improvements are expected to happen post 2016. TfL is not able to provide a firm implementation timescale due to the ongoing Network Rail works at London Bridge Station. This includes the eastbound closure of part of Tooley Street from 2016 for a period of approximately 18 months.

Oyster card online facility

Question No: 2014/4138

[Caroline Pidgeon](#)

I have received complaints that the online facility for checking Oyster card journey history is unreliable and has not been working recently. Please provide information on the performance of this facility, and any improvements that you plan to make.

[The Mayor](#)

The increasing popularity of the online facility means that it is now being used by over 1.1 million customers, with over half a million journey statements provided each month.

TfL is aware of the quality issues that some customers have been experiencing recently and the capacity of the website is being increased to remedy this.

These improvements will become evident to users in the next few weeks.

Bus maps on TfL website

Question No: 2014/4139

Caroline Pidgeon

I have received complaints that the bus route map facility on TfL's website is consistently unreliable, and is rarely able to display routes overlaid on to Google Maps. Will you look into this issue to ensure passengers have the information they need before they travel?

The Mayor

I am not aware of any specific complaints or service issues in relation to the interactive bus route map facility and the display of bus routes overlaid on Google Maps on the TfL website, accessed through www.tfl.gov.uk/maps/bus or www.tfl.gov.uk/travel-information/stations-stops-and-piers/.

Any customers who are experiencing a problem with this service can contact Phil Young (philyoung@tfl.gov.uk), who will investigate and resolve any issues.

Disused Underground stations and tunnels

Question No: 2014/4140

Caroline Pidgeon

I understand that TfL owns over 40 disused Underground stations, and over 750 disused tunnels, and is in talks to explore the commercial potential of these sites. Please provide details of your plans to use or dispose of these sites.

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 05 January 2015

TfL has a number of disused stations across the network. Many of these stations are integral to the operational railway, and there is no intention of disposing of these sites. TfL is currently actively investigating a number of sites to understand whether they can be developed in partnership with third parties. It will be assessing potential innovative uses of these sites and the additional revenue that these uses may bring. Any additional revenue generated will be reinvested back into improving the transport network.

Once plans are confirmed, TfL will provide you with an update.

Bus service from Sutton to Epsom General Hospital

Question No: 2014/4141

[Caroline Pidgeon](#)

Sutton residents requiring orthopaedic surgery are now referred to a specialist unit in the grounds of Epsom General Hospital, and over 15,000 Sutton residents attended Epsom Hospital in 2013/14. Sutton residents are currently required to take two or three buses to make this journey. Given the increase in potential passengers, many of whom are unwell, will you consider introducing a direct service from Sutton to Epsom General Hospital?

[The Mayor](#)

TfL are investigating the extension of route 470 to Epsom General Hospital. They expect to complete a review by the end of 2014 and will let you know the outcome.

HGVs on Gander Green Lane, Sutton

Question No: 2014/4142

[Caroline Pidgeon](#)

I have received concerns that HGVs are routinely using Gander Green Lane in Sutton. Will you instruct TfL to look into this issue and provide the signage needed to prevent these vehicles using this quiet residential road?

[The Mayor](#)

TfL understands that this issue relates to HGVs accessing the Kimpton Industrial Estate. Following discussions with London Borough of Sutton officers and representatives of the industrial estate management team, TfL has provided new signs on the A217 and A24 to encourage the use of appropriate routes by HGVs to and from the industrial estate avoiding the use of Gander Green Lane. These signs were erected in July.

Gander Green Lane is a borough road and as such any further measures to control movements of heavy goods or other vehicles are for the London Borough of Sutton to consider. TfL has discussed the issue with borough colleagues who have advised that whilst localised measures on Gander Green Lane to prevent over-running and parking on footways have been introduced, they are limited in what further action they can take given the importance of this road as a bus route and a through route for emergency services vehicles.

'Year of the Bus' Budget

Question No: 2014/4143

Caroline Pidgeon

What is the total budget for TfL's Year of the Bus and how much has been spent to date?

The Mayor

The Year of the Bus (YOTB) campaign is a cost neutral campaign to TfL. The total budget for the YOTB programme is £0.7 million, covered by sponsorship from external partners. The expenditure to date is £0.6 million and all remaining budget is allocated.

Sitting alongside this is £750,000 funding for the London Transport Museum from the Heritage Lottery Fund (HLF). The HLF funding is for a bus restoration and four year commemoration of the First World War.

Collisions involving buses - KSI figures & costs

Question No: 2014/4144

Caroline Pidgeon

TfL has released figures showing 576 people seriously injured and 4 people killed incidents involving TfL Buses during the first six months of 2014. Does TfL have an estimate of the total cost of these incidents? Where possible please include estimates of costs to TfL, the NHS, and the Metropolitan Police.

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 13 March 2015

All costs connected to management of incidents and claims are dealt with directly by the bus companies involved. TfL does not hold this data, or that of the NHS or MPS.

However, the Department for Transport (DfT) publishes the average value of the prevention of a road traffic collision at:

<https://www.gov.uk/government/publications/webtag-tag-unit-a4-1-social-impact-appraisal-november-2014>.

Road traffic collisions in London have a cost to London's economy of around £1.5 billion each year in terms of medical care, emergency services, lost productivity and damage to property.

The number of people Killed or Seriously Injured (KSI) in collisions involving a bus or coach has more than halved in the last decade to 195 KSIs in 2013, the most recent yearly figures available from the police. This is the lowest level on record. Safe Streets for London, London's Road Safety Action Plan, is committed towards the ambition of freeing London's roads from death and serious injury by continuing to deliver significant and continuing casualty reductions.

Oxford Street

Question No: 2014/4145

[Caroline Pidgeon](#)

Given the huge importance of Oxford Street to London's economy and international reputation, is it time for you to assume responsibility for the repair, maintenance and management of this road in the same way that the Greater London Authority (GLA) already does for Trafalgar and Parliament squares?

[The Mayor](#)

Westminster City Council is the highway authority for Oxford Street and their maintenance and management service levels are set out in their Highway Asset Management Plan. There are no plans to designate Oxford Street a GLA road.

The maintenance of roads, footways and other highway assets around Parliament Square and Trafalgar Square are the responsibility of Westminster City Council, with the squares being managed by the GLA.

Hidden disabilities card scheme

Question No: 2014/4146

[Caroline Pidgeon](#)

Many people with hidden disabilities who have difficulty standing on public transport often find asking other passengers to vacate priority seating awkward, and this can lead to conflict between passengers. Will you look into introducing a card scheme, in addition to or as part of the Travel Support Card, so that those with hidden disabilities are able to access priority seating without facing difficulty from fellow passengers.

[The Mayor](#)

I recognise that sometimes people don't offer priority seats to those who need them - especially if their need isn't obvious, and it can also be difficult or uncomfortable for people to ask for a seat.

TfL has been running a campaign across the bus, Tube and tram networks to encourage customers to show more consideration for other passengers, including giving up their seat to those less able to stand. This encompasses poetry posters; audio and visual announcements on board or at stations; social media and online posts featuring a 'priority seats' message.

As part of their regular discussions with representative groups, TfL will be talking to people with hidden disabilities to come up with other possible solutions to this issue and I will ask them to look into the travel card scheme as part of this.

Cycle Hire - mistaken penalty charges (1)

Question No: 2014/4147

[Caroline Pidgeon](#)

I have received many complaints from users of the Cycle hire scheme of being charged £150 for non-return of cycles when they are confident the cycle has been safely docked. Once these complaints are raised with TfL, the vast majority of charges are refunded. Can you explain why so many users are mistakenly being charged?

[The Mayor](#)

TfL is not aware of any problems with the billing system for the cycle hire scheme.

For example, over August and September 2014 there were 2,113,890 hires. In August, less than 0.3 per cent of all hires resulted in a refund, with just 0.17 per cent in September.

This very small percentage primarily consists of customers who didn't dock a bike correctly at the end of a hire or misunderstood the pricing of the scheme. It is therefore important that customers dock their bike within the allotted bike access period, making sure they receive a green light.

Even when charges are correctly applied, TfL generally issues refunds on a first time discretionary one-off basis, as a sign of goodwill, providing there is a valid reason to do so.

TfL encourages customers to contact them directly for resolution of any queries. This can be done via TfL's website at <http://www.tfl.gov.uk/roadusers/cycling/14808.aspx> or via telephone on 0343 222 6666.

Cycle Hire - mistaken penalty charges (2)

Question No: 2014/4148

[Caroline Pidgeon](#)

Please provide details of the number and the total value of refunds issued for mistaken penalty charges on Cycle Hire for each year since the scheme was launched.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 05 January 2015

Please see the attached spreadsheet in Appendix 4.

Even when charges are correctly applied, TfL generally issue refunds on a first time discretionary one-off basis, as a sign of goodwill, providing there is a valid reason to do so.

TfL and I are pleased that for the over 35 million hires on the scheme to date, the number of refund requests remains extremely low.

Table 1 - Data from July 2010 to 13 September 2013 prior to the current billing system. TfL was unable to differentiate between Late Return and Non Return charges/refunds during this period.

Table 2 – Non and Late Return charges and refunds after current billing system was introduced.

I'm afraid there is no data available between 16- 22 September 2013 due to system upgrades.

Uber advertising on TfL Taxi & Private Hire website

Question No: 2014/4149

[Caroline Pidgeon](#)

Do you think it is appropriate for Transport for London Taxi and Private Hire websites to host advertisements from taxi and private hire companies, such as Uber? Will you instruct TfL to revise their advertising policy to avoid conflict with TfL's licensing and regulatory roles?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 05 January 2015

Given TfL's licensing and regulatory roles, it has reviewed its policy and is no longer carrying any advertising on the Taxi and Private Hire section of the TfL website.

Waterloo-Greenwich Quietway - Junction of Trundley's Road

Question No: 2014/4150

[Caroline Pidgeon](#)

The junction of Trundley's Road and Surrey Canal Road lies on the route of the proposed Waterloo-Greenwich Quietway. Despite its proximity to a primary school, why has TfL decided against introducing a signalised crossing at this junction, prioritising motor traffic flow over safety?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01 April 2015

The proposed Quietway route runs along Surrey Canal Road and crosses Trundley's Road into Folkestone Gardens. Trundley's Road is a borough road for which LB Lewisham is the Highway Authority. As part of the feasibility work a number of options, including signals, were explored.

Signals are not proposed at this particular location, as it could cause long vehicle queues resulting in significant congestion in the area. This would lead to increased journey times for local residents and a reduction in air quality. The preferred proposal is to provide a new pedestrian and cyclist refuge at this junction, which has been designed to allow both users to cross safely. It will be wide enough to accommodate both pedestrians and cyclists waiting within the refuge, and it will be raised to enable them to be seen clearly by approaching vehicles.

In addition to this, pedestrians and cyclists will benefit from further traffic calming measures, an improved urban realm and a new and more accessible entrance into the park. TfL and LB Lewisham are working together to provide the new crossing facility and wider streetscape improvements, which will help reduce traffic dominance in the area and improve accessibility for all users.

Cycling budget

Question No: 2014/4152

[Caroline Pidgeon](#)

Of the £107m allocated to cycling over 2014/2015, how much has so far been spent by Transport for London (TfL)? Please also list the full year forecast.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 20 February 2015

As you will be aware from discussions with TfL and my Cycling Commissioner at the recent Budget Policy Sub Committee meeting, the £107m allocation you mention included a £26m over programming budget for this financial year, which is standard practice across TfL's investment programmes. At Quarter 2, TfL adjusted its forecast to spend £82m in 2014/15, including a revised over programming budget of £12m.

A key reason for the reduction is due to successful cost savings made to Cycle Hire, including contractual charges, back office savings and efficiencies made during expansion and intensification. There has also been a re-phasing of expenditure on other programmes, including Cycle Superhighways, to ensure that sufficient time is spent designing and delivering the best possible schemes for cyclists.

By October in fiscal year 2014/15 TfL has spent £29m on cycling programmes. All savings will be reinvested in cycling improvements and retained within the 10 year cycling budget.

One Hour bus ticket cost

Question No: 2014/4153

[Caroline Pidgeon](#)

How much does TfL estimate introducing a One Hour bus ticket would cost?

[The Mayor](#)

TfL estimate that the fares revenue cost of allowing free PAYG bus transfers within an hour would be up to £50 million per annum.

Any reductions in fare revenue from this would need to be found from other fare payers.

Cost of staff nominee travel for TfL employees in 2014/15

Question No: 2014/4154

[Caroline Pidgeon](#)

Please provide details of the cost of foregone revenue to TfL associated with the use of nominee travel passes in 2014/15. Please base this figure on actual Oyster card statistics.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 13 March 2015

Please see my answer to MQ 3340 / 2012.

Morning Peak-Fare Hours

Question No: 2014/4155

[Caroline Pidgeon](#)

What is your latest estimate of the cost of changing the morning peak fares period on all Tube, DLR, London Overground services to begin at 7:30am (as opposed to the current time of 6:30am)?

[The Mayor](#)

There are no plans to change the times.

Cable Car - Breakdown of fares sold

Question No: 2014/4156

[Caroline Pidgeon](#)

Please provide a breakdown of the number of tickets sold for the Emirates Air Line by fare type (i.e. cash fare, discounted fare, the 'Emirate Air Line Experience' combined pass, and Multi Journey Boarding Pass) and ticket type (i.e. Adult, Child). Please provide this information for 2013/14 and in the current financial year to date.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 21 January 2015

I am pleased to report that Emirates Air Line ridership is growing, with more journeys being made over the last three periods than at the same time last year.

Please see attached table in Appendix 8 - 4156.

The table shows both the number of tickets sold and the equivalent number of single journeys which that translates to. For example, one return ticket is the equivalent of two journeys.

TfL - Staff Nominee Travel (1)

Question No: 2014/4157

[Caroline Pidgeon](#)

How many TfL staff nominee travel cards are currently in use?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23 February 2015

As of November 2014, there were 22,239 active TfL Staff nominee oyster cards.

TfL - Staff Nominee Travel (2)

Question No: 2014/4158

[Caroline Pidgeon](#)

How many travel passes were issued to nominees of new TfL staff members in 2013/14 and in the current financial year to date?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 24 November 2014

The number of TfL Staff nominee passes issued:

Fiscal Year	Nominee Passes Issued
2013/14	2,688
2014/15 Year to date	1,076

Please note the year to date figures were accurate as of November 2014.

TfL use of taxis and private hire vehicles

Question No: 2014/4159

[Caroline Pidgeon](#)

What was the total cost of the use of taxis and private hire vehicles by Transport for London staff in 2013/14 and in the current financial year to date?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 24 November 2014

The total cost of taxi and private hire vehicles usage by Transport for London including Tube Lines is:

Type	2013/2014	2014/2015/YTD
Radio Taxis	£4,664,394.85	£2,516,691.75
Travel & Expenses	£30,767.96	£19,426.72
Total	£4,695,162.81	£2,536,118.47

All taxis booked through the London Underground Staff Taxi Contract with Radio Taxis are for operational reasons – to get station staff or train drivers to their stations or depots on time when no other form of public transport is available. This is not a door to door service; multiple staff are picked up on fixed routes.

TfL Advertising (1)

Question No: 2014/4160

[Caroline Pidgeon](#)

How much did Transport for London (TfL) spend on advertising and public relations (excluding the cost of in-house staff) in 2013/14 and in 2014/15 to date?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 05 January 2015

TfL's customer information supports a wide range of transport services and related activities, including essential safety, security and ticketing messages.

In 2013/14 the advertising spend of £10.8 million included: road safety and safer travel at night campaigns; the promotion of improvements including better transport and information for those with accessibility issues; campaigns helping visitors; encouraging safer travel and courtesy; and giving customer information for major events such as Prudential Ride London and the London Marathon. This spend includes a small amount of promotional activity on campaigns such as safer travel at night and road safety.

Advertising and PR 2014/15 budget (year to date) - £10m

In 2014/15, the spend to date of £10 million has focused on similar activities to 2013/14, including managing the Tour de France and the Tour of Britain. TfL has also given significant publicity to major improvements such as contactless payment, the announcement of Night Tube and the Road Modernisation plan.

The overall Customer Information CAP spend (total marketing budget) has reduced by 37 per cent since it was introduced in 2007/8. More recently the advertising and PR spend is £1.5 million lower in 2013/14 compared to 2012/13.

TfL Advertising (1)

Question No: 2014/4161

[Caroline Pidgeon](#)

How much did Transport for London (TfL) spend on in-house press and public relations staff in 2013/14 and in 2014/15 to date?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 08 December 2014

TfL has spent the following on in-house press and public relations staff in 2013/14 and in 2014/15 to date:

2013/14

Press Office: £2.1m

2014/15

Press Office: £1.2m (April 2014 to November 2014)

TfL's Press Office manages media relations and PR in-house. No agencies are used. Their work includes the delivery of vital customer information on, among other things, road safety, cycle safety and safer travel at night.

TfL - Cost of Consultants

Question No: 2014/4162

[Caroline Pidgeon](#)

Please provide a breakdown of the total spend by Transport for London (TfL) on consultants in 2013/14 and in 2014/15 to date? Please also list the number of consultants who have been employed in each year.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01 April 2015

Consultants	2013/14	2014/15 (YTD)
Cost	27,206,018	35,042,534
Headcount	126	151

This table provides consultancy spend for 2013/14 full year and year to date spend for 2014/15 for non-capital areas. Due to the nature of consultants and their interaction with us as an organisation TfL only record the number of consultants who require access to our IT systems.

The number of consultants used by TfL varies year to year depending on the nature of projects undertaken.

Cost of MPS Cars for Senior Officers (1)

Question No: 2014/4163

[Caroline Pidgeon](#)

What is the forecast spend in 2014/15 on drivers for senior officers?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 05 December 2014

There are 14 ACPO Drivers for senior officers. The forecast spend for 2014/15 which includes pay, allowances and overtime is £615,000.

Cost of MPS Cars for Senior Officers (2)

Question No: 2014/4164

[Caroline Pidgeon](#)

What is the forecast capital spend in 2014/15 on cars for senior officers? Does this figure include the purchase of new vehicles?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 05 December 2014

The forecast capital spend for 2014/15 as at the end of October 2014 is £120,000.

Cost of MPS Cars for Senior Officers (3)

Question No: 2014/4165

[Caroline Pidgeon](#)

What is the forecast spend in 2014/15 on maintenance of the vehicle fleet including fuelling?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 08 December 2014

The 2014/15 forecast expenditure on the ACPO vehicle fleet for maintenance and fuel is £205,000.

Cost of MPS Cars for Senior Officers (4)

Question No: 2014/4166

[Caroline Pidgeon](#)

What is the forecast cost in 2014/15 of insurance for the vehicle fleet?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 08 December 2014

The 2014/15 forecast expenditure on the ACPO vehicle fleet for insurance is £2,000.

MPS use of taxis and private hire vehicles

Question No: 2014/4167

[Caroline Pidgeon](#)

What was the cost of the MPS's use of taxis and private hire vehicles In 2013/14 and what is the forecast cost in 2014/15?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 05 December 2014

In 2013/14, the MPS spent £98,194 on taxis and private hire vehicles. In 2014/15 the forecast spend is £91,931.

MPS Advertising (1)

Question No: 2014/4168

[Caroline Pidgeon](#)

How much did the MOPAC/MPS spend on advertising and public relations (excluding the cost of in-house staff) in 2013/14 and in 2014/15 to date?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 27 January 2015

In 2013/14 the Directorate of Media and Communications spent £3.82m.

From April 2014 to October 2014 the Directorate of Media and Communications spent £2.08m.

MPS Advertising (2)

Question No: 2014/4169

[Caroline Pidgeon](#)

How much did the MOPAC/MPS spend on in-house press and public relations staff in 2013/14 and in 2014/15 to date?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 05 December 2014

The spend on in house press and public relations was £7 million in 2012/13 and £5.1 million in 2013/14. From April 2014 to October 2014 the spend is £3.17 million.

Cost of Consultants

Question No: 2014/4170

Caroline Pidgeon

Please provide a breakdown of the total spend by MOPAC/MPS on consultants in 2013/14 and in 2014/15 to date? Please also list the number of consultants who have been employed in each year.

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 05 December 2014

The cost of consultants in 2013/14 and 2014/15 to date are detailed in the table below:-

	2013/14	2014/15 (as at 31/10/14)
	£m	£m
Consultancy	18.1	18.9

It is not possible to specify the number of consultants employed. The available data sets out the number of suppliers. In 2013/14 this was 119. In 2014/15 (as at 31/10/2014) it is 94.

MPS - Cost of Agency Staff

Question No: 2014/4171

Caroline Pidgeon

Please provide a breakdown of the total spend by the Metropolitan Police Service (MPS) on agency staff for the previous financial year (2013/14) and in the current financial year to date? Please list the number of agency staff who have been employed in each year.

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 05 December 2014

The costs of agency staff in 2013/14 and 2014/15 to date is detailed in the table below:

	2013/14		2014/15 (as at 31/10/14)	
	£m	Number	£m	Number
Temporary Staff	13.4	348	15.5	607

MPS residential properties for ACPO officers

Question No: 2014/4172

[Caroline Pidgeon](#)

How many properties does MOPAC currently own for the use of ACPO officers, and what is the annual cost of upkeep? Please also list the current valuation of these properties?

[The Mayor](#)

Eight properties from the MPS Estate are currently for the use of ACPO Officers.

Annual maintenance costs are estimated at £28,000 per year.

Five of the properties are occupied full time, the other three are used on an ad hoc overnight basis for ACPO officers instead of booking hotel accommodation.

MPS - Cost of Flights

Question No: 2014/4173

[Caroline Pidgeon](#)

How many police officers flew business class and/or first class to any destination (including within the UK) when conducting their official duties in 2012/13 and in the year to date? Please list the total cost of these flights.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 24 November 2014

The number of police officers flying first /business class in 2012/13 and year to date including the total cost of these flights are as follows:

Period	Ticket Class	Total Tickets	Total (£m)
1 Apr 2012-31 Mar 2013	First Class	2	0.004
	Business Class	607	1.836
	Total	609	1.84
1 Apr 2014-12 Nov 2014	First Class	5	0.015
	Business Class	201	0.584
	Total	206	0.599

Human Trafficking and Kidnap Unit

Question No: 2014/4174

[Caroline Pidgeon](#)

How many arrests have been made by the Human Trafficking and Kidnap Unit since it was set up in 2010? How many of these arrests have resulted in a conviction? Please break down by year.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 22 November 2014

<i>Year</i>	<i>Arrests</i>	<i>Convictions</i>
2010	69	21
2011	62	25
2012	70	16
2013	114	46
2014 to 12 Nov (all offences)	139	62
2014 Modern Slavery* only	59	48

*Modern slavery offences include rape, trafficking, exploitation, domestic servitude & associated immigration offences.

Cost of Policing Julian Assange (1)

Question No: 2014/4175

[Caroline Pidgeon](#)

Further to MQs 2014/1746 and 2014/2622 have you received a report from MOPAC and do you intend on making representations to government for national funding given that policing Julian Assange is a national security matter?

[The Mayor](#)

The cost of this operation will be discussed as part of the MPS/ MOPAC discussion with the Home Office about 2015/16 National, International and Capital Cities Grant.

Cost of Policing Julian Assange (2)

Question No: 2014/4176

[Caroline Pidgeon](#)

Please state the cost of policing Julian Assange and the Ecuadorian embassy to date.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 08 December 2014

The estimated total cost of policing the Ecuadorian embassy between June 2012 and the end of October 2014 is £7.3 million, of which £5.5 million is opportunity costs (Police Officer Pay costs that would be incurred in normal duties) and £1.8 million additional costs (estimated additional Police Overtime as a direct result of the deployments at the Ecuadorian embassy). The cost of this operation will be discussed as part of the MPS/MOPAC discussion with the Home Office about 2015/16 National, International and Capital Cities Grant.

Children of the Night

Question No: 2014/4177

[Caroline Pidgeon](#)

Are you aware of the important work being carried out internationally by the organisation Children of the Night and Dr Lois Lee in safeguarding child victims of human trafficking and sexual exploitation? Will you support their pilot scheme being set up here in London?

[The Mayor](#)

Tackling child sexual exploitation (CSE) is something I take very seriously. MOPAC ensures a focus on CSE across all relevant policy areas, including gangs and Violence Against Women and Girls.

The MPS and MOPAC continue to work in partnership with the London Safeguarding Children Board and local safeguarding children boards to develop responses to CSE. Earlier this year this partnership jointly launched a revised multi-agency protocol on child sexual exploitation. The protocol sets out how agencies will identify and address CSE, providing a standard and consistent response across London.

I have asked MOPAC officials to look into the work of Children in the Night.

Child sexual exploitation training

Question No: 2014/4178

[Caroline Pidgeon](#)

Currently, what percentage of MPS officers have had CSE training?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 22 December 2014

A programme of awareness raising of Child Sexual Exploitation (CSE) for Territorial Policing is currently being rolled out as part of the MPS's Professional Development Day structure at borough level.

We do not have an exact percentage figure for number of officers trained. The CSE awareness raising package has been delivered to 16 of the 32 boroughs so far.

Policing of children and young people

Question No: 2014/4179

[Caroline Pidgeon](#)

As recommended by the All Party Parliamentary Group for Children, does the MPS have a senior officer, of ACPO rank, responsible for procedures involving children and young people in every borough? Which boroughs do not have an ACPO rank officer responsible for these procedures?

[The Mayor](#)

The APPG recommendation was concerned with force rather than borough level. Boroughs do not have ACPO rank officers, except Westminster.

The MPS ACPO lead for Children and Young People is Commander Mak Chishty, who has responsibility for procedures involving children and young people in the MPS. He has responsibility for every borough in London and the five Area Commanders oversee specific issues relating to boroughs within their cluster.

Rise in young victims of gang violence

Question No: 2014/4180

[Caroline Pidgeon](#)

The Evening Standard reported an exponential rise in young victims of gang violence, aged between 11-25 that require lifesaving treatments at London A&Es. Last year St Mary's A&E saw almost as many young victims of stabbings, shootings and beatings with a blunt weapon as those injured in road collisions. What work are you doing in conjunction with London Hospital Trusts to support these victims?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 08 December 2014

Supporting young victims of crime is a key priority for me and also the London Crime Reduction Board (LCRB).

The LCRB Strategic Ambitions for London: Gangs and Serious Youth Violence stated the intention that "all London trauma centres will have access to special support for victims of gang-related violence to work with young people." MOPAC successfully bid to the Ministry of Justice Victims Competed Fund to support high risk young victims of violent crime through interventions in Major Trauma Centres (MTCs). MOPAC will use this funding to provide specialist youth workers who will intervene at the 'teachable moment' to support victims requiring medical help, which will begin in 2015.

In the last 12 months there has been a decrease of 550 knife crime offences from 4,362 to 3,812, a 12.6% decrease and this is the lowest total in the last six years.

Dog use in anti-social behaviour

Question No: 2014/4181

[Caroline Pidgeon](#)

How many ASB incidents involving dogs have been recorded on the MPS "Airspace" system over the last four years? Please break down by year, by borough and by ward.

[The Mayor](#)

The Airspace system has been in operational use recording non-crime ASB since 24/6/13, therefore its data only goes back that far. In addition it does not specifically record ASB incidents involving dogs. Therefore, the MPS is unable to supply the information as requested.

Commercial Vehicle Unit

Question No: 2014/4182

[Caroline Pidgeon](#)

How many drink drivers have been charged after being stopped by the Commercial Vehicle Unit in the last four years? Please break down by year and by garage responsible for the Commercial Vehicle Unit that stopped the offender.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 08 December 2014

The MPS Commercial Vehicle Unit is a small team of officers that deal with this specialist area of roads policing. The Commercial Vehicle Unit (CVU) concentrates on enforcement and education of Heavy Commercial Vehicles and Operators. The team works closely with the DVSA, HMRC, TFL and the Haulage Industry to reduce KSI collisions.

Due to restructuring within the Roads Traffic Policing Command the unit has changed its operating locations from four bases to two - one situated in the East and one in the West of London. They will under the new model move to a 24/7 capability.

The numbers shown below detail the number of drink drive related arrests made by officers attached to the Commercial Vehicle Unit over the last four years. These arrests do not relate solely to those driving Commercial Vehicles as the officers will also interact with other road users.

2014 so far - Four (4) arrests - 1 x Hampton, 2 x Chadwell Heath and 1 x Catford

2013 - Three (3) arrests - 1 by Alperton and 2 x Hampton

2012 - One (1) arrest - 1 x Chadwell Heath

2011 - Three (3) arrests - 2 x Chadwell Heath and 1 x Catford.

Recorded knife crime with injury

Question No: 2014/4183

[Caroline Pidgeon](#)

Knife crime with injury figures recorded on London Datastore show that offences have risen by 51% in the last six months. There were 222 incidents in March this year and the latest figures released from September show 335 incidents. Seven out of nine of the teenagers murdered in London this year died from stab wounds, including David Maxwell who died in Southwark on Halloween. What work are you doing to tackle this important issue?

[The Mayor](#)

London remains a safe city for the vast majority of people. The latest knife crime statistics do not show a rise in overall knife crime. For the period April-September 2014 compared to the same period in 2013 the MPS has recorded an 11.2 per cent reduction (5189 compared 4610 offences) However, most serious violence and assault with injury where a knife has been used is increasing by +8.7% and +7.7% respectively. This issue was discussed in detail at the recent Police and Crime Committee.

We are monitoring the situation closely and MOPAC and the MPS are conducting detailed analysis to understand what is driving this increase. Early indications are that the biggest increases are in violence in the home (domestic abuse). We believe that the increase in domestic abuse may be due to increased confidence to report this type of offence.

Street-based violence is also going up; however this is concentrated in town centre hotspots, and at night-time. Night-time economy accounts for nearly a quarter of all violence with injury offences and these take place within a number of key boroughs.

MOPAC will be undertaking work with each of the key boroughs, bringing together partners to collectively deliver solutions that are tailored to local needs.

London is not alone in the recorded rise in violence with injury - 36 of the 44 forces in England & Wales have recorded a rise for the most recent quarter available (January-March 2014). This reaffirms that this is not just an issue for the MPS it is currently a national issue.

Speed Guns

Question No: 2014/4184

[Caroline Pidgeon](#)

How many speed guns do the MPS have? Please break down the figure by borough allocation.

[The Mayor](#)

There is no central register of these devices as they are maintained locally.

MPS officer convictions

Question No: 2014/4185

[Caroline Pidgeon](#)

How many serving MPS Officers have criminal convictions? Please breakdown by borough.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 20 February 2015

Details about recent convictions were provided in MQ3064 / 2014. Details of other convictions could only be obtained by accessing paper files which are currently archived.

Hate Crime Reduction Strategy

Question No: 2014/4186

[Caroline Pidgeon](#)

When will your Hate Crime Reduction Strategy be published?

[The Mayor](#)

The Hate Crime Reduction Strategy for London will be launched and published shortly.

Aviation unit

Question No: 2014/4188

[Caroline Pidgeon](#)

The totally annual running cost of the MPS aviation unit is £7.2 million. Have you approached neighbouring forces to see if it would be possible to pool resources and to create savings and better use of resources?

[The Mayor](#)

The MPS are currently in negotiations with neighbouring forces with a view to joining National Police Air Service (NPAS).

MPS ride-along schemes

Question No: 2014/4189

[Caroline Pidgeon](#)

As recommended by the London Policing Ethics Panel, will you introduce ride-along schemes, giving the public direct exposure to frontline policing and giving the MPS increased accountability and transparency?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 08 December 2014

In response to the London Policing Ethics Panel's recommendation, the MPS will introduce new procedures early in 2015 to provide more people with the opportunity to take part in its ride-along scheme. This will not only give increased transparency and accountability, but also an appreciation of the challenges police officers face. I also hope it will have a positive effect on officer recruitment.

MPS cycle to work

Question No: 2014/4190

[Caroline Pidgeon](#)

Have the MPS signed up for a cycle to work scheme for its employees?

[The Mayor](#)

The MPS offer a cycle to work scheme, which has been in place since 2008.

Water Cannon

Question No: 2014/4191

[Caroline Pidgeon](#)

Further to my previous questions, can you please provide a timeline as to when you expect the modification of the water cannon to be complete?

[The Mayor](#)

The modifications to all three vehicles are complete.

MOPAC leased estate in Kingston and Richmond

Question No: 2014/4192

[Caroline Pidgeon](#)

Please provide details of all leased police properties, including when the leases come up for renewal or have a break clause, in the boroughs of Richmond and Kingston?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 24 November 2014

MOPAC currently occupies five leasehold properties within the Borough of Richmond and eight leasehold properties within The Royal Borough of Kingston. These leases are detailed in Appendix 5.

Bus watch

Question No: 2014/4193

[Caroline Pidgeon](#)

A constituent has raised concerns with me about bus watch being cancelled due to the cuts to Safer Transport Teams. Can you clarify this issue?

[The Mayor](#)

Bus Watch is an engagement between the Richmond's MPS Safer Transport Team (STT) and the local neighbourhood watch, which includes a monthly meeting and a newsletter. The scheme allows residents living near bus stops to pass on information about their experiences of the transport network, which gives the STT insights beyond what can be found in official police reports. I have been assured by Richmond STT there are no plans to end this scheme.

Roads and Traffic Policing Command (1)

Question No: 2014/4194

[Caroline Pidgeon](#)

The MPS's Roads and Traffic Policing Command goes operationally live from the 1st December. Please provide the staffing breakdown for this new command.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 27 January 2015

The total establishment for the new MPS Roads and Transport Policing Command (RTPC) is 2,308 uniformed officers. The RTPC will be the UK's largest police command and will consist of 1,658 police officers and 650 police community support officers dedicated to: reducing crime, congestion and collisions; making London safer and better for cyclists; improving the safety of the taxi and private hire industry; and improving public confidence in the safety of travelling in the capital.

Roads and Traffic Policing Command (2)

Question No: 2014/4195

[Caroline Pidgeon](#)

How many sergeants, PCs and PCSOs were there in each borough's Safer Transport Teams in the years 2012/13 and 2013/14? How many PCs and PCSOs are there projected to be working in each Borough under the new Roads and Traffic Policing Command in 2014/15?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 27 January 2015

The establishment for Safer Transport Teams in the new Roads and Transport Policing Command (RTPC) in 2014/15 is 1,215 officers. This includes 1,186 sergeants, PCs and PCSOs and 29 inspectors.

Between 2013/14 and 2014/15 there has been an increase of five additional inspectors and 72 PCSOs who will provide an intelligence led flexible and deployable resource, to provide greater support to Safer Transport Teams across London. The total number of sergeants and police constables remains the same.

The allocation of officers in each of the STTs was reviewed jointly by the MPS and TfL as part of the creation of the RTPC to rebalance resources where demand is greatest, continue to drive down crime levels and provide greater flexibility to respond to the demands of policing the network. STT officer strength and officer mix will be reviewed on an ongoing basis to ensure they are appropriate to meet emerging demands and officers will increasingly work across borough boundaries to meet changing priorities. A borough breakdown for the budgeted strengths for sergeants, police constables and PCSOs in 2012/13, 2013/14 and for the new RTPC is included in Appendix 9.

MPS gun amnesty

Question No: 2014/4196

[Caroline Pidgeon](#)

The MPS has just launched its first gun amnesty in six years. When will you publish the figures of total guns surrendered within the amnesty period? Will this figure also be broken down by borough?

[The Mayor](#)

The figures relating to total number of firearms and other weapons surrendered during the Surrender Initiative will be published in early December 2014.

Final figures will be broken down by borough.

Weekly cap on Oyster pay as you go

Question No: 2014/4197

[Caroline Pidgeon](#)

In a letter you sent me, dated the 31st July 2013, and with the reference number MGLA260613 - 9919 you stated "If existing Oyster pay as you go users would like access to weekly prices but do not want to use, or do not have access to, contactless payment cards, then they can continue to use their Oyster cards and buy a 7-day bus or Travelcard until we introduce weekly capping on Oyster pay as you go in 2015." Can you provide an exact date in 2015 when a weekly cap on Oyster pay as you go will commence.

[The Mayor](#)

TfL is reviewing exactly when weekly capping on Oyster can be provided. We will publish the timetable for this once that review has been completed.

In the meantime, the changes to the one day caps in January 2015 will ensure that Oyster users are capped at levels much closer to the costs of a 7 Day Travelcard.

New Year's Eve fireworks (1)

Question No: 2014/4198

[Caroline Pidgeon](#)

Further to your answer to question 2014/3581 please provide the most up to date figures for the sale of tickets for the New Year's Eve fireworks in central London, setting out how many tickets have been sold each day since the 26th September.

[The Mayor](#)

Please find below the sales to date:

DATE	TICKETS	DATE	TICKETS
26.09.14	23153	21.10.14	612
27.09.14	2605	22.10.14	606
28.09.14	1748	23.10.14	540
29.09.14	1264	24.10.14	552
30.09.14	839	25.10.14	555
01.10.14	626	26.10.14	896
02.10.14	708	27.10.14	706
03.10.14	455	28.10.14	676
04.10.14	515	29.10.14	655
05.10.14	850	30.10.14	613
06.10.14	577	31.10.14	595

07.10.14	582	01.11.14	748
08.10.14	528	02.11.14	1539
09.10.14	440	03.11.14	1139
10.10.14	466	04.11.14	1063
11.10.14	509	05.11.14	1233
12.10.14	824	06.11.14	1182
13.10.14	650	07.11.14	890
14.10.14	501	08.11.14	1123
15.10.14	574	09.11.14	1561
16.10.14	437	10.11.14	1439
17.10.14	430	11.11.14	1328
18.10.14	451	12.11.14	1068
19.10.14	712	13.11.14	1004
20.10.14	774		

New Year's Eve fireworks (2)

Question No: 2014/4199

[Caroline Pidgeon](#)

In response to my question 2014/3579 asking for the estimated number of people who attended the New Year's Eve firework display for each year since 2003 you failed to provide the figures for each year. If the estimated attendance figures are available please can they be published for each year since 2003.

[The Mayor](#)

Estimated attendance figures for each year are not available but as previously stated all agencies are in agreement that year on year the popularity of the event has ensured that crowd numbers have increased significantly from 2003.

New Year's Eve fireworks (3)

Question No: 2014/4200

[Caroline Pidgeon](#)

In response to my question 2014/3579 you stated there were an estimated 500,000 people attempting to see the fireworks in 2013 and it was claimed that there has been a consistent increase in numbers attending the New Year's Eve fireworks, yet in answer to a previous Mayoral Question it was stated that in 2007 "The number of people estimated to be in central London for the fireworks on New Year's Eve was 700,000." (Mayoral Question 2008/0291). How do you explain these differing figures?

[The Mayor](#)

The estimate of 700,000 attendees was a MPS estimate of attendees, their remit on NYE covers a much larger area than the event footprint.

The event attendance has increased over recent years as evidenced by the growing footprint of the event. For example in 2012, the footprint included working with TfL and Network Rail to manage Blackfriars station and Blackfriars bridge which were not part of the event footprint previously. In 2012 the MPS also included stewarding and infrastructure around Victoria Station for the first time. In 2013, for safety purposes we introduced a 2 mile diversion walking route around Southwark to get to Waterloo Station.

New Year's Eve fireworks (4)

Question No: 2014/4201

[Caroline Pidgeon](#)

Further to your answer to Question 2914/3580 will you clarify when the Mayoral Decision relating to the introduction of a £10 charge for people to enjoy this year's New Year's Eve fireworks will finally be published.

[The Mayor](#)

Part One of the Mayoral Decision will be published on 7 January 2015. Part Two contains information that the disclosure of which would be likely to prejudice the commercial interests of the GLA, being details of the procurement for commercial services and sponsorship of the NYE's events 2014, 2015 and 2016 and therefore has been made confidential.

New Year's Eve fireworks (5)

Question No: 2014/4202

[Caroline Pidgeon](#)

Further to your answer to Question 2014/3584 where you confirmed that Parliament will be in the managed area of the event, enabling MPs, Peers and their guests to enjoy the New Year's Eve fireworks for free, will you consider approaching the parliamentary authorities and ask that parliamentarians, staff and their guests who enjoy the New Year's Eve fireworks from the Parliamentary estate are encouraged to contribute to the financing of the firework display or to make a donation to the Mayor's Fund for London?

[The Mayor](#)

As elements of the ticketed and managed space includes people's place of residence and business we have a legal requirement to provide access to these premises at all times, including the Houses of Parliament.

Brent Cross Gyrotory (1)

Question No: 2014/4206

[Darren Johnson](#)

Will your proposed Brent Cross gyratory (the junction of the A5, A406 and M1) meet the objectives of an improved streetscape environment and air quality, rather than any increase in traffic capacity and if this is not the case what will it achieve instead and do you think that this will be desirable? Are there published aims and metrics against which the impact of the completed scheme can be measured in the future?

[The Mayor](#)

Proposed changes to the junction of the A5, A406 and M1 were agreed as part of the planning application for the Brent Cross Cricklewood development. TfL is working with the developer (Hammerson and Standard Life) to design the streetscape environment to meet the obligations established in the planning conditions. Air quality and other environmental factors were considered as part of the planning process - see my response to your earlier question for more information:

http://questions.london.gov.uk/QuestionSearch/searchclient/questions/question_274944?findQuestionsByQuestionSequenceId=MQ_1380/2014.

These road improvements achieve the increase in capacity necessary to support the Brent Cross Cricklewood development, which includes a new community with 7,500 new homes plus schools, community and health facilities.

The Section 106 Planning Agreement sets out benchmarks against which the impact of the completed phases of the development can be measured.

Brent Cross Gyratory (2)

Question No: 2014/4207

[Darren Johnson](#)

Will your proposed Brent Cross gyratory (the junction of the A5, A406 and M1) result in the any net increase in traffic capacity? What impact will this have on surrounding boroughs?

[The Mayor](#)

The roundabout at Staples Corner is too small to accommodate future traffic demand including that expected from the Brent Cross Cricklewood Development. As a consequence, the developer is funding the necessary capacity enhancement of this junction. It is proposed to replace the Brent Cross gyratory with a completely new road layout that, together with a new layout for the M1 Junction, will provide more efficient movement of traffic, and will reduce queues and pollution.

Brent Cross Gyratory (3)

Question No: 2014/4208

[Darren Johnson](#)

Are the detailed proposed changes to the Brent Cross major roads (A5, A406, M1 and A41) in the public domain? If not, why not, and when will they be? When will final designs be agreed? Which organisation will handle final detailed specifications and tendering?

[The Mayor](#)

Proposed changes to the Brent Cross major roads were agreed in principle as part of the planning application for the Brent Cross / Cricklewood development and have subsequently been presented by the developers (Hammerson and Standard Life) at a series of public events in October 2014.

The developers are currently progressing the concept design and traffic modelling, for review and approval by TfL and the other highway authorities. The delivery strategy, including responsibilities regarding detailed specifications and tendering, is currently under discussion between all parties.

A5 turning west at the A406 North Circular

Question No: 2014/4209

[Darren Johnson](#)

Motorists are still confused about how they will be expected to drive south on the A5 and turn west at the A406 North Circular Road. Can you provide a clear description of what they will have to do? How will you ensure that rat-running will not become a problem?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 04 February 2015

The Brent Cross Cricklewood redevelopment includes major improvement works to local roads and junctions. As a result of these plans, vehicles travelling southbound on the A5 and joining the A406 westbound will no longer queue through the roundabout. They will loop around using the new road layout, travelling slightly further in distance but taking less time, particularly during peak periods.

The improvements to the Staples Corner Junction will also reduce congestion for traffic going to the Brent Cross Shopping Centre from the south via the A5. These improvements will reduce any tendency for rat-running to avoid congestion.

Bus brake repairs

Question No: 2014/4210

[Darren Johnson](#)

During the first 9 months of 2014's "Year of the Bus" how many buses in London were taken off the road and repaired as a result of drivers reporting problems with the brakes? Can you provide a breakdown by bus type, route, and subcontractor?

[The Mayor](#)

Contracted bus operators are responsible for maintaining vehicles in their fleets but it is not necessary for them to report every repair or replacement of a part as this would be a huge and costly information gathering exercise with little tangible benefit.

TfL assures itself as to the condition of the fleet by contracting the Freight Transport Association to independently inspect a significant sample of the vehicles in the fleet each year. This is on top of drivers conducting walk round checks of vehicles prior to starting shifts, operators conducting routine maintenance of vehicles every four to six weeks and legal requirements such as ensuring each vehicle passes its MOT each year. Further assurance practices are undertaken by other bodies such as random spot checks by the Driver & Vehicle Standards Agency.

Confidential Incident Reporting & Analysis System

Question No: 2014/4211

[Darren Johnson](#)

Seeing that TfL Train Drivers have had access to CIRAS since 1999, is TfL's dilatory stance on making CIRAS membership an immediate mandatory requirement for its bus sub-contractors an indication that safety is not a priority for TfL bus operations?

[The Mayor](#)

No. There are robust systems for reporting and investigating safety issues and incidents across the bus network, reinforced by audits of operator reporting and investigating procedures, and regular reviews of reported data.

This is a more comprehensive approach than CIRAS which does not entail a similar depth of assurance or require safety concerns to be investigated independently.

While London Overground and London Underground have uniform operating environments, the bus network is not homogenous and made up of contracted operators with health, safety and management systems that reflect their approaches in London and the wider UK.

Poppy display at Tower of London - crowd management and transport

Question No: 2014/4212

[Darren Johnson](#)

Constituents have reported dangerous crowding on Tower Bridge and around Tower Hill station due to the large number of people trying to visit the poppy art installation at the Tower of London. Will you endeavour to learn lessons from this and ensure that TfL works closely with the police and the relevant local authorities to plan public access to extremely popular public events such as this more effectively?

[The Mayor](#)

TfL routinely works closely with police, authorities and organisers to ensure events across the capital run safely and successfully while keeping London moving. The phenomenal response to the poppy art installation at the Tower of London was no exception and staff from across TfL worked to mitigate the impacts of the event on the transport and road networks, operationally and through significant public communications. As a matter of course we will review and apply the lessons learnt to future events.

Portuguese on London Underground ticket machines

Question No: 2014/4213

[Darren Johnson](#)

Will you ask TfL to review their decision not to include Portuguese on London Underground ticket machines, given there are currently 17 language options displayed on the screen but space for 18 options?

[The Mayor](#)

The Tube ticket machines have the capacity for 17 languages.

They already offer English and sixteen other languages - which is the current limit.

Expanding the number of languages beyond this is possible, but would require significant changes to the software used by the machines.

TfL is assessing the implications of providing additional languages as part of continuing work to improve the ticket machines.

Composition of TfL Board

Question No: 2014/4214

[Darren Johnson](#)

Following a large volume of emails I have received expressing concerns about the current composition of the Transport for London Board, will you agree to appoint a walking and cycling champion to the board?

[The Mayor](#)

As well as myself, there are currently sixteen Members of the TfL Board, which is the maximum number permissible. The periods of office of those sixteen Members all expire in June 2016. Advertisements for Board Members will be published in spring 2016. The Mayor elected in May 2016 will then make appointments to the Board.

In making appointments to the Board the elected Mayor must give regard to the desirability of appointing Members with experience in one or more of the following: transport, finance and commerce, national and local government, the management of organisations or management of trade unions or matters relating to workers generally.

The Mayor must also have regard to the desirability of appointing Members that represent the interests of women, those who require accessible transport and at least two members must be able to represent the interests of those from outside Greater London who use railway passenger services operated by TfL.

Older Buses and collisions Syon Lane, Isleworth

Question No: 2014/4215

[Darren Johnson](#)

A constituent has asked can you provide a reassurance that mechanical fault or operations and maintenance failures did not play a role in the recent collision between two buses in Syon Lane, on October 24th?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 08 December 2014

London has one youngest and best quality fleets in the UK by virtue of the way vehicles are replaced or refurbished, inspected before each driver shift, maintained every four to six weeks and independently checked.

At this stage of the investigation into the collision involving H28 and 237 buses on October 24 both operators have been able to rule out mechanical failure as a causal factor. Because of the good practices mentioned, maintenance is very seldom a contributory factor to incidents.

Mechanical Faults and serious bus incidents

Question No: 2014/4216

[Darren Johnson](#)

With reference to your answer to 2014/4050, have any investigations of serious bus incidents in London (for the period 2009 up to YTD) identified any mechanical fault as a cause? If so, please provide me the date of the incident, borough, bus route, bus operator, bus model & year, and, if applicable, the number of people killed or injured and identifying the KSI as a passenger, pedestrian, cyclist, 3rd party motorist, driver or other.

[The Mayor](#)

TfL monitoring of investigations into killed and serious injury (KSI) incidents involving buses since 2009 shows that none indicated mechanical fault as a causal factor.

Homophobic incident on TfL bus

Question No: 2014/4217

[Darren Johnson](#)

Given the distressing homophobic incident where a bus driver was reported to have threatened and abused a gay couple on the 89 bus, what are you doing to ensure all bus companies and transport personnel are fully aware of and compliant with of TfL's equality obligations?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 04 February 2015

All customers have the right to use our services without fear of being abused and offensive behaviour is completely unacceptable.

This incident is not representative of the 6.5 million passenger journeys made each week day and is not in keeping with the type of services both I and TfL want to provide. As soon as TfL became aware of this incident, it instructed the bus company - Go-Ahead - to investigate this complaint. Go-Ahead took formal disciplinary action, in accordance with their company policies. TfL and I are satisfied that appropriate action has been taken.

Our focus is to ensure that every customer, on any part of our network, can expect the same high quality of service. Therefore, all new drivers are given comprehensive training and, uniquely to London, are required to achieve a vocational BTEC qualification. This training includes around 8-10 hours of diversity training, with the key learning outcome of an understanding of appropriate attitudes and behaviours that ensure all passengers have full and equal access to the bus service.

Uber advertising on TfL website

Question No: 2014/4218

[Darren Johnson](#)

Given legal questions surrounding Uber's operation in Greater London are still awaiting clarification, is it appropriate for the company to be advertising on the TfL website?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 24 November 2014

Please see my answer to MQ 2014 /4149.

House building assumptions

Question No: 2014/4219

[Darren Johnson](#)

Given the failure of the London housing market to keep pace with demand, do you agree that the assumptions in your Further Alterations to the London Plan, have over-estimated the likely number of houses that will be built in East London between now and 2025 by nearly a third? Do you regard it as realistic that the private sector has the capacity to meet these ambitious targets, or is a degree of 'smoothing' required, so that the houses are built on these sites but at a later date?

[The Mayor](#)

Housing targets are based on a joint borough and GLA Strategic Housing Land Availability Assessment which follows a consistent pan-London methodology. Realistic assumptions are made on the phasing and likely build out rates on large sites. This is supported by an independent viability assessment which examined areas of East London in detail, given historic viability issues and concentrations of London's housing capacity.

Historic trends in approvals suggest that the planning system should be able to bring forward this capacity but, as explained at the Examination in Public into the London Plan, trends in completions suggest that translating it into capacity will be a challenge. However, recent independent research provides a more optimistic picture in terms of starts on large sites. My Housing Zones initiative aims to accelerate house building and seven Housing Zone bids have been received in East London.

Annual average monitoring targets are set out in the London Plan. These allow some flexibility year on year, providing the overall long-term trajectory is maintained.

Empty homes after 2015 (1)

Question No: 2014/4220

[Darren Johnson](#)

There is no dedicated funding from the Government for empty homes programmes after 2015. Will you lobby the Government to replicate the successful £100m empty homes fund, including a specific pot of money for community groups?

[The Mayor](#)

No.

There is already provision to bring empty homes back into use as affordable housing through my Housing Covenant 2015-18 programme, which community groups are already looking at using.

Empty homes after 2015 (2)

Question No: 2014/4221

[Darren Johnson](#)

Will you review whether you can provide a dedicated empty homes fund, including for community groups, within the GLA budget after 2015?

[The Mayor](#)

Please see my response to MQ 4220 / 2014.

London Datastore purpose

Question No: 2014/4222

[Darren Johnson](#)

When you launched the first version of the Datastore in 2010, you said its purpose was 'to boost transparency and accountability in the capital', and when you launched the Dashboard in 2012 you said it would 'make City Hall as open and transparent as possible'. In launching the new, much improved, Datastore you said it was 'designed to act as a marketplace for ideas and collaborative efforts'. Can you confirm that you still see transparency and accountability as primary aims for the Datastore?

[The Mayor](#)

Transparency and accountability remain primary aims of the London Datastore. The updated Dashboard sits on the home page and includes GLA KPIs and many measures of London's city performance.

In the years since initial launch, wider benefits created by open data and city analytics have become apparent. It is also right therefore that we convey these messages to encourage collaborative use of the 600 datasets which feature on the site.

Transparency on the Datastore (1)

Question No: 2014/4223

[Darren Johnson](#)

Can you confirm that all datasets made available through the new MOPAC crime dashboard will also be uploaded to the London Datastore?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 27 January 2015

MOPAC is committed to transparency and open data and are designing a range of interactive dashboards, including the recently launched Crime Dashboard, to make it easy for the public and stakeholders to monitor progress against targets. Much of the data included in the Crime Dashboard is already in the public domain via the London Datastore and Metropolitan Police Service website. The next stage of this work will be to ensure all raw data behind the crime dashboard is publicly available via a number of channels including the London Datastore.

Transparency on the Datastore (2)

Question No: 2014/4224

[Darren Johnson](#)

Will you review the data buried in Investment & Performance Board project performance, finance and performance, and manifesto commitment papers and ensure it is all uploaded to the London Datastore, to enable Londoners to track your progress on your manifesto commitments and other GLA projects?

[The Mayor](#)

I am committed to opening up City Hall's data. That is why I established the London Datastore in the first place. And to help Londoners hold this administration to account, I have also ensured that City Hall has led the way for local government in publishing spending and other transparency data while lowering the threshold above which we publish the detail behind important decisions to £10,000.

Monitoring reports, including on the manifesto and 2020 Vision, that go to the Investment & Performance Board are made public and are already easily accessible via the website.

Drupal security patch

Question No: 2014/4225

[Darren Johnson](#)

Can you confirm when the GLA patched its web sites built with Drupal, following the release of the advisory note 'DRUPAL-SA-CORE-2014-005' on the 15th October about a highly critical security vulnerability?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01 April 2015

At around 5pm on 15 October, the Technology Group was alerted by the GLA's web support supplier that Drupal.org would be making a public announcement about, and a software update available, to fix a vulnerability discovered in the Drupal content management system software.

The announcement was made and software update made available at 7pm. By 7:30pm the London.gov.uk website was updated. By 11am on 16 October, all websites hosted at City Hall had been updated.

The GLA has a contract in place with a company of Drupal specialists who continuously monitor our web-sites for any suspicious activity - they have not noticed any activity that might give them cause to believe that the site had been compromised.

Lenox Project Planning Obligation - Convoys Wharf

Question No: 2014/4226

[Darren Johnson](#)

The Mayor has put in place procedures to conduct an independent study to determine the most feasible site for The Lenox Project at Convoys Wharf. Will the Mayor confirm that the planning approval for the Convoys Wharf development will include conditions binding the applicant to incorporate the project at Convoys Wharf in the most feasible location under terms that are specifically designed to facilitate the success of the project?

[The Mayor](#)

As part of my provisions for The Lenox Project I have sought to secure a feasibility study to identify whether the Olympia Building or the wharf site is the most feasible location for the project.

The section 106 agreement which will accompany planning permission has been designed to ensure that the applicant will give The Lenox Project up to £125,000 of funding to develop the project and business plan. As long as the business plan is suitably robust, the applicant will be obliged to offer a lease to The Lenox Project for whichever location is found to be the most feasible.

I firmly believe that these terms will help facilitate the project.

National Sports Centre proposal costs

Question No: 2014/4227

[Darren Johnson](#)

How much do you estimate the proposals you are consulting on will cost to implement?

[The Mayor](#)

As the consultation introduces a number of concepts for discussion, until we have analysed the results of the consultation and agreed on an option to take forward, it is not possible to say what the cost of implementation is.

Disjointed approach to Crystal Palace

Question No: 2014/4228

[Darren Johnson](#)

Constituents have told me that they feel under siege from a number of disjointed proposals you are leading in the Crystal Palace area, including: the plans from the ZhongRong Group to build a large commercial development on the park hill top, your plans to demolish the athletics facilities and build a free school in the middle of the park, the study you commissioned to look at regeneration opportunities in some areas adjacent to the park, your proposal that the wider area be designated a Strategic Outer London Development Centre in the Further Alterations to the London Plan, the short-term improvements to the park that you are part-funding following the collapse of the Heritage Lottery Fund bid, and TfL's possible long-term aspiration to extend the Tramlink to the area. Beyond a superficial level, these plans do not appear to be joined up, local stakeholders are not being involved at an early stage to develop a coherent vision for the park and wider area, and important information such as the options appraisal for the National Sports Centre has been withheld. Will you take these comments on board and review your approach?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 21 January 2015

I have invested over £20 million in the National Sports Centre (NSC) and the wide range of ideas set out in this public consultation aim to gather views on a future plan to put the centre on a long-term, stable footing and to restore some original aspects of the Park's landscape. The proposals have been formulated following discussions with a wide range of groups and sporting organisations.

The current consultation is an opportunity for local people and interested parties to voice their opinions, and understand more about the challenges facing the site. No final decisions have been made at this stage and we will now be evaluating the responses to the consultation to shape the development of a more detailed final proposal. We will continue to work with the five boroughs that benefit from the NSC and Crystal Palace as we progress.

Allowing for final postal submissions, we expect a total of more than 2000 responses.

Crystal Palace NSC consultation

Question No: 2014/4229

[Darren Johnson](#)

Will you extend the consultation and dialogue on the future of the National Sports Stadium to February, as requested by Bromley Council? This would enable the options to be considered when there is also clarity about the proposals from the ZhongRong Group to build on the hill top in the park.

[The Mayor](#)

The formal consultation process will close on the 16 November. Following analysis of the consultation feedback, dialogue will continue with key stakeholders prior to a final decision being made in Q1 2015.

Crystal Palace study briefs

Question No: 2014/4230

[Darren Johnson](#)

Will you publish the briefs given to CSM and architecture 00 to make the process more transparent and help constituents understand the work being undertaken?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 15 April 2015

The brief for the Architecture 00 Area Study was agreed at the Crystal Palace five borough officers meeting and five borough leaders meeting and progress reported to these meetings, the Crystal Palace Executive Board and the Crystal Palace Working Party. The response to the study on the ground has been welcoming, many community groups and individuals have contributed. The brief that has informed this work is publicly available on the following link: <http://www.london.gov.uk/mayor-assembly/gla/governing-organisation/executive-team/assistant-director-decisions/ADD169>

The brief for the CSM work is available on the following link:

<https://www.london.gov.uk/priorities/housing-land/land-assets/crystal-palace>.

Portable Emission Testing on all Euro 6 buses

Question No: 2014/4231

[Jenny Jones](#)

Will you ask Transport for London to use Portable Emission Testing in real life, urban conditions as the basis of any Euro 6 vehicles being allowed to enter the proposed Ultra Low Emission Zone, or for any new buses to be allowed operate on London bus routes?

[The Mayor](#)

No. It is not practical to put Portable Emission Measurement System equipment on the back of buses in service as it is bulky, protrudes from the exhaust and might be hit from behind. The TfL emission test for buses already replicates real-world conditions and is conducted at an independent proving ground so vehicles can be compared in an identical way. In the case of selective catalytic reduction equipment tested at Millbrook Proving Ground, TfL also verified the emission results with NOx sensors fitted to a vehicle in actual service. This avoided the potential risks mentioned above.

ULEZ costs

Question No: 2014/4232

[Jenny Jones](#)

Can you give me an indication of the estimated set-up costs of including an entire borough like Islington or Southwark in the Ultra Low Emission Zone in 2020?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 05 December 2014

The Congestion Charging Zone area has been chosen as the initial boundary for the ULEZ because it covers central London, where concentrations of NO₂ remain highest and where there are high levels of human exposure to air pollution (both residents and visitors alike). The boundary is already well understood by the public and there are significant set up and operating efficiencies gained from using the existing infrastructure (such as cameras) to operate the ULEZ.

The cost of including entire boroughs such as Islington or Southwark has not been estimated. However, depending on the scheme being considered, the requirement for a new and extensive enforcement network and further upgrades to TfL buses could put the cost in the order of hundreds of millions. There would also be an associated increase in social and economic effects (such as the upgrade costs for the public and businesses in the wider area), which would need to be carefully evaluated before such a scheme is put forward.

However, it should be noted that the current ULEZ proposal for hybrid double-deck TfL buses in central London would see benefits outside the ULEZ area, as these buses will not just operate in central London. Similar benefits will also be gained by most other private and commercial vehicles which are upgraded to comply with the ULEZ as most journeys do not just start and end in the central area. Likewise, the proposed changes to the licensing requirements for taxi and private hire vehicles apply Londonwide. The ULEZ will lead to a significant reduction in the number of people living in areas of poor air quality (where levels of NO₂ exceed legal limits) - by 74 per cent in central London, 51 per cent in inner London and 43 per cent in outer London.

Tramlink to Sutton

Question No: 2014/4233

[Jenny Jones](#)

I believe that the extension of the Tramlink to Sutton could bring considerable benefits, including a reduction in traffic and a stronger economy in this part of outer London. Will you commit to the extension in the TfL Business Plan 2015?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 05 January 2015

TfL and GLA officers have been working hard with relevant boroughs, including Sutton and Merton, to develop plans for possible tram extensions. This work is continuing, including looking to build a funding package that would make the scheme viable. I have confirmed in the TfL Business Plan that TfL could contribute to an extension of the tram network subject to a viable business case and sufficient third-party funding, including from the relevant boroughs. Work will be continuing on this in 2015.

Help for boroughs on Living wage

Question No: 2014/4234

[Jenny Jones](#)

A growing number of London boroughs have rejected extending the living wage to subcontracted workers because of the cost. While I do not support these decisions, and believe the living wage should be mandatory for all employers, I can understand the difficulty it presents boroughs at a time of deep cuts to their budgets, particularly when extending it to social care. Will you therefore lobby government to allocate specific grants to boroughs that become accredited Living Wage Employers to support them all in paying a living wage?

[The Mayor](#)

Whilst I am extremely supportive of efforts by the boroughs to implement the London Living Wage, I have no plans to lobby government to allocate specific grants to boroughs that become accredited Living Wage employers.

Community Energy companies and solar PV

Question No: 2014/4235

[Jenny Jones](#)

In your letter to me regarding solar energy, dated 23rd September 2014, you said that your Senior Advisor for Energy and Environment met with a group of five of the largest community energy companies to understand how best the GLA can help such organisations deliver small to medium scale renewable energy generation in London and that a number of options are currently being developed. Can you explain what options you are developing?

[The Mayor](#)

My RE:NEW and RE:FIT programmes continue to support installation of solar PV on London homes and public buildings. I continue to encourage installation of solar PV on appropriate new developments through my London Plan carbon targets. To further support community energy projects:

- my Senior Advisor for Energy and Environment has written to HM Treasury in support of continued tax incentives to help community energy projects fund their development phase
- I am exploring options for community energy to be included in the next business plan for the London Green Fund.

Review of electricity generating potential of solar PV (1)

Question No: 2014/4236

[Jenny Jones](#)

In your letter to me regarding solar energy, dated 23rd September 2014, you said that as part of your spatial energy infrastructure plan you will relook at the electricity generating potential of all viable technologies including solar PV. Can you let me know a) when the findings of this review will be available? b) is this an internal GLA review or have consultants been commissioned?

[The Mayor](#)

The energy infrastructure plan is expected be available by the end of 2015.

It is yet to be determined whether the solar PV review will be an internal GLA review or use consultants.

Review of electricity generating potential of solar PV (2)

Question No: 2014/4237

[Jenny Jones](#)

In your review of the electricity generating potential of all viable technologies including solar PV, what will be the extent of the review? For instance will it include a full review of the technical and deployment potential of solar PV taking into account the huge uptake in Germany and the UK since, the deployment potential in conservation areas and the latest developments in building integrated photovoltaics?

[The Mayor](#)

In 2011 a phase 1 decentralised energy capacity study looked at the renewable energy potential in Greater London. This included the technical potential of solar PV. I will look to revise the economic viability and deployment constraints on PV to reflect changes in the solar PV market since 2011. This will be part of the energy infrastructure plan, which is due to be published by the end of 2015.

Solar Energy and Mayor's High Level Electricity Working Group

Question No: 2014/4238

[Jenny Jones](#)

In answer to my question 2014/2727, you informed me that your high level electricity working group's purpose is to focus on electricity distribution network connections to new development and not on the potential of solar. Will you reconsider your position and look at the additional grid capacity required to facilitate the deployment of solar arrays to be deployed on existing buildings?

[The Mayor](#)

I am not aware of any electricity distribution network capacity issues that have prevented solar PV from being installed on buildings in London. I therefore see no reason for me to consider the need for additional grid capacity to facilitate the deployment of solar arrays on buildings.

Jasna Badzak case (1)

Question No: 2014/4239

[Jenny Jones](#)

Can you confirm that MOPAC and/or the Mayor asked the Met Police Commissioner to look into the allegations that Met Police officers have been harassing Jasna Badzak and trying to obstruct journalists?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 05 December 2014

This is the subject of a current complaint investigation into allegations made by Ms Badzak against officers involved in her criminal case. The matters being investigated by DPS relate to allegations of conspiracy across the judicial system in her conviction. She has appealed that conviction.

Both the complaint and the appeal are still live. It would therefore be inappropriate to comment further.

Jasna Badzak case (2)

Question No: 2014/4240

[Jenny Jones](#)

Can you outline what disciplinary action would be taken against officers who used their professional position to block critics of a particular political party which they support?

[The Mayor](#)

Police officers are not permitted to engage in any form of political activity (Schedule 1 of The Police Regulations 2003) with the exception of standing for election as a Parish Councillor. Officers and staff should also not engage in the activities of any organisation which is likely to undermine staff or public confidence in the commitment to observe the principles of equality.

Officers must also remain impartial in respect to their political views whilst engaged on official duties. If an officer were found to have used their professional position in such a manner as to call into question their impartiality MPS discipline procedures and / or criminal proceedings would be invoked.

Metropolitan Police Commissioner's apology to protestors sprayed with CS spray 1

Question No: 2014/4241

[Jenny Jones](#)

Thank you for your answer to my question 2014/3189. Please confirm that MOPAC will not look into the two inadequate investigations carried out by the Metropolitan Police into the use of CS gas against UK Uncut protestors in which the Independent Police Complaints Commission found the Met "failed to conduct a fair and proportionate investigation" and that the Met's report was "brief, poor and reveals very little evidence that sufficient enquiries have been made."

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 08 December 2014

Please see my response to MQs 4242 and 3189.

Metropolitan Police Commissioner's apology to protestors sprayed with CS spray 2

Question No: 2014/4242

[Jenny Jones](#)

Thank you for your answer to my question 2014/3189. The IPCC found that had they reviewed the appeal by UK Uncut protestors earlier they may have suggested it be sent to the Crown Prosecution Service because "the improper use of CS spray would most probably amount to common assault". However, because the six month statutory time period for prosecution had passed the IPCC no longer considered it appropriate. Are you satisfied that no further action should be taken into the two inadequate investigations carried out by the Metropolitan Police?

[The Mayor](#)

Please see my response to MQ 3189 / 2014.

Protection of journalistic material, PACE and RIPA guidance to Metropolitan Police officers

Question No: 2014/4243

[Jenny Jones](#)

Does the Metropolitan Police Service have policy or guidance for officers and designated persons on how to decide whether it is appropriate to use PACE legislation or RIPA in relation to journalist's communications, journalistic sources and/or journalistic material? If so, please provide a copy of the policy or guidance.

[The Mayor](#)

The legislation and associated codes of practice provide the necessary operating framework.

Number of protests turned down

Question No: 2014/4244

[Jenny Jones](#)

How many requests to use Parliament Square for protest have been rejected, breaking it down by year as far back as you have the data?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01 April 2015

The Facilities Management team has a two stage process for applying to use Parliament Square Gardens to hold an activity.

When a potential booker telephones the team, they are advised on whether their requested date is available and on a range of conditions that are applied to use the space. If they wish to continue with the booking, the enquirer is then advised to complete an application form.

Once an application form is submitted a decision matrix is used to determine whether the activity will be authorised or not.

There are no records of any applications being rejected within the current retention period. However, many users will self-select not to continue with their booking once they have discussed dates, capacity and the various conditions of use.

Parliament Square bylaws

Question No: 2014/4245

[Jenny Jones](#)

Will you repeal the bylaws that place restrictions on protest allowed in Parliament Square?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01 April 2015

No. I will not be repealing the byelaws that govern Parliament Square Garden.

Metropolitan Police discrimination complaints

Question No: 2014/4246

[Jenny Jones](#)

Thank you for your answer to my question 2014/3175. I am pleased the IPCC is carrying out a supervised investigation. Given the seriousness the Carol Howard case is it appropriate for Deputy Assistant Pat Gallan and the senior Metropolitan Police corporate press officer mentioned in the tribunal ruling as releasing a statement "to deflect attention and criticism from the (Met) and portray the Claimant in a negative light" to remain in post while the investigation is carried out?

[The Mayor](#)

The investigation is ongoing and it would therefore be inappropriate to comment on the investigation or on the role of individuals.

Borough police officers who live in London

Question No: 2014/4247

[Jenny Jones](#)

Of the police officers working in each borough please could you let me know the number who live in London and the number who are residents of the borough they work in?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 08 December 2014

This information is set out in the table attached as Appendix 10.

In accordance with the London residency criterion that was introduced in August of this year, all new recruits will need to have lived in London for a minimum of 3 of the last 6 years.

Metropolitan Police overtime budget

Question No: 2014/4248

Jenny Jones

Please provide the amount spent on overtime and the amount budgeted overtime within the Metropolitan Police Service from 2011/12 onwards?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 05 December 2014

Details of the MPS overtime budget are included in the MOPAC update report provided to the Police and Crime Committee on a monthly basis and published on the GLA website. Please see link below.

<http://www.london.gov.uk/moderngov/ieListMeetings.aspx?Committeed=240>

Impact on Metropolitan Police overtime budget from Employment Appeal Tribunal 1

Question No: 2014/4249

Jenny Jones

How much will the staffing budget for the Metropolitan Police Service in 2014/15 change as a result of the recent Employment Appeal Tribunal ruling that employees should receive extra holiday pay for working overtime?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 08 December 2014

Please see my response to MQ 4250 / 2014.

Impact on Metropolitan Police overtime budget from Employment Appeal Tribunal 2

Question No: 2014/4250

[Jenny Jones](#)

Please provide the estimate of how much back pay the Metropolitan Police Service may have to pay out to employees in 2015/16 as a result of the recent Employment Appeal Tribunal ruling that employees should receive extra holiday pay for working overtime?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 08 December 2014

The MPS is currently considering the implications of this decision and any potential liability to make payments.

Interception of Communications Commissioner investigation into police use of RIPA

Question No: 2014/4251

[Jenny Jones](#)

Has the Metropolitan Police responded to the Interception of Communications Commissioner's questions over the use of RIPA on journalists in the last three years? If so, what information was disclosed?

[The Mayor](#)

The MPS has provided an initial written response to the Interception of Communications Commissioners Office (IOCCO) and continues to work with them to fulfil the requirements of the Inquiry. Until discussions have finalised between the MPS and IOCCO it is not possible to provide any further information.

Please see my response to MQ4100 / 2014. The Home Office have said they will consult on the draft codes shortly.

I will respond to this when published to make clear my view that requests for journalists' records should be authorised at a judicial level.

Metropolitan Police press leak investigations 1

Question No: 2014/4252

[Jenny Jones](#)

In the five years leading to the Leveson Inquiry, the Met Police conducted 38 press leak investigations. Was RIPA used to obtain the phone records of any journalists in any of these inquiries? If so, please specify examples.

[The Mayor](#)

The MPS do not comment on the use of the RIPA in specific investigations.

Metropolitan Police press leak investigations 2

Question No: 2014/4253

[Jenny Jones](#)

How many press leak investigations has the Met Police conducted after these 38 leaks, which were disclosed by Bernard Hogan-Howe at the Leveson Inquiry?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 05 December 2014

Operation Elveden was established to investigate leak related allegations. This relates not only to police officers or staff, but to all public officials who have been paid to leak information to the media.

Operation Elveden has dealt with an estimated 67 suspects who are public officials (to date).

DPS has also independently investigated a further 2 allegations where it is claimed that officers involved in the investigation of leaks may have leaked information.

In any case, it is possible that these individuals could have been responsible for more than one leak.

Metropolitan Police targeting communications of lawyers

Question No: 2014/4254

[Jenny Jones](#)

Following the government disclosures in the case (IPT/13/132-9/H) brought by Abdel Hakim Belhaj and others against the security services, has the Metropolitan Police ever targeted the communications of lawyers?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 05 December 2014

It is not the MPS policy to target the communications of lawyers.

It is not possible to answer this question from Crime Investigation Unit (CIU), DPS or CT RIPA application records. The occupation of subjects is not recorded within a searchable field within the application and oftentimes not at all, as the applicant officer may not know the identity of the person to whom the communications identifier (i.e. telephone number, IP address etc) refers.

Record transfer to NSBIS

Question No: 2014/4255

[Jenny Jones](#)

Have nominal records and/or intelligence records from the NDEDIU database been transferred to the National Special Branch Intelligence Service (NSBIS) database? If so, when was the transfer of data effected?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 08 December 2014

There was never a separate NDEDIU database. The NPOIU/NDEDIU has always used NSBIS software, having its own unique account.

Data processor for NSBIS

Data controller for NSBIS

Question No: 2014/4256

[Jenny Jones](#)

Who is the data controller for the National Special Branch Intelligence Service database (NSBIS)?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 08 December 2014

The Commissioner is the Data Controller for personal data processed on NSBIS in the MPS. Other chief officers will be 'Data Controllers in common' for personal data processed by them on NSBIS.

Record removal from NDEDIU/NSBIS database

Question No: 2014/4257

[Jenny Jones](#)

Have any intelligence records been deleted from the NDEDIU/NSBIS database following the new NDEU policy mentioned in the HMIC report 'A review of progress made against the recommendations in HMIC's 2012 report on the national police units which provide intelligence on criminality associated with protest'? If so, how many?

[The Mayor](#)

I am aware that you have been briefed by the MPS directly on how their intelligence functions which support public order and domestic extremism operate. In this brief and in previous answers, it has been made clear that databases are neither held, managed or otherwise dealt with in the manner implied by your question.

Where police do hold confidential intelligence for the purpose of preventing crime and disorder - a core function of policing on which you have been briefed - there are clear methods for handling information, storing information and releasing information to the public.

Data removal from NDEDIU/NSBIS intelligence records

Question No: 2014/4258

[Jenny Jones](#)

Have any people, who do not meet the current definition of 'Domestic Extremism' had all of their data weeded from NDEDIU/NSBIS intelligence records? If so, how many people, who do not meet the current definition of 'Domestic Extremism', have had all of their data weeded from NDEDIU/NSBIS intelligence records?

[The Mayor](#)

Please see my answer to MQ 4257 / 2014.

Relaxing the rules on unmanned airborne vehicles

Question No: 2014/4259

[Jenny Jones](#)

A constituent has asked whether you are considering lobbying for the rules on unmanned airborne vehicles (drones) flying overhead and carrying objects to be relaxed in London?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 21 January 2015

Please see my response to MQ 5164 / 2014.

Wildlife crime 1

Question No: 2014/4260

Jenny Jones

Please provide an update on the current capacity and effectiveness of (a) the Metropolitan Police Wildlife Crime Unit and (b) the network of Borough Wildlife Crime Officers since the wildlife crime seminar held by MOPAC and World Animal Protection in January?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 13 March 2015

A: Capacity:

2 x Detective Constables investigators
1 x Band D Office Manager/Borough Wildlife Crime Officer (BWCO) Coordinator
1 x Band E Intelligence Researcher

The unit is supervised by a Detective Sergeant who also supervises a team of Field Intelligence Officers (FIOs).

Although, the external funding from WSPA ended in April 2014, a decision was taken not to reduce the team strength.

Effectiveness:

Now that this unit sits within Met Intelligence, they are better sighted on the wider intelligence picture and also benefit from improved practical planning and tasking. Working with partners the unit tackles wildlife crime through education, prevention, investigation & intelligence development. Since January 2014 the Wildlife Crime Unit has taken on 11 new criminal investigations and created 15 new Intelligence Development plans.

B. Capacity:

Currently 25 BWCOs lead the borough response to wildlife crime. Opportunities to utilise Special Constables in support of Wildlife Crime priorities are currently being explored.

Effectiveness:

Since January 2014, 254 wildlife related taskings have been sent from the Wildlife Crime Unit to the respective Borough Wildlife Crime Officers for their action.

Wildlife crime 2

Question No: 2014/4261

Jenny Jones

Can the Mayor explain how the Territorial Policing Directorate is contributing to the policing of wildlife crime in London?

The Mayor

Territorial Policing tackles wildlife crime through the Borough Wildlife Crime Officer (BWCO) network. Each borough has a nominated BWCO, who is the first point of contact for members of the public, voluntary groups, statutory bodies, non-governmental organisations (NGOs) and the Met's Wildlife Crime Unit (WCU). Some boroughs have additional officers, including Police Community Support Officers (PCSOs), who have an interest in the prevention and investigation of wildlife crime. BWCO officers can be of any rank, though normally they are police constables

Duties of the Borough Wildlife Crime Officer

- To investigate offences on their borough relating to crimes against indigenous and exotic wildlife.
- To be familiar with the application of relevant legislation including the Wildlife & Countryside Act 1981, the Control of Trade in Endangered Species (Enforcement) Regulations 1997 (CITES), the Protection of Badgers Act 1992, the Wild Mammals Protection Act 1996, The Hunting Act 2004 and the Animal Welfare Act 2006.
- To record intelligence related to wildlife crime on the criminal intelligence system.
- To develop working partnerships with local authority officers responsible for wildlife issues - including park rangers, animal wardens and Trading Standards.
- To develop partnerships and be a first point of contact with local community groups and non-governmental organisations - including local badger groups and RSPCA inspectors
- To assist the Met's Wildlife Crime Unit with serious and organised wildlife crime investigations.
- To provide wildlife expertise to other colleagues and the local community.
- To act as a single point of contact for the Met's Wildlife Crime Unit.

Impact of inflation in London's housing market

Question No: 2014/4264

[Stephen Knight](#)

What has been the impact on Londoners of the recent high rate of inflation in the London housing market?

[The Mayor](#)

It is not possible to encapsulate in a single 'impact' the many effects of housing market inflation, since the impacts on individual Londoners depend on their particular tenure, life stage and financial circumstances.

Causes of inflation in London's housing market

Question No: 2014/4265

[Stephen Knight](#)

In terms of the recent high rates of inflation in London's housing market, what do you believe to have been the relative importance of (a) new supply not matching population growth, and (b) growing demand from investors increasingly seeing London homes as a profitable asset class?

[The Mayor](#)

I have not made any estimate of the relative importance of the factors you mention, but I believe recent growth has also been influenced by the welcome resurgence of mortgage lending to first time buyers.

Measures to curb inflation in London's housing market

Question No: 2014/4266

[Stephen Knight](#)

What demand-side measures would you support to curb the high rate of inflation in London's housing market?

[The Mayor](#)

I am open to proposals for additional council tax bands for more valuable properties, which would tend to reduce demand at the top of the market. I also support the Bank of England's recent measures to limit the amount of mortgage lending at high loan to value ratios.

Devolved powers to control inflation in London's housing market

Question No: 2014/4267

[Stephen Knight](#)

Do you believe that the Mayor of London should have devolved powers over capital gains tax relating to London property and over powers to regulate residential rent levels?

[The Mayor](#)

I support the London Finance Commission's recommendation that the full suite of property taxes (council tax, business rates, stamp duty land tax, annual tax on enveloped dwellings and capital gains property disposal tax) should be devolved to London government. However, I do not support regulation of residential rent levels.

Council Tax premiums on unoccupied homes

Question No: 2014/4268

[Stephen Knight](#)

With reference to London in particular, do you believe that councils should have greater powers to charge Council Tax premiums on unoccupied homes?

[The Mayor](#)

I believe that there is scope for the existing premiums to be higher. However, not all boroughs are currently charging the 150 per cent premium, and my Deputy Mayor for Housing & Land has written to borough leaders urging them to use their powers in this area.

MOPAC - Disposal of Raynesfield Estate, Merton (1)

Question No: 2014/4269

[Stephen Knight](#)

At what point did you decide to cancel the planned eviction of residents living in properties owned by the Mayor's Office for Policing and Crime (MOPAC) in Merton? Please confirm when this decision was communicated to Crown Housing Association which leases these homes on behalf of the MOPAC.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 10 February 2015

Since tabling your question the DMPC has signed decision 147 introducing new guidelines for the disposal of properties managed by Crown Simmons. The decision sheet can be found on the MOPAC website: <https://www.london.gov.uk/priorities/policing-crime/mopac-decisions>

MOPAC - Disposal of Raynesfield Estate, Merton (2)

Question No: 2014/4270

[Stephen Knight](#)

Can you confirm the long-term intention of the Mayor's Office for Policing and Crime (MOPAC) with regard to the management and ownership of residential properties in the Raynesfield Estate, Merton?

[The Mayor](#)

MOPAC is not a landlord and their resources should be focused on policing London. However, I do understand the concerns here and there is a review underway.

MOPAC - Disposal of Raynesfield Estate, Merton (3)

Question No: 2014/4271

[Stephen Knight](#)

Will you compensate those residents who have suffered financially as a result of your last-minute decision to halt eviction proceedings on the Raynesfield Estate in Merton? (I understand that a number of residents have been left with substantial (and unnecessary) moving and storage costs, all of which could have been avoided if your decision had been communicated within a reasonable timeframe).

[The Mayor](#)

See my response to MQ 4270/ 2014.

MOPAC - Disposal of residential properties

Question No: 2014/4272

[Stephen Knight](#)

Please provide further details of your recent review of the disposal of residential properties owned by the Mayor's Office for Policing and Crime (MOPAC).

[The Mayor](#)

The review is ongoing and I expect it to conclude shortly. The Assembly will be notified of any decisions taken following the review.

Housing Associations - complaints procedure

Question No: 2014/4273

[Stephen Knight](#)

Given Housing Associations are increasingly taking on responsibilities typically provided by councils - and often in receipt of large amounts of public money - what steps are you taking to ensure that they meet certain standards of governance? Is it time for all registered social landlords (RSLs) to adopt a common procedure for dealing with complaints from tenants?

[The Mayor](#)

Housing associations are already required to meet certain standards of governance. However it is not the role of the GLA to police housing association standards, but that of the Social Housing Regulator.

Housing Associations - openness and transparency

Question No: 2014/4274

[Stephen Knight](#)

With reference to London in particular, would you support any move to extend the reach of the Freedom of Information (FOI) Act to cover Housing Associations?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 24 April 2015

It is not the role of the GLA to advise the Information Commissioner as to which organisations should be covered by FOI.

TfL Shared Services - property management and commercial development

Question No: 2014/4275

[Stephen Knight](#)

Given the expertise of the Property and Commercial Development Team at Transport for London (TfL) - and their apparent ability to secure on-site affordable housing at sites such as 55 Broadway, St James's Park station - will you consider entering into a shared services arrangement between the Greater London Authority (GLA) and Transport for London (TfL) under which TfL could provide professional support to the GLA, the Mayor's Office for Policing and Crime (MOPAC) and the London Fire and Emergency Planning Authority (LFEPA)?

[The Mayor](#)

There is an extensive array of property expertise across the whole of the GLA group, covering a wide range of activities and issues specific to the unique requirements of each of the functional bodies as well as those shared commonly across the group. One of the roles of the Single Property Unit, which meets regularly to share best practise and includes representation from TfL and the other functional bodies, is to maximise the use of this talent for the benefit of the whole group.

LFEPA - disposal of land and property

Question No: 2014/4276

[Stephen Knight](#)

Do you believe that in selling assets now, the London Fire and Emergency Planning Authority (LFEPA) will lose out on future increases in land and property values and the opportunity to gain valuable revenue income? Would you support LFEPA looking at options for joint ventures and/or long-term leases (both of which would provide a longer term income stream) as alternatives to outright disposal?

[The Mayor](#)

The disposal strategy for the fire stations closed under LSP5 was agreed by LFEPA Resources Committee on 11 November 2013. This reflected the intention to dispose of the properties on a freehold basis at the earliest possible opportunity to reduce the ongoing costs associated with the sites. The Resources Committee agreed at its meeting on 13 November 2014 to recommend to LFEPA that it agrees the individual disposal recommendations for each of the sites in accordance with this strategy. That report considered the feasibility of leasing the nine sites but concluded that it was not appropriate in this instance. I shall respond to LFEPA on this issue, following my direction requiring all relevant information on the disposal of former fire stations to be shared with my office, and our shared desire to expedite the process.

MOPAC - disposal of land and property

Question No: 2014/4277

[Stephen Knight](#)

How are you ensuring that, in selling assets now, the Mayor's Office for Policing and Crime (MOPAC) does not lose out on future increases in land and property values and the opportunity to gain valuable revenue income? To what extent were options for joint ventures and/or long-term leases (both of which would provide a longer term income stream) considered?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 05 December 2014

MOPAC retain land and property to meet the operational policing requirements of the MPS. Assets no longer required for policing are released, best value achieved and the value re-invested in real estate and technology.

Any offers considered for the acquisition of real estate must reflect MOPAC's standard requirement for a five year forward sale claw-back clause. This is to enable MOPAC to benefit in any uplift in value in the event that the purchaser subsequently sells the property at a price in excess of that paid to MOPAC within an agreed period of time. Where appropriate, planning "overage", enabling MOPAC to share in the value of a larger than anticipated planning consent, is also put in place.

Disposal of GLA land and property

Question No: 2014/4278

[Stephen Knight](#)

To what extent have wider Mayoral priorities - such as the need for additional affordable homes and new schools - been met in the sale of land and property owned by the Greater London Authority (GLA) Group? Are there any examples where land or property has been released at less than market value to reflect the social value of particular uses (such affordable housing or education)?

[The Mayor](#)

The GLA regularly places conditions upon the use of land that it sells, in order to meet Mayoral priorities. These conditions are incorporated in development agreements, through which the GLA is able monitor the achievement of the Mayor's priorities.

The sale price will reflect any such conditions. The GLA has consent to dispose of land at 30% (capped at £10m) below best consideration, provided that it is conducive or incidental to promoting economic development or wealth creation; promoting social development; promoting improvement of the environment, in Greater London. Any sale for a lesser sum would require Secretary of State approval.

New Vehicles - emissions data and potential rating system

Question No: 2014/4279

[Stephen Knight](#)

Given road transport is one of the biggest sources of air pollution in London, would you support the introduction of a 'traffic light' rating system informing consumers of the exhaust emissions of all new vehicles (including particulate matter (PM) and nitrogen dioxide (NO₂) in addition to carbon dioxide (CO₂))?

[The Mayor](#)

Yes. This is included under Policy 13 of my Air Quality Strategy and I have raised the matter with Government, who have the relevant powers to introduce such a scheme.

TfL bus fleet - New vehicles that aren't Euro VI compliant

Question No: 2014/4280

[Stephen Knight](#)

Please provide a breakdown by model of all the buses that have entered the TfL fleet since 1st January 2014 that are not Euro VI compliant?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 13 March 2015

TfL has brought in Euro VI engine vehicles at the earliest time from which they have been available from respective manufacturers. Virtually all new buses entering the fleet are now of this type to maximise the emission benefits to London. A Euro VI hybrid bus emits 95 per cent less NOx than a fleet average Euro V hybrid vehicle.

TfL has introduced 189 New Routemasters (NRM) with Euro V engines since January. This is because the manufacture of the NRM was awaiting final certification of the Euro VI engine made by Cummins.

It is worth noting that the NRM buses with Euro V engines are the cleanest diesel-electric hybrids of their generation in the bus fleet as their nitrogen oxide (NOx) emissions are 80 per cent lower than a fleet average Euro V hybrid.

New Routemaster bus - Euro VI compliance

New Routemaster bus - Euro VI compliance

Question No: 2014/4281

[Stephen Knight](#)

How many New Routemasters will there be in TfL's fleet by the end of 2014 that are not Euro VI compliant?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 13 March 2015

TfL expects there to be 306 Euro V and 50 Euro VI New Routemasters(NRM) by the end of the calendar year.

These vehicles will continue to significantly lower the emissions profile of the London buses fleet. A Euro V NRMs emits 80 per cent less nitrogen oxide (NOx) than the average Euro V diesel-electric hybrid, while a Euro VI NRMs emits 95 per cent less NOx than the average Euro V hybrid.

TfL hybrid bus fleet - Euro standard

Question No: 2014/4282

[Stephen Knight](#)

Please provide a breakdown of the hybrid bus fleet by 'Euro' engine standard and model?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 13 March 2015

Model	Euro V	Euro VI
BAE ADL EV400H	262	85
ISAM Volvo/Wrightbus	272	33
Others	19	
NRM Wrightbus Siemens	257	39

Please note the figures above are based on contract renewal delivery dates up to November as statistical data on the actual fleet is collected annually.

These vehicles will continue to significantly lower the emissions profile of the London buses fleet. A Euro V NRM emits 80 per cent less nitrogen oxide (NOx) than the average Euro V diesel-electric hybrid, while a Euro VI NRM emits 95 per cent less NOx than the average Euro V hybrid.

NO2 emissions of Euro VI double decker hybrid bus fleet

Question No: 2014/4283

[Stephen Knight](#)

What are the measured exhaust emissions of NO2 of the following Euro VI hybrid diesel-electric double-deck buses that have or are due to enter service with TfL this year: (a) Alexander Dennis E400H, (b) Wrights / Volvo Gemini 3, and (c) New Routemasters?

[The Mayor](#)

The New Routemaster is by far the cleanest hybrid Euro V bus of its generation, compared to other Euro V hybrids in the fleet tested on the independent London Buses route cycle, and is almost as clean as a new standard Euro VI hybrid. The first table provides the comparisons.

Euro VI vehicles are showing better NO2 performance than their Euro V counterparts because they are all fitted with a much more sophisticated exhaust after-treatment system. This will also become a standard feature on NRMs with Euro VI engines.

There are currently no test emissions figures available for New Routemasters with the Euro VI engine, so no comparisons can be drawn between the NRM and the Euro VI hybrids listed at this time.

Bus Type	NO2 (g/km)
New Routemasters (Euro V)	0.53
Alexander Dennis E400H (Euro V)	1.6
Volvo B5H (Euro V)	1.1
Hybrid Bus Type	NO2 (g/km)
Alexander Dennis E400H (Euro VI)	0.11
Volvo B5H (Euro VI)	0.07
New Routemasters (Euro VI)	N/A

Environment Advisor - comments on Oxford Street

Question No: 2014/4284

[Stephen Knight](#)

Was it appropriate for your Environment Advisor to question the rigour of the widely respected Environmental Research Group (ERG) at King's College London with regard to the statement made by their Principal Air Quality Scientist that Oxford Street has, to his knowledge, the highest concentrations of nitrogen dioxide (NO2) recorded by any roadside air pollution monitor anywhere in the world?

[The Mayor](#)

Please see my response to oral MQ 4316 / 2014.

Air Pollution - Oxford Street

Question No: 2014/4285

[Stephen Knight](#)

Given your statutory duty to "promote improvements in the health of persons in Greater London" when exercising any of the Authority's principal purposes, including promoting the improvements of the Environment in Greater London, do you now regret tweeting comments at 4:56am on 16 July 2014 in which you dismissed scientific evidence from King's College London showing that Oxford street has the world's worst recorded concentrations of nitrogen dioxide as "B*ll*cks"?

[The Mayor](#)

Please see my response to oral MQ 4316 / 2014.

Partial Devolution to Boroughs of Minimum Wage Enforcement

Question No: 2014/4286

[Stephen Knight](#)

Following the London Assembly Economy Committee's 'Fair Pay' report's first recommendation to partially devolve minimum wage enforcement powers to London boroughs, and your response dated 29 April 2014, will you now look again at the issue as part of the wider context of the London devolution campaign?

[The Mayor](#)

No.

Social Care Campaign

Question No: 2014/4287

[Stephen Knight](#)

While 11 London boroughs are accredited Living Wage employers, very few of their social care workers are yet paid the London Living Wage. Do you support Citizens UK's Social Care Campaign, as some of these councils do? If not, why not? If so, what have you done and/or plan to do about it?

[The Mayor](#)

I support efforts to encourage dialogue between employers and staff to achieve Living Wage status. The social care sector makes an invaluable contribution to the well-being of Londoners and it is right that workers in this sector should be adequately rewarded for their tireless efforts. I will continue to lobby employers to voluntarily pay the London Living Wage.

Living Wage Efforts

Question No: 2014/4288

[Stephen Knight](#)

As per the London Assembly Economy Committee's 'Fair Pay' report's fifth recommendation, have you targeted 30 catering and hospitality employers and 30 high street retailers? Will you now report on instances where your contact has contributed to Living Wage accreditation? Have you, along with the Living Wage Foundation, developed a cohort of 20 employer champions across low-pay sectors?

[The Mayor](#)

I welcomed the Assembly Economy Committee's recommendations, many of which have been implemented. I wrote to 46 major retailers this summer to encourage them to adopt the London Living Wage. These letters have been proactively followed up jointly by GLA and Living Wage Foundation officers. This contact has led to positive meetings with many employers, and accreditations.

The Living Wage Foundation also suggested that 2015 is a more appropriate timescale to proactively target hospitality employers, though a number have already become accredited in the past year. The Foundation has developed a cohort of employer champions in various sectors, including those characterised by low pay, though this work is still in progress.

Newly Accredited London Living Wage Employers

Question No: 2014/4289

[Stephen Knight](#)

Which of the newly accredited London Living Wage employers this year are from the following sectors: hospitality/catering; cleaning; retail; social care?

[The Mayor](#)

I refer you to MQ2014/4557 regarding Living Wage hospitality and catering businesses, of which there are 14 accredited in London.

2 accredited businesses are described by the Living Wage Foundation as in the care sector. A further 15 are in the health sector, encompassing some social care activity.

There are 4 accredited cleaning businesses in London, all of whom have become accredited in the past 6 months. The Living Wage Foundation's Service Provider Recognition programme recognises Living Wage employers providing services to other firms, who offer Living Wage bids for tenders in addition to market rate terms - ensuring that clients always have the choice to implement the Living Wage.

London Datastore

Question No: 2014/4290

[Stephen Knight](#)

In your press release dated 23 October 2014 it is stated that London Datastore 2 "is aimed predominately at private sector businesses, professional city data organisations, academics, the London Boroughs and public services and is designed to act as a 'market place' for ideas and collaborative efforts". While the Datastore can provide valuable information for businesses, do you accept that its primary objective should be to honour its initial aim to "boost transparency and accountability in the capital" as set out in your press release dated 7 January 2010?

[The Mayor](#)

Transparency and accountability remain primary aims of the London Datastore. The updated Dashboard sits on the home page and includes GLA KPIs and many measures of London's city performance.

In the years since initial launch, wider benefits created by open data and city analytics have become apparent. It is also right therefore that we convey these messages to encourage collaborative use of the 600 datasets which feature on the site.

Broadband Funding

Question No: 2014/4291

[Stephen Knight](#)

How much of London's Super Connected City Plan's £25m has already been spent or dedicated?

[The Mayor](#)

To date, £5.86 million of the £25 million award to London has been spent or committed. This figure consists of spend or commitment against both the voucher and public Wi-Fi schemes.

Apprenticeships Information Ambassadors Network

Question No: 2014/4292

[Stephen Knight](#)

How will the £100,000 allocated to the Apprenticeships Information Ambassadors Network, as agreed in DD1266, be spent in its promotion of apprenticeships in schools?

[The Mayor](#)

The GLA has grant funded the London Work-based Learning Alliance for the delivery of the Apprenticeships Information Ambassadors Network (AIAN). The funding will be used to deliver the following promotional activities;

- The creation of a dedicated Ambassador website linked to the London National Careers service.
- The production of marketing collateral promoting apprenticeships for the distribution to schools and sixth forms across London.
- AIAN Ambassadors will visit 75% of schools across London to promote apprenticeships.
- AIAN Ambassadors will also visit 50 non-school venues that work with young people.

New Homes Bonus Package Apprentices

Question No: 2014/4293

[Stephen Knight](#)

At which levels, and in which fields, will the apprenticeships generated by the New Homes Bonus Package work?

[The Mayor](#)

Proposals from the boroughs are relatively high level and so we do not have comprehensive detail on the exact nature of apprenticeships that we expect to be generated by the New Homes Bonus package.

Further detail will become available as proposals are developed further ahead of delivery commencing in 2015/16.

Apprenticeship Figures

Question No: 2014/4294

[Stephen Knight](#)

In your response to my Mayor's Question 2014/3608 you confirmed that "in our reporting to date no apprenticeships have been counted against the manifesto commitment to create 200,000 jobs." Can you confirm this will remain the case, in the interest of transparency?

[The Mayor](#)

Yes.

London Childcare Strategy

Question No: 2014/4295

[Stephen Knight](#)

As referred to in your latest Mayor's report and in your answer to my Mayor's Question 2014/0584, on 5 February and 21 October this year the GLA has facilitated meetings between the Department for Education and schools to discuss and encourage wraparound childcare. You said in your answer to my question that these "will help with our strategy to assist with childcare so parents are able to access employment opportunities." When will this long awaited strategy be published?

[The Mayor](#)

Whilst I am not producing a formal childcare strategy, I will continue to work with DfE, London Councils and other stakeholders to explore ways in which the GLA can support local authorities to increase supply of affordable childcare.

The LEP £502 million 2014-2020 ESF funding will deliver programmes focused on tackling poverty, boosting employment and skills. In particular, programmes focused on parental employment, troubled families and in-work progression aims to help reduce worklessness and in-work poverty. Support with childcare will also be included in this provision. The Child Poverty Action Group as well as several voluntary sector organisations have been engaged to help shape this provision.

British Bankers Association Roundtable

Question No: 2014/4296

[Stephen Knight](#)

Which issues did you address, and which were discussed more widely, at the British Bankers Association roundtable you attended on 4 November this year?

[The Mayor](#)

The following matters were discussed at the BBA roundtable: the public image of the financial services sector; London Living Wage accreditation; regulatory threats to the sector; ramifications of the UK's status in the EU; fiscal devolution; housing; and London's strengths in fintech.

London Transport Insurance (Guernsey) Limited (1)

Question No: 2014/4297

[Stephen Knight](#)

How much capital is held by LTI(G) Ltd?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 11 May 2015

LTIG's paid up share capital is £2,500,000, and the reserves were £46,700,000 at 31 March 2014. LTIG is TfL's principal insurer and requires capital and reserves to allow it to meet known and potential losses, as is required insurance company practice.

London Transport Insurance (Guernsey) Limited (2)

Question No: 2014/4298

[Stephen Knight](#)

How much corporation tax was paid by LTI(G) Ltd in 2013-14 and how much would have been due if it had been domiciled in the UK?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 11 May 2015

LTIG paid no Corporation Tax in Guernsey as the rate is set at 0 per cent. The potential UK tax liability were LTIG deemed to be UK resident for 13/14, and could not take advantage of the tax losses of group companies, would have been 23 per cent of its profit before tax, which was £825,000. LTIG's profit consists of its surplus on underwriting, plus investment income, less costs. This assumes that all the costs of the company would qualify for tax relief. This would generate a tax liability of approximately £190,000.

LTIG is TfL's principal insurer and requires capital and reserves to allow it to meet known and potential losses, as is required insurance company practice.

Seven Sisters Road through Woodberry Down - 1

London Transport Insurance (Guernsey) Limited (3)

Question No: 2014/4299

[Stephen Knight](#)

Will you publish a full set of report and accounts for LTI(G) Ltd for each of the last 6 years?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 21 January 2015

The Report and Accounts for LTIG are not public documents but TfL will seek the approval of the LTIG Board to release them.

Silvertown Tunnel (1)

Question No: 2014/4300

[Caroline Pidgeon](#)

Do you accept building the Silvertown Tunnel will generate extra journeys?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 08 December 2014

The Silvertown Tunnel is intended to relieve the very significant problems of congestion and unreliability occurring daily at the Blackwall Tunnel. While the provision of additional highway capacity can encourage increased travel, traffic management, including user charging, will help to manage the traffic throughout the day.

A key benefit of the scheme would be enabling journeys to become more reliable and efficient across the wider transport network. The Silvertown Tunnel would also allow for double decker buses to operate through the tunnel area, unlike the Blackwall Tunnel, to support new cross river bus connections.

Silvertown Tunnel (2)

Question No: 2014/4301

[Caroline Pidgeon](#)

What reviews did TfL undertake of traffic control measures to keep the Blackwall Tunnel flowing during the Olympic and Paralympic Games and why were they not adopted once the Games were over?

[The Mayor](#)

During the Olympic and Paralympic Games, TfL had a network wide active traffic management strategy in place in order to protect the Olympic Road Network (ORN). This involved adjusting traffic signal timings at strategic locations including the approach to Blackwall tunnel.

There was also an extensive travel demand management strategy on the run up to the games encouraging road users to plan their journeys to avoid busy times and locations.

The Olympics and Paralympics was a one off event which required us to implement traffic control techniques above and beyond our normal approach. These control measures are not appropriate for every day traffic management in London.

Silvertown Tunnel (3)

Question No: 2014/4302

[Caroline Pidgeon](#)

TfL publicity for the Silvertown Tunnel consultation states that 98% of people want more road river crossings. However, this figure was taken from questions about the Woolwich Ferry, Gallions Reach and Belvedere Bridges in the "East of Silvertown" consultation, and so did not apply to the specific Silvertown Tunnel proposal and it also included those people who only wanted to refurbish the existing Woolwich Ferry. Do you accept that this figure of 98% is a misleading one in the context of the Silvertown Tunnel?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 08 December 2014

I do not accept that this figure was misleading.

The publicity you refer to covered two separate pieces of work - the launch of the Silvertown Tunnel consultation and an update on the early results of the 'East of Silvertown' consultation which proposed new river crossings at Woolwich, Gallions Reach and/or Belvedere.

The publicity is clear that the 98 per cent figure quoted relates to the early results of the East of Silvertown consultation in which less than two per cent of respondents commented that there was no need for any new river crossings to be built.

Prior to the current Silvertown Tunnel consultation, TfL's previous consultation on this proposal was undertaken between October and February 2013. Of the 6,409 people who completed TfL's online questionnaire, 76 per cent supported or strongly supported the Silvertown Tunnel.

TfL has published on its website a document summarising its analysis to date of the outcome of its east of Silvertown consultation. The document is available at www.tfl.gov.uk/new-river-crossings. Later this year TfL will publish reports detailing and responding to the issues raised in the consultation.

Silvertown Tunnel (4)

Question No: 2014/4303

[Caroline Pidgeon](#)

TfL publicity for the Silvertown Tunnel contrasts the number of bus routes crossing Putney Bridge with the number of bus routes using the Blackwall Tunnel. However, the decision on what bus routes use the Blackwall Tunnel is TfL's, so this is something TfL could address now. Will TfL consider additional services through the Blackwall Tunnel, for example, extending the 488 to Charlton or Blackheath?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 08 December 2014

Connectivity across the river is currently provided by the Jubilee Line and route 108, linking Lewisham and Blackheath to Bow and Stratford. Given existing constraints at Blackwall, there are no current plans for additional cross river routes, though bus services more widely will continue to be reviewed.

However, the proposed Silvertown Tunnel would greatly increase the potential for cross-river routes in this area by providing a more reliable crossing and a full size tunnel through which double decker buses will be able to operate. TfL will examine the corridors where improvements in capacity or connectivity could be facilitated by the new tunnel. These include possible new connections between southeast London and employment areas at Canary Wharf and the Royal Docks. New bus routes could also serve new developments emerging in the Greenwich Peninsula and Royal Docks and potentially link to existing local centres on either side of the river.

Silvertown Tunnel (5)

Question No: 2014/4304

[Caroline Pidgeon](#)

TfL says the Silvertown Tunnel scheme is about providing resilience for when the Blackwall Tunnel is closed. If TfL builds the Silvertown Tunnel, what measures will it take to address resilience on the A102, which risks becoming a weaker link in London's road network if the new tunnel is built?

[The Mayor](#)

Overwhelmingly, issues of resilience experienced on the A102 relate to the significant issues experienced at the Blackwall Tunnel, which is closed around 1,000 times each year. Most closures relate to the attempted use of the northbound bore by vehicles which exceed its height limit. The Silvertown Tunnel scheme would reduce the frequency of these closures by providing a full-sized crossing immediately adjacent to the existing tunnel.

The new crossing would also help minimise the effects of any kind of incident, enabling traffic to divert to avoid an obstruction in either tunnel.

The Silvertown Tunnel would also improve network resilience during planned closures such as for essential maintenance. Currently the lack of alternative crossings makes maintenance of the Blackwall Tunnel extremely difficult, and periodic closures (of a matter of days or weeks) are likely to continue to be required. The operational flexibility provided by the Silvertown Tunnel would allow for planned maintenance closures of either tunnel at regular intervals. A full height Silvertown Tunnel would also enable TfL to run double decker buses through the tunnel. At present only one single decker bus route crosses the river to serve the east.

Silvertown Tunnel (6)

Question No: 2014/4305

[Caroline Pidgeon](#)

What discussions have Hyder Consulting, TfL's contractors for measuring air pollution, held with air pollution teams in boroughs that will be affected by the Silvertown Tunnel?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 08 December 2014

With regard to the environmental impacts of the Silvertown Tunnel, TfL has commissioned Hyder Consulting to carry out extensive air quality and other environmental assessments during 2014. In order to collect a robust baseline for the air quality work, data is being collected from the London Air Quality Network, the London Atmospheric Emissions Inventory and air quality model. Hyder has also contacted organisations such as Defra and 22 local authorities for data.

Supplementary to these sources, diffusion tubes have been installed across 10 boroughs to enable TfL to better characterise existing air quality in east London. All of the data will feed into describing the existing baseline NO₂ concentrations and will also be used to validate the air quality modelling undertaken as part of the air quality assessment.

In addition to working with the local authorities to collect baseline data, an Environmental Impact Assessment Scoping Report has been prepared which outlines the methodology for the environmental work (including air quality). A Scoping Opinion has been received from the Planning Inspectorate and discussions on the air quality assessment were held with the host boroughs; London Borough of Newham and Royal Borough of Greenwich, and comments were received from London Borough of Tower Hamlets.

An Introductory Environmental Assessment Report has been prepared for the current public consultation; this has been circulated to a number of London boroughs, specifically the Environmental Health Officers in the host boroughs. TfL is hoping to receive comprehensive comments from the boroughs, particularly on the air quality assessment work.

Blackwall Tunnel

Question No: 2014/4306

Caroline Pidgeon

Do you accept that you could manage demand for the Blackwall Tunnel by introducing road user charging now?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 08 December 2014

There are very significant delays at the Blackwall Tunnel. In part these are caused by the volume of traffic but they are also due to regular blockages that occur in the tunnel. The northbound tunnel is sub-standard and high sided vehicles often get stuck. When this happens the wider network is severely affected as the system has no resilience.

Although charging for the tunnel would help reduce demand, it would not resolve the problem of providing a reliable and resilient network to help support growth in the area. The Slivertown Tunnel is intended to address this.

GLA's population and employment projections to 2050 (1)

Question No: 2014/4317

Jennette Arnold

In your recent projections, you have predicted employment in manufacturing to drop a further 88%, from 129k in 2011 to just 15.5k in 2050; Transportation and Storage is projected to drop 38% over the same period from 265k to 164k; and Primary and Utilities is projected to drop 73%, from 32k to 8.5k. Please can you explain exactly how you came to these figures?

The Mayor

The methodology used to produce the employment projections referred to, together with the associated considerations when interpreting such projections, are set out in, "Population and Employment projections to support the London Infrastructure Plan 2050" which can be found at:

<https://www.london.gov.uk/sites/default/files/Population%20and%20employment%20projections%20to%20support%20the%20London%20Infrastructure%20Plan%202050.pdf>

Mount Pleasant Planning Application

Question No: 2014/4318

[Jennette Arnold](#)

Why have you funded a project to develop an alternative planning application on a site (Mount Pleasant) which already has a permission which you have approved?

[The Mayor](#)

It is perfectly legitimate to have more than one planning application for a site, and indeed anyone can make such an application, whether or not it is in their ownership.

It is the case that through my Housing and Land team, a 'Build your own Home the London Way' grant of £150,000 has been given to the Mount Pleasant Association (MPA) to assist with their plans for an alternative Mount Pleasant Circus and Fleet Valley Gardens scheme for the Sorting Office site. If the MPA wish to submit an application for a scheme they have developed in the future on land they do not own they are entitled to do so, and this will of course need to be determined on its own merits, as has the Royal Mail Group's application.

In issuing this grant, as has been made clear to the MPA that this in no way influences the GLAs statutory planning function in dealing with the current applications by RMG or any subsequent applications by themselves.

Net Immigration Target and International Students Clarification

Question No: 2014/4319

[Jennette Arnold](#)

Thank you for your response to Question 2014/3214. As you believe it is vital that London continues to be the first choice of the best and brightest overseas students, to maintain the quality and reputation of our higher education institutions and to continue to supply London with a highly skilled workforce, do you therefore support the removal of students from the Government's net immigration targets - yes or no?

[The Mayor](#)

I have asked officers to produce a report looking at the categories of students who could be exempt from the net immigration targets. This piece of work will help inform my future discussions with the Government on this important matter.

W19 Bus Route

Question No: 2014/4320

[Jennette Arnold](#)

I have had several constituents contact me about overcrowding on the W19 bus route. Are there any plans to increase capacity on this route? And, if not, will TfL undertake to monitor and review the situation to ensure that passengers' journeys are not unduly delayed or uncomfortable due to overcrowding?

[The Mayor](#)

Frequency on route W19 was increased by 33 per cent to four buses per hour in June of this year, and will be kept under review. TfL will be happy to investigate the issues raised by your constituents and will contact your office for details.

Equality Impact Assessment - The Mayor of London's Budget

Question No: 2014/4321

[Jennette Arnold](#)

What steps will you take to ensure that you complete an Equality Impact Assessment as you finalise your Budget for 2015/16, and will you share this detailed summary with all the London Assembly Members?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 05 December 2014

My Draft Consolidated Budget for 2015-16 will, as in earlier years, include advice on the equality implications of the budget proposals of the whole Group for the Assembly. While formulating the proposals, I will have due regard to the public sector equality duty, and will ensure I am fully informed of, and take into account, any implications of the proposals for people with protected characteristics.

Stonewall Equality Index - Public Sector Equality Duty training

Question No: 2014/4322

[Jennette Arnold](#)

Further to your answer to question 2014/3681, can you please state the date when the Public Sector Equality Duty training will be launched at the GLA?

[The Mayor](#)

Public Sector Equality Duty training was launched on 13 December 2013 as part of the one day "Dignity and Inclusion" induction session. As of 11 July 2014, the session is now a stand-alone 2.5h workshop, targeted at all staff once they have been at the GLA for at least 6 months. This ensures that staff have a full understanding of their role and are able to see how the public sector duty will apply in practice relative to their role.

Stonewall Equality Index - Inclusive workplace programme

Question No: 2014/4323

[Jennette Arnold](#)

Further to your answer to question 2014/3681, can you please tell me what will be in the Inclusive Leadership programme and state the date when it will be launched in the GLA?

[The Mayor](#)

The GLA's Workforce Equalities Taskforce has been looking at ways to improve the diversity of the GLA workforce, with a particular focus on women at grade 10 and above and BAME staff at all levels. A number of initiatives have been introduced including learning from work PWC has developed on tackling unconscious bias and promoting inclusive leadership behaviours. The GLA is using videos produced by PWC (part of its 'Inclusive Leadership' programme) to promote discussions with staff at all levels about appropriate behaviours and inclusion. The programme has already been rolled out to all senior managers through:

- small group workshop discussions chaired by members of the Equalities Taskforce between July-September 2014 (attended by Heads, ADs and Directors);
- Senior Management Team-wide discussion on 14 October 2014 (attended by the Heads, ADs, Directors and the Head of Paid Service).

Senior managers will now discuss next steps in their management team meetings about how individual directorates will cascade the Inclusive Leadership programme to all staff. The directorate leads will then feedback progress to the Equalities Task Force which meets regularly

Tube Train Speeds

Question No: 2014/4324

[John Biggs](#)

Are tube trains, line by line, and particularly where frequencies have risen, now traveling faster than they were? I have received complaints about the braking and speed on corners or uneven parts of the track.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 08 December 2014

It is correct that TfL is increasing the performance of trains on some of its lines as part of improving the Tube. This is a mix of faster acceleration to the maximum safe speed for a given section of track and some higher speeds. So far changes have been implemented on the Victoria line, Jubilee line and parts of the Metropolitan line between Wembley Park and Baker Street. The next change will be the Northern line. This should come into effect in mid-December with the introduction of a new working timetable. A new signalling system and infrastructure improvements will enable an increase in capacity by as much as 20 per cent and reduce journey times by 11 per cent through trains running closer together and at higher speeds.

Running faster trains increases capacity to the benefit of passengers. An example of this is on the Jubilee line where average customer journeys are now around two minutes quicker than they were before.

Safety and security of customers and staff is our top priority. If you could pass on details of these complaints, TfL would be happy to investigate.

Crossrail 2 route options

Question No: 2014/4325

[John Biggs](#)

You recently published a report on the consultation responses but then appeared to announce the route while making a speech off the back of this but before it has been properly analysed. Have route options been settled? How? What is the status of the East London spur, which you know that I, Hackney, Newham, Barking & Dagenham and others support?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 05 December 2014

The Crossrail 2 consultation that TfL and Network Rail held during the summer of 2014 asked for views on a variety of options in the Hackney area. The published results show support for both stations in Hackney, at Hackney Central and Dalston Junction, which have been reflected in our proposals for revised safeguarding.

The safeguarding (which the DfT are currently consulting on) includes a station at Dalston to connect to branches to New Southgate and Tottenham Hale and beyond. It also includes safeguarding a spur from Angel to Hackney Central, to allow for the possibility of a future extension to east London.

Feasibility work will be undertaken on developing a future extension to consider the exact route and benefits.

Paralympic Legacy

Question No: 2014/4326

[John Biggs](#)

I understand that the Paralympic Legacy consists of the naming of an area of the Olympic Park as 'Mandeville Place' in tribute to Stoke Mandeville Hospital. Worthy as this is does it really form an adequate Paralympic Legacy? What work is taking place to secure a more comprehensive Paralympic Legacy?

[The Mayor](#)

Mandeville Place is a brand new area in the centre of the Park which will celebrate the Paralympic Games; this is part of the Legacy Corporation's commitment to the International Paralympic Committee and is the first time a host city has ever done this.

The Legacy Corporation's Paralympic Legacy programme covers many more initiatives than this including: National Paralympic Day; a disability sports project called 'Motivate East' which will deliver 26,000 inclusive sports opportunities across east London by 2016; a Park mobility scheme; an inclusive cycling hub, improvements to accessibility across the Park; supporting broader initiatives such as housing development; and attracting international disability sporting events.

This is in addition to the Legacy Corporation's wider work to support people with disabilities into jobs and training opportunities and delivering other physical tributes such as a learning trail on the Park which celebrates both Olympic and Paralympic achievements during the Games.

Bus Overcrowding in Barking and Dagenham

Question No: 2014/4327

[John Biggs](#)

Route 5 in B & D is massively overcrowded. I appreciate that there have been service increases but travel patterns in the borough have massively changed. It seems clear to me that a more fundamental service review, with an understanding of travel patterns and consideration of additional or extended services on the route is needed. Can you arrange for TfL in consultation with the Borough to explore this?

[The Mayor](#)

TfL is reviewing the most cost effective way to further increase capacity on the corridor served by route 5. They are working with Barking and Dagenham Council and other stakeholders to ensure this takes account of development plans and other local opportunities for bus service enhancements. They are also reviewing other potential service changes in the area, including taking into account new links in the area, such as to hospitals.

Question: Orbit Visitor Numbers

Question No: 2014/4328

[John Biggs](#)

Can you provide a month by month breakdown of visitor numbers for the Orbit, during the Olympic Games and for each month since reopening following the Games. How do these figures compare to expectations? What plans exist to manage the expectations for and to market the structure.

[The Mayor](#)

During the London 2012 Olympic and Paralympic Games 130,000 people visited the ArcelorMittal Orbit.

In the first six months of opening between 5 April 2014 and the end of September 2014 inclusive, monthly attendance has on average been just over 14,000 visitors, with peak attendance occurring in the opening month and summer months.

This is below expectations and the Legacy Corporation is currently reviewing options on how best to market the attraction and enhance the visitor offer.

An additional attraction was added to the sculpture recently in the form of abseiling and half the packages sold out within two weeks.

Transport for London advertising

Question No: 2014/4329

[Tom Copley](#)

How much free advertising space on the London transport network has been made available to the Mayor in the financial year 2013/14, and, if known, how much does the Mayor anticipate will be made available in 2014/15 and 2015/16?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 05 January 2015

TfL provides free advertising space to the Mayor of London in the following formats:

Tube – 456 panels per week.

Metro TfL page – 1 ad per month of 20 x 3 size (a quarter of the page)

TfL website: main banner – 2 slots per year (1 week each) and 1 MPU (Mid page unit) per month across the site.

For the Tube, Metro and TfL website channels the space allocated each year remains the same.

For posters on the Bus network the allocation varies marginally as follows:

FY 2013-14 (May: 1235, Aug: 1151, Dec: 1112, Feb: 1224)

FY 2014-15 (May: 1151, Aug: 1235, Dec: 1235, Feb: 1224).

The forecasted average for FY 2015-16 is 1195 posters per month.

The spaces provided to the Mayor are not sold commercially.

Improvements to Cycling in London following Tour de France

Question No: 2014/4330

[Tom Copley](#)

With regards to your answer to MQ 2014/3036, was any cost/benefit analysis conducted by TfL about whether £6 million would be better spent on the Tour de France or on cycling infrastructure? If so, please could you make it available?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 04 February 2015

A cost/benefit analysis comparing the benefits of hosting the Tour de France with cycling infrastructure was not conducted by TfL.

A recent report titled 'Impact of the UK stages of The Tour de France - Three Inspirational Days' highlighted the £128m economic boost to the UK economy that hosting the Tour de France gave. £19.5m of the total directly benefitted the London economy.

As I highlighted in my vision for cycling, the vast majority of the £913m in the TfL business plan allocated to cycling will be invested in infrastructure. These improvements will include a proper network of cycle routes throughout the city; improved junctions and better neighbourhoods for everyone. I also committed to encourage more people to travel by bike. Inspirational world class cycling events like Tour de France are proven to encourage cyclists young and old onto bikes.

Diesel Trains and the Ultra-Low Emission Zone

London Buses

Question No: 2014/4331

[Tom Copley](#)

Is there still a requirement for London buses to be predominantly red? If so why do some buses now carry adverts in various colours that cover the entire bus?

[The Mayor](#)

Yes. There is no change to the requirement that virtually all buses in the fleet must have the iconic red livery with white roofs - a popular symbol of London and its bus network.

Within the commercial agreement with advertising agent Exterior, up to 150 buses can be wrapped in overall advertising. This represents less than two per cent of the active fleet.

Homelessness

Question No: 2014/4332

[Tom Copley](#)

Have the Metropolitan police provided accommodation for homeless Londoners in police cells when no other accommodation has been available? If so, how many nights' accommodation has been provided to homeless people in police cells in the previous year to 31 October 2014?

[The Mayor](#)

The MPS does not provide accommodation for homeless Londoners in police cells.

Discretionary Housing Payments

Question No: 2014/4333

[Tom Copley](#)

You lobbied the government for increased Discretionary Housing Payment budgets in London to tackle the housing problems caused by the government's cuts to social security. Are you monitoring how this money is being allocated?

[The Mayor](#)

Government monitors how local authorities use the budgets allocated to them for awarding Discretionary Housing Payments and publish their findings.

Key workers

Question No: 2014/4334

[Tom Copley](#)

Given the significant house price inflation in recent years in London, do you agree that you should reintroduce planning and housing policies that protect affordable housing for London's key workers?

[The Mayor](#)

The best way to tackle the problem of housing affordability is to significantly increase supply, and I have set out detailed plans to do just that.

Housing Benefit

Question No: 2014/4335

[Tom Copley](#)

Can you confirm that the Affordable Rented properties you are funding will typically be charged at higher rent levels than social rented properties and will therefore tend to increase total Housing Benefit expenditure in London?

[The Mayor](#)

No. Affordable Rents are typically higher than Target Rents but through the provision of Affordable Rented homes Housing Benefit expenditure in London will be less than it would have been if new affordable homes had not been built.

Affordable housing reform

Question No: 2014/4336

[Tom Copley](#)

With respect, I don't believe you provided an answer to question 2014/3713: 'You have said the higher rents charged through Affordable Rent would allow for continued investment to be available at a time of limited government grant for building more affordable housing. In the three full years since Affordable Rent was introduced in 2011 (2011-14), 23,027 affordable homes have been started in London. This compares to 43,362 affordable homes in the three years previous (2008-11). Why is Affordable Rent failing to deliver the level of affordable housing supply that was delivered during the previous programme?' Can you please provide a more detailed answer?

[The Mayor](#)

The Affordable Rent model is enabling more homes to be built than would have been possible with the equivalent available grant. A report published by the NAO confirms that only a third of the grant previously applied to housing delivery is required under the AR model, increasing housing supply for the available public funds.

Empty Homes

Question No: 2014/4337

[Tom Copley](#)

Please outline (a) the total allocated budget for the Empty Homes programme for 2014/15, (b) the amount spent to date and (c) the current forecasted spend for the financial year. How many empty homes have (d) been brought back into use through this programme so far this year and (e) are forecast to be brought back into use over the course of financial year?

[The Mayor](#)

Regarding questions (a), (b) and (c) there are no specific budgets for Empty Homes, it is now incorporated within the Mayor's Housing Covenant budget line.

Regarding question (d) up until the end of September in 2014/15 GLA funding has so far helped bring 171 homes back into use as affordable housing. Regarding (e) the GLA does not publish forecasts for individual programmes.

Landlord accreditation

Question No: 2014/4338

[Tom Copley](#)

Please provide the latest figures for the number of London (a) landlords and (b) letting agents now accredited by each of the accreditation schemes approved by the London Rental Standard.

[The Mayor](#)

The numbers of accredited landlords and agents are available on the GLA's London Rental Standard web pages. You will need to contact the individual schemes for a breakdown of their numbers.

signage at Kings Cross tube station

Question No: 2014/4339

[Andrew Dismore](#)

The signage at Kings Cross tube station is inadequate and totally misleading for visitors and foreigners at this huge station. At other stations with multiple entrances and exits, such as Hyde Park Corner, Piccadilly Circus and Elephant & Castle, the exits are numbered and there are maps next to them. No such system has been introduced at Kings Cross. If someone accidentally gets out at the wrong exit, it can take long as an extra 20 minutes to get to where you need to be. Will you review the signage to make it clearer and more user friendly?

[The Mayor](#)

TfL will be installing new exit signage, with maps, throughout King's Cross St. Pancras Tube station within the next few months. Since the recent major expansion of the station it has been TfL's intention to implement this signage once local developments outside the station are completed.

Exit names rather than numbers are normally used at stations with fewer than four exits, such as King's Cross St. Pancras. TfL would be happy to contact you to arrange a briefing on the new signage plan if this is of interest.

North & West London Light Railway

Question No: 2014/4340

[Andrew Dismore](#)

A North & West London Light Railway could utilise many existing and some old track beds, for example a two way light rail or tram to run from Finchley Central through Mill Hill East in the disused, (but still existing almost entirely) track bed of the Northern line extension, to Mill Hill Broadway Station (and possibly on to Edgware). People could then visit Brent Cross along the Thameslink, and travel on to St Pancras or through London as far as Brighton and including Gatwick Airport, and Luton. Such a solution could further provide an effective orbital link through Colindale, to Old Oak Common (linking with CrossRail). Will you consider this idea?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 05 January 2015

London's strategic transport requirements are determined through an integrated planning process, which includes my Transport Strategy, and this takes full account of the economic, social, environmental and spatial challenges and opportunities facing the city. In implementing my Transport Strategy, TfL has prepared sub-regional transport plans for both north and west London, which are updated on an annual basis. These set out the priorities for transport in the north and west London boroughs, in the context of London's wider growth and outline the work being undertaken by TfL, with others, to meet these demands.

Although a North & West London light railway is not currently being considered, a number of future opportunities for improving transport in north and west London are identified within the

sub-regional transport plans. The completion of the Thameslink programme in 2018 and frequency enhancements of the Northern line will assist in delivering significant future growth in areas such as Colindale and Brent Cross Cricklewood, both of which are identified as 'Opportunity Areas' in my London Plan, as well as the Mill Hill East Area of Intensification. The role of the bus network is also vital in shaping orbital travel across north and west London, ensuring that centres such as Finchley, Mill Hill and Brent Cross are fully integrated in terms of both radial and orbital connections.

TfL's recent consultation regarding a new Overground station at Old Oak Common identifies the potential to establish a west London public transport 'hub', whilst also supporting growth and regeneration. Such work reflects TfL's approach to unlocking the benefits of large schemes such as Crossrail and HS2 in north and west London and recognises the potential for centres such as Old Oak Common to be connected to a multitude of railways. The potential for adding a branch of Crossrail from Old Oak Common connecting to the West Coast Main Line (via northwest London stations) is also being considered by the Department for Transport, supported by TfL.

The draft London Infrastructure Plan 2050, which was published for consultation in summer 2014, expects growth in the population to over 11 million people by this date. In order to accommodate growth of this scale, various scenarios for London's spatial development were considered and a series of high level transport requirements were identified. This indicated that in some scenarios there could be a case for the provision of new orbital rail capacity serving outer London. The case for this will ultimately depend on decisions yet to be taken about the nature and scale of development in various parts of London over the coming years and having a strong business case.

Stirling corner 1

Question No: 2014/4341

[Andrew Dismore](#)

When will the 50 MPH speed limit be introduced?

[The Mayor](#)

TfL is working with their contractor to get the necessary signage in place before the end of the year.

Stirling corner 2

Question No: 2014/4342

[Andrew Dismore](#)

when will the results of the consultation on the 24/7 traffic lights be published?

[The Mayor](#)

I am pleased to confirm that the assessment of the 24/7 operation of the signals at Stirling Corner has been completed. This information has been shared with both LB Barnet and Elstree and Borehamwood Town Council. I will ask TfL to forward a copy of the report to your office.

Stirling Corner 3

Question No: 2014/4343

[Andrew Dismore](#)

What progress is being made with plans to introduce better pedestrian and cycling facilities at Stirling Corner; and when will proposals be put out to consultation?

[The Mayor](#)

Options to enhance the operation of this junction will continue to be evaluated to see if a solution can be found which best meets the demands of all road users at Stirling Corner.

Stirling Corner 4

Question No: 2014/4344

[Andrew Dismore](#)

You are replacing the crash barriers to the north of the roundabout; will you install barriers to the south, especially along the side of the road that fronts onto the fence of Elstree Park?

[The Mayor](#)

The replacement of vehicle restraint barriers to the north of Stirling Corner is being carried out as part of TfL's capital renewal programme of life expired assets and is scheduled for completion by the end of March 2015.

The barriers between Stirling and Apex Corners are currently being reviewed to assess their condition and the need for any addition or removal of barriers. This process ensures that restraint barriers are provided only where they are needed. Works on this section will be combined with other renewal works and are expected to take place in around 18 months' time.

Stirling Corner 5

Question No: 2014/4345

[Andrew Dismore](#)

Will you install speed cameras, lighting up speed warning signs, and traffic light enforcement cameras at the approaches to Stirling Corner?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 08 December 2014

TfL follows national guidance on the identification of sites for the provision of red light and safety speed cameras. The collision data for this location does not meet the necessary criteria to require such measures.

TfL no longer deploy "lighting up" speed warning signs as there was no evidence regarding the effectiveness of these signs.

The need for other speed limit enforcement devices will be kept under review during the bedding-in period for the new 50mph speed limit.

Stirling Corner - Cycling Round the Junction

Question No: 2014/4346

[Andrew Dismore](#)

Further to Question No: 2014/3747

Further to Question No: 2014/3331: "Further to Question No: 2014/1999:"Further to Question 2014/1459:"Further to your answer to Question 2014/1015, further to your answer to Question 2014/0258 and further to your answer to Question 4161/2012: "I cycle the whole of London. When I next do Stirling Corner I will give you a report"; And your answers to questions 261/2013, 522/2013, 1041/2013, 1464/2013 and Question 2039/2013 and Question 2497 / 2013 referring back to your non-answers to my invitation to you to attempt to go round Stirling Corner on your bike, and your repeated answer "I have nothing to add to MQ 4161/2012", and your answer to Question 3083/2013, "I cycle the whole of London and when I next pass through Stirling Corner I will be sure to give you a report"; and your answer to Question 2013/3698: "Since my last response to you on this matter "I cycle the whole of London and when I next pass through Stirling Corner I will be sure to give you a report", I have not cycled through Stirling Corner. However, when I next pass through Stirling Corner, I will be sure to give you a report." And further to Question 2013/5236: "Have you ever cycled round Stirling Corner? Have you cycled round Stirling Corner since you promised to do so; if not why not; and if not when do you expect to cycle round Stirling Corner? Or is it that you have no intention of doing so in the foreseeable future and just want to pretend you are a keen cyclist with cyclists' concerns at heart and have no intention of honouring your commitment to do so, so that your original answer can be seen as nothing more than a fobbing off exercise? Or are you frightened of doing so, as it is too dangerous? Why do you have nothing to add? Aren't you embarrassed by your non responses when reminded of your promise? And to Question 2013/4184 "I have nothing further to add to my previous answers to this question. It costs

around £70 to respond to each Mayor's Question and this question has now been asked 10 times." "Why have you nothing to add? Are you not ashamed of your continual failure to honour this commitment? Why are you trying to avoid legitimate scrutiny of your work by suggesting that questions such as this that you find difficult and embarrassing should not be repeatedly asked until you provide a proper reply?" Your answer being: "This is the 11th time you have asked this question. I have not cycled through Stirling Corner. However, when I next cycle through Stirling Corner, I will be sure to give you a report." Did you pass by Sterling Corner on your recent visit to Hendon? Have you cycled round the roundabout yet? If not, why not?" Your written response being: "This is the 12th time you have asked this question. Please see my response to MQ5236/2013". "Isn't it about time you honoured your commitment to ride round the junction on your bike, assuming you have yet to do so, so you don't have to keep answering this question which reveals your failure to honour your pledge? Your answer being: Your question could have simply read "Have you cycled around Stirling Corner?" and my response to that question is "Please see my response to MQ 4161/2012". Have you ridden round String corner yet on your bike; if not why not; and is your answer above an indication of the embarrassment you feel about being reminded about yet another broken pledge?" Your response being: "Officers are drafting a response which will be sent shortly. "Have you still not cycled round Stirling Corner, and if not, why not? your response being: My response to MQ 2014/1459 was "I have not broken any pledge on this issue."

bearing in mind that this junction serves Hertsmere as well as Barnet, will we see you honouring your pledge now, to cycle round the junction; and as we have just seen the welcome announcement of a 50 mph limit, can we expect shortly also to see the permanent 24/7 traffic lights local people want, and swift action on the need for pedestrian and cyclist improvements? Your response being "The findings of the trial to operate traffic signals on a full time basis will be made available shortly. At the same time, TfL will bring forward information on the potential for any further improvement works at the roundabout." Have you cycled round the junction yet?

your response being:

"Andrew, you are repeatedly asking the same question and I am repeatedly giving you the same answer. We also discussed this recently during the TfL Plenary on Wednesday 10 September. To reiterate the answer I gave then, "as soon as I have cycled round Stirling Corner you will be among the first to know".

Boris, as you seem to be getting tetchy having repeatedly to answer this question, is not the answer for you ask yourself why I keep asking this question, which is because it is very dangerous to cycle round the junction until you get your finger out and do something to make it safer; and is the answer also for you to honour your pledge to cycle round the junction so you can see for yourself; and have you cycled round Stirling Corner yet?

The Mayor

Please see my response to MQ 2012/ 4161 at:

http://questions.london.gov.uk/QuestionSearch/searchclient/questions/question_45351?findQuestionsByQuestionSequenceld=MQ%204161/2012

Mill Hill East and Finchley Central

Question No: 2014/4347

[Andrew Dismore](#)

Further to Question No: 2014/3750

Further to Question No: 2014/3238: "Further to your answer to question No: 2014/2004 concerning shuttle tube and buses services between these stations with a quarter hour service interval with bus and underground timetables ignoring one another and your undertaking to ask TfL to look into this further, what progress has been made?" Your response being "Following discussions with Barnet Council, TfL will be consulting on an extension of route 382 to the new Millbrook Park development. The consultation is due to be complete by the end of the year. Subject to the outcome of this consultation, TfL will aim to get the best overall bus / rail schedule integration as part of implementing the scheme"

Why cannot you integrate the buses and tubes now? Surely it is not so difficult to ask the bus company to get its buses to leave either 7 minutes earlier or 7 minutes later?

your response being

Officers are drafting a response which will be sent shortly.

When will I get a substantive reply?

[The Mayor](#)

Please see my response to MQ 3750/ 2014.

Permitted Development Rights 1

Question No: 2014/4348

[Andrew Dismore](#)

Further to Question No: 2014/3754

Further to Question No: 2014/3245 'In view of your response to my written questions cornering Permitted Development Rights at last MQT and as the Government are now consulting on making the temporary permitted development rights permanent, what representations will you make to the Government in response to the consultation? 'Your response being "Officers are drafting a response which will be sent shortly." Will you now give a substantive reply?

your response being

Please see my response to MQ 2014/ 3245.

do you ever intend to give a substantive reply to this issue?

[The Mayor](#)

Please see my response to MQ 2014/ 3245 and 3754 at:

http://questions.london.gov.uk/QuestionSearch/searchclient/questions/question_277297

and

http://questions.london.gov.uk/QuestionSearch/searchclient/questions/question_277884.

Permitted Development Rights 2

Question No: 2014/4349

[Andrew Dismore](#)

Further to Question No: 2014/3755

Further to Question No: 2014/3246 'In view of your response to my written questions cornering Permitted Development Rights at last MQT, that you were "monitoring the impact of Government's 3 year PD liberalisation scheme with a view to making evidence based representations to DCLG at the appropriate time", and as the Government are now consulting on making the temporary permitted development rights permanent, what has been the outcome of your monitoring exercise?' Your response being "Officers are drafting a response which will be sent shortly."

Will you now give a substantive reply?

your response being

Please see my response to MQ 2014/ 3246.

do you ever intend to give a substantive reply to this issue?

[The Mayor](#)

Please see my response to MQ 2014 / 3246 and 3755 at:

http://questions.london.gov.uk/QuestionSearch/searchclient/questions/question_277885?findQuestionsByQuestionSequenceId=MQ%202014/%203246

and

http://questions.london.gov.uk/QuestionSearch/searchclient/questions/question_277885.

Employment in the suburbs

employment in the suburbs

Question No: 2014/4350

[Andrew Dismore](#)

Do you accept that there is little or no employment for professional people in the suburbs and what there is, is diminishing. For example 700-900 staff are moving from the National Institute for Medical Research in Mill Hill into the Crick Centre in St Pancras and while most are keeping their jobs it is a loss of 700-900 jobs to the economy of Mill Hill, with no programme to attract an alternative employer or employers. A recent report has indicated that it costs £35,000 per annum to base a Civil Servant (but same could surely be true for any employee) in Central London versus £3000 to base the same individual in an office in Croydon. Do you accept the need to provide employment nearer to where people live, to reduce travel costs and time, and to support the economy in the suburbs. Will you revisit the plan for NIMR to rezone it for employment use as now?

[The Mayor](#)

Policies 2.6 - 2.8 and 4.1 of my London Plan recognise and address the distinct issues facing outer London including the need to expand and improve access to employment opportunities and to enhance its offer as a competitive business location with potential to reduce the need for longer distance commuting. The Plan currently promotes 11 Opportunity Areas in Outer London, which are expected to provide at least 77,800 jobs, with another 5 which lie partly in Outer London.

We do not have employment projections by sector (or indeed occupation) at borough level, however, overall jobs in outer London are projected to grow by 301,000 between 2011 and 2036 which equates to an annual average of around 12,000.

Within the strategic context set by the London Plan it is for Barnet Council's Local Plan to identify future uses for specific sites. The NIMR site also sits close to Green Belt where new and intensive employment activities will raise policy issues. In the same borough at Brent Cross outline planning permission has been granted to create over 20,000 new jobs.

Barnet Domestic Violence policy

Question No: 2014/4351

[Andrew Dismore](#)

What representations did the Met Police and MOPAC make to Barnet Council over their proposed domestic violence policy?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 10 February 2015

MOPAC's Violence Against Women And Girls Strategy very clearly sets my ambitions with respect to Domestic Violence. We work closely with all London boroughs, including Barnet, and respect the fact they will introduce and implement their own strategies to achieve the shared objective of reducing this crime.

Our strategy is clear and stands in place of any need to make specific representations.

homophobia, sexism and racism within the Met

Question No: 2014/4352

[Andrew Dismore](#)

Following the Equality and Human Rights Commission's decision to investigate the prevalence of homophobia, sexism and racism within the Met, what steps are you taking to make sure that every employee of the Met can work free from bullying and harassment?

[The Mayor](#)

The MPS is currently in discussions with the Equality and Human Rights Commission (EHRC) about the work it intends to carry out.

The MPS take allegations of discrimination or bullying extremely seriously and all such matters will be thoroughly investigated. This may result in disciplinary action against an individual or, if applicable, the instigation of a criminal investigation.

homophobic hate crime reporting

Question No: 2014/4353

[Andrew Dismore](#)

All too often attempts to report homophobic hate crime are dealt with insensitively. Will you commit to ensuring every Met employee who provides frontline services is effectively trained to deal with reports of homophobic abuse ?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 08 December 2014

One of the aims of my Hate Crime Reduction Strategy for London is to ensure victims have the confidence that when reporting any type of hate crime they will receive an appropriate response.

You will be aware that, as pledged in my Police and Crime Plan, there is a designated LGBT liaison officer role in every borough.

In addition, all MPS officers, staff and volunteers must complete a mandatory equality and diversity course, which includes Lesbian, Gay, Bisexual and Transgender (LGBT) issues. Community Safety Unit staff who investigate hate crime receive a further bespoke one week course, covering all aspects of hate crime including LGBT.

In the last six months there has been a 22% increase in the number of homophobic hate crimes reported compared to the same period last year. Community stakeholders expressed the view during the consultation that this reflects an increase in confidence to report rather than an increase in the amount of homophobic hate crime perpetrated in London.

Contact points 1

Question No: 2014/4354

[Andrew Dismore](#)

When will the review of Contact Points be completed ?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 27 January 2015

The contact point review will be published in 2015.

Contact points 2

Question No: 2014/4355

[Andrew Dismore](#)

further to Question No: 2014/3760

How many people visited each of the Barnet contact points each week in August and September this year?

your response being

Visitor numbers at contact points are being reviewed as part of the ongoing review into their operation.

will you now answer the question as asked?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 27 January 2015

Footfall data for each contact point is not routinely collected across the MPS and boroughs have local recording practices. Data that has been collected has contributed to the contact point review.

This indicates that contact point usage is variable across London. This issue will be picked up as part of contact point review which will be published in 2015.

Contact points 3

Question No: 2014/4356

[Andrew Dismore](#)

further to Question No: 2014/3762

How many people visited each of the Camden contact points each week in August and September this year?

your response being

Visitor numbers at contact points are being reviewed as part of the ongoing review into their operation.

will you now answer the question as asked?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 27 January 2015

Footfall data for each contact point is not routinely collected across the MPS and boroughs have local recording practices. Data that has been collected has contributed to the contact point review.

This indicates that contact point usage is variable across London. This issue will be picked up as part of contact point review which will be published in 2015.

Hate Crime

Question No: 2014/4357

[Andrew Dismore](#)

further to question No: 2014/3765

In view of the increase in hate crime and especially anti-Semitism, will you mount a publicity campaign to explain what is and is not hate crime so that Londoners know what is and is not an offence ?

your response being

Officers are drafting a response which will be sent shortly.

will you now respond substantively?

[The Mayor](#)

Please see my response to MQ 2014/3765 at:

http://questions.london.gov.uk/QuestionSearch/searchclient/questions/question_277895.

Longest S and Longest I Calls: Barnet

Question No: 2014/4358

[Andrew Dismore](#)

further to Question No: 2014/3767

For August and September 2014 in Barnet, what was the longest 3 waits for a response to an S call and longest 3 waits for a response to an I call?

your response being

Officers are drafting a response which will be sent shortly.

will you now respond substantively?

[The Mayor](#)

Please see my response to MQ 3767 / 2014.

Longest S and Longest I Calls: Barnet 2

Question No: 2014/4359

[Andrew Dismore](#)

further to Question No: 2014/3768

in Barnet , for the last 3 months, how many I calls exceeded the 15 minute target time by double, (ie more than 15 minutes thus taking 30 minutes or more) to be answered?

your response being

Officers are drafting a response which will be sent shortly.

will you now respond substantively?

[The Mayor](#)

Please see my response to MQ 3768 / 2014.

Longest S and Longest I Calls: Barnet 3

Question No: 2014/4360

[Andrew Dismore](#)

further to Question No: 2014/3769

in Barnet , for the last 3 months, how many S calls exceeded the 60 minute target time by double, (ie more than 60 minutes thus taking 2 hours or more) to be answered?

your response being

Officers are drafting a response which will be sent shortly.

will you now respond substantively?

[The Mayor](#)

Please see my response to MQ 2014 / 3769 at:

http://questions.london.gov.uk/QuestionSearch/searchclient/questions/question_277899.

Longest S and Longest I Calls: Barnet 4

Question No: 2014/4361

[Andrew Dismore](#)

For October 2014 in Barnet, what was the longest 3 waits for a response to an S call and longest 3 waits for a response to an I call?

[The Mayor](#)

I GRADES

CAD 5192/20OCT (121 minutes)

Caller stated that female had been assaulted by her mother. The Call was circulated and a unit assigned within 2 minutes of the call. The unit did not provide a time of arrival and resulted via their Mobile data terminal but then went off duty. This therefore showed an extended and incorrect Time of Arrival. The CAD was resulted as a Non crime domestic report.

CAD 4401/06OCT (73.37 Minutes)

Call regarding theft of property. At the time of this call there were also 2 outstanding 'Immediate' response calls. This was then passed to the Patrol Sergeant and surrounding boroughs in an attempt to find a unit. The informant then left the location and travelled to Enfield which resulted in a delay in attending. The call was a civil dispute.

CAD 9402/01OCT (56.42 Minutes)

Broken down bus on a fast road therefore traffic units must deal as per fast road policy. Traffic unit assigned within 4 minutes with a travelling time from Palmers Green. There was heavy traffic which resulted in a long response time for the traffic unit assigned.

S GRADES

CAD 10827/24OCT (1188.03 minutes)

Allegation of Criminal Damage. The call was circulated however all units were dealing with a stabbing and a high risk missing person. The Informant was happy for police to attend the following morning to report. At this point a technical time of arrival should have been added to stop the clock but this was not done which caused the long response time. The call was resulted in a crime report for Criminal damage.

CAD 9682/20OCT (1094.59 minutes)

Caller reporting their window had been smashed. Informant later called back requesting an appointment. An appointment was then made for the informant and the time of arrival given was when officers arrived on scene for the appointment. This was resulted as a crime report for Criminal damage.

CAD 8179/15OCT (1003.19 minutes)

Man bitten by a dog. Units were assigned but required to divert to higher priority calls. Informant contacted and requested to see police in the following evening to report via an appointment. The time of arrival given is for when the officers arrived on scene for the appointment. Call resulted as a crime report for Dangerous dog offences.

Longest S and Longest I Calls: Camden

Question No: 2014/4362

[Andrew Dismore](#)

further to Question No: 2014/3770

For August and September 2014 in Camden , what was the longest 3 waits for a response to an S call and longest 3 waits for a response to an I call?

your response being

Officers are drafting a response which will be sent shortly.

will you now respond substantively?

[The Mayor](#)

Please see my response to MQ 3770 / 2014.

Longest S and Longest I Calls: Camden 2

Question No: 2014/4363

[Andrew Dismore](#)

further to Question No: 2014/3771

in Camden , for the last 3 months, how many I calls exceeded the 15 minute target time by double, (ie more than 15 minutes thus taking 30 minutes or more) to be answered?

your response being

Officers are drafting a response which will be sent shortly.

will you now respond substantively?

[The Mayor](#)

Please see my response to MQ 2014 / 3771 at:

http://questions.london.gov.uk/QuestionSearch/searchclient/questions/question_277901.

Longest S and Longest I Calls: Camden 3

Question No: 2014/4364

[Andrew Dismore](#)

further to Question No: 2014/3772

in Camden , for the last 3 months, how many S calls exceeded the 60 minute target time by double, (ie more than 60 minutes thus taking 2 hours or more) to be answered?

your response being

Officers are drafting a response which will be sent shortly.

will you now respond substantively?

[The Mayor](#)

Please see my response to MQ 2014 / 3772 at:

http://questions.london.gov.uk/QuestionSearch/searchclient/questions/question_277902.

Longest S and Longest I Calls: Camden 4

Question No: 2014/4365

[Andrew Dismore](#)

For October 2014 in Camden , what was the longest 3 waits for a response to an S call and longest 3 waits for a response to an I call?

[The Mayor](#)

I GRADES

CAD 991/11OCT - TOO: 02:06 - I grade (Time 149.28)

Caller stated that there was a fight at the location. Camden had no unit's available and requested assistance from British Transport Police who were also unable to assist with a unit. The delays in assignment were due to another CAD where an Officer was assaulted. When police arrive on scene there was no trace of any fight and it was established the incident was linked to an earlier Robbery in Islington whereby the victim was taken to hospital. A crime report for Robbery had been completed.

CAD 1418/11OCT - TOO: 03:10 - I grade (Time 73.5 minutes)

Call stated that a male had attended hospital and ran out. He was believed to be a self-harmer. Camden had no unit's available and requested assistance from Barnet who also had no units to deal. Male was eventually found safe and well. A Merlin report was completed.

CAD 7337/18OCT - TOO: 17:11 - I grade (Time 62.15 minutes)

Call stated a female robbed a homeless female. Camden had no units to deal and a request was

sent to surrounding stations for assistance. No surrounding unit was available. A unit was later assigned however then flagged down to deal with an unlinked incident where a male was bleeding from the head. When a unit arrived on scene there was no trace of a victim or informant.

S GRADES

CAD 4470/22OCT - TOO: 13:33 - S grade (Time 1256.22 minutes)

Caller reporting a male under section had gone missing from the location. Whilst police were still trying to assign the incident, a linked call had come through stating the male had returned. This CAD was then scheduled for an appointment for an officer to attend and debrief the male the next day. The time of arrival on the CAD is for when the officer attends the appointment.

CAD 12151/31OCT - TOO 21:56 - S grade (Time 937.14 minutes)

This CAD relates to a police generated incident for an arrest enquiry which was incorrectly graded. The male was arrested on a linked CAD and the time of arrival place on this CAD was for when the male was arrested. The male was wanted on warrant by magistrate's court. The call should have been an E grade rather than an S grade.

CAD 11568/31OCT - TOO 21:18 - S grade (Time 825.49 minutes)

Caller stated that she was concerned for her elderly uncle. Camden had assigned a unit however they were then diverted to an immediate response call. The caller was contacted who stated she wanted to be present when police attended. An appointment was made for the following day and the time of arrival given was when police arrived at the appointment.

Barnet Police Numbers

Question No: 2014/4366

[Andrew Dismore](#)

As of 30th September 2014, how many full time sworn police officers were there in Barnet; how many special constables; how many PCSOs; how many sergeants; how many non PCSO civilian staff were there; what were the comparable figures for 1st May 2010, and 30th September 2013; and what do you expect the figures to be on 1st May 2015?

[The Mayor](#)

This information is available on the datastore and can be accessed via the following website:

<http://data.london.gov.uk/dataset/metropolitan-police-service-recorded-crime-figures-and-associated-data>

Camden Police Numbers

Question No: 2014/4367

[Andrew Dismore](#)

As of 30th September 2014, how many full time sworn police officers were there in Camden; how many special constables; how many PCSOs; how many sergeants; how many non PCSO civilian staff were there; what were the comparable figures for 1st May 2010, and 30th September 2013; and what do you expect the figures to be on 1st May 2015?

[The Mayor](#)

This information is available on the datastore and can be accessed via the following website:
<http://data.london.gov.uk/dataset/metropolitan-police-service-recorded-crime-figures-and-associated-data>

Appointment cars Barnet

Question No: 2014/4368

[Andrew Dismore](#)

How many visits from officers in appointment cars in Barnet were made in October 2014

[The Mayor](#)

791 appointments were made in October 2014.

Appointment cars Camden

Question No: 2014/4369

[Andrew Dismore](#)

How many visits from officers in appointment cars in Camden were made in October 2014

[The Mayor](#)

717 appointments were made in October 2014.

Stop and search 1

Question No: 2014/4370

[Andrew Dismore](#)

further to Question No: 2014/3786

Of the stops and searches carried out in Camden in each of the last three months, a) how many and what percentage resulted in an arrest due to a reaction on the part of the stopped person to the stop and search itself; and b) how many and what percentage resulted in an arrest due to something suspicious being found in the stopped person's possession?

your response being

"The data and recording method of stops and searches follows Home Office guidelines. This does not allow for the identification of specific occasions when an arrest relates to the conduct of the person stopped, brought about by the search itself.

I can confirm that over the preceding three months, 96 per cent (230) of stop and search arrests in Camden related to the possession of the following articles: weapons, drugs, stolen property, or articles concerned in theft or criminal damage."

Would it not be a good idea to record how often the arrest was due to the stop itself, and not due to anything found on the person searched; and how many stops did not result in any arrest?

[The Mayor](#)

The data placed in the public domain every month identifies the reason for arrest following stop and search, and where this reason differs from the reason for the search.

The number of arrests for reasons other than being in possession of items that are illegal, or connected to theft or criminal damage, is very small. Further, stop and search forms undergo closer monitoring by supervising officers, and local stop and search community monitoring groups conduct dip sampling of the forms. In my view these processes provide an adequate safeguard but I keep this matter under constant review.

Stop and search Camden

Question No: 2014/4371

[Andrew Dismore](#)

How many stops and searches have been conducted in Camden borough in the last month; and how many did not result in an arrest?

[The Mayor](#)

There were 505 stops and searches conducted in Camden in the month from 11 October to 10 November. Camden borough is achieving the 20% arrest rate target, meaning that 409 stops and searches did not result in an arrest.

Stop and search Barnet

Question No: 2014/4372

[Andrew Dismore](#)

How many stops and searches have been conducted in Barnet borough in the last month; and how many did not result in an arrest?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 08 December 2014

There were 248 stops and searches conducted in Barnet in the month from 11 October to 10 November. Barnet borough is achieving in excess of the 20% arrest rate target. 176 stops and searches did not result in an arrest.

Tasers 1

Question No: 2014/4373

[Andrew Dismore](#)

On how many occasions in October 2014 in Barnet have tasers a) been drawn and b) been fired at a suspect?

[The Mayor](#)

In October 2014, Taser has been Drawn on 2 separate occasions and Fired at a suspect on one occasion in Barnet.

Tasers 2

Question No: 2014/4374

[Andrew Dismore](#)

On how many occasions in October 2014 in Camden have tasers a) been drawn and b) been fired at a suspect?

[The Mayor](#)

During October 2014 there were no recorded uses of Tasers.

Crime Statistics for Barnet; 1

Question No: 2014/4375

[Andrew Dismore](#)

Comparing the current rolling 12 month performance with that of a year ago, how many Burglary (total) Offences were there in Barnet in that year, and are there in the rolling year now?

[The Mayor](#)

This information is published on MOPAC's crime dashboard:

<https://www.london.gov.uk/priorities/policing-crime/data-information/crime-dashboard>

Crime Statistics for Barnet (2)

Question No: 2014/4376

[Andrew Dismore](#)

Comparing the current rolling 12 month performance with that of a year ago, how many Criminal Damage Offences were there in Barnet in that year, and are there in the rolling year now?

[The Mayor](#)

This information is published on MOPAC's crime dashboard:

<https://www.london.gov.uk/priorities/policing-crime/data-information/crime-dashboard>

Crime Statistics for Barnet (3)

Question No: 2014/4377

Andrew Dismore

Comparing the current rolling 12 month performance with that of a year ago, how many Domestic Violence Offences were there in Barnet in that year, and are there in the rolling year now?

The Mayor

Please find below a table of recorded crime for Barnet borough. MOPAC does not set any specific targets on Domestic Violence. Domestic Violence has historically been significantly under reported.

MOPAC is keen to see increased reporting across all forms of Violence against Women and Girls. Please be aware that increased reporting of domestic offences may reflect increased confidence in reporting, rather than an increase in incidents.

NOV -OCT	2012/13	2013/14	% change	MPS % change
Barnet				
Domestic Abuse	1,453	1,950	34.2%	20.8%
Total Notifiable Offences (TNOs)	23,701	23,015	-2.9%	-4.1%

Crime Statistics for Barnet (4)

Question No: 2014/4378

Andrew Dismore

Comparing the current rolling 12 month performance with that of a year ago, how many Robbery Offences were there in Barnet in that year, and are there in the rolling year now?

The Mayor

This information is published on MOPAC's crime dashboard:

<https://www.london.gov.uk/priorities/policing-crime/data-information/crime-dashboard>.

Crime Statistics for Barnet (5)

Question No: 2014/4379

[Andrew Dismore](#)

Comparing the current rolling 12 month performance with that of a year ago, how many Theft from MV Offences were there in Barnet in that year, and are there in the rolling year now?

[The Mayor](#)

This information is published on MOPAC's crime dashboard:

<https://www.london.gov.uk/priorities/policing-crime/data-information/crime-dashboard>

Crime Statistics for Barnet (6)

Question No: 2014/4380

[Andrew Dismore](#)

Comparing the current rolling 12 month performance with that of a year ago, how many Theft/Taking Of MV Offences were there in Barnet in that year, and are there in the rolling year now?

[The Mayor](#)

This information is published on MOPAC's crime dashboard:

<https://www.london.gov.uk/priorities/policing-crime/data-information/crime-dashboard>

Crime Statistics for Barnet (7)

Question No: 2014/4381

[Andrew Dismore](#)

Comparing the current rolling 12 month performance with that of a year ago, how many Violence With Injury Offences were there in Barnet in that year, and are there in the rolling year now?

[The Mayor](#)

This information is published on MOPAC's crime dashboard:

<https://www.london.gov.uk/priorities/policing-crime/data-information/crime-dashboard>

Crime statistics for Barnet (8)

Question No: 2014/4382

[Andrew Dismore](#)

In Barnet, for the calendar year to date, what percentage of burglaries resulted in an arrest; and what percentage in the charging of a suspect; how many burglaries were there in absolute numbers and what do those percentages of arrests and charges represent in absolute numbers?

[The Mayor](#)

Please find below a table detailing offences recorded between the 1 January 2014 and 31 October 2014 for the calendar period to date.

Please be aware not all burglary offences will result in an arrest or charge, the MPS may use a number of other methods which they have at their disposal including cautions, penalty charges and warnings which are not reflected in the figures provided.

Barnet	
	Burglary
Percentage of offences with at least one arrest	7%
Percentage of offences detected by event clear up of Charge	3%
Total Number of Offences	2938
number of offences with at least one arrest	195
Number of offences detected by event clear up charge	90

The Sanction Detection rate for burglary in Barnet based on the calendar year to date is currently 7 per cent.

Crime statistics for Barnet (9)

Question No: 2014/4383

[Andrew Dismore](#)

In Barnet, for the calendar year to date, how many burglary suspects have been tried in court; how many have been convicted; and expressed as a percentage of those charged, what percentage have been convicted?

[The Mayor](#)

Please find below the number of people who have been proceeded against for the calendar period between 1 January 2014 and 31 October 2014.

Please be aware some be aware some individuals proceeded against in this period will have committed their offence before 1 January 2014.

The MPS are unable to provide conviction data in the form requested without an extremely lengthy process of manually searching thousands of records.

Barnet	People Proceeded Against by Proceeded Date (01/01/2014 - 31/10/2014)
Burglary	143

Crime statistics for Barnet (10)

Question No: 2014/4384

[Andrew Dismore](#)

In Barnet, for the calendar year to date, what percentage of criminal damage offences resulted in an arrest; and what percentage in the charging of a suspect; how many burglaries were there in absolute numbers and what do those percentages of arrests and charges represent in absolute numbers?

[The Mayor](#)

Please find below a table detailing offences recorded between the 1 January 2014 and 31 October 2014 for the calendar period to date.

Please be aware not all criminal damage offences will result in an arrest or charge, the MPS may use a number of other methods which they have at their disposal including cautions, penalty charges and warnings which are not reflected in the figures provided.

The Sanction Detection rate for criminal damage in Barnet based on the calendar period to date is currently 13 per cent.

Barnet	
	Criminal Damage
Percentage of offences with at least one arrest	17%
Percentage of offences detected by event clear up of Charge	7%
Total Number of Offences	1745
number of offences with at least one arrest	304
Number of offences detected by event clear up charge	123

Crime statistics for Barnet (11)

Question No: 2014/4385

[Andrew Dismore](#)

In Barnet, for the calendar year to date, how many criminal damage suspects have been tried in court; how many have been convicted; and expressed as a percentage of those charged, what percentage have been convicted?

[The Mayor](#)

Please find below the number of people who have been proceeded against for the calendar period between 1 January 2014 and 31 October 2014.

Please be aware some be aware some individuals proceeded against in this period will have committed their offence before 1 January 2014.

The MPS are unable to provide conviction data in the form requested without an extremely lengthy process of manually searching thousands of records.

Barnet	People Proceeded Against by Proceeded Date (01/01/2014 - 31/10/2014)
Criminal Damage	125

Crime statistics for Barnet (12)

Question No: 2014/4386

[Andrew Dismore](#)

In Barnet, for the calendar year to date, what percentage of robbery offences resulted in an arrest; and what percentage in the charging of a suspect; how many burglaries were there in absolute numbers and what do those percentages of arrests and charges represent in absolute numbers?

[The Mayor](#)

Please find below a table detailing offences recorded between the 1 January 2014 and 31 October 2014 for the calendar period to date.

Please be aware not all robbery offences will result in an arrest or charge, the MPS may use a number of other methods which they have at their disposal including cautions, penalty charges and warnings which are not reflected in the figures provided.

The Sanction Detection rate for robbery in Barnet based on the calendar period to date is currently 18%.

Barnet	
	Robbery
Percentage of offences with at least one arrest	21%
Percentage of offences detected by event clear up of Charge	14%
Total Number of Offences	462
number of offences with at least one arrest	96
Number of offences detected by event clear up charge	63

Crime statistics for Barnet (13)

Question No: 2014/4387

[Andrew Dismore](#)

In Barnet, for the calendar year to date, how many robbery suspects have been tried in court; how many have been convicted; and expressed as a percentage of those charged, what percentage have been convicted?

[The Mayor](#)

Please find below the number of people who have been proceeded against for the calendar period between 1 January 2014 and 31 October 2014.

Please be aware some be aware some individuals proceeded against in this period will have committed their offence before 1 January 2014.

The MPS are unable to provide conviction data in the form requested without an extremely lengthy process of manually searching thousands of records.

Barnet	People Proceeded Against by Proceeded Date (01/01/2014 - 31/10/2014)
Robbery	105

Crime statistics for Barnet (14)

Question No: 2014/4388

[Andrew Dismore](#)

In Barnet, for the calendar year to date, what percentage of theft from motor vehicle offences resulted in an arrest; and what percentage in the charging of a suspect; how many burglaries were there in absolute numbers and what do those percentages of arrests and charges represent in absolute numbers?

[The Mayor](#)

Please find below a table detailing offences recorded between the 1 January 2014 and 31 October 2014 for the calendar period to date.

Please be aware not all theft from motor vehicle offences will result in an arrest or charge, the MPS may use a number of other methods which they have at their disposal including cautions, penalty charges and warnings which are not reflected in the figures provided.

The Sanction Detection rate for theft from motor vehicles in Barnet based on the calendar period to date is currently 2%.

Barnet	
	Theft from M/V
Percentage of offences with at least one arrest	3%
Percentage of offences detected by event clear up of Charge	2%
Total Number of Offences	1874
number of offences with at least one arrest	49
Number of offences detected by event clear up charge	31

Crime statistics for Barnet (15)

Question No: 2014/4389

[Andrew Dismore](#)

In Barnet, for the calendar year to date, how many theft from motor vehicle suspects have been tried in court; how many have been convicted; and expressed as a percentage of those charged, what percentage have been convicted?

[The Mayor](#)

Please find below the number of people who have been proceeded against for the calendar period between 1 January 2014 and 31 October 2014.

Please be aware some be aware some individuals proceeded against in this period will have committed their offence before 1 January 2014.

The MPS are unable to provide conviction data in the form requested without an extremely lengthy process of manually searching thousands of records.

Barnet	People Proceeded Against by Proceeded Date (01/01/2014 - 31/10/2014)
Theft from MV	39

Crime statistics for Barnet (16)

Question No: 2014/4390

[Andrew Dismore](#)

In Barnet, for the calendar year to date, what percentage of theft of motor vehicle offences resulted in an arrest; and what percentage in the charging of a suspect; how many burglaries were there in absolute numbers and what do those percentages of arrests and charges represent in absolute numbers?

[The Mayor](#)

Please find below a table detailing offences recorded between the 1 January 2014 and 31 October 2014 for the calendar period to date.

Please be aware not all theft of motor vehicle offences will result in an arrest or charge, the MPS may use a number of other methods which they have at their disposal including cautions, penalty charges and warnings which are not reflected in the figures provided.

The Sanction Detection rate for theft of motor vehicle offences in Barnet based on the calendar year to date is currently 6%.

Barnet	
	Theft of M/V
Percentage of offences with at least one arrest	12%
Percentage of offences detected by event clear up of Charge	6%
Total Number of Offences	594
number of offences with at least one arrest	72
Number of offences detected by event clear up charge	33

Crime statistics for Barnet (17)

Question No: 2014/4391

[Andrew Dismore](#)

In Barnet, for the calendar year to date, how many theft of motor vehicle suspects have been tried in court; how many have been convicted; and expressed as a percentage of those charged, what percentage have been convicted?

[The Mayor](#)

Please find below the number of people who have been proceeded against for the calendar period between 1 January 2014 and 31 October 2014.

Please be aware some be aware some individuals proceeded against in this period will have committed their offence before 1 January 2014.

The MPS are unable to provide conviction data in the form requested without an extremely lengthy process of manually searching thousands of records.

Barnet	People Proceeded Against by Proceeded Date (01/01/2014 - 31/10/2014)
Theft of MV	31

Crime statistics for Barnet (18)

Question No: 2014/4392

[Andrew Dismore](#)

In Barnet, for the calendar year to date, what percentage of violence with injury offences resulted in an arrest; and what percentage in the charging of a suspect; how many burglaries were there in absolute numbers and what do those percentages of arrests and charges represent in absolute numbers?

[The Mayor](#)

Please find below a table detailing offences recorded between the 1 January 2014 and 31 October 2014 for the calendar period to date.

Please be aware not all violence with injury offences will result in an arrest or charge, the MPS may use a number of other methods which they have at their disposal including cautions, penalty charges and warnings which are not reflected in the figures provided.

The Sanction Detection rate for violence with injury in Barnet based on the calendar period to date is currently 35%.

Barnet	
	VWI
Percentage of offences with at least one arrest	55%
Percentage of offences detected by event clear up of Charge	22%
Total Number of Offences	1664
number of offences with at least one arrest	921
Number of offences detected by event clear up charge	370

Crime statistics for Barnet (19)

Question No: 2014/4393

[Andrew Dismore](#)

In Barnet, for the calendar year to date, how many violence with injury suspects have been tried in court; how many have been convicted; and expressed as a percentage of those charged, what percentage have been convicted?

[The Mayor](#)

Please find below the number of people who have been proceeded against for the calendar period between 1 January 2014 and 31 October 2014.

Please be aware some be aware some individuals proceeded against in this period will have committed their offence before 1 January 2014.

The MPS are unable to provide conviction data in the form requested without an extremely lengthy process of manually searching thousands of records.

Barnet	People Proceeded Against by Proceeded Date (01/01/2014 - 31/10/2014)
VWI	416

crime statistics for Barnet (20)

Question No: 2014/4394

[Andrew Dismore](#)

In Barnet, for the calendar year to date, what percentage of theft from person offences resulted in an arrest; and what percentage in the charging of a suspect; how many burglaries were there in absolute numbers and what do those percentages of arrests and charges represent in absolute numbers?

[The Mayor](#)

Please find below a table detailing offences recorded between the 1 January 2014 and 31 October 2014 for the calendar period to date.

Please be aware not all theft from the person offences will result in an arrest or charge, the MPS may use a number of other methods which they have at their disposal including cautions, penalty charges and warnings which are not reflected in the figures provided.

The Sanction Detection rate for theft from the person in Barnet based on the calendar period to date is currently 3%.

Barnet	Theft from person
Percentage of offences with at least one arrest	2%
Percentage of offences detected by event clear up of Charge	1%
Total Number of Offences	472
number of offences with at least one arrest	11
Number of offences detected by event clear up charge	6

Crime statistics for Barnet (21)

Question No: 2014/4395

[Andrew Dismore](#)

In Barnet, for the calendar year to date, how many theft from person suspects have been tried in court; how many have been convicted; and expressed as a percentage of those charged, what percentage have been convicted?

[The Mayor](#)

Please find below the number of people who have been proceeded against for the calendar period between 1 January 2014 and 31 October 2014.

Please be aware some be aware some individuals proceeded against in this period will have committed their offence before 1 January 2014.

The MPS are unable to provide conviction data in the form requested without an extremely lengthy process of manually searching thousands of records.

Barnet	People Proceeded Against by Proceeded Date (01/01/2014 - 31/10/2014)
Theft from the person	13

Crime statistics for Barnet (22)

Question No: 2014/4396

[Andrew Dismore](#)

In Barnet, for the calendar year to date, what percentage of 'MOPAC 7' offences resulted in an arrest; and what percentage in the charging of a suspect; how many burglaries were there in absolute numbers and what do those percentages of arrests and charges represent in absolute numbers?

[The Mayor](#)

Please find below a table detailing offences recorded between the 1 January 2014 and 31 October 2014 for the calendar period to date.

Please be aware not all MOPAC 7 offences will result in an arrest or charge, the MPS may use a number of other methods which they have at their disposal including cautions, penalty charges and warnings which are not reflected in the figures provided.

The Sanction Detection rate for MOPAC 7 in Barnet based on the calendar period to date is currently 12%.

Barnet	Total MOPAC 7
Percentage of offences with at least one arrest	17%
Percentage of offences detected by event clear up of Charge	7%
Total Number of Offences	9749
number of offences with at least one arrest	1648
Number of offences detected by event clear up charge	716

Crime statistics for Barnet (23)

Question No: 2014/4397

[Andrew Dismore](#)

In Barnet, for the calendar year to date, how many 'MOPAC 7' suspects have been tried in court; how many have been convicted; and expressed as a percentage of those charged, what percentage have been convicted?

[The Mayor](#)

Please find below the number of people who have been proceeded against for the calendar period between 1 January 2014 and 31 October 2014.

Please be aware some be aware some individuals proceeded against in this period will have committed their offence before 1 January 2014.

The MPS are unable to provide conviction data in the form requested without an extremely lengthy process of manually searching thousands of records.

Barnet	People Proceeded Against by Proceeded Date (01/01/2014 - 31/10/2014)
MOPAC 7	872

Crime statistics for Barnet (24)

Question No: 2014/4398

[Andrew Dismore](#)

In Barnet, for the calendar year to date, what percentage of non- 'MOPAC 7' offences resulted in an arrest; and what percentage in the charging of a suspect; how many burglaries were there in absolute numbers and what do those percentages of arrests and charges represent in absolute numbers?

[The Mayor](#)

Please find below a table detailing offences recorded between the 1 January 2014 and 31 October 2014 for the calendar period to date.

Please be aware not all non-MOPAC 7 offences will result in an arrest or charge, the MPS may use a number of other methods which they have at their disposal including cautions, penalty charges and warnings which are not reflected in the figures provided.

The Sanction Detection rate for non-MOPAC 7 in Barnet based on the calendar year to date is currently 26%.

Barnet	
	Total Non MOPAC 7
Percentage of offences with at least one arrest	26%
Percentage of offences detected by event clear up of Charge	14%
Total Number of Offences	9294
number of offences with at least one arrest	2429
Number of offences detected by event clear up charge	1257

Crime statistics for Barnet (25)

Question No: 2014/4399

[Andrew Dismore](#)

In Barnet, for the calendar year to date, how many non- 'MOPAC 7' suspects have been tried in court; how many have been convicted; and expressed as a percentage of those charged, what percentage have been convicted?

[The Mayor](#)

Please find below the number of people who have been proceeded against for the calendar period between 1 January 2014 and 31 October 2014.

Please be aware some be aware some individuals proceeded against in this period will have committed their offence before 1 January 2014.

The MPS are unable to provide conviction data in the form requested without an extremely lengthy process of manually searching thousands of records.

Barnet	People Proceeded Against by Proceeded Date (01/01/2014 - 31/10/2014)
Non-MOPAC 7	1318

Crime statistics for Barnet (26)

Question No: 2014/4400

[Andrew Dismore](#)

In Barnet, for the calendar year to date, what percentage and number of offences were 'MOPAC 7' offences; and what percentage and number were other non- 'MOPAC 7' crimes?

[The Mayor](#)

Please find below a table containing the information requested

	(Barnet)
Total No of MOPAC 7 Offences	9749
Total No of non MOPAC 7 Offences	9294
Grand Total TNO	19043
Percentage MOPAC 7 Offences	51%
Percentage Non-MOPAC 7 Offences	49%

Crime statistics for Barnet (27)

Question No: 2014/4401

Andrew Dismore

In Barnet for the rolling 12 months to date, what is the overall level of crime?

The Mayor

Please find the requested information below

NOV -OCT	2012/13	2013/14	% change	MPS % change
Barnet				
Total Notifiable Offences (TNOs)	23,701	23,015	-2.9%	-4.1%

Crime statistics for Barnet (28)

Question No: 2014/4402

Andrew Dismore

In Barnet for the rolling 12 months to date, what is the sanctioned detection rate?

The Mayor

The Sanction Detection rate for Barnet for the rolling year (November 2013–October 2014) is 19% for Total Notified Offences (TNO).

Crime Statistics for Camden

Question No: 2014/4403

Andrew Dismore

Comparing the current rolling 12 month performance with that of a year ago, how many Burglary (total) Offences were there in Camden in that year, and are there in the rolling year now?

The Mayor

This information is published on MOPAC's crime dashboard:

<https://www.london.gov.uk/priorities/policing-crime/data-information/crime-dashboard>

Crime Statistics for Camden (2)

Question No: 2014/4404

[Andrew Dismore](#)

Comparing the current rolling 12 month performance with that of a year ago, how many Criminal Damage Offences were there in Camden in that year, and are there in the rolling year now?

[The Mayor](#)

This information is published on MOPAC's crime dashboard:

<https://www.london.gov.uk/priorities/policing-crime/data-information/crime-dashboard>

Crime Statistics for Camden (3)

Question No: 2014/4405

[Andrew Dismore](#)

Comparing the current rolling 12 month performance with that of a year ago, how many Domestic Violence Offences were there in Camden in that year, and are there in the rolling year now?

[The Mayor](#)

Please find below a table of recorded crime for Camden borough. MOPAC does not set any specific targets on Domestic Violence. Domestic Violence has historically been significantly under reported.

MOPAC is keen to see increased reporting across all forms of Violence against Women and Girls. Please be aware that increased reporting of domestic offences may reflect increased confidence, rather than an increase in incidents.

NOV -OCT	2012/13	2013/14	% change	MPS % change
Camden				
Domestic Abuse	1,145	1,305	14.0%	20.8%
Total Notifiable Offences (TNOs)	30,597	27,005	-11.7%	-4.1%

Crime Statistics for Camden (4)

Question No: 2014/4406

[Andrew Dismore](#)

Comparing the current rolling 12 month performance with that of a year ago, how many Robbery Offences were there in Camden in that year and are there in the rolling year now?

[The Mayor](#)

This information is published on MOPAC's crime dashboard:

<https://www.london.gov.uk/priorities/policing-crime/data-information/crime-dashboard>

Crime Statistics for Camden (5)

Question No: 2014/4407

[Andrew Dismore](#)

Comparing the current rolling 12 month performance with that of a year ago, how many Theft From MV Offences were there in Camden in that year, and are there in the rolling year now?

[The Mayor](#)

This information is published on MOPAC's crime dashboard:

<https://www.london.gov.uk/priorities/policing-crime/data-information/crime-dashboard>

Crime Statistics for Camden (6)

Question No: 2014/4408

[Andrew Dismore](#)

Comparing the current rolling 12 month performance with that of a year ago, how many Theft/Taking Of MV Offences were there in Camden in that year, and are there in the rolling year now?

[The Mayor](#)

This information is published on MOPAC's crime dashboard:

<https://www.london.gov.uk/priorities/policing-crime/data-information/crime-dashboard>

Crime Statistics for Camden (7)

Question No: 2014/4409

[Andrew Dismore](#)

Comparing the current rolling 12 month performance with that of a year ago, how many Violence With Injury Offences were there in Camden in that year, and are there in the rolling year now?

[The Mayor](#)

This information is published on MOPAC's crime dashboard:

<https://www.london.gov.uk/priorities/policing-crime/data-information/crime-dashboard>

Crime statistics for Camden 8

Question No: 2014/4410

[Andrew Dismore](#)

In Camden for the calendar year to date, what percentage of burglaries resulted in an arrest; and what percentage in the charging of a suspect; how many burglaries were there in absolute numbers and what do those percentages of arrests and charges represent in absolute numbers?

[The Mayor](#)

Please find below a table detailing offences recorded between the 1 January 2014 and 31 October 2014 for the calendar period to date.

Please be aware not all burglary offences will result in an arrest or charge, the MPS may use a number of other methods which they have at their disposal including cautions, penalty charges and warnings which are not reflected in the figures provided.

The Sanction Detection rate for burglary in Camden based on the calendar period to date is currently 10%.

Camden	
	Burglary
Percentage of offences with at least one arrest	8%
Percentage of offences detected by event clear up of Charge	6%
Total Number of Offences	2445
number of offences with at least one arrest	201
Number of offences detected by event clear up charge	144

Crime statistics for Camden 9

Question No: 2014/4411

[Andrew Dismore](#)

In Camden for the calendar year to date, how many burglary suspects have been tried in court; how many have been convicted; and expressed as a percentage of those charged, what percentage have been convicted?

[The Mayor](#)

Please find below the number of people who have been proceeded against for the calendar period between 1 January 2014 and 31 October 2014.

Please be aware some be aware some individuals proceeded against in this period will have committed their offence before 1 January 2014.

The MPS are unable to provide conviction data in the form requested without an extremely lengthy process of manually searching thousands of records.

Camden	People Proceeded Against by Proceeded Date (01/01/2014 - 31/10/2014)
Burglary	202

Crime statistics for Camden 10

crime statistics for Camden 10

Question No: 2014/4412

[Andrew Dismore](#)

In Camden, for the calendar year to date, what percentage of criminal damage offences resulted in an arrest; and what percentage in the charging of a suspect; how many burglaries were there in absolute numbers and what do those percentages of arrests and charges represent in absolute numbers?

[The Mayor](#)

Please find below a table detailing offences recorded between the 1 January 2014 and 31 October 2014 for the calendar period to date.

Please be aware not all criminal damage offences will result in an arrest or charge, the MPS may use a number of other methods which they have at their disposal including cautions, penalty charges and warnings which are not reflected in the figures provided.

The Sanction Detection rate for criminal damage in Camden based on the calendar period to date is currently 16%.

Camden	
	Criminal Damage
Percentage of offences with at least one arrest	20%
Percentage of offences detected by event clear up of Charge	9%
Total Number of Offences	1370
number of offences with at least one arrest	268
Number of offences detected by event clear up charge	119

Crime statistics for Camden 11

crime statistics for Camden 11

Question No: 2014/4413

[Andrew Dismore](#)

In Camden, for the calendar year to date, how many criminal damage suspects have been tried in court; how many have been convicted; and expressed as a percentage of those charged, what percentage have been convicted?

[The Mayor](#)

Please find below the number of people who have been proceeded against for the calendar period between 1 January 2014 and 31 October 2014.

Please be aware some be aware some individuals proceeded against in this period will have committed their offence before 1 January 2014.

The MPS are unable to provide conviction data in the form requested without an extremely lengthy process of manually searching thousands of records.

Camden	People Proceeded Against by Proceeded Date (01/01/2014 - 31/10/2014)
Criminal Damage	126

Crime statistics for Camden 12

crime statistics for Camden 12

Question No: 2014/4414

[Andrew Dismore](#)

In Camden for the calendar year to date, what percentage of robbery offences resulted in an arrest; and what percentage in the charging of a suspect; how many burglaries were there in absolute numbers and what do those percentages of arrests and charges represent in absolute numbers?

[The Mayor](#)

Please find below a table detailing offences recorded between the 1 January 2014 and 31 October 2014 for the calendar period to date.

Please be aware not all robbery offences will result in an arrest or charge, the MPS may use a number of other methods which they have at their disposal including cautions, penalty charges and warnings which are not reflected in the figures provided.

The Sanction Detection rate for robbery in Camden based on the calendar period to date is currently 14%.

Camden	
	Robbery
Percentage of offences with at least one arrest	20%
Percentage of offences detected by event clear up of Charge	12%
Total Number of Offences	727
number of offences with at least one arrest	146
Number of offences detected by event clear up charge	87

Crime statistics for Camden 13

crime statistics for Camden 13

Question No: 2014/4415

[Andrew Dismore](#)

In Camden for the calendar year to date, how many robbery suspects have been tried in court; how many have been convicted; and expressed as a percentage of those charged, what percentage have been convicted?

[The Mayor](#)

Please find below the number of people who have been proceeded against for the calendar period between 1 January 2014 and 31 October 2014.

Please be aware some be aware some individuals proceeded against in this period will have committed their offence before 1 January 2014.

The MPS are unable to provide conviction data in the form requested without an extremely lengthy process of manually searching thousands of records.

Camden	People Proceeded Against by Proceeded Date (01/01/2014 - 31/10/2014)
Robbery	152

Crime statistics for Camden 14

crime statistics for Camden 14

Question No: 2014/4416

[Andrew Dismore](#)

In Camden, for the calendar year to date, what percentage of theft from motor vehicle offences resulted in an arrest; and what percentage in the charging of a suspect; how many burglaries were there in absolute numbers and what do those percentages of arrests and charges represent in absolute numbers?

[The Mayor](#)

Please find below a table detailing offences recorded between the 1 January 2014 and 31 October 2014 for the calendar period to date.

Please be aware not all theft from motor vehicle offences will result in an arrest or charge, the MPS may use a number of other methods which they have at their disposal including cautions, penalty charges and warnings which are not reflected in the figures provided.

The Sanction Detection rate for theft from motor vehicles in Camden based on the calendar year to date is currently 3%.

Camden	
	Theft from M/V
Percentage of offences with at least one arrest	3%
Percentage of offences detected by event clear up of Charge	2%
Total Number of Offences	1470
number of offences with at least one arrest	46
Number of offences detected by event clear up charge	31

Crime statistics for Camden 15

crime statistics for Camden 15

Question No: 2014/4417

[Andrew Dismore](#)

In Camden, for the calendar year to date, how many theft from motor vehicle suspects have been tried in court; how many have been convicted; and expressed as a percentage of those charged, what percentage have been convicted?

[The Mayor](#)

Please find below the number of people who have been proceeded against for the calendar period between 1 January 2014 and 31 October 2014.

Please be aware some be aware some individuals proceeded against in this period will have committed their offence before 1 January 2014.

The MPS are unable to provide conviction data in the form requested without an extremely lengthy process of manually searching thousands of records.

Camden	People Proceeded Against by Proceeded Date (01/01/2014 - 31/10/2014)
Theft from motor vehicle	43

Crime statistics for Camden 16

crime statistics for Camden 16

Question No: 2014/4418

[Andrew Dismore](#)

In Camden for the calendar year to date, what percentage of theft of motor vehicle offences resulted in an arrest; and what percentage in the charging of a suspect; how many burglaries were there in absolute numbers and what do those percentages of arrests and charges represent in absolute numbers?

[The Mayor](#)

Please find below a table detailing offences recorded between the 1 January 2014 and 31 October 2014 for the calendar period to date.

Please be aware not all theft of motor vehicle offences will result in an arrest or charge, the MPS may use a number of other methods which they have at their disposal including cautions, penalty charges and warnings which are not reflected in the figures provided.

The Sanction Detection rate for theft of motor vehicles in Camden based on the calendar period to date is currently 7%.

Camden	
	Theft of M/V
Percentage of offences with at least one arrest	11%
Percentage of offences detected by event clear up of Charge	6%
Total Number of Offences	667
number of offences with at least one arrest	75
Number of offences detected by event clear up charge	43

Crime statistics for Camden 17

crime statistics for Camden 17

Question No: 2014/4419

[Andrew Dismore](#)

In Camden for the calendar year to date, how many theft of motor vehicle suspects have been tried in court; how many have been convicted; and expressed as a percentage of those charged, what percentage have been convicted?

[The Mayor](#)

Please find below the number of people who have been proceeded against for the calendar period between 1 January 2014 and 31 October 2014.

Please be aware some be aware some individuals proceeded against in this period will have committed their offence before 1 January 2014.

The MPS are unable to provide conviction data in the form requested without an extremely lengthy process of manually searching thousands of records.

Camden	People Proceeded Against by Proceeded Date (01/01/2014 - 31/10/2014)
Theft/Taking of MV	60

Crime statistics for Camden 18

crime statistics for Camden 18

Question No: 2014/4420

[Andrew Dismore](#)

In Camden for the calendar year to date, what percentage of violence with injury offences resulted in an arrest; and what percentage in the charging of a suspect; how many burglaries were there in absolute numbers and what do those percentages of arrests and charges represent in absolute numbers?

[The Mayor](#)

Please find below a table detailing offences recorded between the 1 January 2014 and 31 October 2014 for the calendar period to date.

Please be aware not all violence with injury offences will result in an arrest or charge, the MPS may use a number of other methods which they have at their disposal including cautions, penalty charges and warnings which are not reflected in the figures provided.

The Sanction Detection rate for violence with injury in Camden based on the calendar period to date is currently 34%.

Camden	
	VWI
Percentage of offences with at least one arrest	50%
Percentage of offences detected by event clear up of Charge	22%
Total Number of Offences	1607
number of offences with at least one arrest	804
Number of offences detected by event clear up charge	357

Crime statistics for Camden 19

crime statistics for Camden 19

Question No: 2014/4421

[Andrew Dismore](#)

In Camden for the calendar year to date, how many violence with injury suspects have been tried in court; how many have been convicted; and expressed as a percentage of those charged, what percentage have been convicted?

[The Mayor](#)

Please find below the number of people who have been proceeded against for the calendar period between 1 January 2014 and 31 October 2014.

Please be aware some be aware some individuals proceeded against in this period will have committed their offence before 1 January 2014.

The MPS are unable to provide conviction data in the form requested without an extremely lengthy process of manually searching thousands of records.

Camden	People Proceeded Against by Proceeded Date (01/01/2014 - 31/10/2014)
VWI	388

Crime statistics for Camden 20

crime statistics for Camden 20

Question No: 2014/4422

[Andrew Dismore](#)

In Camden for the calendar year to date, what percentage of theft from person offences resulted in an arrest; and what percentage in the charging of a suspect; how many burglaries were there in absolute numbers and what do those percentages of arrests and charges represent in absolute numbers?

[The Mayor](#)

Please find below a table detailing offences recorded between the 1 January 2014 and 31 October 2014 for the calendar period to date.

Please be aware not all theft from the person offences will result in an arrest or charge, the MPS may use a number of other methods which they have at their disposal including cautions, penalty charges and warnings which are not reflected in the figures provided.

The Sanction Detection rate for theft from the person in Camden based on the calendar period to date is currently 3%.

Camden	
	Theft from person
Percentage of offences with at least one arrest	4%
Percentage of offences detected by event clear up of Charge	2%
Total Number of Offences	1873
number of offences with at least one arrest	67
Number of offences detected by event clear up charge	43

Crime statistics for Camden 21

crime statistics for Camden 21

Question No: 2014/4423

[Andrew Dismore](#)

In Camden for the calendar year to date, how many theft from person suspects have been tried in court; how many have been convicted; and expressed as a percentage of those charged, what percentage have been convicted?

[The Mayor](#)

Please find below the number of people who have been proceeded against for the calendar period between 1 January 2014 and 31 October 2014.

Please be aware some be aware some individuals proceeded against in this period will have committed their offence before 1 January 2014.

The MPS are unable to provide conviction data in the form requested without an extremely lengthy process of manually searching thousands of records.

Camden	People Proceeded Against by Proceeded Date (01/01/2014 - 31/10/2014)
Theft from the person	53

Crime statistics for Camden 22

crime statistics for Camden 22

Question No: 2014/4424

[Andrew Dismore](#)

In Camden for the calendar year to date, what percentage of 'MOPAC 7' offences resulted in an arrest; and what percentage in the charging of a suspect; how many burglaries were there in absolute numbers and what do those percentages of arrests and charges represent in absolute numbers?

[The Mayor](#)

Please find below a table detailing offences recorded between the 1 January 2014 and 31 October 2014 for the calendar period to date.

Please be aware not all MOPAC 7 offences will result in an arrest or charge, the MPS may use a number of other methods which they have at their disposal including cautions, penalty charges and warnings which are not reflected in the figures provided.

The Sanction Detection rate for MOPAC 7 in Camden based on the calendar period to date is currently 13%.

Camden	
	Total MOPAC 7
Percentage of offences with at least one arrest	16%
Percentage of offences detected by event clear up of Charge	8%
Total Number of Offences	10159
number of offences with at least one arrest	1607
Number of offences detected by event clear up charge	824

Crime statistics for Camden 23

crime statistics for Camden 23

Question No: 2014/4425

[Andrew Dismore](#)

In Camden for the calendar year to date, how many 'MOPAC 7' suspects have been tried in court; how many have been convicted; and expressed as a percentage of those charged, what percentage have been convicted?

[The Mayor](#)

Please find below the number of people who have been proceeded against for the calendar period between 1 January 2014 and 31 October 2014.

Please be aware some be aware some individuals proceeded against in this period will have committed their offence before 1 January 2014.

The MPS are unable to provide conviction data in the form requested without an extremely lengthy process of manually searching thousands of records.

Camden	People Proceeded Against by Proceeded Date (01/01/2014 - 31/10/2014)
MOPAC 7	1024

Crime statistics for Camden 24

crime statistics for Camden 24

Question No: 2014/4426

[Andrew Dismore](#)

In Camden for the calendar year to date, what percentage of non- 'MOPAC 7' offences resulted in an arrest; and what percentage in the charging of a suspect; how many burglaries were there in absolute numbers and what do those percentages of arrests and charges represent in absolute numbers?

[The Mayor](#)

Please find below a table detailing offences recorded between the 1 January 2014 and 31 October 2014 for the calendar period to date.

Please be aware not all non-MOPAC 7 offences will result in an arrest or charge, the MPS may use a number of other methods which they have at their disposal including cautions, penalty charges and warnings which are not reflected in the figures provided.

The Sanction Detection rate for non-MOPAC 7 in Camden based on the calendar period to date is currently 21%.

Camden	
	Total Non MOPAC 7
Percentage of offences with at least one arrest	23%
Percentage of offences detected by event clear up of Charge	13%
Total Number of Offences	12648
number of offences with at least one arrest	2935
Number of offences detected by event clear up charge	1645

Crime statistics for Camden 25

crime statistics for Camden 25

Question No: 2014/4427

[Andrew Dismore](#)

In Camden, for the calendar year to date, how many non- 'MOPAC 7' suspects have been tried in court; how many have been convicted; and expressed as a percentage of those charged, what percentage have been convicted?

[The Mayor](#)

Please find below the number of people who have been proceeded against for the calendar period between 1 January 2014 and 31 October 2014.

Please be aware some be aware some individuals proceeded against in this period will have committed their offence before 1 January 2014.

The MPS are unable to provide conviction data in the form requested without an extremely lengthy process of manually searching thousands of records.

Camden	People Proceeded Against by Proceeded Date (01/01/2014 - 31/10/2014)
Non-MOPAC 7	1751

Crime statistics for Camden 26

crime statistics for Camden 26

Question No: 2014/4428

[Andrew Dismore](#)

In Camden for the calendar year to date, what percentage and number of offences were 'MOPAC 7' offences; and what percentage and number were other non- 'MOPAC 7' crimes?

[The Mayor](#)

Please find below a table containing the information requested.

	(Camden)
Total No of MOPAC 7 Offences	10159
Total No of non MOPAC 7 Offences	12648
Grand Total TNO	22807
Percentage MOPAC 7 Offences	45%
Percentage Non-MOPAC 7 Offences	55%

Crime statistics for Camden 27

Question No: 2014/4429

[Andrew Dismore](#)

In Barnet for the rolling 12 months to date, what is the overall level of crime?

[The Mayor](#)

Please find the requested information below

NOV -OCT Camden	2012/13	2013/14	% change	MPS % change
Total Notifiable Offences (TNOs)	30,597	27,005	-11.7%	-4.1%

Crime statistics for Camden 28

Question No: 2014/4430

[Andrew Dismore](#)

In Barnet for the rolling 12 months to date, what is the sanctioned detection rate?

[The Mayor](#)

The Sanction Detection rate for Camden for the rolling 12 months to date (November 2013 to October 2014) is 21% for Total Notifiable Offences (TNO).

Barnet: officer extractions 1

Question No: 2014/4431

[Andrew Dismore](#)

further to Question No: 2014/3773

Further to Question No: 2014/3321 'In Barnet for the last 6 months, on how many occasions have officers been extracted from the borough to support other policing operations elsewhere? 'Your response being 'Officers are drafting a response which will be sent shortly'

Will you now give a substantive reply?.

your response being

Please see my response to MQ 3321 / 2014.

As your response to MQ 3321 / 2014.was the same 'Officers are drafting a response which will be sent shortly' do you ever intend to give a substantive reply and will you now do so?

[The Mayor](#)

Please see my response to MQs 2014/ 3221 and 3773 at:

http://questions.london.gov.uk/QuestionSearch/searchclient/questions/question_277903?findQuestionsByQuestionSequenceId=MQ%203321/%202014

and

http://questions.london.gov.uk/QuestionSearch/searchclient/questions/question_277903.

Barnet: officer extractions 2

Question No: 2014/4432

[Andrew Dismore](#)

Further to Question No: 2014/3774

Further to Question No 2014/3322 'In Barnet for the last 6 months, for how many officer shifts in total have officers been extracted from the borough to support other policing operations elsewhere?'

'Your response being 'Officers are drafting a response which will be sent shortly'

Will you now give a substantive reply?

your response being

Please see my response to MQ 3322/ 2014.

As your response to MQ 3322/ 2014 was the same 'Officers are drafting a response which will be sent shortly' do you ever intend to give a substantive reply and will you now do so?

[The Mayor](#)

Please see my response to MQs 2014 / 3322 and 3774 at:

http://questions.london.gov.uk/QuestionSearch/searchclient/questions/question_277904?findQuestionsByQuestionSequenceId=MQ%203322/%202014

and

http://questions.london.gov.uk/QuestionSearch/searchclient/questions/question_277904.

Camden: officer extractions 1

Question No: 2014/4433

[Andrew Dismore](#)

Further to Question No: 2014/3775

Further to Question No: 2014/3323 in Camden for the last 6 months, on how many occasions have officers been extracted from the borough to support other policing operations elsewhere?

'Your response being 'Officers are drafting a response which will be sent shortly'

Will you now give a substantive reply?

your response being

Please see my response to MQ 3323/ 2014.

As your response to MQ 3323/ 2014 was the same 'Officers are drafting a response which will be sent shortly' do you ever intend to give a substantive reply and will you now do so?

[The Mayor](#)

Please see my response to MQs 2014 / 3323 and 3775 at:

http://questions.london.gov.uk/QuestionSearch/searchclient/questions/question_277905?findQuestionsByQuestionSequenceId=MQ%203323/%202014

and

http://questions.london.gov.uk/QuestionSearch/searchclient/questions/question_277905.

Camden: officer extractions 2

Question No: 2014/4434

[Andrew Dismore](#)

Further to Question No: 2014/3776

Further to Question No: 2014/3324 In Camden for the last 6 months, for how many officer shifts in total have officers been extracted from the borough to support other policing operations elsewhere?

'Your response being 'Officers are drafting a response which will be sent shortly'

Will you now give a substantive reply?.

your response being

Please see my response to MQ 3324/ 2014.

As your response to MQ 3324/ 2014.was the same 'Officers are drafting a response which will be sent shortly' do you ever intend to give a substantive reply and will you now do so?

[The Mayor](#)

Please see my response to MQs 2014 / 3324 and 3376 at:

http://questions.london.gov.uk/QuestionSearch/searchclient/questions/question_277906?findQuestionsByQuestionSequenceId=MQ%203324/%202014

and

http://questions.london.gov.uk/QuestionSearch/searchclient/questions/question_277906.

Review of the local policing model

Question No: 2014/4435

[Andrew Dismore](#)

What progress is being made in the review of the local policing model; and when will the outcome be announced?

[The Mayor](#)

Good progress is being made on the MPS review of the local policing model and the outcomes will be announced following approval by the MPS Management Board. In addition, the MOPAC review will be finalised in the New Year in line with previously announced commitments.

local policing model

Question No: 2014/4436

[Andrew Dismore](#)

The Metropolitan Police Commissioner has been quoted as stating recently, with respect to the local policing model that "I now accept that it isn't working" and "Changes will be made." Do you agree with his analysis and what changes are going to be made, and when?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 08 June 2015

Without a reference for the quotation, I am unable to fully respond to your question.

The Review into the Local Policing Model has now been published and can be found here: <https://www.london.gov.uk/priorities/policing-crime/publications/local-policing-model>

officers of more than 10 years service 1

Question No: 2014/4437

[Andrew Dismore](#)

How many officers of more than 10 years service have left or given notice to leave the Met this year so far; and what were the equivalent figures for the last two years?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 05 December 2014

The number of officers with 10 or more years of experience leaving the Met is provided in the table below.

Note that 2012-13 and 2013-14 are complete financial years. The data for 2014-15 is for leavers up to the 31st October 2014.

	2012-13	2013-2014	2014-15*
Police Officers Leavers with 10+ years service	1,637	1,444	1,007

*All leavers until 31st October 2014.

officers of more than 10 years service 2

Question No: 2014/4438

[Andrew Dismore](#)

What percentage of and how many officers have more than 10 years service; and what were the average figures for the last 2 years?

[The Mayor](#)

18,981 officers have more than 10 years' service as of the end of October 2014. This is 60.6 per cent of all police officers.

The average over the last 2 years is 61 per cent of all police officers, which is approximately 18,500 officers.

Regeneration of Edgware Bus Station

regeneration of Edgware Bus Station

Question No: 2014/4439

[Andrew Dismore](#)

Of what do your proposals for the regeneration of Edgware Bus Station next year consist; on what does the scheme depend; and when will the proposals be the subject of local consultation?

[The Mayor](#)

There is a great opportunity at Edgware to improve the bus station for customers, make bus operations more efficient and generate revenue from improved commercial potential. At present, TfL is at an early stage of considering options and plan to start discussions with London Borough of Barnet early in the New Year. Public consultation, as part of the planning process, should start in the summer of 2015.

A41/ Green Lane Edgware junction

Question No: 2014/4440

[Andrew Dismore](#)

Has TfL completed its assessment of the issues relating to the A41/ Green Lane Edgware junction, regarding the problems facing traffic emerging from Green Lane; if not when will it be completed; and if it is complete, what was the outcome?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 27 January 2015

Please see my response to MQ154 / 2015.

West Hampstead station step free access

Question No: 2014/4441

[Andrew Dismore](#)

West Hampstead station is in need of step free access, but you have decided that it is not a priority for this. What were the reasons for your decision, and what objective criteria did you apply in making your decision?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 08 December 2014

At a time when funding is limited, TfL currently prioritises stations which, if made step-free, could unlock the greatest number of customer journeys or introduce a step-free access route where none currently exists.

West Hampstead is already served by the step-free Thameslink station, linking customers to Tube stations with step-free access and interchange such as St Pancras, Farringdon, City Thameslink, Blackfriars and London Bridge. Tube customers can also access the Jubilee line step-free from nearby Kilburn Tube station, which is accessible by bus 189.

Introducing step-free access to West Hampstead Tube station would be expensive and difficult. The Underground station ticket hall sits on a road bridge above the railway and the station itself is constrained on either side by various properties.

TfL is also proposing a new station building for the London Overground station which will provide step-free access as part of the DfT's Access for All scheme. A planning application will be submitted in late 2014, with work expected to begin in early 2015.

I recently announced a new £75m fund in order to introduce step-free access to even more Tube stations across London. In allocating this fund, TfL is prioritising the affordability of the schemes and the extent to which any third party funding can be agreed. This ensures TfL can introduce step-free access to the greatest number of stations.

pedestrian crossing at the junction of Finchley Lane and the A1

Question No: 2014/4442

[Andrew Dismore](#)

When I previously raised the need for a pedestrian crossing facility at the junction of Finchley Lane and the A1, on Finchley Lane, you said it was matter for Barnet Council. They say that it is a matter for TfL and you, as your responsibility for the junction goes some way up the non TfL side road. Who is right, you or them? And will you now look again at the need for a crossing within 25 metres of the junction which I understand is in your sphere of responsibility?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 27 January 2015

Please see my response to MQ5172 / 2014.

Police advertising campaign

Question No: 2014/4443

[Andrew Dismore](#)

How much has been spent on the recent advertising campaign including the posters on phone boxes about police performance in each borough?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 22 December 2014

In total £562,884 was spent on the recent advertising campaign; this includes production costs and supporting marketing.

Bridge over the A1

Question No: 2014/4444

[Andrew Dismore](#)

further to Question No: 2014/3236:

The roads and land around and over the bridge over the A1 which brings the Southbound A1 traffic in and out of Borehamwood, the first junction north of Stirling Corner belong to a combination of 4 authorities including TfL and as a result no-one is taking any responsibility for the maintenance and repair of the bridge. The footpath has almost disappeared and pedestrians are forced to walk in the road and is being increasingly used by children and adults to access the golf range and youngsters walking to the London Maccabi training ground. The protective fence along the edge of the bridge over the road itself is in disrepair and dangerous. Will you take action to ensure the bridge and path are urgently and properly maintained? your response being:

As you correctly advise, the maintenance arrangements at this particular location are complex with the Highways Agency, Hertsmere Borough Council, London Borough of Barnet and TfL all having elements of responsibility.

The bridge and bridge parapets are TfL's responsibility and have been inspected following your question and TfL confirm that these are safe and in good condition.

The footpath leading from the residential area east of the A1 (off Paddock lane) to the footbridge is solely the responsibility of Hertsmere Borough Council. There is no designated footpath from the footbridge to the golf centre, and this is not a pedestrian movement I would encourage as this is a slip road for a motorway junction. TfL will arrange a meeting with the adjoining highway authorities to confirm maintenance responsibilities in the area and identify how pedestrian provision can be improved.

Further to your response to Q2014/2967 above, could you provide an update on this matter?

your response being

TfL confirms adequate maintenance regimes are in place for the sections which fall under its responsibility. Access changes to the golf club are the responsibility of Hertsmere Borough Council.

I am aware that a meeting was arranged for 16 October between the Highways Agency, Hertsmere Borough Council, the London Borough of Barnet and TfL to identify how pedestrian provisions may be improved in the area. I have asked TfL to provide you with an update on this meeting.

As I have not received the report from TfL you promised will you now provide an update on the meeting on 16th October?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 13 March 2015

A meeting was held on 16 October between the Highways Agency, Hertsmere Borough Council, London Borough of Barnet and TfL to confirm the extent of each authority's boundaries and maintenance responsibilities.

TfL has agreed to fund and construct a new footpath linking the east side of the A1 Rowley Bridge to the adventure park and golf range. This project will be completed in collaboration with the London Borough of Barnet and will address local demands for better walking facilities in this location. The designs are in progress and TfL hopes to consult with the public later in the spring. As previously confirmed, the bridge itself and parapets (protective fence) have been thoroughly checked and are safe and in good condition.

Bridge over the A1

Über

Question No: 2014/4445

[Len Duvall](#)

A constituent of mine has asked me to ask the following: Über is currently banned in a number of countries around the world, yet Über carries on operating in these countries which means that they are not compliant with the law in those countries. Do Über still meet the requirement of a "Fit and Proper Person" to run a Minicab Company here in London with such a blatant disregard [in my constituent's view] of Law and Order. If yes please explain your reasons.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 08 December 2014

TfL is satisfied that Uber London Limited is a fit and proper person to hold a London private hire operator's licence and that it complies with the law as it relates to the operation of the private hire trade in London.

Über 2

Question No: 2014/4446

[Len Duvall](#)

A constituent of mine has asked me to ask the following: "Über is currently advertising on the TFL website could the Mayor confirm when this started, when is this due to end and what amounts of income did TFL receive?"

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 05 January 2015

Please see my answer to MQ 2014 /4149.

Über 3

Question No: 2014/4447

[Len Duvall](#)

A constituent of mine has asked me to ask the following: "How can TFL remain independent and impartial as a Regulator if it accepts large amounts of advertising income from any Private Hire Company?"

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 08 April 2015

Please see my response to MQ 4149 / 2014.

The MPS and Trade Union Blacklisting

Question No: 2014/4448

[Len Duvall](#)

In regard to a recent Observer article (9/11/14), do you think it is right the Metropolitan Police Service allegedly share information with the private sector for the purpose of denying individual's work because of their political views or activities? What threat exactly do such people pose to the state?

[The Mayor](#)

These allegations are part of an ongoing investigation, Operation Reuben, led by the Chief Constable of Derbyshire. It would not be appropriate to comment further at this time.

Malaysia Visit

Question No: 2014/4449

[Len Duvall](#)

Could you please provide me with your itinerary and a list of delegates accompanying you on your upcoming trip to Malaysia, including those who will be meeting their own expenses?

[The Mayor](#)

Parts of my itinerary are still to be confirmed, so to publish it in advance of my visit would risk giving out inaccurate information. However, I will of course provide a copy of my itinerary in the Mayor's Report once I have returned from my visit.

Greenwich Peninsula

Question No: 2014/4450

[Len Duvall](#)

What meetings have you and your officers had with Knight Dragon in relation to the development of Greenwich Peninsula. Please list details of all meetings with officers from

Transport for London alongside all relevant Greater London Authority Directorates.

The Mayor

There are regular meetings between the GLA and Knight Dragon, since it took an interest in Greenwich Peninsula more than two years ago.

I last met with Knight Dragon representatives during a visit to the Peninsula to tour the new development on 17 October 2014 and previously met them in October 2013.

GLA officers and TfL commercial and operations officers sit on the Greenwich Peninsula Strategic Board, a high level steering group held bi-monthly co-chaired by the Deputy Mayor for Housing and the Leader of RBC.

In addition, a monthly Project Control Group meeting is attended by GLA officers and Knight Dragon employees, as a contractual requirement of the development agreement with the GLA.

Officers from my planning team have had 6 pre application meetings with Knight Dragon over the last 2 months, on 25 July 2014, 6 October 2014, 28 October 2014, 4 November 2014 and 14 November 2014. Officers from the Housing and Land team also attended these meetings with the exception of the meeting on 4 November 2014. These meetings were not attended by TfL.

TfL and Knight Dragon meetings include:

Liaison -progress and coordination meeting - 8 August 2014.

Silvertown Tunnel Land Interests Liaison Group - representatives from Knight Dragon have attended the two meeting of this engagement group, which took place on 16 June and 2 October 2014 at Pier Walk. Representatives from other land interests affected by the scheme are invited to this group including officers from Housing and Land and officers from LB Newham and RB Greenwich.

22 May 2014 meeting with Knight Dragon representatives - Bus Station / Station Interchange

08 July 2014 Greenwich Peninsula Steering Group - also included GLA attendees

21 July 2014 Meeting with Knight Dragon - North Greenwich Masterplan Proposals - Bus Requirements

23 July 2014 Meeting with Knight Dragon - Knight Dragon presenting emerging proposals for a possible future Masterplan

14 August 2014 - Greenwich Peninsula Steering Group - also included GLA attendees.

12 September 2014 - Greenwich Peninsula Steering Group - also included GLA attendees

26 September 2014 Meeting with Knight Dragon about North Greenwich Proposals - Bus

Station

20 October 2014 Meeting with Knight Dragon - Taxi issues

06 November 2014 Meeting with Knight Dragon and Transport consultant's WSP - Transport Design workshop

Greenwich Peninsula 2

Question No: 2014/4451

[Len Duvall](#)

What advice have you and your officers given Knight Dragon in relation to levels of the following at Greenwich Peninsula?

- Development density, including heights and massing.
- Housing supply
- The mix of tenures
- Home ownership
- Part Rent Part But
- Social Renting

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 21 January 2015

Knight Dragon is working on a new masterplan for Greenwich Peninsula, with the aim of submitting proposals as a planning application in the first quarter of 2015.

These proposals will be subject to the usual planning processes. Knight Dragon is meeting with Royal Borough Greenwich officers as part of the pre-application process. GLA planning officers will review proposals as part of the Stage 1 and 2 application report process.

Knight Dragon proposes to seek feedback on its emerging plan through public consultation in late 2014/early 2015.

TfL Road Programme 2014 - 2022

Question No: 2014/4452

[Len Duvall](#)

I was interested to see the published road programme. Could you outline which projects in South East London didn't make it into this plan and the criteria as to why they won't be carried forward. What now happens to such proposed schemes?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 05 January 2015

My Roads Modernisation Plan is the biggest road investment programme in London for a generation and some of the major schemes that it includes (such as that at Elephant and Castle) are highlighted on the TfL website. The Plan also includes many smaller projects, projects on borough roads and projects that do not yet have identified budgets. The list of schemes published on the TfL website provides a snapshot of planned programmes; it is not a complete view. The projects included aim to illustrate the breadth and variety of activity ahead. The absence of any particular proposed schemes from the list should not be taken as an indication that they won't be developed.

There are a number of schemes in south east London and in other areas that TfL would like to take forward once funding is identified. For example in the south east this includes the work to improve the performance of the TLRN at A2 Bricklayers Arms. TfL has a process to identify and allocate funds for projects on the TLRN, as boroughs do for schemes on their roads. The process involves gathering information from a range of sources to inform priorities. Schemes are delivered as budget becomes available through the TfL business plan, from developers or from other sources.

TfL will continue to consider the requirements for improvements to the road network in all parts of London including the south east. TfL would be more than happy to give you a detailed briefing on this.

Mayoral Development Corporations

Question No: 2014/4453

[Len Duvall](#)

Are you considering the establishment of any more Mayoral Development Corporations?
Would there be a case for covering Thamesmead and Erith Riverside?

[The Mayor](#)

The LLDC for the Olympic Park and proposed MDC for the huge Old Oak Common/Park Royal Opportunity Areas are important locations for strategic level coordination and planning to optimise development and regeneration benefits for London. I will work with boroughs and stakeholders to deliver London's 38 Opportunity Areas, either through collaborative partnerships, joint ventures and where the best governance model works, including MDCs. No plans for a MDC have been proposed for Thamesmead and Bexley (Erith) Riverside at this stage but my Office is working closely with Greenwich and Bexley Councils in a positive partnership arrangement to deliver positive growth here.

Housing Zones 1

Question No: 2014/4454

[Nicky Gavron](#)

How many boroughs have submitted applications for Housing Zones?

[The Mayor](#)

Please see my response to MQ 3855 / 2014.

Housing Zones 2

Question No: 2014/4455

[Nicky Gavron](#)

Can you provide a list of those areas which boroughs have applied to designate as Housing Zones?

[The Mayor](#)

The assessment of Housing Zones will take place at a speed appropriate to the proposals, and it is expected the assessment process will result in significant variation in the proposed outputs prior to any decision on Housing Zone status, and therefore it would be inappropriate to comment on proposals that will form part of that competitive bidding process. We will announce proposed Housing Zones that move into the detailed due diligence stage on an ongoing basis. The first Housing Zone designations are expected next calendar year.

Housing Zones 3

Question No: 2014/4456

[Nicky Gavron](#)

When do you expect to announce the decisions on the borough applications to designate areas as Housing Zones?

[The Mayor](#)

Please see my response to MQ 4455 / 2014.

Housing Zones 4

Question No: 2014/4457

[Nicky Gavron](#)

Will you make public the applications from boroughs to designate areas as Housing Zones before decisions are announced?

[The Mayor](#)

Please see my response to MQ 4455 / 2014.

Housing Zones 5

Question No: 2014/4458

[Nicky Gavron](#)

Which unit within the GLA engages in negotiations and makes decisions on Housing Zones?

[The Mayor](#)

The initial lead is with the Housing and Land Directorate but the detailed assessment is jointly being carried out with the GLA's finance teams.

Housing Zones 6

Question No: 2014/4459

[Nicky Gavron](#)

Will each Housing Zone application require a Mayoral decision?

[The Mayor](#)

Yes.

Housing Standards Review 1

Question No: 2014/4460

[Nicky Gavron](#)

Has the GLA continued negotiations with the Government over the Housing Standards review?
If so when was the last meeting?

[The Mayor](#)

Yes, the GLA has continuing negotiations with Government over its Housing Standards review. The last meeting was scheduled for the 3 November and was postponed until 25 November. The previous meeting to that was 21 October.

Housing Standards Review 2

Question No: 2014/4461

[Nicky Gavron](#)

Have you met with the Government in regards to the Housing Standards Review?

[The Mayor](#)

My Deputy Mayor Sir Edward Lister met with the Minister of State for Housing and Planning, Brandon Lewis MP on 22 September 2014. Their discussions included the Housing Standards Review.

London Infrastructure Delivery Board 1

Question No: 2014/4462

[Nicky Gavron](#)

Did you approach representatives of all utilities operating within London to sit on the LIDB?

[The Mayor](#)

Chief Executives from the main utility companies operating in London have been invited to join the London Infrastructure Delivery Board. Thames Water, UK Power Networks, National Grid and BT are all now members of the Board. In addition, Ofwat and Ofgem are observers to the Board.

London Infrastructure Delivery Board 2

Question No: 2014/4463

[Nicky Gavron](#)

Will all agendas of the LIDB be made public prior to meetings? If so, where will these be posted online? Will minutes also be released publicly?

[The Mayor](#)

The London Infrastructure Delivery Board minutes and agendas will be published online following each meeting. They can be found here:

<https://www.london.gov.uk/priorities/business-economy/vision-and-strategy/infrastructure-plan-2050/london-infrastructure-delivery-board>

TfL commercial management

Question No: 2014/4464

[Nicky Gavron](#)

Do you believe that, in its operations as a commercial landlord, TfL should initiate rent reviews which result in well-established local small businesses being unable to afford their rents and therefore having to move out?

[The Mayor](#)

TfL rent reviews are designed to be fair to both landlord and tenant. We are not aware of any instances where TfL tenants have had to move out because they were unable to afford reviewed rents. There are provisions in TfL's leases for tenants to refer rent reviews to arbitration if they are unhappy with the new rent proposals.

Housing Zones

Question No: 2014/4465

[Nicky Gavron](#)

How many applications to designate an area as a Housing Zone have you received?

[The Mayor](#)

Please see my response to MQ 2014 /3855.

GLA website

Question No: 2014/4466

[Nicky Gavron](#)

Will the updated GLA website allow members of the public to search for strategic planning applications by reference number, location, or other indicators, as most local authority planning portals allow?

[The Mayor](#)

Please see response to MQ 3856 / 2014. A project is underway to improve the systems which will allow online searching for strategic planning applications. It is anticipated that this should go live around the same time as the new GLA website in the New Year.

Planning public hearings announcements

Question No: 2014/4467

[Nicky Gavron](#)

Are you confident that the method by which the GLA announces dates for public hearings into planning applications which you have taken over is the best way to inform both stakeholders and the public?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 08 April 2015

Please see my response to MQ 3857 / 2014.

BT highspeed broadband

Housing Standards Review

Question No: 2014/4468

[Nicky Gavron](#)

What London Plan policies will need to be amended following the implementation of the Government's Housing Standards Review? Can you please describe these changes?

[The Mayor](#)

The policies that are likely to be amended to align with the Government's Housing Standards Review include:

3.5 Quality and Design of Housing Development

3.8 Housing Choice

5.2 Minimising Carbon Dioxide Emissions

5.3 Sustainable Design and Construction

5.6 Decentralised Energy Development Proposals

5.7 Renewable Energy

5.9 Overheating

5.15 Water Use and Supplies

7.1 Lifetime Neighbourhoods

Details of the potential changes are still being prepared and will be subject to public consultation when the Government issues its Statement of Policy, which is likely to be early in 2015.

House prices

Question No: 2014/4469

[Nicky Gavron](#)

Savills recently said that London has now surpassed Hong Kong as the world's most expensive city, largely due to the high cost of housing. Do you agree that this is a serious problem. If so, do you agree that your policies have failed to prevent this, and therefore what policies require change to reverse this?

[The Mayor](#)

Like many international cities, London has a historic housing affordability challenge, due to a long-standing failure of supply to meet demand and London's recent remarkable growth in population and employment. The best solution is to dramatically increase London's housing supply, and I have set out detailed plans to do just that.

West Anglia Main Line (1)

Question No: 2014/4470

[Joanne McCartney](#)

What improvements will passengers see on the West Anglia Main Line through Enfield and Haringey when it becomes part of the London Overground, including station improvements, capacity, and increased frequency of trains?

[The Mayor](#)

TfL will take responsibility for services on the West Anglia inner suburban routes in May 2015 and will implement a programme of improvements at the stations managed for TfL by London Overground Rail Operations Ltd. All such stations will be deep cleaned, help points, CCTV and an improved customer information system will be installed, and staffing levels will be increased to ensure there is always a staff member available when trains are running. Ticket gates will be installed in a number of stations which do not currently have them to help everyone pay the right fare automatically and reduce ticketless travel.

New trains will be introduced to the network from 2018 and will provide higher standards of ambience and comfort, including WiFi, air conditioning and walk-through carriages. In the interim period, TfL will refurbish and maintain the existing fleet.

Some stations will see an increase in frequency on Sundays. In addition, operator incentives will reward punctuality rather than revenue, and reliability will be improved through close working with Network Rail. Customers will benefit from better passenger information, including when things go wrong, and all information will be fully integrated with existing TfL service and customer information.

Improvements will be phased, commencing from the date of transfer and continuing over subsequent years. Progress will be similar to the introduction of London Overground in 2007.

West Anglia Main Line (2)

Question No: 2014/4471

[Joanne McCartney](#)

Will you support Enfield Council's bid for funding to enable them to regenerate the areas surrounding the stations along the West Anglia Main Line which will become part of London Overground?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 21 January 2015

Yes, in principle I am very supportive of Enfield's Council's plans for regeneration along both the West Anglia Main Line to Stansted and along the Lea Valley Line to Enfield Town (which will be transferring to London Overground on the 31st of May 2015). Any bids for GLA funding will have to follow the full and proper decision-making process.

Muswell Hill Metro Line (1)

Question No: 2014/4472

[Joanne McCartney](#)

I recently met with the Muswell Hill Metro Line Group who has asked me to put the following question to you:

Will you give consideration to re-instating the line from Finsbury Park to Alexandra Palace, to provide a direct link to Finsbury Park for all the residents along the route to complement existing bus and tube services, and to relieve the considerable road congestion in this area?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 10 February 2015

Unfortunately, rail services in this area are the responsibility of Network Rail and therefore it would need to consider any calls to reinstate this line.

Muswell Hill Metro Line (2)

Question No: 2014/4473

[Joanne McCartney](#)

I recently met with the Muswell Hill Metro Line Group who has asked me to put the following question to you:

Will TfL undertake work to look into the feasibility of reopening closed branch lines in London which may provide much needed extra rail capacity?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 13 March 2015

I agree strongly that there is a need to improve London's mainline rail network. My draft 2050 Infrastructure Plan sets out the case for major investment in London's rail network to deliver a "second underground network" with higher frequencies and improved reliability. The plan also sets out the potential for more significant expansion of the light rail/rail network including an orbital rail network and major projects including Crossrail 2. I will continue to campaign actively for rail devolution in London.

Lost zip cards (1)

Question No: 2014/4474

[Joanne McCartney](#)

How many complaints have been received by TfL in the past three years about schoolchildren being denied entry to bus due to lost/misplaced zip cards? Could you break this down by borough and year please?

[The Mayor](#)

In 2014 to date, there have been 50 complaints about school children being denied entry to buses due to lost or misplaced Zip Oyster cards. This represents 1 or 2 complaints a week across a school population of around 700,000.

My answer to your MQ 2014/4475 gives more detail on this.

Data for previous years is not available as TfL systems previously did not record such detail. A split by borough is not available.

Lost zip cards (2)

Question No: 2014/4475

[Joanne McCartney](#)

I have recently heard from a constituent whose 11 year old girl (in school uniform) was left stranded at a bus stop in tears as she could not find her zip card, and was told by the driver "she was not licenced to travel". Do you think it is acceptable to leave this vulnerable child in this manner and what is the correct procedure if a bus driver encounters a child who says they can't find their zip card? How do you ensure that children are not left stranded, particularly when the evenings draw in?

[The Mayor](#)

No this is not acceptable, and TfL regrets this incident. TfL has a very clear vulnerable passenger procedure and the bus operators and drivers are made aware of this as a key element of the drivers handbook, the 'Big Red Book', which was updated and reissued in June this year. The section on vulnerable passengers clearly indicates that drivers should not leave young people, such as this young girl, stranded if they are vulnerable or obviously in distress. Please could you get your constituent to contact me to give details of the date, time and location of this incident, so that TfL can follow this up with the operator to ensure that the driver is identified and the necessary action taken to prevent any repetition.

Buses idling

Question No: 2014/4476

[Joanne McCartney](#)

Further to MQ 2014/2796, I am still receiving complaints about buses idling particularly in Wood Green and Enfield Town. What further action will you take to stop this polluting and noisy practice?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 20 February 2015

I take engine idling extremely seriously. In 2012 I launched a ground-breaking £1 million marketing campaign raising awareness about the issue as part of my broader package of measures to improve London's air quality.

For buses specifically, bus drivers receive training on the importance of not leaving their engines running unnecessarily to ensure they are aware of their role in helping improve London's air quality and keeping down noise.

Should you receive any complaints I would ask that you and your constituents report them directly to TfL via their customer service number on 0343 222 1234. In the event such a problem is highlighted to TfL, operational staff will be deployed to the area in question to carry out spot checks and will remind bus drivers of the need to turn off engines when stationary.

639 High Road, Tottenham (1)

Question No: 2014/4477

[Joanne McCartney](#)

Could you outline the costs, spend and outcomes achieved at 639 High Road, Tottenham in full please?

[The Mayor](#)

The 639 Community Enterprise Hub opened in May 2013 to offer affordable workspace and business support and training facilities to assist local people into employment or to start their own business.

Outcomes

Over a 3 year period the London Youth Support Trust (LYST) is contracted to secure up to 85 new SME businesses. LYST are on course to meet these obligations with regard to start-ups having incubated 13 businesses on site and a further 10 off site by September 2014. In addition LYST has promoted employability in Tottenham, by getting 8 people into employment at 639, providing business support to 83 businesses, pre start assistance to a further 98 entrepreneurs and running 51 internal training events and a further 67 external training events at 639.

A Team London officer working from 639 helps local people use volunteering as a pathway to work. To date this role has proved effective: 271 Tottenham residents registered with Team London through 639, 48 of whom have gone on to volunteer and 14 of whom have gone on to employment.

Spend to date

£2,204,253 capital

£987,080 revenue.

639 High Road, Tottenham (2)

Question No: 2014/4478

[Joanne McCartney](#)

What changes have you made/plan to make regarding the operation of 639 High Road, Tottenham?

[The Mayor](#)

12 months into the 639 Community Enterprise project the GLA Regeneration team began investigating ways to strengthen the offer by changing how services are delivered and by attracting additional operators. This has led to 3 specific changes:

1. The building is approx. 90% full and the supported units are at a premium. London Youth Support Trust proposes to adapt the 639 co-working model so that it includes an offer of early engagement with emerging businesses before they are offered supported space.
2. An employability lab to introduce pupils at local schools to the world of work through challenges and work placements with a number of leading corporations in fashion retail and tech industries will be delivered by MyKindaCrowd (MKC).
3. The Tottenham Regeneration team are relocating from Wood Green to 639.

Dangerous driving on A10, Enfield

Question No: 2014/4479

[Joanne McCartney](#)

Further to MQ 2014/3352, I was disappointed with your response which stated "I have approved a trial for four sets of average speed cameras in London, on the A40, the A316, the A20 and on the Western half of the A406. They will be installed later this year. Results from the trial, including whether they meet public acceptability, are due in 2017. Further locations for average speed cameras will be determined by the results of this trial and the A10 will be considered as part of this process."

Local residents are suffering now and cannot wait until 2017 before consideration is given to long term preventative measures. What long term action are you taking now to alleviate this issue for local residents who are fed up with the noise and danger posed by this irresponsible behaviour and who are very concerned that a tragedy may occur?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01 April 2015

The new MPS Roads and Transport Policing Command (RTPC), jointly funded by TfL and the MPS, is dedicated to policing London's roads and surface transport network. With road safety as a core priority, more than 2,300 officers will make the MPS RTPC the largest single police command in the UK. This will give the MPS an unprecedented ability to improve road safety through a flexible and intelligence-led approach to enforcement, education and engagement.

RTPC officers are deployed on an intelligence led basis to ensure that speed reduction activities take place in locations where the risk of collisions is known to be highest.

TfL funded MPS officers regularly work alongside officers from the MPS Enfield Borough Operational Command Unit to carry out operations along the A10. In the period of December 2014 to February 2015, 367 Notices of Intended Prosecution and 11 Fixed Penalty Notices were issued along the A10, Great Cambridge Road.

Making our streets safer for all who use them remains a key priority for me. TfL will continue to work with the police to identify preventative action that can be taken in this particular area.

Domestic Violence

Question No: 2014/4480

[Joanne McCartney](#)

Please provide Domestic Violence figures for Oct 2014 broken down by borough. Please provide this information in an excel format.

[The Mayor](#)

This is attached as **Appendix 1**.

Sergeants

Question No: 2014/4481

[Joanne McCartney](#)

Please provide Sergeant Figures broken down by month and by Borough and other units (Specialist Crime etc.) for the period March 2010 to March 2013. Please provide this information in an excel format.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 05 December 2014

The information has been provided in the table attached as **Appendix 3**.

There are a number of important caveats. The figures reflect the structure at the relevant date and no adjustment has been made for functions transferring into or out of a borough, or the restructuring of any other business groups.

This is particularly critical in relation to the creation of the Specialist Crime and Operations Directorate which was primarily, but not exclusively, created from the Specialist Crime and Central Operations Directorates. As such, it is difficult to make comparisons over time as the new Directorate reflects restructures and amalgamations.

It should also be noted that the strengths are affected by the timing of promotion processes which naturally generate promotions into and out of the Sergeant rank.

Finally, note that information at OCU level in Specialist Operations has been excluded as this information is sensitive and not published.

Screened Out Crime (1)

Question No: 2014/4482

[Joanne McCartney](#)

Please provide a breakdown of numbers of crimes and crime types that were screened out by month and by crime type in London from Oct 12 to March 13. Please use the crime type definitions given by the crime reporting information system (CRIS). Please provide this information in excel format.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 21 January 2015

Please see the attached table in Appendix 6 - 4482.

All crime is subject to a primary investigation. Crime Screening is a long-standing national process that enables police forces to ensure that resources are efficiently and effectively deployed for the investigation of crime. The screening policy is not driven by resources but by the availability of usable evidence of a crime. Where good leads and available forensic evidence is at hand the investigation moves from the initial stage to a secondary investigation so suspects can be identified and charged.

The decision to refer a crime to secondary investigation is now taken centrally by the Crime Recording and Investigation Bureau (CRIB). Although the boroughs retain small Case Management Units to ensure crimes are allocated to the correct teams and to carry out administrative functions.

Screened Out Crime (2)

Question No: 2014/4483

[Joanne McCartney](#)

Thank you for providing me with an answer to my question MQ3883 last month, however I asked for the information on Screened out crimes to be broken down by month as well as by crime type. Can you please provide this information? Please also provide the information in an excel format.

[The Mayor](#)

Please see the attached excel spreadsheet in Appendix 7 - 4483.

All crime is subject to a primary investigation. Crime Screening is a long-standing national process that enables police forces to ensure that resources are efficiently and effectively deployed for the investigation of crime. The screening policy is not driven by resources but by the availability of usable evidence of a crime. Where good leads and available forensic evidence is at hand the investigation moves from the initial stage to a secondary investigation so suspects can be identified and charged.

The decision to refer a crime to secondary investigation is now taken centrally by the Crime Recording and Investigation Bureau (CRIB). Although the boroughs retain small Case Management Units to ensure crimes are allocated to the correct teams and to carry out administrative functions.

Criminal Records Checks on Arrested Foreign Nationals

Question No: 2014/4484

[Joanne McCartney](#)

What proportion of arrested foreign nationals do the MPS conduct overseas criminal records checks on? What criteria do the MPS use to decide whether to conduct and overseas criminal records check on a foreign national?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 08 December 2014

The MPS currently process 230,000 detainees on average a year, of which approximately 70,000 are Foreign National Offenders (FNOs) (50/50 split EU/Non EU).

Following the introduction of the Commissioner's 100% target for compliance, the proportion of FNOs subject to overseas record checks has increased to 83% (in w/c 3/11/2014). This is a considerable improvement on the eight months to August 2014 when the rate was 36%.

The NAO have put the national average rate at around 30%.

All FNOs arrested in the MPS should have an ACPO Criminal Records Office (ACRO) check carried out unless there is risk by seeking convictions and/or the records do not exist in the host country.

Housing Association surpluses

Question No: 2014/4485

[Murad Qureshi](#)

To what extent, do you take annual surpluses into account before allocating capital grants to Housing Associations?

[The Mayor](#)

When applying grant to housing schemes the GLA considers all sources of funding used to support the development, including funds from the housing provider's own resources. This is considered in relation to the overall total scheme costs and value for money offered for GLA funding contributing to the scheme.

Housing Association surpluses are used to support the long term business models for each organisation including, amongst other things, support for housing development and other objectives for the organisation.

Annual Tax on Enveloped Dwellings (ATED) on residential properties

Question No: 2014/4486

[Murad Qureshi](#)

How many properties in Greater London are liable to pay Annual Tax on Enveloped Dwellings (ATED)? Can you please provide the figures per London borough?

[The Mayor](#)

Statistics on ATED are published by HM Revenue & Customs.

Soiled seats on Bakerloo line trains

Question No: 2014/4487

[Murad Qureshi](#)

I use the Bakerloo line regularly and notice there are a number of soiled seats on the trains. Is there a planned programme for refurbishing train seats on this line and if so when?

[The Mayor](#)

Yes the seats on Bakerloo line trains are due to be replaced starting from January 2015.

The seats are cleaned regularly as part of ongoing maintenance.

Diagonal Crossings

Question No: 2014/4488

[Murad Qureshi](#)

How many diagonal crossings like the one in Oxford Circus are there in London?

[The Mayor](#)

Twelve signalled diagonal crossings have been introduced in London, including Oxford Circus. Locations are;

Oxford Circus - Regent Street

Kingsland High Street - Dalston Lane

Kennington Road - Kennington Lane

Falcon Road - Lavender Hill

Battersea Rise - Northcote Road

Queenstown Road - Battersea Park Road

Balham High Road - Upper Tooting Road

Balham High Road - Balham Station Road

Wimbledon Park Road - Replingham Road

Chingford Mount Road - Hall Lane

Winchester Street - Acton Lane

Watling Avenue - Orange Hill Road

Response to Consultations

Question No: 2014/4489

[Murad Qureshi](#)

Can the Mayor confirm that only 4 responses by the GLA have been submitted to Government consultations this year? If others have been published, can the Mayor list these?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 27 January 2015

Please see my response to MQ304 / 2015.

Responses to Select Committee Enquiries

Question No: 2014/4490

[Murad Qureshi](#)

Can the Mayor list all Mayoral responses made to Parliamentary Select Committee enquiries in 2014? There are currently no such responses published on the GLA website.

[The Mayor](#)

This year I have responded to the following Parliamentary Select Committee inquiries. They are not published on the GLA website (as once submitted no public use should be made of them without the permission of the Committee Clerk), but they are later published on Parliament's website.

House of Commons

Communities and Local Government

Operation of the National Planning Policy Framework

Fiscal devolution to cities and city regions

Culture, Media and Sport

Tourism

Work of the Arts Council (England)

Energy and Climate Change

Electricity demand-side measures

Environment, Food and Rural Affairs

Waste management in England

Environmental Audit

Air quality

Climate change adaptation

Home Affairs

Female Genital Mutilation

Transport

Draft National Policy Statement on National Networks

Investing in the railway

Motoring of the Future

Strategic River Crossings

New York Visit

Question No: 2014/4491

[Murad Qureshi](#)

Can the Mayor's Energy & Environment Advisor list what meetings he had in relation to London on his recent visit to New York?

[The Mayor](#)

My Environment & Energy Advisor represented me at the C40 Steering Committee meeting and at the C40 Climate Leadership Awards, where London was the only city to win two awards. He attended a meeting at the C40 offices in New York to discuss a potential network of cities working to reduce CO2 emissions by 80 per cent by 2050. He represented me at a lunch hosted by former Mayor Bloomberg of city mayors around the UN Secretary General's Climate Week. He visited Philadelphia to look at that city's green infrastructure. He had meetings with his Philadelphia equivalent, the city's Water Commissioner and Director of Watersheds. He met with his equivalent in the new New York City administration.

RE:NEW (1)

Question No: 2014/4492

[Murad Qureshi](#)

Your recently released 'RE:NEW Interim Support Team - Project Close Report' states that the "interim Support Team was [sic] in place for 8 months to March 2014". How much was Capita paid in total by the GLA for this 8 months support?

[The Mayor](#)

The cost of the interim Support Team services provided by Capita was £340,000.

RE:NEW (2)

Question No: 2014/4493

[Murad Qureshi](#)

Your recently released 'RE:NEW Interim Support Team - Project Close Report' highlights that the Prime Minister's disastrous changes to the ECO (Energy Company Obligation) energy efficiency programme in December 2013 "resulted in substantial impact on the retrofit market, causing many organisations to postpone their projects leading to an approximate reduction of 70% of the RE:NEW Pipeline". How will such a major reduction in energy efficiency work in London impact on your 2015 domestic retrofit targets?

[The Mayor](#)

Over 400,000 homes have already been retrofitted in London. My projections of the uptake of energy efficiency measures in London to 2015 were based on a high delivery rate of ECO in London and high uptake of the Green Deal. Both of these have been lower than initial projections at the national and London-level, so I expect delivery to be lower than my initial projection to 2015. Despite this, my RE:NEW project is continuing to adapt and retrofit London's homes.

RE:NEW (3)

Question No: 2014/4494

[Murad Qureshi](#)

How many solid wall homes in London are there and what proportion does the Mayor anticipate being insulated through RE:NEW and the Energy Company Obligation (ECO) by March 2017?

[The Mayor](#)

It is estimated that 1.8 million homes in London have solid walls.

No figures are available for the proportion of solid walled homes that will be retrofitted in London through RE:NEW and the ECO by March 2017 although it is a priority for all retrofit programmes to target solid wall properties

RE:NEW (4)

Question No: 2014/4495

[Murad Qureshi](#)

Can the Mayor provide details of the 12 contracts let by local authorities through the Energy Company Obligation as listed in his recent 'RE:NEW Interim Support Team - Project Close Report'?

[The Mayor](#)

As detailed in the 'RE:NEW Interim Support Team - Project Close Report', the team supported the letting of 11 contracts. These were with:

1. The London Borough of Brent
2. City of London Corporation
3. The Royal Borough of Greenwich
4. Hackney Homes (ALMO)
5. The London Borough of Havering
6. The London Borough of Lewisham
7. The London Borough of Richmond Upon Thames
8. The London Borough of Sutton
9. The London Borough of Wandsworth
10. Hyde Housing
11. Westminster City Council

RE:NEW (5)**Question No: 2014/4496**[Murad Qureshi](#)

Your recent 'RE:NEW Interim Support Team - Project Close Report' authored by Capita indicates positive responses of the RE:NEW Interim Support Team's work, which was also delivered by Capita. Does the Mayor not think an independent third party assessor should be brought in to review the RE:NEW team's work for this multi-million pound project?

[The Mayor](#)

No.

RE:NEW (6)**Question No: 2014/4497**[Murad Qureshi](#)

Your recent 'RE:NEW Interim Support Team - Project Close Report' provides no detail at all on the number of London homes retrofitted over this period of the RE:NEW programme's work (June 2013 to March 2014). How many homes did the RE:NEW programme in fact retrofit over this period?

[The Mayor](#)

The interim RE:NEW Support Team helped clients to let contracts to retrofit 6001 homes.

Shale Gas (1)

Question No: 2014/4498

Murad Qureshi

Can the Mayor set out how the London Plan would apply to a planning application for an oil or shale gas fracking installation in London?

The Mayor

Oil or shale gas extraction is a form of mineral extraction, so an application for a fracking installation would be determined in the first instance by the minerals planning authority. In London, these are the boroughs. As the London Plan is part of the development plan for an area its relevant policies should be taken into account by the borough.

Such an application would only be referred to the Mayor if the development occupied more than 10 hectares (under Category 2A of the Schedule to the Town and Country Planning (Mayor of London) Order 2008), or if it were located in the Green Belt or Metropolitan Open Land and involved the construction of a building of more than 1000m² (Category 3D of the Schedule).

Though the London Plan does not contain an explicit policy on fracking installations a referred application would be assessed on its merits against all relevant London Plan policies. For example, an installation in the Green Belt would be assessed not just against Green Belt policy (7.16) but also against, say, those on noise, water, hazardous substances, air pollution, or protecting London's open, natural and heritage environments as relevant.

Shale Gas (2)

Question No: 2014/4499

Murad Qureshi

What does the GLA's April 2014 Sustainable Design and Construction Supplementary Planning Guidance document set out in relation to planning requirements for an oil or shale gas fracking installation in London?

The Mayor

The Sustainable Design and Construction SPG does not currently address specific planning requirements for an oil or shale gas fracking installation.

However, comprehensive guidance to minerals planning authorities in dealing with fracking applications is provided in the Government's Planning practice guidance for onshore oil and gas (July 2013):

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/224238/Planning_practice_guidance_for_onshore_oil_and_gas.pdf

Shale Gas (3)

Question No: 2014/4500

Murad Qureshi

What noise regulations would apply to a planning application for an oil or shale gas fracking installation in London?

The Mayor

Shale Gas is defined by Government as a form of mineral extraction, so all planning applications would be dealt with by the minerals planning authority (in London this is the boroughs). As the London Plan is part of the development plan for their areas boroughs should take into account its relevant policies eg noise.

Government has produced comprehensive guidance to minerals planning authorities in dealing with fracking applications:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/224238/Planning_practice_guidance_for_onshore_oil_and_gas.pdf

Paragraph 30 of the Guidance includes noise amongst a list of principal issues to be addressed at planning application determination stage, and Annex D of the Guidance gives a model planning condition for noise, but it does not suggest that noise needs to be addressed differently from any other type of planning issue.

Shale Gas (4)

Question No: 2014/4501

Murad Qureshi

What assessments is the Mayor proposing to undertake to provide an evidence base on the potential for fracked shale gas sourced in London?

The Mayor

I am receptive to any ideas that help keep the lights on and the energy bill down in London so long as they comply with the relevant planning and environmental regulations. However it currently looks unlikely that there is any exploitable shale gas in the London region and therefore we are focusing our efforts on capturing and utilising waste heat from combined heat and power installations for use in district heat and opening up the electricity market with a proposal for a junior electricity licence in London.

Therefore, my officers are not currently undertaking assessments on the potential for shale gas extraction in London or undertaking studies on potential outputs.

Furthermore, in London, the boroughs are the minerals planning authority. So I would only be involved if the planning application was referable under the Mayor of London Order 2008 whereby development which comprises or includes mining operations where the development occupies more than 10 hectares, which is considered to be an unlikely occurrence.

Shale Gas (5)

Question No: 2014/4502

[Murad Qureshi](#)

What proportion of London's natural gas consumption does the Mayor estimate that fracked natural gas could provide by 2015, 2020, 2025 and 2030?

[The Mayor](#)

Please see my response to MQ 4501 / 2014

Shale Gas (6)

Question No: 2014/4503

[Murad Qureshi](#)

What estimates have been made to how much Londoner's energy bills could change as a result of the Mayor's support for the development of fracked shale gas?

[The Mayor](#)

Please see my response to MQ4501 / 2014.

Shale Gas (7)

Question No: 2014/4504

[Murad Qureshi](#)

How many meetings have GLA officials had with the Government's Office of Unconventional Gas and Oil (OUGO) to discuss the impact of shale oil and gas exploration in London?

[The Mayor](#)

None.

Shale Gas (8)

Question No: 2014/4505

[Murad Qureshi](#)

What meetings has the Mayor had with shale oil or shale gas fracking companies to date? When did these meetings take place?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 05 January 2015

None. My meetings in my role as Mayor of London are listed in the Mayor's Report.

Shale Gas (9)

Question No: 2014/4506

[Murad Qureshi](#)

What meetings has the Mayor's Energy and Environment advisor had with shale oil or shale gas fracking companies to date? When did these meetings take place?

[The Mayor](#)

None.

Shale Gas (10)

Question No: 2014/4507

[Murad Qureshi](#)

What meetings has the Deputy Mayor for Planning had with shale oil or shale gas fracking companies to date? When did these meetings take place?

[The Mayor](#)

None.

Shale Gas (11)

Question No: 2014/4508

[Murad Qureshi](#)

What estimates have been made to how the fracking of shale gas in London would impact on the Mayor's 2025 60% CO2 reduction target?

[The Mayor](#)

Please see my response to MQ 4501 / 2014.

Shale Gas (12)

Question No: 2014/4509

[Murad Qureshi](#)

What is the carbon emission factor of fracked natural gas sourced in London compared to that standard natural gas emission factor?

[The Mayor](#)

Please see my response to MQ 4501 / 2014.

Shale Gas (13)

Question No: 2014/4510

[Murad Qureshi](#)

What estimate has the Mayor made of safety issues related to oil or shale gas fracking installations in London?

[The Mayor](#)

Please see my response to MQ 4501 / 2014.

Question Title Shale Gas (14)

Question No: 2014/4511

[Murad Qureshi](#)

What estimate has the Mayor made of fugitive methane emissions from oil or shale gas fracking installation in London?

[The Mayor](#)

Please see response to MQ 4501 / 2014.

LEGGI London Energy and Greenhouse Gas Emissions Inventory (1)

Question No: 2014/4512

[Murad Qureshi](#)

When will the next edition of the London Energy and Greenhouse Gas Emissions Inventory (LEGGI) be published?

[The Mayor](#)

The next edition of the London Energy and Greenhouse Gas Emissions Inventory is expected to be published by the end of November 2014.

LEGGI London Energy and Greenhouse Gas Emissions Inventory (2)

Question No: 2014/4513

[Murad Qureshi](#)

Will the Mayor ensure that future editions of the London Energy and Greenhouse Gas Emissions Inventory (LEGGI) include emissions related to shale oil or gas fracking installations in London?

[The Mayor](#)

The London Energy and Greenhouse Gas Emissions Inventory (LEGGI) consists of scope 1 and 2 emissions. These emissions are directly relating to combustion of fuels in London and the purchase of electricity, heat and steam. Any emissions relating to extraction within London would be covered in the LEGGI through the activity of extraction itself.

Shale Gas (15)

Question No: 2014/4514

[Murad Qureshi](#)

How many fracking installations does the Mayor estimate will be operating in London in 2015, 2020, 2025 and 2030?

[The Mayor](#)

Please see my response to MQ 4501 / 2014.

Shale Gas (16)

Question No: 2014/4515

[Murad Qureshi](#)

Will the Mayor commission a study on the impact to London's air quality as a result of new fracking installations in London?

[The Mayor](#)

Please see my response to MQ 4501 / 2014.

Shale Gas (17)

Question No: 2014/4516

[Murad Qureshi](#)

Is it likely that a fracking installation in London could be granted planning permission in an Air Quality Management Area (AQMA)?

[The Mayor](#)

Please see my response to MQ 4501 / 2014.

Shale Gas (18)

Question No: 2014/4517

[Murad Qureshi](#)

Will the Mayor update his water strategy to take into account the impact of fracking installations operating in London?

[The Mayor](#)

Please see my response to MQ 4501 / 2014.

Shale Gas (19)

Question No: 2014/4518

[Murad Qureshi](#)

What estimates have been made on the impact of potential fracking installations in the capital on London's water supplies?

[The Mayor](#)

Please see response to MQ 4501 / 2014.

Shale Gas (20)

Question No: 2014/4519

[Murad Qureshi](#)

Has the Mayor or any of the GLA met with London Local Power, who have recently applied for permission to develop fracking installations in London?

[The Mayor](#)

No.

Shale Gas (21)

Question No: 2014/4520

[Murad Qureshi](#)

What measures will the Mayor put in place in relation to fracking companies requirement to drill horizontally underground in London?

[The Mayor](#)

Please see response to MQ 4501 / 2014.

Shale Gas (22)

Question No: 2014/4521

[Murad Qureshi](#)

What requirements will the Mayor place on fracking installations in London that will need to dispose of waste water containing heavy metals?

[The Mayor](#)

Please see my response to MQ 4501 / 2014.

Shale Gas (23)

Question No: 2014/4522

[Murad Qureshi](#)

Which London councils has the Mayor been in discussion with in relation to introducing fracking installations in London?

[The Mayor](#)

None.

London Ambulance Service

Question No: 2014/4523

[Onkar Sahota](#)

Can you produce for the Assembly the letter you have written to Jeremy Hunt regarding the London Ambulance Service?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 27 November 2014

Please see attached as Appendix 2.

London Health Commission (1)

Question No: 2014/4524

[Onkar Sahota](#)

Can you produce a copy of the minutes of your meeting with the Secretary of State Jeremy Hunt?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 27 November 2014

The meeting was not formally minuted.

London Health Commission (2)

Question No: 2014/4525

[Onkar Sahota](#)

Recommendation 61 from the London Health Commission Report discusses the appointment of a Health Commissioner and combining Public Health England (London) and the GLA Health Team with a 'significant' budget from the Public Health England. What would you consider to be a significant budget?

[The Mayor](#)

I would like to thank Lord Ara Darzi for his excellent report. There is a lot I welcome in it, such as his recommendations for:

- a patient-led approach;
- greater transparency;
- efficiencies and use of technology;
- recognising the importance of GPs;
- tackling obesity through healthy choices; and
- mental health work.

I am currently considering the 64 detailed recommendations and am preparing my response. There are a wide variety of people who I want to consult with and involve, including teams inside the GLA, London Councils and the London Health Board. Jeff Jacobs is leading this work and I expect to respond in full in January 2015.

The area where I think we will make the biggest difference in the longer term is public health, getting people active and making healthy choices easier. There is a terrific amount already happening at City Hall and at a local level being led by the boroughs.

London Health Commission (3)

Question No: 2014/4526

[Onkar Sahota](#)

When do you intend to complete recommendation 64 and bring together all the key stakeholders to discuss the implementation of the London Health Commission report?

[The Mayor](#)

I would like to thank Lord Ara Darzi for his excellent report. There is a lot I welcome in it, such as his recommendations for:

- a patient-led approach;
- greater transparency;
- efficiencies and use of technology;
- recognising the importance of GPs;
- tackling obesity through healthy choices; and
- mental health work.

I am currently considering the 64 detailed recommendations and am preparing my response. There are a wide variety of people who I want to consult with and involve, including teams inside the GLA, London Councils and the London Health Board. Jeff Jacobs is leading this work and I expect to respond in full in January 2015.

The area where I think we will make the biggest difference in the longer term is public health, getting people active and making healthy choices easier. There is a terrific amount already happening at City Hall and at a local level being led by the boroughs.

London Health Commission (4)

Question No: 2014/4527

[Onkar Sahota](#)

Will you require TfL to set aside 20% of its advertising budget to promoting walking alternatives?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 08 December 2014

TfL already has a programme of promotional activity includes free guided walking weekend events and walk to school accreditation schemes. In addition, investment in infrastructure such as Legible London, footway asset renewal and major public realm schemes provide better walking environments for Londoners, making it an accessible and appealing choice leading to longer term uptake. Half of all the walking in London is as part of longer trips on London's world class public transport system which enables Londoners to incorporate activity into their daily routine.

I will be working together with boroughs, partner organisations, including TfL, to consider the recommendations of the LHC.

Health Inequalities

Question No: 2014/4528

[Onkar Sahota](#)

How do you measure health inequalities in London?

[The Mayor](#)

Health Inequalities can be measured in different ways, including health outcomes (for example life expectancy) or social determinants of health between different social groups (including educational attainment, employment, housing, income and environmental measures).

London Health Inequalities

Question No: 2014/4529

[Onkar Sahota](#)

How often are you officially briefed on trends in health inequalities across London?

[The Mayor](#)

My health team keeps me regularly updated on trends in health inequalities in London.

My statutory health advisor, Yvonne Doyle, also informs me on trends via the Public Health England Knowledge and Information Team.

As mentioned in response to MQ 4528/2014, from 2015 we will publish indicators on health inequalities on an annual basis.

Water Cannon

Question No: 2014/4530

[Navin Shah](#)

Can you tell me the date you expect the modification of the water cannon to be completed?

[The Mayor](#)

Please see my response to MQ 4191 / 2014.

New Year's Eve Fireworks

Question No: 2014/4531

Navin Shah

What have you done to stop customers reselling New Year's Eve Fireworks tickets for profit?

The Mayor

The GLA and event producer Jack Morton Worldwide had considered the likelihood of second selling and have taken all possible steps to minimise it.

The steps we have in place include:

- Limiting the number of tickets available online for reselling by limiting the number of tickets bought to a maximum of four per person.
- Advising all ticket holders that they will need to bring ID matching the lead name on the tickets, and reminding them that tickets are non-transferable and refunds are available up to 3rd December.
- Tickets will be marked with the lead buyer's name on them so the group will need to enter the event together

Whilst we cannot guarantee that tickets will not be re-sold, as there are no legal powers to do so, our ticketing agency See Tickets is a recognised industry leader in ticketing with experience of this type of event and implementing measures to alleviate the secondary market. This will be supported on the ground at the event by stewards, local authorities' street trading teams and the Metropolitan Police. We advise that tickets are only booked via the official website www.london.gov.uk/nye.

High Street Fund

Question No: 2014/4532

Navin Shah

How have you encouraged organisations in Brent and Harrow to apply to the New High Street fund?

The Mayor

Organisations across London are being encouraged to apply for the High Street Fund, through direct conversations with council officers and other delivery partners including BIDS. These groups were also engaged throughout the summer at the dedicated 'High Street Conversation' workshops. The communications programme includes an email newsletter to our High Street Network (including council officers, consultants, business and community groups), the City Hall blog, Twitter and the press, including the Londonist. We are in close discussion with officers from Brent and Harrow Council about their bids and are supporting scoping of borough, businesses and community-led bids with our Specialist Assistance Team, a panel of consultants with expertise in high street regeneration.

Stop and Search in Brent

Question No: 2014/4533

[Navin Shah](#)

How many stop and searches have been conducted in Brent in the last 3 months?

[The Mayor](#)

There were 2465 stops and searches conducted in Brent in the three month period July, August and September 2014.

Stop and Search in Harrow

Question No: 2014/4534

[Navin Shah](#)

How many stop and searches have been conducted in Harrow in the last 3 months?

[The Mayor](#)

There were 770 stops and searches conducted in Harrow in the three month period July, August and September 2014.

Tasers in Brent

Question No: 2014/4535

[Navin Shah](#)

How many tasers have been drawn and fired at a suspect in the last three months in Brent?

[The Mayor](#)

One Taser has been drawn and fired at a suspect in the last three months in Brent

Tasers in Harrow

Question No: 2014/4536

[Navin Shah](#)

How many tasers have been drawn and fired at a suspect in the last three months in Harrow?

[The Mayor](#)

There is no record of a Taser being drawn and fired at a suspect in the last three months in Harrow.

Crossrail Spur to Tring (1)

Question No: 2014/4537

[Navin Shah](#)

There appears to be cross-party support for the proposed service extension to Tring to stop at Wembley Central and Harrow & Weald stations. Do you agree that that this would enormously help the planned economic growth in 'opportunity areas' in both Brent and Harrow and also provide important strategic link between the proposed Old Oak Common and Brent and Harrow?

[The Mayor](#)

Feasibility work is currently under way to consider proposals to extend Crossrail services to key destinations in Hertfordshire, and as such, no decisions have been taken on service patterns or stations stops. A range of factors including economic growth/passenger demand forecasts, service reliability and journey times will all be considered as this feasibility work progresses.

I recognise that if Crossrail services are extended to Hertfordshire, stops at Wembley Central and Harrow & Wealdstone would be beneficial; improving connectivity and bringing new economic opportunities to North West London and, importantly, opening up access to the new HS2/Crossrail hub at Old Oak.

Crossrail Spur to Tring (2)

Question No: 2014/4538

[Navin Shah](#)

Do you also agree that train service stopping at the said two stations will provide the much needed connectivity to people of Brent and Harrow and benefits from new jobs and housing planned in this part of North-West London?

[The Mayor](#)

I recognise the importance of connectivity, and the role that it has to play in promoting new jobs and housing, across the whole of the Greater London Authority area. The role that a potential Crossrail extension could play to improve connectivity to North-West London will primarily depend on the outcome of the feasibility work that is referred to in my answer to MQ 2014 /4537.

Crossrail Spur to Tring (3)

Question No: 2014/4539

[Navin Shah](#)

Would you please put your weight behind for the service extension to stop at Wembley Central and Harrow & Wealdstone stations?

[The Mayor](#)

Please see the answer to MQ 2014 /4537

Extension of Bus Routes 204 and 395 to Northwick Park Hospital

Question No: 2014/4540

[Navin Shah](#)

In your reply to Question No: 2014/3945, you do not acknowledge the fact that 182 bus is woefully overcrowded between Wembley and Northwick Park as well as not actually delivering people into the hospital site as the 204 bus extension would. And route 395, although now setting down at the top of Kimberley Road still provides a far from satisfactory way of getting from North Greenford, Northolt and South Harrow to Northwick Park Hospital. Isn't it time that TfL delivers a satisfactory access to Northwick Park Hospital demanded by NHS, the Boroughs and patient groups?

[The Mayor](#)

Whilst route 182 is busy, TfL's surveys indicate that this frequent service provides sufficient capacity to meet demand. This will keep this under review. An extra stop was added in the northbound direction very close to Northwick Park hospital in March 2010.

The repositioning of the last stop on route 395 provides easier interchange at Harrow bus station to the 22 buses per hour serving the hospital. TfL has been unable to justify the cost of adding route 395 to the set of routes serving the hospital. However, they are in regular liaison with North West London Hospitals Trust and services are kept under review.

Crossrail paving

Question No: 2014/4542

[Navin Shah](#)

I understand that there are plans for 'shared surfaces' in the area(s) outside Crossrail stations. Concerns have been expressed to me about this because this will make the stations inaccessible for blind people as they will not be able to navigate safely to the station. Can you please explain what planning approach you are taking to provide safe and accessible access for blind people to get to the station?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 15 April 2015

Designs for urban realm outside Crossrail stations conform to best practice in terms of defining the area for pedestrians with sight impairments and designs have gone through an independent review process, including input from an expert on disability issues and Access Officers at relevant local authorities.

TfL is also committed to providing staff at Crossrail stations from first to last train to assist passengers during their journey.

Drop off facilities at Stanmore Station

Question No: 2014/4543

[Navin Shah](#)

I would be grateful if you could look into the issue of providing a safe drop off area outside the station for taxi and car users? The current ban other than buses is an area of regular contention, frustration often leading to strong words! Is there anyway you can resolve this problem?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 05 January 2015

There is not enough space outside Stanmore Station for private cars, taxis and private hire vehicles, alongside the existing bus services which are required by the public. The rationale behind permitting buses is that they carry a larger number of passengers than individual cars or taxis.

Providing a drop-off facility would cause congestion in the area and prevent buses from alighting in line with the kerb and allowing wheel chair ramps to deploy effectively.

However, as you are aware, there is a car park adjacent to the station which can allow taxi and car passengers to be dropped off.

Hate Crime Trends

Question No: 2014/4544

[Navin Shah](#)

Can I have breakdown of hate crime trends across London and those specific to my constituency of Brent and Harrow? What reduction strategy MOPAC has put in place to deal with dramatic increases in reported cases of faith related hate crimes and other forms of hate crime?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 22 December 2014

There was an increase of 20.8% in recorded hate crime offences in London in the last year, up from 10,312 offences to 12,455.

In Brent the increase was greater at 35.3%, up from 363 offences to 491. The number of recorded offences in Harrow is lower, up from 210 to 255, but this still translates as a 21.4% increase, slightly higher than the average for London.

Hate crime is significantly under-reported, which makes analysis of trends very difficult. Any increase may include elements of increased confidence to report. We know that Islamophobic and anti-Semitic offences differ from other hate crimes in that their incidence is more likely to be influenced by national and international events. MPS data shows that there was a 7.85% increase in Islamophobic hate crime over the last 12 months, from 535 to 577 offences. There has also been a 95% increase in anti-Semitic offences in 2014.

In Brent, the number of Islamophobic offences dropped slightly in the last year from 24 to 22. Anti-Semitic offences increased from 3 to 7. A similar picture in Harrow saw Islamophobic offences reduce from 19 to 16 while anti-Semitic offences increased from 4 to 11.

Both the Commissioner and I take hate crime very seriously. Following, and since the Lee Rigby murder the London Muslim Community Forum and other key stakeholders have worked together with the MPS to put in place many measures to deter and prevent Islamophobic hate crime. These include local messages and engagement, media releases and an active police presence at key times, locations and occasions such as Ramadan and Eid. A similar raft of measures was taken to protect Jewish communities following the increase in the number of anti-Semitic incidents earlier this year.

Finally, MOPAC has just published my Hate Crime Reduction Strategy for London which will drive up the confidence to report hate crime, protect communities and individuals and ensure swift and sure justice for victims. The strategy is available on the MOPAC website and a copy will be sent to all Assembly Members.

Hate Crime Under-Reporting

Question No: 2014/4545

[Navin Shah](#)

Can I have an update of the current level of under-reporting of hate crime incidents across London? What is your overarching strategy to reduce this? How are you improving access to third party reporting?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 08 December 2014

By its very nature it's not possible to measure the level of under-reporting in London at any given time. Figures from the Crime Survey of England and Wales suggest hate crime is widely under-reported, with around 278,000 hate crimes a year nationally, of which only 43,000 are reported to police. Roughly 10,000 of those will be reported to the MPS.

My Hate Crime Reduction Strategy for London, published on 3 December 2014, contains a number of specific strategies to address the under-reporting of hate crime. These include an awareness raising campaign, the development of new reporting methods, and actions to ensure effective enforcement against perpetrators when hate crime is reported. In addition, the MPS is working to identify, promote and support the use of local third party reporting facilities and hate crime victim support services.

Road Safety in Harrow Town Centre

Question No: 2014/4546

[Navin Shah](#)

A recent incident of a bus accident involving a woman has raised concerns about safety of pedestrians on this particular stretch of Station Road with two way bus service. I understand that TfL is investigating this incident. Can you please let me know what plans TfL have to better segregate the pedestrian and vehicular uses on this busy part of the town centre?

[The Mayor](#)

The Station Road public realm scheme in Harrow was completed in summer 2010 and the number of accidents involving pedestrians and vehicles, including buses, since its completion has been very low. There have been a total of five collisions including one serious and TfL with the bus operator are currently investigating this collision.

The results of the investigation will be shared with the London Borough of Harrow, who are the highway authority for Station Road.

Pay Rise for NHS Staff

Question No: 2014/4547

[Navin Shah](#)

Given your aim of attracting the best workers to support London's thriving economy, do you support London's midwives, nurses, ambulance staff, paramedics and other hospital staff who are campaigning for fair pay and asking the government to deliver recommendation of one percent pay rise?

[The Mayor](#)

It is not appropriate for me to make any comments about this issue.

Change of Use from Retail to Residential

Question No: 2014/4548

[Navin Shah](#)

Does the Mayor agree that loss of local shops to residential (often sub-standard accommodation) is detrimental to local economy and damages the fabric of local High Streets? What action you are taking to influence the government to stop this from happening in London?

[The Mayor](#)

I have been working with the Boroughs in responding to this element of the Government's Technical Consultation on Planning.

I have expressed strong concern over government's proposals to allow changes of use without the need for planning permission. The unmanaged introduction of residential units into key shopping areas will not only damage the retail and service function of those centres by breaking up existing active frontages but will also constrain proposed London Plan policy to plan for their renewal with attractive and competitive ground level commercial, business and civic uses supported by higher density housing above set in an attractive town centre environment.

This form of planned development will help rejuvenate our town centres, not least in the face of the challenges posed by multi-channel shopping, and also make a significant contribution to meeting the housing needs of smaller households which comprise nearly two thirds of overall household growth.

Buses in Streatham

Question No: 2014/4549

[Valerie Shawcross](#)

Which bus routes serving Streatham have been reviewed for capacity and performance in the past year? Which will be reviewed next? What changes have been made as a result of such reviews?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 08 December 2014

Routes 109, 250, 319 and N137 have all been reviewed in the past year, resulting in changes to improve reliability. Routes 109 and 249 had additional capacity introduced on weekday mornings. Route 159 was withdrawn between Paddington and Marble Arch as part of a major set of changes in that corridor. Route 255 was extended from Streatham to Balham providing a bus service to the Weir Road area for the first time.

TfL will be meeting Lambeth council (and other boroughs) during 2015 to identify shared strategic priorities for the bus network in the borough. The regular network review process will continue, including responding to reliability or capacity issues and carrying out health check reviews of routes 57, 133, 249, 315, 333, P13 and N133.

Streatham Police Station

Question No: 2014/4550

[Valerie Shawcross](#)

I understand that new fit-for-purpose facilities are due to be opened in Streatham High Road to ensure that the public can contact their Safer Neighbourhood Teams after the closure of Streatham Police Station. Please provide an update on these plans.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 05 December 2014

Fit out works at Streatham High Road are essentially complete, with a few minor issues being resolved.

It is expected all works will be completed by the end of November 2014 with the Neighbourhood teams moving in by early January at the latest.

Late night economy and anti-social behaviour

Question No: 2014/4551

[Valerie Shawcross](#)

I am have been made aware over the past few weeks of the problem of late night clubbers and partygoers continuing to create noise and nuisance to local residents when leaving late night venues and in some cases continuing to drink and play music in the residential streets around clubs and other venues. Most recently this has become a problem on the Rockingham Estate due to venues around Elephant and Castle. What is your advice to residents affected by such nuisance and what do you expect the Metropolitan police, working in partnership with the boroughs, do to assist?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 10 February 2015

My advice, in the first instance, is that residents should contact their local authority and/or registered housing provider. If residents are subject to persistence nuisance, they should contact the police.

Under the Anti-Social Behaviour, Crime and Policing Act 2014, residents who have previously reported ASB to either the police, the local council or a registered housing provider three times in the last six months may wish to apply for a Community Trigger. If the threshold is met, a case review is undertaken by the relevant agencies. Details of the Community Trigger process in Southwark can be found here:

http://www.southwark.gov.uk/info/100006/environment/3581/community_trigger.

The police and other partners working to tackle ASB can also consider other new powers to tackle the ASB. These include the Public Spaces Protection Order and the Dispersal Power. More details on how these powers can be applied can be found here:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/352562/ASB_Guidance_v8_July2014_final_2.pdf.

I will ask MOPAC to contact you on this issue as the Deputy Mayor is currently visiting boroughs where this is a particular problem to aid joint problem solving.

Explanation of New Safety Reporting System of Road Traffic Collisions involving London Buses (2006-2014) (1)

Buses on the Old Kent Road

Question No: 2014/4552

[Valerie Shawcross](#)

I have received reports of bus overcrowding on routes along the Old Kent Road. Have these services been reviewed recently and what was the result?

[The Mayor](#)

TfL is investigating options to increase capacity along the Old Kent Road. They will keep you informed of developments.

Network Rail Sussex Routes Study

Question No: 2014/4553

[Valerie Shawcross](#)

Will you join me in asking Transport for London to support plans in Network Rail's Sussex Routes Study consultation for increased capacity on the Southern network, particularly through the Streatham area?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 08 December 2014

TfL is represented on the Board and Working Group of the Sussex Route Study and has therefore contributed to the development of the study. Both TfL and I fully support the proposals to increase rail capacity on the Southern suburban network, including the Streatham area.

My London Infrastructure Plan 2050 outlines how keen I am for TfL to run more rail services in the Capital, particularly in south London. This would give TfL greater ability to promote and implement capacity enhancements - as has already been seen in the significant improvement of London Overground since 2007.

A23

Question No: 2014/4554

[Valerie Shawcross](#)

Which sections of the A23 have had improvement work carried out so far and which sections will receive improvements in future?

[The Mayor](#)

There have been a wide of range improvements undertaken on the A23 including carriageway and footway resurfacing, lighting renewal, bus stop replacements, drainage works and changes to signal timings in order to improve operational efficiency of the signals.

The list of works undertaken and planned on the A23 is extensive and I have asked that TfL shares these details with your office.

Junction improvements

Question No: 2014/4555

Valerie Shawcross

Please give an update on timetables for improvement schemes for a) Elephant & Castle, b) Vauxhall Gyratory, c) Oval Gyratory, d) Tulse Hill gyratory.

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 05 January 2015

a) On 21 August 2014, I announced details of the major redesign of Elephant & Castle northern roundabout. Details of the project including timescales can be found on the TfL website: <https://www.tfl.gov.uk/info-for/media/press-releases/2014/august/residents-businesses-and-local-stakeholders-back-radical-plans-to-redesign-elephant-and-castle-roundabout01-base-page-37504>.

Proposals to create a new public space are currently being consulted on and details can be found on the TfL website: <https://consultations.tfl.gov.uk/roads/elephant>.

b) High level concepts for the improvements at Vauxhall gyratory are currently being consulted on. Information on the proposals including timescales can be found on the TfL website: <https://consultations.tfl.gov.uk/roads/vauxhall-cross>. Cycle Superhighway 5, a separate scheme to provide a segregated cycle route through the gyratory will commence in 2015; this will be integrated into the main scheme.

c) Proposals for Oval Gyratory were consulted on publicly earlier this year and the consultation report was published on 21 October. This can be found on the TfL website: <https://consultations.tfl.gov.uk/betterjunctions/oval/results/oval-triangle-consultation-report.pdf>. The works are planned to be completed in early 2016.

d) TfL is progressing an ambitious programme of schemes to deliver improvements in line with the aspirations included in the Roads Task Force report. Tulse Hill gyratory has been included as a scheme within the existing 10 year Business Plan and is currently planned for delivery in 2020/21. Discussions have been taking place with Lambeth officers over some early engagement work with the local community to scope out future work.

Northern Line extension

Question No: 2014/4556

[Valerie Shawcross](#)

What is the current timescale for work to begin on construction of the Northern Line extension? What provision has been made to minimise the impact on local residents and amenities during the works? What contacts for works management for the project have been provided to residents in the event of any problems or issues?

[The Mayor](#)

I am very pleased to say that a Transport and Works Act Order application to construct and operate the Northern line extension to Battersea was granted by the Secretary of State for Transport on 12 November 2014. TfL have appointed contractors; Ferrovial Agroman Laing O'Rourke (FLO) to deliver the scheme. FLO are expected to start site set up early in the New Year with the main work commencing in the summer.

For the last four years TfL has worked with local authorities and residents' groups to minimise the impacts of construction. In particular a 'Code of Construction Practice' has been developed and agreed with the relevant local authorities which commits TfL to the standards it must meet during construction. Site specific and topic based Environmental Management Plans as part of the 'Code of Construction Practice' will be agreed with local authorities following engagement with residents.

TfL has also set up a series of regular liaison meetings with local residents. These comprise four local groups and one route wide group. These will run for the duration of the project and enable direct contact with the project team.

If anyone wishes to contact TfL about they can do so via NLE@TfL.gov.uk. Once works commence there will be a 24 hour hotline for residents to report problems.

London Living Wage

Question No: 2014/4557

[Valerie Shawcross](#)

Please give an update on take up of the London Living Wage by employers in London's hospitality industry? Please list those employers who have now signed up.

[The Mayor](#)

The hospitality sector encompasses a wide range of activity and many large firms may be classified primarily as in other sectors, but also undertake hospitality-related activity.

For their own records, the Living Wage Foundation classifies 14 accredited companies in London as 'hospitality'. They are: Five Points Brewing Company, Innovision Events, Faucet Inn Ltd, Party Ingredients Catering Services Ltd, Ellis of Richmond, Kaffeine Ltd, iKhofi Ltd, Ivy House Community Pub, Wild Card Brewery, Joiner's Arms, Twist London Ltd, Truscott Arms, Hackney Brewery Ltd and Redemption Brewing.

Bus services

Question No: 2014/4558

[Valerie Shawcross](#)

Please list the London bus routes which have seen capacity reductions implemented over the past year.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01 April 2015

TfL keeps the bus network under regular review, which results in a mix of increases and decreases in capacity of individual routes across the network.

TfL is working to provide a comprehensive overview of the changes made in the past year which takes some time to collate. TfL will write to you with a full answer.

Mini Hollands

Peabody Hill estate bus

Question No: 2014/4559

[Valerie Shawcross](#)

Please give an update on TfL's work to develop proposals for a bus service to serve Peabody Hill estate in Tulse Hill.

[The Mayor](#)

Since your meeting on site with TfL officers in August, TfL have developed detailed options. They are contacting you to arrange a further meeting.

Team London Bridge

Question No: 2014/4560

[Valerie Shawcross](#)

Do you support Team London Bridge's proposals to improve the streetscape around the rebuilt London Bridge station?

[The Mayor](#)

In September TfL attended a series of workshops hosted by Team London Bridge and support their aspirations to improve the streetscape around London Bridge Station.

Clearly this will need to be balanced with the need to retain access for vehicular traffic to the area which includes key bus routes and servicing. TfL will continue to work closely with LB Southwark, Network Rail and Team London Bridge as this work develops.

Neighbourhood Plan for Crystal Palace

Question No: 2014/4561

[Valerie Shawcross](#)

Do you agree with me, and local community stakeholders, that a cross-borough neighbourhood plan for the wider Crystal Palace area would be hugely beneficial to this area which has suffered from being fragmented across several administrative boundaries?

[The Mayor](#)

As you are aware the GLA has commissioned an area study that is designed to assist the GLA, boroughs and community stakeholders obtain an overview of the wider area. One area of work within this modest study is looking at what is happening on the ground in the area so that future plans for the area can benefit from and evolve from organisations already operating in the area and opportunities that have already been identified. I understand that there is some interest in a neighbourhood plan but that there is also enthusiasm for exploring other mechanisms to work across borough boundaries.

The GLA will continue to work with the five boroughs and local stakeholders to identify the best way forward for Crystal Palace.

Oyster vs. Contactless & Daily Vs. Weekly

Question No: 2014/4562

[Valerie Shawcross](#)

Do you think a weekly fare cap should apply to all Londoners and not just those with a contactless card?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 13 March 2015

I most certainly do and I know TfL shares this aspiration. I can assure you that TfL is working hard to deliver this when the current technology can be updated. This is a complex process as it requires changes not only to the card readers but also to back office and retailing systems.

200 New Routemaster buses (1)

Question No: 2014/4563

[Valerie Shawcross](#)

At the TfL Finance & Policy Committee on 14th October 2014 it was revealed that your new routemaster bus has a benefit to cost ratio of 0.2 to 1. Can you explain why you are wasting money on a vanity scheme with such a low ratio?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 05 January 2015

There is a strong business case for purchasing a further 200 New Routemaster buses for London. The benefit cost ratio is just one element of a business case.

On top of the financial benefit, the vehicle will replace older buses in the fleet with a state-of-the-art hybrid bus with the cleanest Euro VI engine. The Euro VI engine reduces NOx by up to 95 per cent compared to a conventional Euro III double deck bus and, because of the more fuel efficient New Routemaster engine, will also cut CO2 significantly. This will make a very significant contribution to improving air quality.

Compared to other hybrid Euro VI buses in the fleet, it will be competitive over its whole life: initial higher capital costs will be offset by its lower fuel consumption and longer working life.

This is before much wider benefits, such as generating jobs in manufacturing and light engineering across the UK, are considered. So focussing solely on a BCR of 0.2 would be quite misleading.

200 New Routemaster buses (2)

Question No: 2014/4564

[Valerie Shawcross](#)

The TfL Finance & Policy Committee papers noted that "Given the popularity of NRMs with passengers and their impact in driving up overall customer satisfaction and brand momentum for buses, it is considered that this is a worthwhile investment". Can you explain how the buses are driving up customer satisfaction and brand momentum?

[The Mayor](#)

The bus network has witnessed exceptional rises in customer satisfaction recently and this reached record levels of 83/100 in the past two quarters. Many aspects of travel on the bus network help form the view of customers on this, including the presence of New Routemasters.

In past customer satisfaction surveys, the public rated this bus significantly higher for its smoothness of ride and engine noise, and also liked the design and mixture of seats, the fabric used, the two sets of stairs and layout for standing passengers. I can only commend members of the public for their good taste in bus design and support for the return of the iconic Routemaster into London life.

200 New Routemaster buses (3)

Question No: 2014/4565

[Valerie Shawcross](#)

TfL's Guidelines for Planning Bus Services says, "The current threshold for spending proposals is 2.0 to 1. This means that each extra £1 of net spending should produce benefits worth at least £2." Why are you spending £1 on the New Routemaster Bus and getting only 20p back?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 05 January 2015

Please see my response to MQ 2014 /4563.

200 New Routemaster buses (4)

Question No: 2014/4566

[Valerie Shawcross](#)

How much is it going to cost to buy the 200 buses?

[The Mayor](#)

There is no final cost yet as TfL Board approval of the 200 vehicles includes negotiating a contract variation with Wrightbus. I anticipate the unit cost being in line with the existing batch, however, which would be a very good deal for London as the extra 200 will include the more expensive low-emission Euro VI engine, no uplift for inflation and potential enhancements that become available with later batches of vehicles produced.

New Routemaster Fuel Efficiency (1)

Question No: 2014/4567

[Valerie Shawcross](#)

The TfL Finance & Policy Committee papers on 14th October 2014 say, "NRMs with Euro V compliant engines are more fuel efficient and produce significantly lower levels of nitrogen oxide (NOx) and particulate matter (PM10) compared to other Euro V hybrid buses". Please provide the data behind this claim?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 08 December 2014

The data provided in the table below is derived from the London Buses route test cycle at Millbrook Proving Ground. This enables vehicles to be compared in an identical way. The comparison shows that the Euro V New Routemaster is 20 per cent more fuel efficient than the hybrid diesel-electric Euro V average for the fleet and emits under a quarter of the nitrogen oxide (NOx).

Bus Type	Engine	NOx (g/km)	PM (g/km)	CO2 (g/km)	MPG
Fleet Average Hybrid	Euro V	8.833	0.042	832	8.96
New Routemaster	Euro V	2.048	0.012	690	10.80

New Routemaster Fuel Efficiency (2)

Question No: 2014/4568

[Valerie Shawcross](#)

The TfL Finance & Policy Committee papers on 14th October 2014 say, "On average, the NRMs introduced to date have improved fuel efficiency by almost 50 per cent compared to the diesel vehicles they have replaced". Please provide the data behind this claim?

[The Mayor](#)

The link to the following press release provides the data from which the average percentage was calculated (see <http://www.tfl.gov.uk/info-for/media/press-releases/2014/october/new-routemaster-buses-on-route-453>). For convenience, the route data has been listed below:

Route 11 - from 4.7 MPG to 7.4 MPG (57 per cent improvement)

Routes 24 and 390 (combined) - from 5.4 MPG to 7.4 MPG (37 per cent improvement)

Route 9 - from 3.9 MPG to 6.2 MPG (59 per cent improvement)

Route 148 - from 5 MPG to 6.9 MPG (38 per cent improvement)

Route 10 - from 4.4 MPG to 6.5 MPG (48 per cent improvement)

New Routemaster Fuel Efficiency (3)

Question No: 2014/4569

[Valerie Shawcross](#)

The TfL Finance & Policy Committee papers on 14th October 2014 say, "given the advancement of Euro VI emission standards, which have ultra-low PM and NOx emissions across all vehicle types (80 per cent and 95 per cent reduction respectively), the PM and NOx benefits of NRM at Euro VI are marginal compared to standard Euro VI hybrids". Please explain why you are buying the more expensive new bus for London, when a normal hybrid bus has similar pollution levels?

[The Mayor](#)

The new bus has been built specifically for the needs of London in the 21st century with three doors, two staircases and features modelled on the iconic Routemaster. On top of this, when the longer working life of the New Routemaster, fuel savings and the method of finance is taken into account, TfL does not expect the full-life costs to be more expensive than a standard hybrid bus.

New Routemaster Fuel Efficiency (4)

Question No: 2014/4570

[Valerie Shawcross](#)

The 2nd October 2014 TfL press release entitled, "New Routemaster buses on Route 453" says, "In tests, a New Routemaster prototype bus with a Euro V engine was found to emit a quarter of the NOx (Oxides of Nitrogen) and harmful 'PM' particles of a fleet average hybrid bus and 20 per cent less CO2". Will the buses on route 453 be Euro IV or Euro V compliant?

[The Mayor](#)

New Routemasters joining route 453 are fitted with the Euro VI engine.

Credit Unions (1)

Question No: 2014/4571

[Valerie Shawcross](#)

Does the GLA family allow staff the chance to join a credit union by the device of payroll deduction?

[The Mayor](#)

The GLA established an arrangement with what was originally known as Southwark Credit Union (now London and Mutual Credit Union) in July 2005. From that time all GLA staff and Assembly Members have had the opportunity to be members of LMCU with deductions made via payroll. Currently there are 10 staff using the service.

Over 2100 members of LFEPA staff have a payroll deduction for contributions to the National Fire Savers Credit Union.

MOPAC does not currently specifically offer staff the chance to join a credit union by the device of payroll deductions. However, the PCS Union (recognised by MPS and MOPAC) runs its own credit union for its members.

The MPS does allow staff the chance to join a credit union and payroll deductions can be made for the following:

- Copperpot Credit Union
- Police Credit Union
- Police Mutual
- MetFriendly Society
- Thrift and Saving Clubs in various boroughs

TfL does not provide a direct payroll deduction to a credit union. However, TfL staff are able to become a member of a credit union through joining trade unions such as PCS, RMT, Unite and Unison.

Credit Unions (2)

Question No: 2014/4572

[Valerie Shawcross](#)

TfL have said that they will not allow staff the chance to join a credit union by the device of payroll deduction. Do you support this? Please give your reasons.

[The Mayor](#)

I have asked TfL to respond.

Portuguese & TfL

Question No: 2014/4573

[Valerie Shawcross](#)

Turkish, Spanish, Arabic, Tamil, Punjabi, Italian, German, Greek, Chinese & Hindi are languages used by the TfL ticket machines. However they are spoken as a main language by less people than those who speak Portuguese, which is the 6th most spoken (non-English) main language in London. Why are Portuguese speakers being ignored by TfL?

[The Mayor](#)

I can assure you that TfL is not ignoring foreign language speakers of any kind.

In addition to English, sixteen other languages are offered at the ticket machines.

This is the maximum number that can be supported by the present software, without extensive and expensive redevelopment.

The supported languages are: Arabic, Bengali, Chinese, French, German, Greek, Gujarati, Hindi, Italian, Japanese, Polish, Punjabi, Spanish, Tamil, Turkish and Urdu.

These languages were selected on the basis of their prevalence of use amongst Londoners and visitors.

As a result of this extensive provision, TfL rarely receives complaints from customers on this issue.

Expanding the number of languages beyond this is possible, but would require significant changes to the software used by the machines.

TfL is assessing the implications of providing additional languages as part of continuing work to improve the ticket machines.

New modern London Underground uniform

Question No: 2014/4574

[Valerie Shawcross](#)

How much has been spent on the development of this new uniform?

What will be the total cost to roll this new uniform out to all staff members?

What is the cost of the uniform per staff member compared with the current uniform costs per staff member? Will the uniforms be ethically produced? Will the new uniforms carry the Fairtrade mark?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 13 March 2015

I am delighted with the new modern uniform, which has been developed hand in hand with our staff, and reflects both TfL's heritage and diversity. The new uniforms have been designed by leading UK designer Wayne Hemingway MBE who specialises in affordable and social design.

The cost including all design, communications and staff engagement was £155,250. The total cost of roll out is currently in the process of competitive tender and is estimated to come in at a range of £5.5 to 6.5 million. All uniform garments and shoes have a two year lifecycle, so the existing uniform would get renewed at this point anyway, therefore the new uniform will not be an additional cost.

The current average cost per uniform is £510 per staff member. The cost of the new uniform per member of staff is still under commercial tender but is expected to be comparable to current costs.

Although the uniform will not carry the Fairtrade mark, the tendered contract specification asks that fair trade fabric should be used where possible. All suppliers must sign up to and comply with TfL policy on ethical sourcing and be signed up to the Ethical Trading Initiative.

Social security (1)

Question No: 2014/4575

[Fiona Twycross](#)

How many Londoners would be affected if the proposal to reduce the upper limit for total benefit claims to £23,000, as proposed by the Chancellor on 29 September 2014, were implemented?

[The Mayor](#)

The Department for Work and Pensions holds this information.

Social security (2)

Question No: 2014/4576

[Fiona Twycross](#)

You have previously told this Assembly that you support the government's welfare reform agenda. Given that London was disproportionately affected by the Benefits Cap, do you not think that the proposals outlined by the Chancellor on 29 September 2014 to further reduce the upper limit for total benefit claims to £23,000 will have a detrimental effect on London?

[The Mayor](#)

All parties have mooted welfare reform but until there are specific proposals set out in the next Parliament we cannot respond in detail.

Social Security (3)

Question No: 2014/4577

[Fiona Twycross](#)

You have previously told the Assembly that you are not directly monitoring the impact of welfare reform in London. However, are you monitoring the effectiveness of localised welfare assistance schemes, and how?

[The Mayor](#)

Through the London Enterprise Panel's Growth Deal, the GLA, London Councils and London's boroughs are working together to test and demonstrate to Government the feasibility of local areas taking greater ownership for supporting the hardest to help to achieve self-sufficiency through greater local integration of a range of welfare and employment support services. The London Enterprise Panel and London Government partners will work with the Government to jointly design a number of pilots to support hard to reach groups into sustained employment as set out in the London's Growth Deal response. This will help to test the effectiveness of localised schemes.

Financial education

Question No: 2014/4578

[Fiona Twycross](#)

Has the LEP done anything to engage with young people to promote financial education in London, particularly, but not exclusively, among young people?

[The Mayor](#)

We are funding the Personal Finance Education Group (PFEG) through our London Schools Excellence Fund (LSEF), to support 102 teachers in 12 London secondary schools in delivering financial education. The teachers will also disseminate successful approaches to teaching financial education to other schools, which is extremely important in light of financial education becoming part of the national curriculum. In addition, the Youth Employment Initiative will cover a breadth of topics to help young people to improve and enhance their life and work opportunities.

Childcare (1)

Question No: 2014/4579

[Fiona Twycross](#)

With reference to your response to question 2014/3988, can you confirm whether you have made the case to Government for recognising the higher cost of childcare in London through the tax credits system?

[The Mayor](#)

No, I have not raised the issue of the tax credits system in relation to childcare and childcare costs because the Government already has a number of changes underway.

The Government is planning further changes in 2015 with the Tax Free Childcare scheme and the phasing out of employer childcare vouchers.

Childcare (2)

Question No: 2014/4580

[Fiona Twycross](#)

With reference to your response to question 2014/3992, do you believe there is a sufficiently coordinated provision of childcare across borough boundaries in London?

[The Mayor](#)

There are many factors which impact on the provision of childcare provision and where parents take-up provision of childcare. Local authorities have the statutory responsibility to develop cross-border activity to tackle childcare problems.

Childcare (3)

Question No: 2014/4581

[Fiona Twycross](#)

What do you believe are currently the key challenges regarding the provision of childcare services in London?

[The Mayor](#)

The market cost for provision of childcare is high and the current subsidy system is complex. At the same time there are many different models of provision. I have been working with the Department for Education on encouraging more provisions from the schools sector. Further transparency on the capital and revenue funding and simplification of the system would be welcome.

Childcare (4)

Question No: 2014/4582

[Fiona Twycross](#)

How are you monitoring section 106 agreements relating to the provision of social infrastructure, such as childcare facilities, to ensure that the rent levels charged for such facilities are actually affordable to local people?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 24 April 2015

Contributions to social infrastructure provision via S106 agreements is something that the boroughs lead on as these agreements are between the boroughs and developers rather than with me.

The majority of schemes that are referred to me do make contributions to social infrastructure, but the level of contribution and the monitoring of its delivery is the responsibility of the boroughs and is usually determined by their S106 Supplementary Planning Guidance or is set out within their Community Infrastructure Levy (CIL) infrastructure lists.

Stamp Duty

Mayor's Twitter Account

Question No: 2014/4583

[Fiona Twycross](#)

Further to your answer to MQ 2014/3586 can you confirm that when you leave office the present password and username for @MayorofLondon will be passed to your successor's administration?

[The Mayor](#)

The @MayorofLondon twitter account belongs to the Greater London Authority and it is up to the Authority to manage the handover to my successor. In the interests of security it is likely the login and password will need to be changed upon a change of Mayoral administration. The Authority will manage that migration.

Accessing European Funding

Question No: 2014/4584

Fiona Twycross

In reference to your answer to MQ 2014/3618 can you advise when the "Access Europe Network" will launch and how you will publicise it?

The Mayor

Access Europe launched on 1 July: www.accesseurope.org.uk; a link can also be found on the London Enterprise Panel website.

Broadband Provision

Question No: 2014/4585

Fiona Twycross

Following your answer to MQ 2014/3993 can you please detail how you expect to overcome the problem of the lack of investment by the utilities coupled with the state aid rules to possibly meet this target? Is the ambition not simply pie in the sky?

The Mayor

As stated in MQ 3993, work to improve London's connectivity is continuing through the Superconnected Cities Programme and the Connectivity Advisory Group (CAG). There are a number of recommendations from the Mayor's Connectivity Summit in September which the CAG will take forward, which, when implemented, will significantly improve connectivity across London. These recommendations include actions for providers, regulators and boroughs, and they will be discussed in more detail when the CAG meets on 9th December 2014.

Broadband Voucher Scheme/Super Connected Cities (1)

Question No: 2014/4586

Fiona Twycross

In relation to MQ answer 2014/4000 can you please detail the average waiting time for a voucher from receipt of application to completion?

The Mayor

Upon receiving a completed application, providing the necessary information is present and eligibility confirmed the GLA team typically approve vouchers within 1 or 2 business days. This can be slightly longer in instances of joint applications.

We are aware of some delays occurring post voucher approval before connection is made to the business premises by the supplier, upon which grant payment is contingent. The average connection lead in time is approximately 9 weeks in London. The most common causes of delayed installation are wayleaves and planning consent issues but we are working with the supplier community to monitor any wider issues.

Broadband Voucher Scheme/Super Connected Cities (2)

Question No: 2014/4587

[Fiona Twycross](#)

In MQ answer 2014/4000 you state that 2,705 registrations for broadband vouchers have been received with the total number of vouchers being issued at 1,425. Why were 1,280 applications not successful?

[The Mayor](#)

At any given time, there are number of received applications which are either in progress or on hold. This is often because the application is incomplete, awaiting all necessary information to be inputted before it can be reviewed and ultimately approved. The SSCP team is working hard to support all applicants to successfully progress to having a voucher issued.

To date, only 271 SME applications have either been withdrawn by the applicant or rejected because the eligibility criteria was not met.

We now have 2,920 total voucher registrations for London with 1,840 vouchers issued.

LEP Governance Review (1)

Question No: 2014/4588

[Fiona Twycross](#)

Further to your answer to MQ 2014/4002 can you confirm that the LEP governance review will be made public after completion in December 2014?

[The Mayor](#)

Yes. Final recommendations will be considered by the LEP on 17 December 2014 and once agreed will be published.

LEP Governance Review (2)

Question No: 2014/4589

[Fiona Twycross](#)

Who has been commissioned to conduct this review?

[The Mayor](#)

Shared Intelligence (<http://www.sharedintelligence.net>) has been appointed by the GLA to undertake this review.

Link to ADD which approves the funding - <https://www.london.gov.uk/mayor-assembly/gla/governing-organisation/executive-team/assistant-director-decisions/ADD196>

EU Migration

Question No: 2014/4590

[Fiona Twycross](#)

Following your call for the introduction of quotas on the numbers of EU migrants coming to Britain, what effect might this have on London's economy and have you discussed this matter with members of the LEP?

[The Mayor](#)

I am committed to arguing to government for a fair but firm immigration control, which ensures London's economy continues to attract skilled and talented people from around the world. As part of the potential EU renegotiations, I have asked them to consider visa route arrangements for the Commonwealth.

The LEP understands the importance of a visa system which means the brightest and the best are able to work in London. It has identified science and tech as two areas where a responsive visa system is important to support innovation and growth.

Prime Minister's Digital Taskforce

Question No: 2014/4591

[Fiona Twycross](#)

Can you confirm if the GLA has had any input into the Prime Minister's Digital Taskforce?

[The Mayor](#)

Yes. My officers have met with members from the Prime Minister's Digital Taskforce on a number of occasions.

With London's digital tech sector expected to create an additional £12 billion of economic activity, and 46,000 new jobs over the next decade I am committed to ensuring we become Europe's tech capital. We share many priorities with the Digital Taskforce and are keen to work together.

As well as feeding into the work of the Digital Taskforce, London is also well represented on Cabinet Office digital groups, including the Open Data User Group and Smart Cities Forum.

Support for the European Union

Question No: 2014/4592

[Fiona Twycross](#)

How do you react to the latest research by Ipsos-Mori which suggests that support for the EU has grown and is at its highest since 1991?

[The Mayor](#)

I have not seen this research. However, the point is that we need reform in the EU. As outlined in the Report I commissioned from Dr Gerard Lyons on London's relationship with Europe, successful reform would allow London's economy almost to double in size over the next 20 years.

The Great Enterprise Tech Expedition (1)

Question No: 2014/4593

[Fiona Twycross](#)

What process was used for selecting the firms that were part of this scheme and how was this opportunity advertised?

[The Mayor](#)

The US GREAT TECH Expedition was advertised on the GLA Website and on the mission's own website. Information was also distributed to Tech organisations such as The Education Foundation, Tech City UK and Level 39 and sent to businesses that have registered with UKTI through their marketing campaigns, events and website. The process for selecting businesses was conducted by a UKTI and GLA officer on the following criteria; i) An SME based in London ii) potential of exporting or launching services or apps in the US market.

The Great Enterprise Tech Expedition (2)

Question No: 2014/4594

[Fiona Twycross](#)

Please list the firms that took part in this trip?

[The Mayor](#)

Screen Dragon Ltd, Ready Cache Technologies Ltd, Wazoku, Coolgarif Technologies Ltd, Goal Group Ltd, Cocomino Ltd. t/a Paperfold, Rezonence Limited, Digital Shadows, Gojimo (EducationApps Limited), Decibel Insight, Natterbox, Show My Homework, Century-Tech Limited, RefMe, FinGenius, Knodium, Kusiri, The Education Foundation, Chinwag

The Great Enterprise Tech Expedition (3)

Question No: 2014/4595

[Fiona Twycross](#)

Can you confirm if further trips are planned?

[The Mayor](#)

The following have been confirmed:

Singapore/Malaysia (Tech) - 26 November to 3 December 2014

China (Multi-Sector) - 19 - 23 January 2015

New York and Boston (Life Science) - 9 - 13 February 2015

India (Multi-Sector) - 23 - 27 March 2015

New Zealand (SMART/Urban) - April 2015

The Great Enterprise Tech Expedition (4)

Question No: 2014/4596

[Fiona Twycross](#)

As a consequence of this trip, how much investment did the firms secure?

[The Mayor](#)

It is too early to answer this question as the companies have only just returned from the US. We will evaluate the outcomes over the next six months.

The Great Enterprise Tech Expedition (5)

Question No: 2014/4597

[Fiona Twycross](#)

How is the success of this trip being evaluated?

[The Mayor](#)

We conduct regular follow-up engagement with the businesses over a 6 month period to evaluate each company's progress in the market

Export Programme

Question No: 2014/4598

[Fiona Twycross](#)

Please provide further details on this initiative and its work-streams?

[The Mayor](#)

My Export Programme is supported by the London Enterprise Panel and is working in partnership with UKTI to increase the number of London SMEs trading internationally over its two year operational period. The £1.4m programme is funded by the European Regional Development Fund and Growing Places Fund. My Export programme aims to assist companies entering overseas markets. The India Marketing and Strategy Programme is being sponsored by BDO and The China Marketing and Strategy Programme is being sponsored by KPMG.

My Export Programme delivers the London Enterprise Panel's objective to support SMEs, particularly in the digital, creative, science and technology sector to create jobs and growth opportunities.

The Mayor's Export Programme has given exports advice and support to over 500 London businesses. 70 businesses have been provided with more intensive support through trade missions, events and workshops. This includes trade missions to Brazil (Tech), India (Multi Sector), Austria (Life Sciences), Mexico (Consumer/Retail) and US (Tech). There is a dedicated page for the Mayor's Export Programme on the GLA website where SMEs can find out about upcoming trade missions and events and activities. SMEs also have the opportunity to register their details for future missions, events and workshops.

Creative Industries

Question No: 2014/4599

[Fiona Twycross](#)

What support do you provide to creative industry festivals, such as the London Design Festival and London Fashion Week?

[The Mayor](#)

This year I have provided the following investment to creative industry festivals: £250,000 to London Design Festival, £60,000 to London Film Festival and £684,750 to London Fashion Week / London Collections: Men.

Manchester Broadband Campaign

Question No: 2014/4600

[Fiona Twycross](#)

What lessons can London learn from the campaign for better broadband in Manchester which has resulted in a number of providers coming forward with connectivity solutions?

[The Mayor](#)

Manchester had some good early success in delivering joint voucher schemes for multiple businesses, based on good engagement with office premises landlords and ISP suppliers.

The GLA team maintains good engagement with other SuperConnected Cities and monitor their performance to keep track of innovative practice.

There are a number of joint voucher schemes now in London that have either been delivered or are in progress. The GLA delivery team is maintaining good levels of engagement with the best performing suppliers to monitor and facilitate joint voucher scheme delivery.

Apprenticeship starts figure

Question No: 2014/4601

[Fiona Twycross](#)

Provisional figures for the number of apprenticeship starts in London indicates that the number is declining further, making your target of 250,000 starts by 2016 further out of reach. The LEP apprenticeships update has indicated that starts in London need to increase by 19 per cent year-on-year to achieve your pledge; do you still believe you can keep your promise and what action will you take to ensure London does not fall behind the rest of England when it comes to providing good quality apprenticeships?

[The Mayor](#)

I am extremely proud of my record on apprenticeships. We have had around 170,000 new apprenticeships starts, and that represents around 170,000 new skill sets imparted on London's working population through this project. I consider the project already to be a big success.

Apprenticeships in the construction industry

Question No: 2014/4602

[Fiona Twycross](#)

Further to MQ 2014/4030, what further action will you take to increase the number of good quality apprenticeships in the construction sector in London?

[The Mayor](#)

I will continue to promote apprenticeships across all sectors including in construction through my marketing campaign and employer engagement activity. The London Enterprise Panel is working closely with local authorities to promote and support the take-up of apprenticeships across borough skills and employment schemes, especially in construction projects through New Homes Bonus proposals and the London Enterprise Panel's 2014-2020 European Social Fund Programme. The GLA's functional bodies continue to promote and provide apprenticeships directly and across the supply chain including in construction. This year's Skills London event takes place at EXCEL on 21 and 22 November and includes a range of employment and apprenticeship opportunities for young people to find out about, including in construction.

Apprentice Oyster cards

Question No: 2014/4603

[Fiona Twycross](#)

I have been informed that one of the biggest costs for apprentices is travel in London, despite the apprentice oyster cards providing a discount of 30 per cent. Would you look into increasing the discount in the future?

[The Mayor](#)

The apprentice discount is identical to that provided to all full-time students in London.

I have no plans to change this concession and encourage employers and apprentices to make use of it.

The concession has been in place since 2000. The cost in terms of revenue foregone is now approaching £100 million per annum.

Apprenticeship pay (1)

Question No: 2014/4604

[Fiona Twycross](#)

Apprentices are classed as in employment not full time training, and as such are no longer classed as a dependant if their parent claims working tax credit, housing benefit or a council tax reduction. A young apprentice on the National Minimum Wage for apprentices working a 35 hour week will earn £95.55 a week. Do you think this is enough money to live on independently a week in London, or enough to subsidise the loss of the parental income?

[The Mayor](#)

I support the London Living Wage including paying apprentices in London at this rate. That is why the GLA Group leads by example in paying apprentices the London Living Wage and continues to encourage employers in London to pay the London Living Wage.

Apprenticeship pay (2)

Question No: 2014/4605

[Fiona Twycross](#)

Do you agree with the MP for Hexham in the North East which is the only region in England with lower apprenticeship starts than London, that the National Minimum Wage for apprentices should be increased from £2.73 per hour to £3.79 to ensure they get a fair deal?

[The Mayor](#)

I believe that employers in the capital should pay their staff, including apprentices, the London Living Wage and that is why I make the case to them to do so.

Apprenticeship pay (3)

Question No: 2014/4606

[Fiona Twycross](#)

Do you agree with the Engineering Employers Federation in urging the Low Pay Commission to scrap the Apprenticeship National Minimum Wage rate and align it to age-specific rates? If so, will you join them in writing to the Low Pay Commission to stress the importance of this issue in London?

[The Mayor](#)

Please see my response to MQ 4605 / 2014.

Underemployed young people

Question No: 2014/4607

[Fiona Twycross](#)

According to the latest figures from the Trades Union Congress, recent employment figures are masking the issue of underemployment that is working in part-time or in jobs that they are overqualified for, which has increased in London by 52 per cent since 2008. What action are you taking to ensure young Londoners are employed in appropriate jobs for the needs, wants and qualifications?

[The Mayor](#)

The European Structural Investment Funds will deliver programmes to help improve Londoners skills and access to employment. This activity will cover some programmes targeting those in work, including part time work, with young people benefitting through the Youth Employment Initiative.

Illegal Money Lenders

Question No: 2014/4608

[Fiona Twycross](#)

In light of the curbing of payday loan companies' practice , and the associated risk of displacement of borrowers to illegal money lenders, what action will the Mayor take to clamp down on London's illegal money lenders and by when?

[The Mayor](#)

The Financial Conduct Authority (FCA) is responsible for licensing lenders. Trading Standards also have responsibility in this area and have 'Illegal Money Lending Teams' which the police support when called upon. Action would ordinarily come from local policing teams.

Unlicensed money lending is illegal. If it develops into other criminality as the lender (loan shark) seeks to enforce what is, in law, an unenforceable debt, the police will act and can arrest for an offence of "Demanding Money with Menaces".

We would encourage the public to report illegal money lenders via the trading standards reportaloanshark@stoploansharks.gov.uk and local teams will respond.

Police action on scamming

Question No: 2014/4609

[Fiona Twycross](#)

Many Citizens Advice Bureaux report that the police service regularly sends people who've been scammed to their advice sessions, even though scams are a criminal, not civil, matter. Will the Mayor commit to issuing guidance to borough commanders on action that their staff should be taking when members of the public seek help after being scammed?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 24 November 2014

Officers are not instructed to refer victims of Fraud to Citizens Advice Bureaus. Ascertaining whether a fraud has occurred or, whether there is a trading standards issue or civil dispute can be complex.

The MPS and College of Policing have already provided computer based training to all officers and frontline staff (via NCALT). This training provided key information on the new Action Fraud Service and how it is operated. It enables officers to define the component parts of various offences under the Fraud Act 2006, whilst also advising them on how to take reports of all Frauds and make them aware of available advice, information, available support and fraud prevention to pass onto the public.

Since Action Fraud started in April 2013 the MPS have continuously provided advice to their front line staff. Firstly through Operation Sterling (Fraud Prevention Team) and latterly by the newly launched Falcon (Fraud and Linked Crime Online) team. There is an ongoing programme of work to ensure all front line staff are up to date with the systems and processes, so that the best possible service is delivered to victims of fraud within London.

District Heating Systems

Question No: 2014/4610

[Fiona Twycross](#)

Will the Mayor commit to encouraging local authorities and other housing providers, to reduce the weekly charges imposed on tenants on district heating systems, to correspond with the increased energy efficiency of their properties?

[The Mayor](#)

I am obviously keen that Londoners should be able to realise savings on their energy bills from reducing their energy consumption, as are local authorities and housing providers too. But the opportunity for reducing the weekly charges for tenants in more energy efficient properties is a decision that the network operator will have to make in light of any economies in the cost of heating the properties as a result of the efficiency of the network along with how the tenants are charged for their use of the heat.

Heart of Hackbridge scheme

Question No: 2014/4611

[Fiona Twycross](#)

Further to MQ 2014/4038, can you outline exactly how the £2,071,642 non Council match-funding was used on the Heart of Hackbridge project?

[The Mayor](#)

The Hackbridge project, funded through the Outer London Fund, comprises £834,939 of OLF grant funding and £357,831 Council match-funding to deliver improvements to make a more accessible and pedestrian-friendly town centre, alongside business support and shop front improvements. This project is one of five project elements that make up the whole Heart of Hackbridge scheme.

The Heart of Hackbridge scheme also includes four other project strands. The total value of these comprises £2,071,642 of non-Council match-funding of which £1,897,700 from S106 contributions has not yet been spent.

Three strands have been delivered, they are the 'One Planet' experience project focused on developing the visitor experience of Hackbridge; Community Visions, building on 'One Planet' Sutton's community-driven vision, the project focused on establishing a network of people engaged in building a resilient green future by providing environmental education and 'One Planet' Food that has helped to make affordable and nutritious local food more accessible to residents of Sutton.

The fourth project is made up of further improvements to be funded through a S106 agreement for a mixed use development on the Felnex site in Hackbridge. This S106 funding is dependent upon a delivery partner being secured. The Felnex Committee report outlines the Section 106 financial contributions to be secured through a legal agreement to be put towards improvements to Beddington Park, the Catchment Plan for the River Wandle, improved bus services, Hackbridge Station improvement scheme and road works comprising the construction of the pedestrian and cycle ways on and around the site (which OLF works will link into), the bus gates and stops within and around the site, the proposed signal junction on London Road and a contribution towards the improvement of the underpass beneath London Road.

Contingency during strike

Question No: 2014/4612

[Fiona Twycross](#)

What conversations have you had about the effectiveness of the contingency crews during the recent 4 day strike?

[The Mayor](#)

The London Fire Commissioner has informed me that, during the most recent FBU strike action, the Emergency Fire Contingency Crews (EFCC) performed effectively and remained resilient throughout. The strike lasted 96 hours, from 6pm Friday 31 October 2014 to 6pm Tuesday 4 November 2014, and was the 47th in this dispute. I understand from our conversations that over the past 14 months the EFCCs have gained significant operational experience which has further improved their ability to deal with incidents, including more serious ones. In this recent strike period that included cutting a person out of a vehicle in a road traffic collision involving lorries, and a number of serious fires, one of which involved a rescue from a house fire.

Chelsea Fire Station

Question No: 2014/4613

[Fiona Twycross](#)

Can you guarantee that Chelsea Fire Station will not close as a result of Crossrail 2?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 09 December 2014

There is no suggestion that Crossrail 2 would mean that a fire station would no longer be provided in this area.

A station serving the King's Road has been included in the safeguarded scheme for the past 20 years and this includes land currently occupied by the fire station. As part of the review of this safeguarding, TfL consulted widely during the summer of 2014 on two possible options for a Crossrail 2 station in Chelsea, one at this same location on King's Road and the other further west near the World's End estate, known as Chelsea West. A third option was put to consultation, of a route direct from Victoria to Clapham Junction without a station in Chelsea.

32 per cent of respondents who expressed a view supported the King's Road option (Fire Station). 24 per cent supported Crossrail 2 not stopping in the Chelsea area and 21 per cent supported the Chelsea West option. The Royal Borough of Kensington and Chelsea also expressed its support for the King's Road fire station site. In response to this, the proposed safeguarding for Crossrail 2 will continue to include land for a station as the Kings Road, including land occupied by the fire station.

London Living Wage and Transport (2)

Question No: 2014/4618

[Valerie Shawcross](#)

When TfL take over the West Anglia routes will you make a commitment that all contractors and sub-contractors will be paid the London living Wage?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 08 December 2014

Yes. The West Anglia routes, which are due to be taken over by TfL in May 2015, will be operated by London Overground Rail Operations Ltd (LOROL).

It is stipulated in LOROL's contract that all staff, contractors and sub-contractors are paid the London Living Wage. This will also cover those working on the West Anglia routes.

Improvement work on the stations will be undertaken by contractors working for TfL and TfL requires contractors and sub-contractors to pay staff the London Living Wage.

London Living Wage and Transport (1)

Question No: 2014/4620

[Valerie Shawcross](#)

There is no requirement to pay the London Living Wage throughout the contract chain for rail franchises. Will you lobby the Department for Transport to ensure that the London Living Wage is paid throughout the contract chain for London-based staff?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 05 December 2014

Yes. I and the Living Wage Foundation will continue to make representations to Government to encourage departments to pay the London Living Wage to their direct staff in London, and to require their sub-contractors operating in London to do the same.

Part time work

Question No: 2014/4623

[Fiona Twycross](#)

In your 2012 manifesto you pledged to lead a campaign on part-time working. Given your failure to deliver this, do you believe part time work is effectively second classwork?

[The Mayor](#)

No. I am committed to supporting part-time work and flexible working opportunities. I have recently announced part-time worker transport fares and my London Enterprise Panel's European Structural Investment (ESI) Funds London strategy will fund further measures to address parental employment issues, including work with employers to enable parents to access quality part-time and flexible jobs.

The GLA has recently become a Timewise Employer. We are working with the Timewise Foundation to support existing part time workers in the organisation and to examine how we can design our jobs to be more suitable for part-time workers.

Young People Confidence in Metropolitan Police

Question No: 2014/4927

[Andrew Boff](#)

According to the recent report from all-party parliamentary group for children, children and young people have a "profound lack of trust" in the police, bordering on fear in some cases. What measures are the Metropolitan Police taking to ensure that their procedures in dealing with young people do not serve to dent their confidence in the police?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 08 December 2014

The MPS is absolutely committed to providing a fair, open and honest service to everyone in London, including young Londoners. We know from our own Public Attitude survey, that younger Londoners are the least likely age grouping to report confidence in the police (as of Q2 14/15: ages 16-24, 64% of this group are confident, compared to 25-34 (68%), 35-64 (66%) and 65+ (73%).

The MPS recognises the importance of listening and working with the views and aspirations of young people and has a wide reaching programme on this topic. This includes specific projects working with school officers, the development of new training, the work of specific MPS teams (e.g., Trident), police cadets, the Community Ambassador Programme and numerous other partners (e.g., the Princes Trust, 1BC) to benefit young Londoners.

MOPAC is working alongside the MPS on this issue and together recently launched a Pan-London survey (closing on the 19th December) to secure the views of young Londoners in relation to a range of crime and safety issues. This survey will also capture the views of students within Pupil Referral Units - a group that previously have not had their views captured in such a way. <https://londonvoice.org.uk/web/index.php/153384/lang-en>. The results of the survey will be used to drive improvements in the way the Police deliver services to young Londoners and shape a review of the MPS strategy on Young People.

Gender Equality in the Metropolitan Police

Question No: 2014/4928

[Andrew Boff](#)

Following research carried out by the Superintendents' Association of England and Wales which found that six in ten female officers in the senior ranks say their male colleagues are "not well informed" on gender issues with half of women officers not confident to report sexual discrimination, what processes do the Metropolitan Police have in place to ensure that gender equality is up to standard?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 27 January 2015

My ambition is to create an MPS that reflects the city it serves.

I note that the research covers forces other than the MPS.

The MPS takes this issue very seriously and I am delighted that the new Assistant Commissioner is the first BAME woman in an AC role.

The MPS operates a Career Development Service that provides positive action support to female and Black and Minority Ethnic (BME) officers, enabling those officers with the highest performance and potential to progress.

The MPS has also succeeded in attracting female candidates into its senior ranks through its Superintendent Direct Entry recruitment programme; of the 5 successful applicants to begin their probation this month 3 were female.

The MPS is refreshing its equality and diversity training.

The MPS is also in the process of developing a new Diversity Strategy and a new Diversity Board.

Garden Bridge

Surplus NHS Land

Question No: 2014/4930

[Andrew Boff](#)

Following the London Health Commission report, what work is being done with the NHS to ensure that surplus public land is identified for housing and other uses, and brought forward for development as soon as possible?

[The Mayor](#)

The GLA is working with the Department of Health and NHS Property Services and Trusts to support the delivery of sites suitable for housing; and has promoted the use of the London Development Panel.

Low Carbon Entrepreneur 2015

Question No: 2014/4935

[James Cleverly](#)

How will the winner be chosen for this year's scheme, and what benefits do you anticipate that this will bring to London's environment?

[The Mayor](#)

The winner will be chosen using the successful formula used in the past two years, which has led innovative entries like solarbox being selected. All entries will be initially judged by a panel of experts, who will select the top ten ideas based on their practicality, originality, clarity of the presentations, potential carbon reductions, and other sustainability benefits. The overall winner will be selected from this shortlist after these have been presented to the Dragon's Den style high profile judging panel.

The scheme provides an increasing number of London students the opportunity to think laterally and develop innovative business ideas that contribute towards reducing London's carbon emissions.

This is reflected in the extremely wide range of ideas submitted and the projects that have succeeded such as solarbox which is creating a new role for our old red telephone boxes by providing a free public phone charging service and Bio-bean which is using London's waste coffee to create biofuels for London.

Transporting Spoil By River (1)

Question No: 2014/4936

[Richard Tracey](#)

What is the total tonnage of spoil and aggregates being moved by river from Battersea Power Station?

[The Mayor](#)

I do not have such data available. However, my officers are working with the Nine Elms Vauxhall Partnership, which is exploring a range of options to facilitate water freight. Through a Construction Logistics Strategy the Partnership has an overview of likely lorry movements arising from the developments in the area that inform these investigations, and the relevant data sets are currently being updated by consultants. Battersea Power Station's jetty is utilised by the Northern Line Extension programme, meaning opportunities for river use are limited during the NLE's construction.

Transporting Spoil By River (2)

Question No: 2014/4937

[Richard Tracey](#)

What is the total tonnage of spoil and aggregates that will be transported by road from Battersea Power Station?

[The Mayor](#)

I do not have such data available. However, my officers are working with the Nine Elms Vauxhall Partnership, which is exploring a range of options to facilitate water freight. Through a Construction Logistics Strategy the Partnership has an overview of likely lorry movements arising from the developments in the area that inform these investigations, and the relevant data sets are currently being updated by consultants. Battersea Power Station's jetty is utilised by the Northern Line Extension programme, meaning opportunities for river use are limited during the NLE's construction.

Transporting Spoil By River (3)

Question No: 2014/4938

[Richard Tracey](#)

What is the total tonnage of spoil and aggregates being moved by river from Nine Elms?

[The Mayor](#)

I do not have such data available. However, my officers are working with the Nine Elms Vauxhall Partnership, which is exploring a range of options to facilitate water freight. Through a Construction Logistics Strategy the Partnership has an overview of likely lorry movements arising from the developments in the area that inform these investigations, and the relevant data sets are currently being updated by consultants. Battersea Power Station's jetty is utilised by the Northern Line Extension programme, meaning opportunities for river use are limited during the NLE's construction.

Transporting Spoil By River (4)

Question No: 2014/4939

[Richard Tracey](#)

What is the total tonnage of spoil and aggregates that will be transported by road from Nine Elms?

[The Mayor](#)

I do not have such data available. However, my officers are working with the Nine Elms Vauxhall Partnership, which is exploring a range of options to facilitate water freight. Through a Construction Logistics Strategy the Partnership has an overview of likely lorry movements arising from the developments in the area that inform these investigations, and the relevant data sets are currently being updated by consultants. Battersea Power Station's jetty is utilised by the Northern Line Extension programme, meaning opportunities for river use are limited during the NLE's construction.

Sir Peter Hendy and Fares (1)

Question No: 2014/4940

[Richard Tracey](#)

Given Peter Hendy's strongly held view that fares should be held down as much as possible, and the need to make significant savings from TfL's budget in order to achieve this, can you confirm that TfL will be scrapping the system of nominee passes without further delay?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 20 February 2015

No.

Sir Peter Hendy and Fares (2)

Question No: 2014/4941

[Richard Tracey](#)

Given Peter Hendy's strongly held view that fares should be held down as much as possible, and the need to make significant savings from TfL's budget in order to achieve this, can you confirm that TfL's gold plated pension pot will be brought into line with the public sector average to save upwards of £150 million per year?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 20 February 2015

The way the TfL Pension Fund is set up currently limits the scope for making changes; it is governed by a Trust Deed and Rules and not through statute like most other public sector pensions. Legislation would be required to give us more control over the scheme. TfL is in active discussion with the Government about a range of issues around pensions.

Sir Peter Hendy and Fares (3)

Question No: 2014/4942

[Richard Tracey](#)

Given Peter Hendy's strongly held view that fares should be held down as much as possible, and the need to make significant savings from TfL's budget in order to achieve this, can you confirm that TfL will fast track driverless trains and bear down on the swollen tube driver wage bill?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 20 February 2015

Yes.

TfL's work to increase levels of automation on the Tube network has already provided greater value for money to all customers - and will continue to do so - by creating the capability for more frequent and more reliable services on the Victoria, Jubilee, Northern and Central lines.

As I announced last month, TfL is progressing with plans to modernise the Bakerloo, Central, Piccadilly and Waterloo & City lines with the next generation of Tube train, which will come into service from the mid-2020s and will be designed to be capable of the highest level of automation, as seen in the best metros around the world.

500 new buses (3)

Metropolitan Police Anti-Gang Crime Predictor Technology 1

Question No: 2014/4943

[Roger Evans](#)

What were the results of the Metropolitan Police's 20-week trial of the new technology developed in partnership with Accenture, designed to identify which specific gang members are most likely to commit a crime?

[The Mayor](#)

The objective of this trial was to prove whether it is possible to build a predictive model that identifies the group of individuals (linked to gangs), who are most likely to commit a violent crime in any four week period, as such it does not identify specific individuals.

It did, however, indicate that the highest risk individuals linked to gangs are 5.8 times more likely to commit a violent crime in any four weeks than the average individual, and MPS learning from this will help the MPS to track gangs and young members in future.

Metropolitan Police Anti-Gang Crime Predictor Technology 2

Question No: 2014/4944

[Roger Evans](#)

Following the Metropolitan Police's 20 week pilot of the new anti-gang crime predictor, will the Metropolitan Police be incorporating this new technology into their anti-gang strategy? If the answer is yes, can we be informed when this technology will be fully operational?

[The Mayor](#)

The MPS is committed to intelligence based policing and learning from pilots like these. They will be exploring how this type of predictive data and modelling could be developed and delivered through the Total Technology Programme within Digital Policing.

Metropolitan Police Anti-Gang Crime Predictor Technology 3

Question No: 2014/4945

[Roger Evans](#)

What procedures will the Metropolitan Police put in place to ensure that the new anti-gang crime predictor technology is transparent and does not in any way breach the civil liberties of London's population?

[The Mayor](#)

Please see answers to MQ 4943 and 4944/ 2014. Should the MPS choose to use anti-gang predictor technology in the future, this would form part of the overall intelligence gathering approach for preventing crime in London. It would be subject to the controls of the Management of Police Information (MoPI), Protection of Freedoms Act (2012) and the Criminal Justice Act (2003). Any action planned as a result of such technology would be based on the controls outlined above.

Metropolitan Police Dogs

Question No: 2014/4946

[Roger Evans](#)

Following the recent FOI figures revealing that more than five people a week are being bitten by police dogs in London on average coupled with the fact that the Metropolitan Police have paid out £243,363 in compensation to victims of dog bites over the last three years, what measures are the Metropolitan Police taking to ensure that their dogs are being kept under control?

[The Mayor](#)

There are a number of measures in place to ensure that all operational Police Dog and Handler Teams receive a minimum of 13 days training per year are tested annually (licensed) to Home Office Standards by an independent ACPO Accredited Instructor. Failure to meet standards set out in the ACPO Police Dog Manual results in the dog being removed from operational policing to receive further training to correct any behaviour giving cause for concern. Failure to achieve that standard leads to permanent removal from service.

Annually the unit responds to 52,000 calls across London. The figures released show a total of 827 dog related incidents 2011/13.

It is important to note that only 24 of these relate to members of the public. 34 related to Police Officers, whereas 769 related to suspects wanted or being pursued by Officers.

The FOIA figures included compensation paid to Officers bitten by a dangerous dog out of control in public. £91,317 was paid to members of the public.

Night Tube - Central Line

Question No: 2014/4947

[Roger Evans](#)

Whilst my constituents will greatly benefit from the introduction of the Night Tube, it is disappointing that the Central Line will stop at Hainault. What consideration has been given to serving the whole of the Central Line loop?

[The Mayor](#)

The first tranche of the Night Tube will run from Ealing Broadway to both Loughton (via Woodford) and Hainault branches on the east end of the Central line, but will not run at the top end of the loop - Grange Hill, Chigwell and Roding Valley stations. This is based on the highest known demand for travel based on usage of Night Bus services and night-time activity on Friday and Saturday nights. We are less confident that there is sufficient demand on the rest of the line. When the Night Tube network is up and running, we will keep it under review and if customer demand and travel patterns suggest that we need to make changes to the initial network, we will do so.

Step-free access for Norwood Junction Station

Question No: 2014/4948

[Steve O'Connell](#)

In view of Norwood Junction being a strategic and heavily used station, I hope you will agree it is absurd that there is no step-free access. Will you pledge your support for step-free access at Norwood Junction at the next round of DfT funding?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 13 March 2015

As you are no doubt aware, in April last year the Secretary of State for Transport announced those National Rail stations in London that would receive the DfT's Access for All funding for Control Period 5 (2014 to 2019). The Department's allocation was made following local nominations from service providers, local authorities and TfL. The DfT makes the final decision on which stations receive funding. As I understand it, this is based on a number of factors including station usage, proximity to alternate step free stations and proximity to facilities such as hospitals and schools.

I am pleased that 18 of the 42 stations selected are in London and the South East. Unfortunately, DfT has decided that Norwood Junction did not qualify for funding in this round.

TfL and I are strongly committed to improving the accessibility of stations for Londoners. As it has in the past, TfL will seek to influence the DfT's future priorities in the interests of London for the next Control Period (starting in 2019). TfL will also bid for a share of the additional £60m allocated to the Access for All scheme between 2015-16 and 2018-19 that was announced in the Autumn Statement. It is anticipated this will provide enough funding for improvements to around 20 stations.

Fish Island Bridge

Step-free access for South Croydon Station

Question No: 2014/4949

[Steve O'Connell](#)

Passengers are currently required to negotiate 19 steps down and 19 steps up in order to reach platforms 3 & 4, plus 5 & 6 at South Croydon Station. Will you strongly advocate funding for step-free access at the station at the next round of DfT funding?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 08 December 2014

TfL and I are strongly committed to improving the accessibility of stations for Londoners. As you are no doubt aware, in April this year the Secretary of State for Transport announced the stations that would receive Access for All funding for Control Period 5, which runs from 2014 to 2019 following local nominations from service providers, local authorities and TfL. The DfT make the final decision on which stations receive funding based on a number of factors including station usage, proximity to alternate step free stations and proximity to facilities such as hospitals and schools.

TfL will work on future priorities for the next Control Period starting in 2019 should the DfT choose to continue the Access for All scheme. These would be based on analysis contained in "Taking forward the Mayor's Transport Strategy: Accessibility Implementation Plan" in addition to any priorities identified by TfL and the DfT at the time. There is strong competition for this funding, but as it is limited, it is necessary to prioritise stations where the improvements will benefit the most passengers and enable the most step-free journeys. As a result, I am sorry to say that South Croydon is not currently prioritised.

TfL continues to actively seek opportunities and innovative ways to find the means of going further faster, such as my recently announced £75 million accessibility fund. I am confident that the cooperation we're already seeing from local councils and property developers will continue to grow, so that together we can build a transport network more accessible for London residents and visitors alike.

"Taking forward the Mayor's Transport Strategy: Accessibility Implementation Plan" is available [here](#):

Direct bus service from Sutton to Epsom General Hospital

Question No: 2014/4950

[Steve O'Connell](#)

Sutton residents requiring orthopaedic surgery have increased by 2,000 since 2012 and are referred from St. Helier Hospital in Sutton to the specialist South West London Elective Orthopaedic Centre (SWLEOC) in the grounds of Epsom General Hospital. The 470 bus service from Sutton to Epsom runs only every 30 minutes, terminating in Epsom Town centre, with the connection to Epsom Hospital involving up to a 30 minute wait. Will you therefore urge TfL to introduce a direct bus service from Sutton to Epsom General Hospital?

[The Mayor](#)

Please see my response to MQ 4141 / 2014.

Royal Parks Policing

Question No: 2014/4952

[Tony Arbour](#)

What is the annual cost of policing the Royal Parks to the Metropolitan Police?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 15 April 2015

Since MQ 5087 / 2014 was published, we have been informed that the Royal Parks will receive £6.43 million for 2015/16. We have already begun to engage with the Royal Parks about how in these circumstances the parks may be best policed.

London Health Commission (2)

Operation Safeway

Question No: 2014/4953

[Tony Arbour](#)

Following the success of the Metropolitan Police's "Operation Safeway" scheme aimed at improving cycling safety in London, will the Metropolitan Police consider extending the scheme all year round?

[The Mayor](#)

Operation Safeway has been in existence since November 2013 and has seen considerable success in reducing serious injury accidents and improving overall safety awareness and better road behaviour.

The operation is based on three key areas: Engagement, Education and Enforcement. These key themes have assisted in continued reductions since the operations launch and as such Operation Safeway will continue to be a bedrock of MPS operational tactics to deliver continued casualty reductions.

Although Operation Safeway itself won't be in place all year round, the Safeway tactic has been well embedded into MPS working practices and will continue. It has attracted keen interest from outside forces as well as international interest.

ULEZ restrictions

Question No: 2014/4957

[Victoria Borwick](#)

In light of the proposed ULEZ restrictions, can the Mayor give a definitive guarantee that the London to Brighton Veteran Car Rally, and associated events will not be affected? Owners of these veteran vehicles practice around London in the days before the event, and give much pleasure to Londoners who can enjoy seeing these magnificent examples of engineering.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 05 December 2014

I am a strong advocate of classic events in London and I recognise the contribution they make to London's vitality.

The ULEZ proposal includes an exemption for historic vehicles registered before 1 January 1973, which is consistent with the existing Low Emission Zone.

I hope this gives the reassurance that the Brighton Veteran Car Rally was hoping for.

Sectioned Children Detained in Metropolitan Police Cells

Question No: 2014/4958

[Victoria Borwick](#)

How many children sectioned under the Mental Health Act were detained in Metropolitan Police cells in the last two measurable years?

[The Mayor](#)

There have been no children sectioned under the Mental Health Act detained in MPS cells in the last two measureable years.

Illegal Imitation Alcohol Sold in London

Question No: 2014/4959

[Victoria Borwick](#)

What steps are the Metropolitan Police taking to curtail the sale of imitation alcohol from London shops?

[The Mayor](#)

The MPS is not the lead authority on these matters. However, the MPS will often provide support and action to operations run by local authority Trading Standards Teams or HM Revenue and Customs to tackle such issues.