

# Written Answers to questions not answered at Mayor's Question Time on 13 July 2011

## **Transport for London fare increases for 2012**

**Question No: 2382 / 2011**

[Mike Tuffrey](#)

You accused your predecessor of "leaving a monstrous black hole" in the finances of TfL. Can you confirm that your fares decision for 2012 will be based on July 2011 RPI plus 2%?

**Oral Response**

## **Unlicensed Minicabs**

**Question No: 2202 / 2011**

[Roger Evans](#)

What steps are currently being taken to crack down on unlicensed minicabs?

**Oral Response**

## **Blackfriars Bridge and the 20mph speed limit**

**Question No: 2091 / 2011**

[Jenny Jones](#)

Have you now read the Transport for London report recommending that four bridges over the Thames should have a 20mph speed limit?

**Oral Response**

## **Knife Crime**

**Question No: 2127 / 2011**

[Richard Barnbrook](#)

Despite pouring vast amounts of taxpayers' money at various initiatives including Operation Blunt 1 and 2, Time for Action and Operation Daedalus, knife crime for 2010 was up 8% in London at 13,619 incidents! Why do you think this menace continues to increase on the streets of London and are Londoners being given poor value for money from the authorities charged with keeping London safe from knife crime?

**Oral Response**

## **Residential Burglary in Camden and Barnet**

**Question No: 2184 / 2011**

[Brian Coleman](#)

Barnet has recently seen one of the highest increases in residential burglary while Camden has seen one of the highest increases in general 'property' crime (includes robbery, motor vehicle crime, burglary, shoplifting and criminal damage). What can be done to tackle this increase?

**Oral Response**

## **Airport capacity**

**Question No: 2160 / 2011**

[Victoria Borwick](#)

"Does it concern the Mayor that 55,000 air passengers are stacked in aeroplanes above London daily?"

**Oral Response**

## **London's cycling trends**

**Question No: 2135 / 2011**

[Andrew Boff](#)

Will the Mayor commission a full and thorough study into cycling trends on London's roads?

**Oral Response**

## **Youth Violence**

**Question No: 2216 / 2011**

[Joanne McCartney](#)

Are you concerned at the recent increase in serious youth violence in London?

**Oral Response**

## **Lavender Fields and Colliers Wood Public Transport**

**Question No: 2157 / 2011**

[Richard Tracey](#)

What is being done to promote access to public transport in Lavender Fields and Colliers Wood, where large areas are further from public transport than the recommended maximum 400 metres?

**Oral Response**

## **Savings from TfL**

**Question No: 2381 / 2011**

[Caroline Pidgeon](#)

What savings are you hoping to make through TfL's Project Horizon?

**Oral Response**

**Rezoning Surbiton and Kingston Stations**

**Question No: 2178 / 2011**

[Tony Arbour](#)

Will the Mayor lobby the Secretary of State for Transport to rezone Surbiton and Kingston Stations from zone 6 to zone 5?

**Oral Response**

**Olympic Mascots**

**Question No: 2031 / 2011**

[Dee Doocey](#)

Do you agree with LOCOG's policy of charging local schools £850 for the Olympic mascots to attend a school fair?

**Oral Response**

**Benefit Reforms**

**Question No: 2217 / 2011**

[Nicky Gavron](#)

Can the Mayor update us on the impact Government benefit reforms will have, and is having on London households requiring government support to pay their rent?

**Oral Response**

**Pedestrian Safety**

**Question No: 2218 / 2011**

[Valerie Shawcross](#)

Are you concerned that the number of accidents involving pedestrians increased over 2009 in 20 of the 32 London Boroughs?

**Oral Response**

**Trade union officials employed by Functional Bodies**

**Question No: 2383 / 2011**

[Brian Coleman](#)

Would the Mayor list the positions and the salaries of all trade unions officials employed part time or full time by all the functional bodies?

**Oral Response**

## **Off Message Mayor**

**Question No: 2222 / 2011**

[John Biggs](#)

It is reported that you have permission from the Prime Minister to be 'off message' in an election year. Should Londoners be flattered, offended or merely confused?

### **Oral Response**

## **Questions for Written Answer**

### **Cost of policing protests (1)**

**Question No: 2022 / 2011**

[Dee Doocey](#)

What has the cost to the MPS been for policing protests in London from January to June this year? How much of these costs are recoverable from the Home Office?

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

Officers are drafting a response which will be sent shortly.

Written answer received on 20 July 2011:

The estimated total cost of policing of the nine major protests that occurred during this period amounted to £7.02m, of which no costs have been recovered from the Home Office for policing protests.

### **Cost of policing protests (2)**

**Question No: 2023 / 2011**

[Dee Doocey](#)

What is the estimated cost of policing protests in London for the rest of this financial year?

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

There are 61 known protests planned during this period. By their nature, protests are spontaneous or planned at very short notice so it is not possible to provide an accurate cost at this stage.

### **Verbal abuse of police officers**

**Question No: 2024 / 2011**

[Dee Doocey](#)

Do you believe that warranted police officers should be able to cope with a higher level of verbal abuse than ordinary members of the public?

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

Metropolitan Police Service officers should be free to go about their jobs without being abused.

It can be unpleasant and insulting when some members of the public behave in an abusive and aggressive way to police officers. Furthermore, the courts do not accept that simply swearing at a police officer is sufficient grounds for an arrest. With this in mind, the MPS has provided

officers with practical advice on how they should exercise their powers in these difficult circumstances.

## **Financial cost to MPS of industrial action**

**Question No: 2025 / 2011**

[Dee Doocey](#)

What was the financial impact on the MPS of the industrial action taken by police staff on 30th June 2011?

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

Officers are drafting a response which will be sent shortly.

Written answer received on 20 July 2011:

Members of staff that take strike action do not receive payment for the period of the strike so there is an initial cost reduction to the MPS - pay deductions will be made in the July 2011 payroll so the full effect is not yet known.

For certain front line police staff roles, where strike action had an impact, were covered by police officers. Information regarding the number of police officers who replaced police staff that took industrial action and the financial impact will also be available in August 2011.

## **Culture Diary – number of registrations**

**Question No: 2026 / 2011**

[Dee Doocey](#)

How many organisations, and how many events, were registered in total in the Culture Diary by the closing date of 31 March 2011?

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

There were 2004 organisations and 4017 events registered in The Culture Diary by the 31 March 2011.

## **Culture Diary – monitoring and updating**

**Question No: 2027 / 2011**

[Dee Doocey](#)

Are you satisfied that the Culture Diary provides a complete picture of every event that will take place in 2012 in London? How will you monitor new events that have not yet been determined, but will be devised between now and 2012? What milestones have you put in place to monitor the delivery of events within the Culture Diary?

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

Officers are drafting a response which will be sent shortly.

Written answer received on 19 July 2011:

There are over 4000 events currently in The Culture Diary across all 33 boroughs, so a good spread across London; however The Culture Diary will reopen in September 2011 to capture information about any new events. Work is now underway to assess large-scale events via the LECC (London Events Coordination Calendar), and over the next 3 months other event data in the diary will be followed up, to ensure the most up to date information is available.

We have made every effort - through workshops, e-letters, and public events - to communicate to cultural and community organisations across the city the importance of registering events in the diary in good time because of the constraints of planning during the 2012 period.

## **Specialist Training for Police Officers**

**Question No: 2028 / 2011**

[Dee Doocey](#)

What lessons have been learnt by the MPS from the industrial action taken by police staff on 30th June 2011? What plans does the MPS have to address the problems of having to replace specialist IT staff with police officers at short notice? Have you got a succession plan in place?

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

The Metropolitan Police Service adopted a corporate joint planning process to deal with the challenges of the Industrial Action with Commander Tony Eastaugh taking lead on these operations. It was demonstrated that having a coordinated approach along with good ongoing business continuity planning is effective in dealing with short term staff shortages.

In business continuity scenarios such as a strike the MPS can call upon a number of trained officers who in normal circumstances are used in small numbers but are routinely used to meet peak demand. It was this group that was deployed on the day of the strike.

## **London Living Wage**

**Question No: 2029 / 2011**

[Dee Doocey](#)

Are all employees and contractors within GLA Group being paid at least the new London living wage rate of £8.30 an hour?

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

All direct employees to the GLA group currently receive at least the 2011 London Living Wage rate of £8.30.

Our approach to uplifting contracted employees to the new London Living Wage rate is to ensure they receive the new rate as soon as practically possible or at least within 3 months from the date of the new rate being announced. This timeline is to enable contract variations and implications to be worked through.

## **Olympic Games Lanes – Black taxis**

**Question No: 2030 / 2011**

[Dee Doocey](#)

What have you done as a member of the Olympic Board to persuade the Department for Transport to overturn the ban on London's black cabs using the Games Lanes during the Games in 2012?

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

I have not requested an exemption to allow taxis access to Games Lanes because doing so would mean that we could not guarantee journey times for the Games Family. The Games Lanes will be heavily used for most of the day, and there is simply not room to permit other vehicles access. For example, on some of the busiest days at busy locations, there will be up to 1,100 vehicles an hour in the lanes; this is the equivalent of a full road of traffic.

The Olympic Route Network (ORN) and Games Lanes will be essential to enable London 2012 to meet the Games Family journey time commitments in the Host City Contract. Because of the journey times between venues required by the International Olympic Committee, London would not have won the Games without putting the Games Lanes in place. The approach was tried and tested at Games in Sydney, Athens, Beijing and Vancouver. The ORN will operate on around one per cent of the Capital's roads, and Games Lanes on around a third of the ORN; every effort has been made to keep the number of roads affected to an absolute minimum.

The Games Lanes will be clearly signposted to avoid confusion about which vehicles can use them.

## **Team London**

### **Question No: 2032 / 2011**

[Caroline Pidgeon](#)

Further to MQ1959/2011, were all Team London projects for which tenders were issued active by 30 June?

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

When the Team London programme was launched on 30 June 2011, 6 of the 7 projects were active. Each project has posted their opportunities to a link on the Team London website which enables volunteers to register their interest. Delivery partners are dealing directly with these enquiries and supporting volunteers into the appropriate opportunities.

There was one project outstanding, in March a request was made for proposals which would aim to utilise sports volunteering for at risk young adults, unfortunately there was a limited response to the requests for proposals. Following an interview process a decision was taken not to fund any of those proposals. We are therefore aiming to utilise the funding to support a Sports Volunteer Fund which will provide 1,000 Londoners of all ages, and particularly harder to reach individuals, with the opportunity to train as coaches, officials and activities coordinators who will volunteer with sports groups across the capital for the benefit of more physically active communities.

## **Cleaner taxi incentives**

### **Question No: 2033 / 2011**

[Mike Tuffrey](#)

The "Update to the Air Quality Plan for the Daily Mean PM10 Limit Value for Greater London Agglomeration Zone, UK: June 2011" document on the Defra website, states that "the Mayor has announced a financial incentives scheme to encourage drivers to purchase the cleanest taxis". Can you provide details of this scheme, including when it will start, what the scale of the financial incentives will be, and its objectives?

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

I am committed to improving London's air quality and recognise the important role that taxis must play in this area. The objective of any financial scheme is to encourage cabbies to purchase cleaner, practical and affordable taxis for use in London. TfL is working to finalise the exact details surrounding the scheme at this time and will announce them later in the year.

TfL and my team continue to work very closely with taxi manufacturers to understand their plans for introducing low-emission taxis. Taxi manufacturers are still looking at design and production timelines but, given the complexity involved, manufactures are unable to state when such vehicles will be available for sale to drivers.

## **London Underground solar panels**

**Question No: 2034 / 2011**

[Mike Tuffrey](#)

How many solar panels have already been installed on London Underground properties, how many more installations are planned for 2011, and how much energy will they generate?

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

A number of solar panels have been installed on the London Underground (LU) head office building, 55 Broadway, above St. James's Park station.

At the end of 2010 LU initiated a procurement process for the installation of solar panels on a number of other stations and properties. The procurement process is ongoing and will be completed by September 2011, at which time the number of planned installations and forecast energy generation will be available.

The first installations are planned to be completed by the end of March 2012.

## **London Underground green electricity**

**Question No: 2035 / 2011**

[Mike Tuffrey](#)

Your answer to MQ2319/2010 stated that London Underground has "strong market leverage" to secure renewable energy supplies, and that LU were working on more detailed plans during 2010 "and by the end of the financial year will have identified options for short and long term project to deliver its aspirations". What short and long term projects have been identified for increasing renewable and low carbon energy sources for LU?

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

Officers are drafting a response which will be sent shortly.

Written answer received on 25 July 2011:

London Underground (LU) continues to progress a number of both short and long term projects with the aim of increasing renewable and low carbon energy sources.

At the end of 2010, LU initiated a procurement process for the installation of solar panels on a number of its properties. The procurement process is ongoing and will be completed by September 2011, with the first installations planned to be completed by the end of March 2012.

LU is also actively pursuing opportunities to deliver large scale low carbon energy directly to its network, and is currently engaged in a procurement exercise which will identify immediate opportunities as well as possible longer term developments. The current plan is to initiate implementation of the actions arising from this before the end of 2011/12.

## **Rewards for sustainable behaviours**

**Question No: 2036 / 2011**

[Mike Tuffrey](#)

Further to MQ3948 what progress has been made with building in "incentives for greener more sustainable behaviours" into plans for the London Card?

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

Officers are drafting a response which will be sent shortly.

Written answer received on 26 July 2011:

While options around a London Card are still being explored, other potential avenues to incentivise greener more sustainable behaviours are becoming apparent through the work of the London Datastore.

We recently published a raft of environmental data collected from various agencies and, for the first time, published in one place (The London Datastore). We know from data release in other areas, that mobile and web applications are built by third parties using that data and we engage with software developers in London interested in using that data. We are using the opportunities for conversations with these developers and technologists to bear in mind incentivising green and sustainable behaviour. This might include rewarding walking, cycling and recycling.

## **High temperatures on the tube (1)**

**Question No: 2037 / 2011**

[Mike Tuffrey](#)

Your answer to MQ2324/2010 on high temperatures on the tube states that at above 33°C “LU monitors train services to ensure that if any train stops in a tunnel for 15 minutes or longer, a rescue plan is implemented which includes despatching the London Ambulance Service to stations where customers from stalled trains will be detrained and providing them with bottled water”, at which stations is this bottled water stored and are they adequately staffed to support a rush-hour detraining?

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

Water is stored at the following locations: Baker Street, Bank/Monument, Bond Street, Ealing Common, Earl’s Court, Finchley Central, Finsbury Park, Golders Green, Greenford, Green Park, Harrow-on-the-Hill, Heathrow Terminals 123, King’s Cross St Pancras, Leytonstone, Liverpool Street, London Bridge, Stockwell, Victoria, Waterloo, Wembley Park and West Ham.

All Tube stations are fully staffed and, should an incident requiring detraining occur, local staff will always be sufficiently supported by incident response staff - with the British Transport Police and London Ambulance Service also in attendance as a precautionary measure. The stations where water is stored have been chosen due to their geographic location and the availability of storage for large volumes of bottled water. The decision on how to move stored water to where it is needed is always prioritised and taken on the basis of achieving the fastest possible response.

## **High temperatures on the tube (2)**

**Question No: 2038 / 2011**

[Mike Tuffrey](#)

Your answer to MQ2324/2010 on high temperatures on the tube states that at above 33°C “LU monitors train services to ensure that if any train stops in a tunnel for 15 minutes or longer, a rescue plan is implemented which includes despatching the London Ambulance Service to stations where customers from stalled trains will be detrained and providing them with bottled water”, how many times has this situation occurred in 2008, 2009, 2010 and 2011; and what is the predicted impact of a full detraining, on top of a 15 minute delay, on network performance?

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

LU’s records show that water has been given out to detrained customers 41 times between 2008 and 2011/12 (to date).

The breakdown of this data is:

2008/9	14
2009/10	15
2010/11	9
2011/12 (to date)	3

The impact (in terms of incident duration) of such incidents is subject to many varying factors that will either extend or reduce the time taken to complete the detrainment, and therefore the impact on train services. These include: the number of people to be detrained, design of the rolling stock being detrained, point of disembarking train (front/rear or side doors), distance from station, whether in tunnel or open sections and the complexity of the location.

## **Heat map of the tube**

### **Question No: 2039 / 2011**

[Mike Tuffrey](#)

Further to MQ2326/2010 has London Underground published the heat map on the TfL website, and if not will you encourage them to do so?

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

London Underground is in the process of collating the most recent data and producing a heat map which will be published on the website next month. I have asked for the link to be forwarded to your office.

## **Renewable capacity study**

### **Question No: 2040 / 2011**

[Mike Tuffrey](#)

What were the key findings from your renewable and low carbon energy supply capacity study, and how will you be implementing them?

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

The renewable and low carbon energy supply capacity study will be completed by the end of August. Once the report is published we will be in a position to respond to the key findings.

## **Drinking fountains**

### **Question No: 2041 / 2011**

[Mike Tuffrey](#)

Further to MQ0642/2011 has the invitation for proposals for drinking fountains been sent out? How many proposals have been received? When will pilot projects commence?

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

Further to MQ642 / 2011 the invitation for proposals for drinking fountains was sent out at the end of April. The Invitation to tender called for proposals to provide solutions in respect of the GLA's "Improving access to drinking water across London" project.

Four proposals were received by the closing date covering a range of solutions including indoor and outdoor points and marketing solutions.

After the initial short listing process all four bidders were interviewed. The steering group are currently looking at the proposals in detail to decide the next steps needed in order to take a range of solutions to pilot over the coming months.

## **Public awareness of air quality**

**Question No: 2042 / 2011**

[Mike Tuffrey](#)

What progress have you made on implementing the policies in your Air Quality Strategy around improving public awareness of air quality issues, and how are you monitoring the impact of these policies?

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

Good progress has been made. It includes:

- Through the Clean Air Fund, Transport for London (TfL) are due to launch a major awareness campaign to discourage drivers from leaving their vehicles idling, which affects local air quality. A business engagement scheme is also being implemented, providing advice to companies in central London on how they can take action to reduce their impact on air quality. A monitoring programme for the Clean Air Fund has been developed and the results will be published.
- The GLA website includes a central air quality section (<http://www.london.gov.uk/air-quality>), which contains data, technical information and practical advice on how individuals can play their part in improving air quality.
- The GLA is working with the airText consortium to enhance the airText scheme's forecasting capabilities which will improve public awareness of air quality issues. airText collates figures for the number of people signed up to the scheme.

## **Green roofs and walls**

**Question No: 2043 / 2011**

[Mike Tuffrey](#)

What progress have you made promoting the installation of green roofs and walls across London? Are you still intending to have a trial fund for green roofs?

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

Green roofs continue to be installed through the planning system with the total area in the Capital now estimated to be in the region of 50ha. Updated policy in my new London Plan (due to be published later this summer) on urban greening will continue to advocate the installation of green roofs and walls.

Through the Drain London project I have directly supported the installation of three demonstration retrofit green roofs and I am funding demonstration green walls through the Clean Air Fund.

My officers are working with businesses, primarily in London's Business Improvement Districts, to identify opportunities to increase green cover on existing buildings.

## **Thames Barrier Visitor Centre**

**Question No: 2044 / 2011**

[Mike Tuffrey](#)

There has been a steep fall in the number of visitors to the Thames Barrier to less than 10,000 per annum, and its education centre is currently closed. Given the need, as identified in your Climate Change Adaptation Strategy, to raise public awareness of flooding will you work with the Environment Agency to improve Londoners' understanding of the role the Thames Barrier

plays in protecting London from flooding?

**Written response from the Mayor**

The Environment Agency has confirmed that whilst its Learning Centre at the Thames Barrier has closed, the Information Centre, with its exhibition, remains open and is expected to receive around 15,000 visitors this year.

The Information Centre is only a small part of the communications programme to raise awareness. Over 40 per cent of the properties at tidal flood risk are now registered to receive flood warnings through the EA's Floodline Warning Direct and Extended Warnings Direct. The EA has also increased public awareness through placing adverts in local and regional media, attending local fora and community events and the Thames Festival.

**Off-site affordable housing**

**Question No: 2045 / 2011**

[Mike Tuffrey](#)

On how many planning applications in 2010 and 2011 have you agreed to affordable housing being provided off-site?

**Written response from the Mayor**

I have asked my officers to provide the information you have requested which should be with you shortly.

**Community right to reclaim land**

**Question No: 2046 / 2011**

[Mike Tuffrey](#)

The Community Right to Reclaim Land is being extended to cover the GLA and TfL, what are the implications of this change and what actions are you taking to gear up for it?

**Written response from the Mayor**

This is a Government policy that is still in development, and I keenly await the final detail.

**Housing Mobility scheme**

**Question No: 2047 / 2011**

[Mike Tuffrey](#)

When will your pan-London mobility scheme for London's social housing tenants extend to include new build homes?

**Written response from the Mayor**

It is excellent news that we have been able to agree to implement a pan-London mobility scheme with the boroughs, after the failed attempts by my predecessor. The current plan is that the scheme will initially only include relets of existing stock. Any extension to include new build homes will only happen following a review of the success of the initial scheme and after further consultation with boroughs over the next year.

**Empty Homes Audit**

**Question No: 2048 / 2011**

[Mike Tuffrey](#)

What were the findings of your empty homes audit?

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

The Empty Homes Audit, carried out by the GLA and the London boroughs, and provisionally identified 11,068 private sector homes empty for more than one year. Of these, 5,075 had been empty for one to three years, 1,801 for three to five years, 3,363 for more than five years, and 830 for an unknown length of time. Pending the outcome of further data checks, the final results of the audit will be published in full in due course.

### **Institutional Investment in housing**

#### **Question No: 2049 / 2011**

[Mike Tuffrey](#)

What progress have you, the HCA and LDA made on attracting institutional investment into housing in London?

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

The GLA, HCA and LDA continues to discuss opportunities with institutional investors, and so far the only successful schemes in the HCA's Private Rented Sector Initiative have been in London and the South East.

### **Private Rented Sector Initiative**

#### **Question No: 2050 / 2011**

[Mike Tuffrey](#)

Now that the Private Rented Sector Initiative has ceased as a HCA initiative, what steps are you taking to continue the work that it started in levering in institutional investment into the private rental market?

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

Please see my response to MQ2049 / 2011.

### **Rough Sleeping**

#### **Question No: 2051 / 2011**

[Mike Tuffrey](#)

Do you share my concern at reports that the number of people sleeping rough on the streets of London increased by 8% in 2010/11 to 3,975 people?

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

I should think that everyone shares your concern over these reports. However, they do show that 60 per cent of those seen rough sleeping are new to the streets, and half of them are non-UK nationals. They also show real progress in our response to rough sleeping, with half of this total seen only once and less than 5 per cent seen more than twenty times.

### **Get on our land campaign**

#### **Question No: 2052 / 2011**

[Mike Tuffrey](#)

Will you support Inside Housing's 'Get on our land' campaign which aims to increase the supply of land on which to develop homes?

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

I support the principle of increasing the supply of land on which to develop homes.

## **Affordable Homes Programme 2011-15: family homes**

**Question No: 2053 / 2011**

[Mike Tuffrey](#)

Now that the deadline for the submission of offers to the HCA for the for the 2011-15 Affordable Homes Programme has passed, do you have an indication of whether there were sufficient offers from providers in London to deliver three-bed and larger units?

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

My recommended programme is now with the Minister for approval and I am not able to provide any detailed information until that decision is taken.

## **Affordable Homes Programme 2011-15 (2)**

**Question No: 2054 / 2011**

[Mike Tuffrey](#)

Now that the deadline for the submission of offers to the HCA for the for the 2011-15 Affordable Homes Programme has passed, do you have an indication of whether there were sufficient offers from providers in London to deliver on your targets for new affordable homes?

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

Please see my response to MQ2053 / 2011.

## **Affordable Homes Programme 2011-15 (1)**

**Question No: 2055 / 2011**

[Mike Tuffrey](#)

Are you satisfied that London has got its fair share of the national Affordable Homes Programme 2011-15?

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

Please see my response to MQ2053 / 2011.

## **Londonwide LEP**

**Question No: 2056 / 2011**

[Mike Tuffrey](#)

When will the Londonwide LEP hold its first meeting, and what do you think should be on the agenda?

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

I expect the first meeting of the shadow London Enterprise Partnership Board to take place in the Autumn. The first meeting will focus on generating and agreeing a work programme for the Board. This will include as a matter of priority the establishment of arrangements for the investment of income derived from the business rate uplift in the Royal Docks Enterprise Zone.

## **Proposals for a Mayoral Community Infrastructure Levy**

**Question No: 2057 / 2011**

[Mike Tuffrey](#)

You agreed with me, in MQ0920/2011 that “businesses and developments in areas such as Maidenhead and Slough should be required to contribute towards the costs of Crossrail through charges such as the CIL, as they are just as likely to benefit from it as adjoining areas in

London". Have you continued to make representations to government and adjoining regions to make this case?

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

I do continue to make this case. Although ministers have indicated that they have no power to require local authorities outside London to make a contribution towards the cost of Crossrail through their own community infrastructure levies, I have instructed officers at City Hall and at Transport for London to ensure that every opportunity is taken to demand that any authority outside London which will be served by Crossrail and which brings forward its own CIL proposals makes a fair contribution from the sums it raises.

### **Living wage at London South Bank University**

**Question No: 2058 / 2011**

[Mike Tuffrey](#)

Do you support the current campaign of staff and students at London South Bank University to ensure that staff who work at the university, but whose jobs have been contracted out by the university to private companies, and who perform duties ranging from cleaning to security, are paid the London Living Wage?

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

I certainly encourage employers across the capital to pay the LLW to their directly-employed staff and to ensure that their contractors do the same.

### **Cardiff Model (1)**

**Question No: 2059 / 2011**

[Caroline Pidgeon](#)

Can you please provide a list of the London Boroughs that are currently operating some version of the Cardiff Model, whereby hospital accident and emergency departments anonymously share information about the time and location of violent incidents with the police? Please also state which Boroughs are not currently operating any such system.

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

We are advised by NHS London that all boroughs are currently operating or developing an Emergency Department Datashare approach along the lines of the Cardiff Model, other than the Royal Borough of Kensington and Chelsea.

### **Cardiff Model (2)**

**Question No: 2060 / 2011**

[Caroline Pidgeon](#)

Can you please tell me which hospitals/NHS Trusts in London are not operating some version of the Cardiff Model, whereby hospital accident and emergency departments anonymously share information about the time and location of violent incidents with the police?

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

We are advised by NHS London that all NHS Acute Trusts are operating or developing approaches for sharing data on violence with Police and Community Safety Partnerships other than the Chelsea and Westminster Trust which has not as yet developed an action plan to implement this approach.

### **Artwork at Angel Tube**

**Question No: 2061 / 2011**

[Caroline Pidgeon](#)

Will you consider converting the former Angel Tube Station entrance on Torrens Street/City Road into a possible space for Art on the Underground, similar to the walls adjoining Southwark Station?

**Written response from the Mayor**

I can certainly see the merit in this idea, but it is not possible to consider it further at present as there is no funding available for schemes of this type.

**Stolen bus stops (1)****Question No: 2062 / 2011**

[Caroline Pidgeon](#)

You mentioned recently that bus stops were being stolen for their scrap metal.

- a) Please provide all the locations and dates where bus stops have been stolen in London, per borough in 2009 and 2010.
- b) Please also list how many have been replaced and at what cost.

**Written response from the Mayor**

Officers are drafting a response which will be sent shortly.

Written answer received on 5 August 2011:

In common with many organisations, TfL's infrastructure is a target for metal thieves when the price of metal increases. There have been a number of offences where metal parts have been stolen from London's bus stops and shelters. This has only become a problem in the past 12 months and is believed to be a result of metal prices steadily increasing in international markets. In that time, of TfL's total 18,500 bus stops and 12,500 shelters, TfL has recorded around 1.6% of these bus stops and shelters as having metal parts stolen from them.

The majority of incidents reported to TfL show small amounts of metal being stolen, but approximately one-fifth of the cases have involved a substantial amount being taken. Over 90 per cent of the incidents have taken place in five east London boroughs. The cost of replacing stolen parts in the 12 months from July 2010 was £143,000.

Metropolitan Police and TfL's policing unit are working closely on this issue in order to redouble efforts to combat individuals intent on committing these crimes. This includes making use of targeted surveillance. TfL is currently looking into changes to designs and fixings to help minimise the loss and the consequent inconvenience to passengers.

**Stolen bus stops (2)****Question No: 2063 / 2011**

[Caroline Pidgeon](#)

What steps have you and TfL taken to deter thieves from stealing London's bus stops?

**Written response from the Mayor**

Officers are drafting a response which will be sent shortly.

Written answer received on 5 August 2011:

Please see my answer to MQ 2062 / 2011

## **Theft of Metal**

**Question No: 2064 / 2011**

[Caroline Pidgeon](#)

There has been a significant rise in metal thefts across London. Please detail the number of metals, including cables and other high value items that have been stolen from the TfL network, including London Underground, Overground, DLR, Cycle Hire, Buses and Trams. Please provide the data broken down by number of items stolen and value, per month, since the beginning of 2009 to date.

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

Officers are drafting a response which will be sent shortly.

Written answer received on 5 August 2011:

In common with many organisations, TfL's infrastructure is a target for metal thieves and, as the price of metal increases, this is a growing problem. TfL reports these incidents to the Police.

The Metropolitan Police, British Transport Police and TfL's policing unit are working closely on this issue in order to redouble efforts to combat individuals intent on committing these crimes. TfL is currently looking into changes to designs to help minimise the loss and the consequent inconvenience to passengers.

There has been no reported theft of metal from Barclays Cycle Hire facilities. Please refer to my answer 2062/2011 for thefts of metal from the bus network.

The majority of the infrastructure over which London Overground (LO) operates is owned and maintained by Network Rail (all of the track and signals, except between Highbury & Islington and New Cross) and some of the stations served by LO services are managed by other Train Operating Companies.

London Underground (LU) does not collate centrally the estimated monetary value of the stolen items. The cost to LU through theft of cable and other items is far greater in terms of lost customer hours and delays to programmes than simply in terms of the replacement cost. British Transport Police patrols are being conducted in areas where there have been previous instances of cable theft and vandalism. These patrols complement existing track maintenance patrols and also involve contact with residents that border the railway.

Below is a table of the thefts from TfL owned infrastructure.

	DLR		London Overground		Tramlink		London Underground
Month	Number	Approx value £000	Number	Approx value £000	Number	Approx value £000	Number
<b>2009</b>							
Jan	2	1.5	Nil	0	Nil	0	2
Feb	Nil	0	Nil	0	Nil	0	2
Mar	Nil	0	Nil	0	1	2	2
Apr	1	2	Nil	0	Nil	0	5
May	3	23.5	Nil	0	Nil	0	10
Jun	Nil	0	Nil	0	Nil	0	2
Jul	1	2	Nil	0	Nil	0	3
Aug	2	2	Nil	0	Nil	0	1
Sep	1	2	Nil	0	Nil	0	3
Oct	Nil	0	Nil	0	Nil	0	6
Nov	1	1	Nil	0	Nil	0	6
Dec	2	1.5	Nil	0	Nil	0	4
<b>2010</b>							
Jan	1	1	Nil	0	Nil	0	8
Feb	1	1	Nil	0	Nil	0	3
Mar	Nil	0	Nil	0	Nil	0	10
Apr	1	1	Nil	0	Nil	0	9
May	4	8.6	Nil	0	1	2	8
Jun	1	0.5	Nil	0	Nil	0	4
Jul	1	1	Nil	0	Nil	0	6
Aug	1	1	Nil	0	Nil	0	5
Sep	1	1	Nil	0	Nil	0	12
Oct	1	1	Nil	0	Nil	0	12
Nov	2	2	Nil	0	Nil	0	7
Dec	3	24	Nil	0	Nil	0	11
<b>2011</b>							
Jan	1	4	Nil	0	Nil	0	15
Feb	1	7.5	Nil	0	Nil	0	6
Mar	Nil	0	Nil	0	Nil	0	17
Apr	Nil	0	1	5	Nil	0	3
May	1	0.5	2	0.6	Nil	0	6
Jun	Nil	0	Nil	0	Nil	0	4
	<b>TOTAL</b>	<b>£90</b>	<b>TOTAL</b>	<b>£5.6</b>	<b>TOTAL</b>	<b>£4</b>	

## Pedicabs (1)

### Question No: 2065 / 2011

Caroline Pidgeon

What representations have you had from the taxi trade in London regarding pedicabs in London?

#### Written response from the Mayor

The views of the taxi trade regarding pedicabs are well known and have been expressed both directly to me and to TfL via letters from individuals and taxi organisations, and in meetings between TfL and representatives from the taxi trade.

The London Cab Drivers Club Limited and the National Union of Rail, Maritime and Transport Workers have also deposited petitions opposing provisions relating to pedicabs contained in the

London Local Authorities and Transport for London (No.2) Bill. TfL will continue to listen to representations made by stakeholders on the subject of pedicabs and give due consideration to the points raised.

## **Pedicabs (2)**

### **Question No: 2066 / 2011**

[Caroline Pidgeon](#)

Do the taxi trade agree with you on your current stance of supporting a voluntary registration scheme for pedicabs?

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

The views of the taxi trade regarding pedicabs are well known and have been expressed both directly to me and to TfL.

In its petition opposing the London Local Authorities and Transport for London (No.2) Bill clauses, the London Cab Drivers Club Limited states that a licensing scheme for pedicabs should be introduced.

The National Union of Rail, Maritime and Transport Workers also states in its petition opposing the clauses contained in the Bill that a licensing scheme for pedicabs should be introduced and that a voluntary registration scheme may be confusing for the public.

While I do not support the view made by some in the trade that a complete ban is appropriate, I do feel that a voluntary registration scheme is appropriate and I support the work on this area which is being undertaken by the City of Westminster.

## **Dial A Ride (1)**

### **Question No: 2067 / 2011**

[Caroline Pidgeon](#)

Please list in date order, since it was introduced, occasions whereby the Dial A Ride 0845 number phone system has had to switch to its back up system due to the 0845 system being out of service.

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

Dial-a-Ride's central 0845 booking number was introduced in 2005. In late 2005 and early 2006, there were a small number of incidences where the booking service was disrupted due to problems with TfL's telephone equipment but none of these incidences lasted for more than one hour.

On December 7th, 2007, there was serious disruption to the telephone services to Dial-a-Ride's booking centre. On the Friday afternoon, utility contractors working in Bermondsey cut through underground telephone cables to Dial-a-Ride's head office and the surrounding buildings. The provision of an 0845 number enabled Dial a Ride to relocate to the back up call centre and booking facilities were suspended for about 90 minutes whilst reservations staff relocated between buildings. Full service then resumed, albeit with a reduced number of telephone lines, whilst the provider worked through the weekend to reconnect the lines.

On Friday 24<sup>th</sup> June 2011 at 0850 hours, Dial-a-Ride's head office suffered a power failure which resulted in the telephone system being off line for less than 10 minutes whilst power to the building was restored.

Dial-a-Ride also provides an 020 number for those members who prefer to access the service this way.

## **Dial A Ride (2)**

**Question No: 2068 / 2011**

[Caroline Pidgeon](#)

Prior to having the new computer system, Dial A Ride only required one hour's notice from users for same day bookings, but now with the new computer system in place it requires two hours. Given the figures for same day bookings completed by Dial A Ride each year before the new computer system in 2004/05 was over 17,000, compared with just over 10,000 for 2009/10, will you review and improve the system?

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

There has been a slight reduction in the proportion of same day bookings provided by the service between 2004/5 and 2009/10 from 1.4 per cent of all completed journeys in 2004/5 to 0.7 per cent of completed journeys in 2010/11. However, during the same period, there was a corresponding rise in the proportion of advance bookings for time critical appointments such as doctor's appointments or meetings. In 2004/5 advance bookings only formed 3 per cent of total completed Dial-a-Ride trips but by 2010/11 this figure increased to 12 per cent. This slight change in Dial-a-Ride emphasis reflects the service focussing on categories of door to door transport that it is best suited to provide. During the same period, Dial-a-Ride trips increased from 1.26 million to just below 1.35 million.

Dial a Ride delivered the most trips ever recorded by the service in 2010/11, partly through more efficiently-scheduled daily runs. The availability of same day bookings depends more these days on last-minute cancellations made by passengers on the day of travel and the suitability of resulting schedule spaces to accommodate the origin and destination of the same day booking requested. It is not possible to predict when the booking centre will be notified of a passenger cancellation and this gives rise to the need for more time to process a same day booking.

Dial-a-Ride has to balance customer requirements for regular, advanced, next day and same day bookings on a daily basis and predominately provides the first three types of booking as Dial-a-Ride's multi-occupancy schedules are largely completed the evening before travel.

The overall customer satisfaction score for Dial-a-Ride is exceptionally high at 91 out of 100, but TfL will continue to endeavour to improve on this.

## **Westminster Centre for Independent Living closing**

**Question No: 2069 / 2011**

[Caroline Pidgeon](#)

Are you concerned about Westminster Council's decision to close the Westminster Centre for Independent Living on Westbourne Park Road? Given your responsibilities in relation to health inequalities, what representations have you made to the Council and/or Government on this issue?

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

I understand the importance of the services offered by centres such as the Westminster Centre for Independent Living to Deaf and disabled Londoners.

Through the Health Inequalities Strategy, I have highlighted the importance of access to good quality health services for all Londoners. I would expect any proposed changes would be accompanied by a full impact assessment to determine the likely impact on access to quality health services.

## **Regent's Canal tow path**

**Question No: 2070 / 2011**

[Caroline Pidgeon](#)

What discussions have you had with British Waterways about ensuring both pedestrians and cyclists can use the canal towpath safely?

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

I am fully supportive of British Waterways' efforts to encourage greater use of their network of towpaths for walking and cycling, including the Regent's Canal.

TfL provides funding to British Waterways for works to improve access for all users to towpaths, to upgrade towpath surfaces and, where appropriate and feasible, to widen towpaths to better and more safely accommodate high numbers of users. TfL has also worked with British Waterways and others to develop pedestrian and cyclist codes of conduct to encourage safe and considerate use of the towpaths by everyone.

Whilst on British Waterways' towpaths, pedestrians have priority; the pedestrian code of conduct advises pedestrians to look out for cyclists, encourages pedestrians to allow cyclists to pass when it is safe to do so and promotes communication and civility between both sets of users.

The codes of conduct form an important element of British Waterways 'Two Tings' campaign that I also endorse. The 'Two Tings' campaign encourages pedestrians and cyclists to think of each other as they use the towpath and reminds them about their respective codes of conduct.

## **Guide Dogs on Escalators (1)**

**Question No: 2071 / 2011**

[Caroline Pidgeon](#)

Please can you update me on your progress with the DfT on amending the bye-law to allow guide dogs to travel on escalators on London's Underground system?

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

The byelaws were submitted to the Secretary of State for confirmation on 6 June 2011. Transport Ministers are currently considering the byelaws and will be responding to TfL shortly.

## **Guide Dogs on Escalators (2)**

**Question No: 2072 / 2011**

[Caroline Pidgeon](#)

Please list all meetings and correspondence you and TfL have had with the DfT about guide dogs on escalators since I raised this matter with you in March.

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

TfL last met with the DfT on this matter on 15 March, before you raised this matter with me.

At this meeting officers from DfT Policy & Legal met with TfL legal, enforcement and operational officers, and agreed an approach as to how TfL's byelaws would be applied at shared stations.

Since March, TfL has been in contact with the DfT to confirm the agreed approach and discuss next steps and timescales. The byelaws were submitted to the Secretary of State for

confirmation on 6 June 2011. Transport Ministers are currently considering the byelaws and will be responding to TfL shortly.

It is worth noting that TfL first started work on changing the byelaw which prohibits animals from walking on moving escalators after being approached by the Guide Dogs Association for the Blind in 2009.

The purpose of this byelaw is to prevent injury to animals, but research carried out by the Guide Dogs Association for the Blind showed that if trained properly, assistance dogs can walk on escalators without injury.

TfL agreed to revise the byelaws, which by 7 December 2009 had been approved by the TfL Board and the Commissioner. DfT were supportive of this change.

After this, the DfT suggested a modification which made it unclear whether the TfL byelaws or the National Railway byelaws would apply at shared stations, which could have led to Guide Dogs being allowed on escalators at some TfL stations but not others, which would be confusing to members of the public.

It is this issue - now resolved - which delayed the implementation of this change.

## **Northern Line Extension Consultation**

### **Question No: 2073 / 2011**

[Caroline Pidgeon](#)

I understand that a re-consultation exercise is currently underway regarding the route options for the proposed Northern Line Extension until August 2011. Why does the updated leaflet still contain options 3 and 4 when I was informed at the recent exhibition and public meeting that they have both been ruled out, (option 3 because Vauxhall Station cannot cope with the extra capacity it would bring, and option 4 as the line would travel underneath the new US Embassy site)? Will you review this consultation so that Londoners are not misled and it becomes a genuine consultation?

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

TfL and Treasury Holdings are consulting with local residents and businesses on options for the proposed extension of the Northern line to Battersea, which is vital for the development of the Vauxhall Nine Elms Battersea Opportunity Area.

All of the four route options are technically feasible and no decision has yet been taken on the alignment. During this year's consultation, some people have told us that they did not have the opportunity to comment in last year's consultation, and so we have extended the current consultation and offered the opportunity to comment again on all four route options.

The views of respondents, along with other important considerations such as cost, engineering complexity and environmental impacts, will inform the future development of the scheme, including the decision on the route alignment.

## **Yellow Box Junctions**

### **Question No: 2074 / 2011**

[Caroline Pidgeon](#)

I have been informed from one of my constituents that he successfully appealed a PCN on Saturday 5 February 2011 after incurring a fine on the yellow box junction situated at Deptford Bridge/Blackheath Road. The reason for his successful appeal was due to the box junction being non-compliant with TSRGD 2002 and without DfT approval. Your previous answer fails to

mention this junction. Could you therefore revisit my original question and provide me with a full list of junctions as requested in MQ (1900/2011)?

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

TfL has no record of a successful appeal related to non-compliant road markings at this location. TfL enforces 168 Yellow Box Junctions across the TLRN network and the junction at Deptford Bridge / Blackheath Rd / Greenwich High Rd / Deals Gate is one of these. TfL is satisfied that the design of the yellow box marking is in accordance with the Traffic Signs Regulations and General Directions (TSRGD) 2002 and meets the appropriate requirements. However, enforcement at this junction was suspended in March 2011 because the junction marking had become worn and was due to be refreshed. TfL is currently reviewing the design of the junction to establish if any other works are required, which would be carried out simultaneously.

### **Cycle Hire to Camberwell and Peckham**

**Question No: 2075 / 2011**

[Caroline Pidgeon](#)

At your recent 'Community Conversations' event in Peckham on the 28th June, a young man asked you "why there were no bikes in Peckham" referring to your cycle hire scheme, to which you replied, "we will do our best to oblige you". When will residents in Camberwell and Peckham receive the Cycle Hire scheme?

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

Officers are drafting a response which will be sent shortly.

Written answer received on 25 July 2011:

Barclays Cycle Hire has been a great success and TfL considers it to be an expanding programme. There is an enormous appetite within London's boroughs to expand the scheme further.

TfL is currently focussing on the delivery of Phase 2 and is working with boroughs to identify sites within the existing boundary for further intensification and on the eastward expansion of the scheme in time for the 2012 Olympic and Paralympic Games. Future expansion to new boroughs is dependent on further funding and should that become available, TfL will work with local authorities to draw up plans to spread the scheme beyond Phase 2.

### **Number 3 bus**

**Question No: 2076 / 2011**

[Caroline Pidgeon](#)

I have received reports of a deterioration in the service of the Number 3 Bus route, in particular, buses seem to regularly bunch in both directions. Could you please confirm what TfL is doing to resolve these problems?

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

Transport for London (TfL) continually monitors the performance and reliability of its bus network. Route 3 has been particularly disrupted by the impact of road works at Oxford Circus, Regent Street and Pall Mall. Abellio, who operates the service, has employed additional staff resources to identify solutions to the issues affecting route 3 and who will help towards regulating the service, thus minimising the impact to passengers.

TfL expects the performance of route 3 to improve and will continue to monitor the service.

## Community Conversations (1)

**Question No: 2077 / 2011**

Caroline Pidgeon

Please provide me with the number attendees at each of your Community Conversation events since you became Mayor.

### Written response from the Mayor

Amended version provided on 19 July 2011:

Community Conversations Programme – Attendee Numbers

BOROUGH	DATE	NUMBER OF ATTENDEES (Approximate)
Croydon	14 December 2010	133
Waltham Forest	24 January 2011	140
Brent	2 February 2011	153
Haringey	13 April 2011	165
Hackney	26 May 2011	126
Southwark	28 June 2011	137

## Community Conversations (2)

**Question No: 2078 / 2011**

Caroline Pidgeon

Please outline each of the key outcomes that have arisen through your Community Conversation events since you became Mayor. What action have you taken as result of these events?

### Written response from the Mayor

A number of themes have come out of my Community Conversations Programme (CCP) to date, including:

- Improving police relationships between local residents.
- Better communication with carers/parents.
- Including more young people in debates around youth violence.

Details of all the events so far can be found here: <http://www.london.gov.uk/priorities/crime-community-safety/safer-communities/community-conversations/previous-events>

Further to the final event in Lambeth, a full summary report will be made available.

## Community Conversations (3)

**Question No: 2079 / 2011**

Caroline Pidgeon

Please provide me with the date, time and location of your proposed Community Conversation event in September in the London Borough of Lambeth.

### Written response from the Mayor

Arrangements for the Community Conversations event in Lambeth have yet to be finalised.

My team are in the process of planning the event, and full details will be on the GLA website in due course.

## **Information at Temporary Bus Stops**

**Question No: 2080 / 2011**

[Caroline Pidgeon](#)

Will you consider reviewing the quality of information provided for bus passengers as and when bus stops need to be temporarily closed? Local residents from Teddington have brought to my attention a particularly striking example of poor communication from TfL, arising from a broken water main on Broad Street, leaving many elderly passengers unaware of where to go to find their regular bus service.

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

TfL has investigated the circumstances behind the burst water main and found that its bus staff reacted quickly as soon as it became necessary to close the stop. Posters stated how long the stop would close for and advised customers to use the next available stop.

Some confusion may have been caused by the stop staying open during the initial period of the incident but, as soon as the utility company realised the extent of the damage from exploratory work, it was then closed and a temporary stop introduced 10 metres away. This may have given the impression of delayed action on the part of TfL but was in fact the result of the initial plan needing to change to protect the welfare of pedestrians and passengers once the full circumstances of the incident became clear.

TfL would welcome any details of the concerns raised with you to help understand the nature of residents' dissatisfaction with the information provided in Broad Street.

## **Earl's Court and West Kensington Opportunity Area (1)**

**Question No: 2081 / 2011**

[Jenny Jones](#)

What proactive efforts have you made to communicate with the Tenants and Residents Associations on the Gibbs Green and West Kensington estates and with the trade unions representing employees and employers associations such as the Association of Event Organisers who are affected by your plans for the Earl's Court and West Kensington Opportunity Area?

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

A preliminary public consultation was undertaken in late October and early November 2010 to ensure key issues and community aspirations were identified and considered in the early stages of drafting the Earl's Court and West Kensington Opportunity Area Joint Supplementary Planning Document. The first draft of the document was then subject to public consultation between 11 March and 26 April 2011. This consultation included provision of copies of the document, a leaflet drop to all local residents and five public consultation 'drop in' events for local residents and the general public to view summaries of the document and discuss it with officers. Future consultations will employ similar methods.

## **Earl's Court and West Kensington Opportunity Area (2)**

**Question No: 2082 / 2011**

[Jenny Jones](#)

Are you prepared to accept the view of residents of the Gibbs Green and West Kensington estates, neighbouring communities and many of the employee and employers bodies who argue that the Earl's Court and West Kensington Opportunity Area is a wasteful and destructive project that must be rejected?

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

The merits of Earl's Court and West Kensington Opportunity Area designation were considered during the draft replacement London Plan Examination in Public. I am working with the Royal Borough of Kensington & Chelsea and the London Borough of Hammersmith and Fulham to produce the Earl's Court and West Kensington Opportunity Area Joint Supplementary Planning Document and will consider all views received on the document.

### **Earl's Court and West Kensington Opportunity Area (3)**

**Question No: 2083 / 2011**

[Jenny Jones](#)

Do you support the view of the Minister for Decentralisation that any decision to transfer the Gibbs Green and West Kensington estates into a resident-controlled community housing association will take precedence over the Earl's Court and West Kensington Opportunity Area plans, and not the other way around?

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

Any decision by the Minister for Decentralisation to transfer the Gibbs Green and West Kensington estates into a resident-controlled community housing association would take account of regeneration schemes in the wider area, including those being developed in the draft Earl's Court and West Kensington Opportunity Area Joint Supplementary Planning Document. Similarly the draft Earl's Court and West Kensington Opportunity Area Joint Supplementary Planning Document will take account of the implications of any transfer should this occur before it is finalised.

### **Earl's Court and West Kensington Opportunity Area (4)**

**Question No: 2084 / 2011**

[Jenny Jones](#)

Have you or the other project partners undertaken an assessment of the financial and environmental implications of retrofitting the buildings on the Gibbs Green and West Kensington estates versus demolishing them and building new homes on the land?

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

I am unaware of the extent to which Hammersmith & Fulham Council has assessed this matter in its capacity as landlord of these estates. The draft Earl's Court and West Kensington Opportunity Area Joint Supplementary Planning Document includes an option which would retain the estates. The merits of this approach including the broad environmental implications of this will be considered through the framework's energy strategy along with the other options before the document is published for further consultation.

### **London Plan and localism**

**Question No: 2085 / 2011**

[Jenny Jones](#)

What are you doing to review the London Plan in light of the community empowerment and neighbourhood planning aspects of the Government's localism agenda?

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

The draft replacement London Plan anticipates many of the aspects of the Government's localism agenda, and I agreed a number of changes to the draft during the Plan preparation process (and particularly at the examination in public) to deal specifically with community empowerment and neighbourhood planning. Some of the EiP Panel's recommendations also addressed these issues, and I will publish my response to these very shortly.

I intend to address neighbourhood planning in supplementary planning guidance dealing with this and other issues relating to “shaping neighbourhoods”.

I will keep the policies in the new London Plan under review, and will bring forward alterations to it as required.

## **British Transport Police**

**Question No: 2086 / 2011**

[Jenny Jones](#)

I have been contacted by a constituent who is concerned about the failure of the British Transport Police to intervene or record incidences of verbal abuse against Transport for London staff and members of the public at Liverpool Street Station. Will you raise this issue with the British Transport Police as a matter of urgency?

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

Any form of abuse against TfL staff or members of the public is taken extremely seriously and will not be tolerated either by the British Transport Police (BTP) or TfL. This incident was reported to the BTP last month and a BTP officer has been assigned to investigate.

Through the London Underground (LU) and BTP Work Place Violence Unit, verbal and physical assaults against staff are thoroughly investigated and TfL and BTP will always push for the toughest penalties against perpetrators.

BTP officers carry out high visibility operations at stations and on-trains, and will always robustly record and investigate any complaints made to them by members of the public.

## **Thames path**

**Question No: 2087 / 2011**

[Jenny Jones](#)

Can you list any planning applications referred to the GLA for developments along the River Thames that did not include a Thames path accessible to the general public?

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

I have asked my officers to provide the information you have requested which should be with you shortly. Generally my approach as set out in the London Plan, is to secure a continuous Thames Path and the majority of developments referred to me make that provision, and my Planning Frameworks at Waterloo and Vauxhall Nine Elms also require the enhancement and provision of a continuous Thames Path.

As an example, I recently commented on a proposal to refurbish Safeguarded Wharf site in Vauxhall Nine Elms and secured passive provision for access across site, should access be delivered to neighbouring sites as part of the delivery for Vauxhall Nine Elms Planning Framework.

## **Cycling on the Olympic Route Network**

**Question No: 2088 / 2011**

[Jenny Jones](#)

What assessment was made of the likelihood of cyclists slowing down Olympic vehicles if they were allowed onto the Olympic Route Network? Who made the original decision that cyclists should be banned from the network and have you seen the report upon which this decision is based?

## **Written response from the Mayor**

Please see my response to MQ2030 / 2011.

## **Blackfriars Bridge safety (1)**

**Question No: 2089 / 2011**

[Jenny Jones](#)

You claim that the new design for Blackfriars Bridge 'will allow every road user to navigate the junction safely'. What evidence, authority, or guidelines are you using to substantiate this claim? Cyclists believe it to be more dangerous than the present layout.

## **Written response from the Mayor**

Blackfriars station will reopen in December 2011 following a £550 million, three year upgrade project. Over 24,000 pedestrians will enter and exit the station during the morning peak, and the junction outside the station has had to be redesigned to accommodate these hugely increased pedestrian flows. This has created an opportunity to reassess the whole junction and deliver a new layout that would mean improvement for as many users as possible.

The new design accommodates the huge increase in demand from pedestrians, who will make up 58% of all users of the junction whilst improving facilities for the estimated 6% of people travelling through by bicycle. This has been achieved without creating conditions which would severely disbenefit other modes, including bus and taxi passengers, who will account for around a fifth of those using the junction.

During the consultation, cyclists and cycling groups raised five key concerns and virtually all of these were addressed in the redesign, with the exception of the claim that there should be a 20mph speed limit on Blackfriars Bridge. There is no evidence that speed was an issue at Blackfriars prior to the current station works and modelling demonstrates that speed will not be an issue after the scheme is built.

Once these and other changes were incorporated, a full safety audit was completed on the final design. This evaluation has been carried out during all of the design stages by an independent and qualified road safety auditor following TfL's auditing procedure SQA-0170. This evaluation identifies potential safety hazards that may affect any type of road user to ensure that all measures are as safe as practicably possible. This procedure identified no major safety concerns within the design proposal. Some minor concerns were raised and the design was revised in order to resolve these.

## **Blackfriars Bridge safety (2)**

**Question No: 2090 / 2011**

[Jenny Jones](#)

Will you guarantee that there will be no injuries or deaths as a result of cyclists using the right turns from northbound lanes into Queen Victoria Street and from southbound lanes onto Victoria Embankment, which involve cyclists filtering across two lanes of heavy traffic?

## **Written response from the Mayor**

The design of the junction is relatively complex given the number of different traffic routes and vehicle/pedestrian movements at this location. The design is not, however, more complex or challenging than has been the case at a number of other junctions across London. At any location that has high traffic levels, a range of different road users and a variety of turning movements there will always be an element of risk of a collision, regardless of the design. I can however guarantee that risks have been minimised at Blackfriars through regular safety audits throughout the design process.

As would be the case at all such locations, safety audit procedures have been carried out at appropriate times during the life of the design process. Once the changes made as a result of the stakeholder engagement process held earlier this year were incorporated, a full safety audit was completed on the final design. This procedure identified no major safety concerns within the design proposal. Some minor concerns were raised and the design was revised in order to resolve these.

## **Cycle lane safety**

### **Question No: 2092 / 2011**

[Jenny Jones](#)

Do you agree with Transport for London that whilst a 2m cycle lane “will increase the comfort levels experienced by cyclists there is no evidence to show that this extra width creates a safety benefit?” Might this statement ignore the sheer volume of cyclists in central London and the need for cyclists to overtake each other in relative safety?

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

Officers are drafting a response which will be sent shortly.

Written answer received on 27 July 2011:

The minimum width for cycle lanes on 30mph roads as advised by the Department of Transport is 1.5m and this advice is set out in its guidance LTN 2/08 Cycle Infrastructure Design.

In London, we apply this approach as standard and, where possible, on routes such as the Barclays Cycle Superhighways, we aim to increase the width to 2m or even 2.5m. As your question notes, this can improve the comfort experienced by cyclists on these busier routes.

I have recently asked TfL to look further into this issue and research will start shortly into cyclist and vehicular behaviour around varying cycle lane widths.

Considerable work has been carried out already by TfL in its cycling programme to improve the safety of cyclists, including both infrastructure measures and safety awareness campaigns. The programme involves continuing to develop an understanding of the safety implications of different highway features in line with the growth in cycling.

## **Cycle training for children**

### **Question No: 2093 / 2011**

[Jenny Jones](#)

Are you concerned about the large gap between those boroughs providing cycle training for around 3,000 to 4,000 children a year and those providing cycle training for only a few hundred? What additional action are you taking to ensure that the boroughs meet the target of providing Level 2 cycle training to all Year 6 pupils who want it, by 2012?

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

I am very supportive of measures to increase the number of Londoners who benefit from cycle training. In my transport strategy I made a commitment to offer ‘cycle training to people of all ages’. To meet this commitment, cycle training is being delivered by all London boroughs, funded by TfL through the borough Local Implementation Plans. Under this process each London borough has the responsibility to prioritise their funding across a range of different measures, including cycle training. Ultimately, the level of cycle training provided to adults and children is a decision which lies with each individual borough. TfL supports the boroughs in

their work by promoting cycle training services to adults and children through the 'Catch up with the Bicycle' campaign and through its website.

In addition to providing funding to the boroughs for this important area of work, TfL also provide additional cycle training for people who live and work near the Cycle Superhighways. To date 4,370 hours of training have been provided through this programme.

I have asked TfL officers to consider what additional activity we can support to further increase the provision of cycle training for school-age children.

## **Oyster and cycle hire**

**Question No: 2094 / 2011**

[Jenny Jones](#)

Given that Oyster cards enable concessions for a range of people on low incomes including young people, pensioners, war veterans and job seekers, will you set a timescale for introducing Oyster card payment for the cycle hire scheme?

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

I am pleased to see the Cycle Hire scheme goes from strength to strength and offers a convenient and affordable mode of transport for Londoners. The majority of all trips are under half an hour, with only the access charge paid, meaning that annual members can use the scheme for as little as 12p per day.

The Oyster system is highly complex and the likely costs of implementing this means the scheme does not accept Oyster cards and is unlikely to do so.

A simple to use automated payment system with dedicated "Membership keys" operates as part of Barclays Cycle Hire. The feasibility of integrating an alternative payment method is being investigated after the general roll out of contactless ticketing, to be compatible with TfL's wider future ticketing programme.

## **Traffic police cuts**

**Question No: 2095 / 2011**

[Jenny Jones](#)

Given the rise in the total number of child pedestrian casualties, will you reverse the cut of thirty police officers and thirteen staff from within the traffic section of the Transport Command Unit since 2009/10?

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

Though overall numbers in Traffic Operational Command Unit have reduced since 2008, the number of Police Constables has been increased by 8.5.

31 December 2010 saw the end of the ten year Killed and Seriously Injured (KSI) reduction targets set by the GLA . This resulted in a 57% reduction in all KSI's and 73% reduction in Child KSI's, both figures exceeding their targets.

Whilst the this level of reduction is very welcome, there will be no complacency in the approach taken to address these concerns.

## **Child casualties on London's roads**

**Question No: 2096 / 2011**

Jenny Jones

The total number of child casualties has once again fallen nationally in 2010. Why has it gone up in London?

**Written response from the Mayor**

London has consistently out-performed the rest of the country in reducing child casualties. Between the late 1990s and 2010, all child casualties fell by 59% (5,149 to 2,134) in London compared to 56% (44,354 to 19,569) in Great Britain as a whole. The number of children killed or seriously injured on London's roads fell by 5% (263 to 250) in 2010 and has fallen by 73% (935 to 250) since the late 1990s. Again, this is in excess of the gains seen elsewhere in Great Britain.

Between 2009 and 2010 there was a small increase in slight child casualties of 3% (1,827 to 1,884). This is in line with the overall increase in slight casualties seen in London in recent years. This change is of concern, and I have asked Transport for London to look into this and report to back to me on the causes of this increase, which is not in line with KSIs and with the overall long term trend, and to identify what can be done about it.

**Pedestrian casualties on London's roads**

**Question No: 2097 / 2011**

Jenny Jones

The total number of pedestrian casualties has once again fallen nationally in 2010. Why has it gone up in London?

**Written response from the Mayor**

Officers are drafting a response which will be sent shortly.

Written answer received on 19 July 2011:

London can be proud of its record on road casualty reduction. The total number of pedestrian casualties (KSIs and slight injuries) in 2010 in London has reduced by 42% from the 1994-1998 average. However slight pedestrian casualties, which do not require hospitalisation, rose by 8% in 2010 when compared with 2009. I have asked Transport for London to look into this and report to back to me on the causes of this increase, which is not in line with KSI's and with the overall long term trend, and to identify what can be done about it.

We are obviously concerned to see these small increases in slight injuries, but are confident that through careful targeting of resources we will be able to maintain the overall downward trend we've seen over the last decade. TfL continues to invest in road safety to build on the achievements of the last ten years. Each year TfL identifies the locations where collisions occur on the road network. Where an ongoing road safety problem is identified, this will be the subject of a road safety study (if it is on the TLRN) or communication with the boroughs in question. London boroughs set their priorities and plans for road safety in their Local Implementation Plans and these should aim to continue the downward trend in casualties within Greater London into the future.

**Casualties on London's roads**

**Question No: 2098 / 2011**

Jenny Jones

Can you explain why the Metropolitan Police area is the only area in the country where there has been a growth in the total number of casualties between 2008 and 2010?

**Written response from the Mayor**

Officers are drafting a response which will be sent shortly.

Written answer received on 19 July 2011:

London can be proud of its record on road casualty reduction. Between the late 1990s and 2010, London consistently out-performed the rest of the country in reducing casualties, with casualties falling by 37% (45,681 to 28,889) in London compared to a 35% reduction (319,928 to 208,655) in Great Britain as a whole. This level of reduction exceeded that seen in most other Metropolitan areas, with the exception of Manchester and Merseyside.

The number of killed or seriously injured casualties on London's roads fell by 18% (3,526 to 2,886) between 2008 and 2010. Again, this reduction exceeded those seen in other metropolitan areas, with the exception of South Yorkshire. However slight pedestrian casualties, which do not require hospitalisation, rose by 8% in 2010 when compared with 2009. I have asked Transport for London to look into this and report to back to me on the causes of this increase, which is not in line with KSI's and with the overall long term trend, and to identify what can be done about it.

We are obviously concerned to see these small increases in slight injuries, but are confident that through careful targeting of resources we will be able to maintain the overall downward trend we've seen over the last decade.

## **Contactless payment**

**Question No: 2099 / 2011**

[Jenny Jones](#)

Is there any timescale for introducing contactless payment across London's public transport system?

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

Yes. It is hoped to introduce the first phase of contactless payments in the first half of 2012; and the second phase roughly a year later.

The exact timescales are being kept under review as development work proceeds.

## **Azure card**

**Question No: 2100 / 2011**

[Jenny Jones](#)

What progress have you made with TfL and the Home Office on allowing access to public transport in London for asylum seekers on section 4 support using the Azure payment card?

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

Officers are drafting a response which will be sent shortly.

Written answer received on 21 July 2011:

- The situation remains as I set out last September in MQ2784.
- Following contacts with the charities that represent the migrant community, TfL has agreed that if invited it will attend any meeting the charities have with the Home Office with or the Borders Agency on the use of Azure cards.
- It is the Home Office that is responsible for the care and support of asylum seekers and it is the Home Office that determines where the Azure card is accepted.

- Given Home Office consent, TfL remains willing to accept Azure cards like any other form of payment card.

## **Community led housing**

### **Question No: 2101 / 2011**

[Jenny Jones](#)

Can you update me on work undertaken in the GLA group and HCA London to support community led housing in the past few months, including any further discussions at the HCA London Board meetings in April and June?

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

I remain committed to community led housing initiatives in London. The GLA and HCA London are working with local groups to identify sites to be used for this purpose.

## **London Councils grants scheme**

### **Question No: 2102 / 2011**

[Jenny Jones](#)

London Councils are funding a number of charities providing essential pan-London services with grants that will end in December this year, six months before they review the scheme and make decisions on re-commissioning those services. Will you lobby them to extend those grants up to July 2012 to ensure continuity of services?

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

I am concerned about the provision of essential pan-London services in London, which is why I responded to London Councils consultation on the future of their grants scheme back in November 2010. I understand that London Councils will be considering the position of certain funded services, at their next Grants Committee meeting on 13 July, with a proposal to extend funding, subject to the availability of resources, until March 2013. I have asked London Councils to keep me informed of the outcome of this decision.

## **Temporary accommodation**

### **Question No: 2103 / 2011**

[Jenny Jones](#)

Having failed to reduce the number of households stuck in temporary accommodation by half by the end of 2010, are you confident that you will achieve this aim before the end of your current term of office?

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

I commend London boroughs for reducing the use of temporary accommodation by more than 40 per cent by the end of 2010 and am confident that the continued reductions they have achieved since will halve its use by the end of my current term.

## **Safer Neighbourhood sergeant cuts**

### **Question No: 2104 / 2011**

[Jenny Jones](#)

In reference to reducing numbers of Safer Neighbourhood sergeants, you said that it is "necessary to streamline the management of some of the capital's smaller and quieter wards to improve performance". In 2011-12 the Metropolitan Police are applying a reduction of around

25% of sergeants pro rata across London's boroughs, meaning half the wards in each borough will share a sergeant. Do you consider half of the wards in the following boroughs to be smaller and quieter, and if so can you tell me which wards match that description? Westminster, Camden, Islington, Tower Hamlets, Hammersmith & Fulham, Southwark, Hackney, Kensington & Chelsea, Lambeth and Newham.

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

Officers are drafting a response which will be sent shortly.

Written answer received on 20 July 2011:

Every borough will be expected to bear a proportion of the total Safer Neighbourhoods Sergeant reductions on a pro rata basis. This pro-rata reduction of Safer Neighbourhoods Sergeants across the MPS avoids a scenario whereby quieter boroughs would be disproportionately impacted upon by the reduction, and which could then potentially impact on reassurance for local communities.

It is important to note that every ward will still continue to have a named Sergeant, although that Sergeant may supervise more than one ward. The role of a Safer Neighbourhoods Sergeant will continue to be that of leading, supervising and managing the engagement and enforcement activity carried out by the PCs and PCSOs.

The number of teams a Sergeant supervises will depend on the demographical make up of the wards and demand based on levels of crime and disorder together with other local demand generating factors; such as the presence of hospitals, markets, nightclubs or large shopping centres on the ward. These decisions will be made locally.

The removal of sergeants will not result in a reduction in police numbers in individual boroughs, and, in most cases, the number of officers in a borough will increase.

## **Water dispensers**

### **Question No: 2105 / 2011**

[Darren Johnson](#)

Given the environmental impact of lorries transporting flagons of water around the city for use in office water dispensers, will you work with Thames Water to encourage workplaces to switch to tap water instead?

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

I am committed to helping Londoners save money and reduce the carbon footprint of their water use. The London on Tap project, which promoted drinking tap water in London's restaurants, bars and hotels, and my desire to see water fountains restored in public places at no cost to the public purse demonstrates this.

As part of our wider programme of engagement with Thames Water, my officers will discuss opportunities to work together to encourage workplaces to consider switching to tap water.

## **Nuclear trains**

### **Question No: 2106 / 2011**

[Darren Johnson](#)

In June 2010 you stated that you would 'ask TfL to ascertain the factual position on nuclear trains during the games from Direct Rail Services' (MQ 1774/2010). In January this year, you stated that TfL was awaiting a reply from Direct Rail Services (MQ 0041/2011). Can you please send me all the up-to-date correspondence between Direct Rail Services and Transport for

London?

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

Firstly, and for the record, please could I just clarify my previous answer; Network Rail has been leading on this issue, and it was Network Rail that TfL was waiting to hear from, not Direct Rail Services. This has now happened.

Network Rail has advised that its contract with Direct Rail Services is commercially confidential. You may wish to pick this up directly with Network Rail.

## **Signage on Cycle Superhighways**

### **Question No: 2107 / 2011**

[Darren Johnson](#)

Could you ask TfL to ensure that the hours of operation of all Cycle Superhighway routes are displayed clearly on signs so that Highway Code rule 140 can be actively enforced?

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

The location and operating hours of mandatory cycle lanes and bus lanes on Barclays Cycle Superhighways will continue to be sign posted in accordance with DfT guidance.

Signs showing operating times of mandatory cycle lanes and bus lanes are placed in advance and at the start of the continuous line, denoting the edge of the lanes. There are further signs at intervals no greater than 300m along the lanes, as well as at relevant locations, such as after side road junctions.

Advisory cycle lanes and other areas of blue surfacing do not have specific operating hours.

On the next two Barclays Cycle Superhighways, CS2 and CS8, all signs will be in place in time for the routes' launch on 19 July 2011.

## **Cycle journey planner**

### **Question No: 2108 / 2011**

[Darren Johnson](#)

Can you ask TfL to modify their online journey planner for cyclists so that the default journey is the safest most direct route rather than the fastest route as at present, as that may put cyclists in danger and may also mean they are likely to have more traffic lights to deal with?

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

We constantly review the Cycle Journey Planner taking into account the feedback we receive from cyclists. Changes are being made to the Cycle Journey Planner to include the two new Barclays Cycle Superhighways opening in the summer.

In addition we are currently working on changing the cycling options so that "Easy" is the default option and to also enhance the functionality so that users can choose more than one option and then decide the route they would prefer to take. The changes will be made over the next couple of months.

## **Maryon Wilson Park**

### **Question No: 2109 / 2011**

[Darren Johnson](#)

A constituent has contacted me with the sad news that the London Borough of Greenwich has

withdrawn funding from the urban farm in Maryon Wilson Park, Charlton, which may force it to close in April 2012. This will deprive a great many people, young and old, of a valuable amenity that has been open since 1926. Will you make representations to the council and investigate what support can be given to keep it open?

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

Whilst it is regrettable that a facility such as this may have to close as a consequence of constraints on local authority funding, it is a matter for Greenwich Council (in consultation with borough residents and park users) to determine how to balance its budget and to explore alternative funding options.

I understand funding is committed until the end of March 2012 and that the Council is seeking alternative funding, including potential sponsorship.

## **LWARB funding & air quality**

### **Question No: 2110 / 2011**

[Darren Johnson](#)

Will you ensure that the London Waste and Recycling Board do not fund any new waste plant which does not meet the criteria in your London Plan of being 'air quality neutral'? This joined up thinking would ensure that new waste plants do "not lead to further deterioration of existing poor air quality, such as areas designated as Air Quality Management Areas".

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

The London Waste and Recycling Board, in undertaking its activities, is required to 'act in accordance with' the Mayor's Municipal Waste Management Strategy and any waste facility funded by the London Waste and Recycling Board, requiring planning permission in London, will need to be consistent with London Plan policy. A pre-requisite of London Waste and Recycling Board funding is the need to obtain planning permission.

## **Cable car and bus connections**

### **Question No: 2111 / 2011**

[Darren Johnson](#)

The report for Transport for London commissioned by the Green Group on alternatives to the Thames Gateway Bridge in 2008 recommended that a cable car would work best as a public transport option if the bus network were realigned to provide connections fanning out from the terminals. What work has TfL undertaken to study and implement this?

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

TfL has planned the route of the cable car to interchange with existing public transport services at either end. On the south side the cable car station will be within easy walking distance of the Jubilee Line station and major bus interchange at North Greenwich. On the north side the cable car will be less than 200m walk from the DLR station at Royal Victoria and bus stops just to the north of Royal Victoria DLR station. Given the good connections between the cable car and existing public transport services no further changes to the bus network are planned.

## **Enforcement of taxi no idling zones**

### **Question No: 2112 / 2011**

[Darren Johnson](#)

In answer to my question 684/2011 you deny that there will be any enforcement of no idling zones for taxis. Can you confirm that this is still the case, as the Defra action plan for London includes 'enforcement (where necessary)' and states that '[taxi] marshals will also have a

broader mandate to stop taxis from idling by monitoring the taxi rank'?

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

No idling zones play a key role in improving air quality and reducing transport related emissions. The Eco Taxi Marshalls that are being introduced through the DfT funded Climate Action Fund will not have an enforcement role but will be working at mainline station taxi ranks providing marshalling services. They will also engage directly with taxi drivers using the rank about eco and smarter driving , encouraging them to switch off their engine when appropriate and avoid leaving it running when it is not necessary.

TfL will also work closely with boroughs to make use of powers available to them to take enforcement actions that might be necessary at hotspots.

## **Conformity testing for black cabs (1)**

### **Question No: 2113 / 2011**

[Darren Johnson](#)

Unlike other vehicle manufacturers, LTI are not required by law to conduct 'in service' emissions conformity tests because they sell fewer than 5,000 vehicles a year. The power for roadside checks was devolved from VOSA to local authorities in 2003, but these authorities have not conducted any testing. It is therefore the case that absolutely no 'in service' emissions conformity testing has been conducted on London taxis by any agency whatsoever. Why has this been allowed to happen and what action is to be taken?

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

All taxis are subject to an emissions test (to the same standard as the emissions test carried out during an MOT) ensuring exhaust emissions are within prescribed limits and excessive dense smoke is not emitted from the exhaust system.

Any vehicle manufacturer selling less than 5000 vehicles per annum is exempt from in-service legislative emissions conformity testing. It is for local authorities and VOSA to make their own decisions regarding the type of vehicle testing which would be appropriate.

Emissions testing to EC legislative standards can usually only be carried out at certified emissions testing laboratories although TfL carries out planned and ad hoc on-street conformity inspections of taxis and private hire vehicles by licensing enforcement teams in partnership with VOSA and the Metropolitan Police.

As part of the annual licensing inspection all taxis are subject to a thorough examination of their exhaust systems by a vehicle examiner to ensure they are installed correctly, including an inspection of any additional, approved, emissions reduction systems.

## **Conformity testing for black cabs (2)**

### **Question No: 2114 / 2011**

[Darren Johnson](#)

A constituent has been told by VOSA that they do not regard the emissions test for black cabs which is carried out at the annual inspection, as a proper 'conformity test'? Can you contact them and confirm that this is their advice to you?

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

The emissions test carried out at the taxi licensing inspection is exactly the same as the emission test carried out at a VOSA MOT testing station. The same equipment and procedures are used as in an MOT. This procedure is fully endorsed by VOSA as meeting UK legislative requirements and also meets the legislative requirements for taxi licensing in London. TfL will therefore

contact VOSA on my behalf to understand why your constituent received an indication to the contrary.

## **Clean air fund**

### **Question No: 2115 / 2011**

[Darren Johnson](#)

Can you outline which specific measures (i.e. cleaner buses, roads being treated with dust suppressants, creation of no idling zones) being implemented with the extra £5m government grant to reduce air pollution in London will directly benefit people living on the following roads: Edgware Road, Knightsbridge, Cromwell Road, Shepherds Bush Road, Victoria Street, Pentonville Road?

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

I recognise that road pollution is a serious health issue for Londoners and to tackle it my Air Quality Strategy includes tough measures to clean up transport emissions by:

- introducing age limits for taxi and private hire vehicles to remove the older, more polluting vehicles from London's roads;
- investing in cleaner buses;
- record investment into cycling and
- tightening the standards to the Low Emission Zone.

To complement these measures the Clean Air Fund (CAF) will be used this year to deliver an innovative package of targeted local transport and environmental measures to reduce Particulate Matter (PM) pollution.

Residents of Edgware Road and Pentonville Road should experience the air quality benefits of the measures being delivered along Marylebone Road and Euston Road, including a Green Wall at Edgware Road Station. As a result of the Diesel Particulate Filters being fitted to buses as part of the CAF programme, people living along and using Knightsbridge, Victoria Street and Pentonville Road will benefit directly from reduced emissions from buses operating along those roads. All these roads may also see delivery of other CAF measures, such as the application of dust suppressants, should local air quality monitoring indicate a high number of daily occurrences of PM pollution levels exceeding the EU limit values.

## **Government action plan on nitrogen dioxide pollution (1)**

### **Question No: 2116 / 2011**

[Darren Johnson](#)

The Government's consultation on reducing NO<sub>2</sub> air pollution to below European limit values argues that "compliance in the London zone is currently expected to be achieved before 2025". Your Air Quality Strategy argues that compliance with the European limit values is possible by 2015 if the government takes the additional actions which you recommend. Do you still stand by that statement?

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

Discussions are continuing with the Government on the need for national measures if NO<sub>2</sub> limit values are to be met in London by 2015. I hope that measures such as tax incentives for cleanest vehicles, scrappage programmes and retrofit schemes will be included in the Government's final action plan that will be published later this year. As such measures would extend far beyond London, it is not possible for the GLA to carry out accurate modelling for them. However, were the Government to include these measures in its final action plan, we would encourage them to carry out modelling into their impact in London.

## **Government action plan on nitrogen dioxide pollution (2)**

**Question No: 2117 / 2011**

[Darren Johnson](#)

In answer to my question 1248/2011 you state that the GLA cannot accurately model the impact in London of national air pollution policies that you require the Government to implement. Now that the Government is consulting on its national NO<sub>2</sub> action plan, can you tell me which of the proposals you put forward have been included in their draft plan and whether their estimated impact in London will mean your aim of complying with European limit values by 2015 is achievable?

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

The Government is still considering the development of a certification scheme for NO<sub>x</sub> abatement equipment, which will allow a NO<sub>x</sub> standard to be included in Low Emission Zone schemes. TfL and the GLA are involved in that process.

Discussions are continuing with the Government on the need for national measures if NO<sub>2</sub> limit values are to be met in London by 2015. I hope that measures such as tax incentives for cleanest vehicles, scrappage programmes and retrofit schemes will be included in the Government's final action plan that will be published later this year. As such measures would extend far beyond London, it is not possible for the GLA to carry out accurate modelling for them. However, were the Government to include these measures in its final action plan, we would encourage them to carry out modelling into their impact in London.

## **Smog alerts for schools**

**Question No: 2118 / 2011**

[Darren Johnson](#)

Will you arrange for air pollution warnings to be issued during pollution episodes to parents and teachers at schools within 400m of roads with more than 10,000 vehicles a day on them?

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

No, as information on air pollution is already widely available, including in most daily newspapers. In addition we actively encourage Londoners to sign up to the excellent airTEXT service which provides free text, e-mail or voicemail alerts of elevated levels of pollution. The Government is also required by the EU Air Quality Directive to issue air quality alerts when certain limits are exceeded.

## **Air pollution monitoring sites (1)**

**Question No: 2119 / 2011**

[Darren Johnson](#)

Which boroughs had an area that failed the European NO<sub>2</sub> limit values for air pollution in 2009?

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

The Government reports on compliance with EU limit values on an annual basis to the European Commission. Not every borough has a site that is reported by Defra. However, there are NO<sub>2</sub> monitors in 28 boroughs. Of these, only Bexley and Havering had monitors that did not exceed either NO<sub>2</sub> limit value in 2009.

Modelling carried out for my Air Quality Strategy showed that every borough in 2008 had roads that exceeded the NO<sub>2</sub> annual average limit value.

## **Air pollution monitoring sites (2)**

**Question No: 2120 / 2011**

[Darren Johnson](#)

Which boroughs have a monitoring site used by the Government to report on NO<sub>2</sub> air pollution to the European Commission?

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

The Government is required to report to the European Commission on air quality, including NO<sub>2</sub> concentrations, every year. This report (latest edition at [http://uk-air.defra.gov.uk/library/annualreport/air\\_pollution\\_uk\\_2009b.pdf](http://uk-air.defra.gov.uk/library/annualreport/air_pollution_uk_2009b.pdf)) includes details of sites in London.

## **Low emission zone enforcement (1)**

**Question No: 2121 / 2011**

[Darren Johnson](#)

Once a filter system has been retrofitted to an older vehicle and the owner has obtained a certificate to enter the Low Emission Zone, what 'in service conformity' tests will be conducted to ensure that retrofitted vehicles continue to comply once they are on the road?

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

Retrofitted vehicles are subject to an annual VOSA test which checks an approved filter is fitted and functional. In addition, TfL's appointed certification body conducts audits of approved manufacturers and cross checks filter sales to vehicle registrations and VOSA issued Low Emission Certificates. This information also enables VOSA to conduct targeted in service conformity testing.

## **Low emission zone enforcement (2)**

**Question No: 2122 / 2011**

[Darren Johnson](#)

Once a filter system has been retrofitted to an older vehicle and the owner has obtained a certificate to enter the Low Emission Zone, what is to stop the owner removing the filter system and either selling it or using it on another vehicle?

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

Please see my response to MQ2121 / 2011.

## **Air pollution and the congestion charge WEZ**

**Question No: 2123 / 2011**

[Darren Johnson](#)

Can you please provide me with a copy of the full analysis behind your statement that in terms of air pollution "there has not been a discernable 'WEZ removal effect'?"

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

This statement reflects an analysis undertaken by TfL using data on measured pollutant concentrations from the London Air Quality Network.

For context, the average traffic change in this period compared to the equivalent period on 2010 was an 8% increase. Traffic speeds were broadly similar between these two periods. Also, the first three months of 2011 were characterised by several London-wide air quality episodes. These are visible in, and are also key to, TfL's analysis and conclusions.

The key comparisons made by TfL to inform this statement are attached in Appendix A. They collectively show that air quality trends (within the former WEZ area and in terms of pollution concentrations) during the first three months of 2011 overwhelmingly reflected influences unrelated to the removal of charging. Consequently, TfL were unable to discern a specific WEZ removal effect at this time.

## **Olympics and electric cars (1)**

**Question No: 2124 / 2011**

[Darren Johnson](#)

Can you provide a list of the electric charging points which will be in place for the official Olympic vehicles to use?

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

The responsibility for delivering charge points for Olympic vehicles lies with LOCOG, although TfL is closely involved in ongoing discussions with them.

The selection of final sites is still being worked through so no definitive information about charge point locations is available at present.

## **Olympics and electric cars (2)**

**Question No: 2125 / 2011**

[Darren Johnson](#)

How many electric vehicles will feature in the Olympic fleet and how many passengers will they carry?

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

LOCOG is responsible for delivering the Olympic fleet and has confirmed that there will be 200 electric vehicles. The vehicles will be allocated to a variety of tasks including the support of National Olympic Committee operations and LOCOG operational requirements, including Sport operations. The precise nature of their deployment, and thus the number of passengers they will carry, will be dependent on the charging solutions which are still being worked through.

## **Entry level jobs**

**Question No: 2126 / 2011**

[Darren Johnson](#)

Given that each organisation in the GLA group has a different definition of entry-level jobs will you develop a consistent approach across the group?

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

No. The types of job on offer in each organisation differ enormously from fire fighters from school to trainee solicitors from law school.

*One size does not fit all.* However it makes sense to look at similar areas such as business administration, policy development and graduate recruitment across all the Functional Bodies.

We have already made some progress, such as in the development of the Business Administration apprenticeship role across the Group which has helped facilitate joint working, ensured shared learning and achieved efficiencies.

The important thing is that all organisations in the GLA Group recruit in a way that does not discriminate against those without experience for jobs that don't require it.

We have managed to increase London's share of apprenticeships starts from just five percent to more than 8.5% in a year – the largest growth of anywhere in the country – achieved through understanding the need of businesses for tailored approaches.

It is vital that we do all we can to create jobs and opportunities for the next generation and my approach to apprenticeships and our GLA pre-apprenticeship programme, which supports young Londoners with few formal qualifications, is testament to that approach and commitment.

## **Knife Crime (2)**

**Question No: 2128 / 2011**

[Richard Barnbrook](#)

Would it be fair to comment that unless the judiciary bring in seriously tough laws for carriers and users of knives in violent confrontation, no amount of taxpayer funded initiatives are going to bring this problem under proper control?

Do you think the proposed law of a 6 month mandatory sentence for carrying a knife goes far enough in your quest to bring this menace under control in London?

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

The Legal Aid, Sentencing and punishment of Offenders Bill 29 June 2011 proposes a potential minimum 6 month sentence for a new offence of aggravated knife possession – which I fully support. The proposals contained in the bill have yet to be finalised in its passage through Parliament.

However, whilst tough enforcement is needed to punish and deter offenders from using knives, a long-term, strategic approach is also needed to tackle the causes of knife crime in the capital. The Greater London Authority has been invited by the Home Secretary to allocate Home Office Communities Against Gangs Guns and Knives funding in London, and will be adopting a focussed and targeted approach for the allocation of this funding over the next two years.

## **Police Ethics**

**Question No: 2130 / 2011**

[Richard Barnbrook](#)

I understand Jack Straw has accused the police of selling “road crash victims details” to personal injury lawyers, do you know if the Metropolitan Police have engaged in this practice?

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

I have been informed that the Metropolitan Police Service (MPS) does not sell details of people involved in road traffic collisions to compensation lawyers or claims management companies.

The MPS adheres to its obligations under the Data Protection Act and any officers or members of staff that fail to comply with the Act commits a disciplinary and criminal offence that will be investigated.

## **London Hygiene**

**Question No: 2131 / 2011**

[Richard Barnbrook](#)

Data collected by the Health and Public Services Committee indicate that there are 20% fewer local authority-maintained toilets are 20% less than a decade ago. Are you concerned, given the

expected thousands of extra visitors in a short period of time at next year's Olympic and Paralympics, that London's hygiene will be compromised due to a lack of public toilet facilities?

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

I don't believe London's hygiene will be compromised when the Games is in town, but I would like to see far more toilets open to the public right across the capital, and not just in Games time. That is why I launched my own scheme, Open London, soon after being elected to office and I am fully behind borough led Community Toilet schemes that are working so well in boroughs such as Richmond and Lambeth. I also back other borough inspired initiatives, such as Westminster's excellent 'Sat Lav' scheme.

I have no statutory powers in this regard, as you are aware, but I welcome the Assembly's recent report into public toilets in London and shall look carefully at their recommendations.

### **Immigration and Jobs**

#### **Question No: 2132 / 2011**

[Richard Barnbrook](#)

A recent report showed that the overwhelming majority of new jobs in the capital were taken by foreign-born migrants with a 150,000 fewer British born people in work in the capital. Are you concerned about this trend bearing in mind 126,500 Londoners have claimed benefit continuously for the last 10 years?

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

As you know, I champion initiatives to reduce unemployment across the capital. My Apprenticeships Campaign aims to tackle worklessness by working with major London employers to offer more apprenticeships opportunities to Londoners, especially the youth. The Campaign has successfully delivered over 28,000 new apprenticeships across the capital since it was launched last year.

### **Council Tax**

#### **Question No: 2133 / 2011**

[Richard Barnbrook](#)

Apparently London councils failed to collect council tax totalling £116.8m in the last financial year, does this financially impact the Greater London Authority in any way?

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

Officers are drafting a response which will be sent shortly.

Written answer received on 28 July 2011:

If boroughs fail to meet their collection targets then the GLA does receive less income from council tax. When setting their council tax bases annually for budgeting purposes, each borough assumes a non collection rate, which averages at between 3-4%, but varies depending on the demographics of each borough and other local circumstances. This adjusted taxbase is also used by the GLA for setting estimated income from the GLA precept. If the actual collection rate exceeds this target, or if there is additional growth in the taxbase during the year, then the GLA receives the additional surplus revenue during the following financial year based on its share of the total council tax bill in each borough. If the rate is below target then the GLA shares the loss with the borough.

I set out on Appendix C details of Borough's collection rates.

## **Crossrail**

**Question No: 2134 / 2011**

[Richard Barnbrook](#)

By the time Rob Holden leaves Crossrail, his remuneration for 2 and a bit years service will be in the region of £1.7m, in your opinion has this been money well spent?

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

The reality is that these massive engineering projects require people of Rob's experience and capability to run them. During his time as chief executive officer of Crossrail Limited (CRL), Rob has been responsible for steering Crossrail through its launch into full construction, ready for the commencement of tunnelling in 2012. Ahead of last year's Comprehensive Spending Review, he achieved savings of over £1 billion in the programme, whilst preserving the project's original scope.

## **Olympic Tickets (1)**

**Question No: 2136 / 2011**

[Andrew Boff](#)

How many Olympic tickets sold by LOCOG in the first and second rounds of the ticket allocation process have been purchased by people living outside the UK?

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

From initial assessments of first round and second chance sales, LOCOG has confirmed that less than 5% of tickets have been allocated to residents outside the UK

## **Olympics Tickets (2)**

**Question No: 2137 / 2011**

[Andrew Boff](#)

How many Olympic tickets sold by official European 2012 ticket suppliers have been purchased by people living in the UK?

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

Due to EU law, UK residents are entitled to apply for tickets from any other European National Olympic Committee (or their Authorised Ticket Reseller). LOCOG does not collect this information.

## **Olympic Tickets (3)**

**Question No: 2138 / 2011**

[Andrew Boff](#)

Will the one million new Olympic tickets that will become available next year cover all sports sessions and all price points? Will they be sold on a first come first served basis, or through a ballot?

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

Over the coming months, LOCOG will identify the remaining seats that will be available to sell to the public, at which sports and price categories. Details of the process for selling these tickets will be decided and made public in due course.

## **Cultural Olympiad**

**Question No: 2139 / 2011**

[Andrew Boff](#)

What Cultural Olympiad events will be held on the Olympic Park during the Games?

**Written response from the Mayor**

LOCOG Culture Team are currently researching and developing a programme for the Olympic Park at Games-time. They are exploring content from the 4 year Cultural Olympiad programme across the UK including the Inspire Mark programme, the Get Set education programme, plus work generated through national projects.

**Live Sites**

**Question No: 2140 / 2011**

[Andrew Boff](#)

Please provide an update on the plans for Live Sites across London during the Olympics. What will be the capacity of each Live Site?

**Written response from the Mayor**

We have plans for four live sites during the 2012 Games:

- Hyde Park - will operate during the Olympic Games only with a maximum capacity of up to 80,000
- Victoria Park - will operate during the Olympic Games only with a maximum capacity of up to 50,000
- Trafalgar Square - will operate during the Paralympic Games only with a maximum capacity of up to 10,000
- Potters Fields Park – will operate during both the Olympics and Paralympics with a maximum capacity of up to 4,500

The plans for these sites will be subject to approval by the respective local authority.

**Olympic Legacy**

**Question No: 2141 / 2011**

[Andrew Boff](#)

Please detail how the GLA and LDA's combined budget of £32 million for Olympic Legacy in 2011/12 will be spent?

**Written response from the Mayor**

The £32 million referred to in the report to the LDA Board in March was an estimate at that time covering work in sport, employment and skills, business support, public realm improvements, visitor welcome and promotion. Precise budget allocations against each item were confidential given contract negotiations which are ongoing in some cases. Since March, some of these projects have been transferred to the GLA, including as recently as 1 July, and in those cases GLA officers are currently reviewing the budgets and spending profile.

**Olympic Route Network**

**Question No: 2142 / 2011**

[Andrew Boff](#)

In light of recent reports, what analysis has been made of the environmental impacts of the Olympic Route Network, especially on London's air quality?

**Written response from the Mayor**

TfL has only recently taken responsibility for the assessment of Air Quality from the Olympic Delivery Authority (ODA). TfL is currently taking forward a reassessment of the combined air quality impacts of the Olympic Route Network and Travel Demand Management measures in order to further investigate their likely impacts. This work is currently ongoing and a first draft of the analysis is expected for TfL review in Autumn 2011.

## **West Ham Olympic Stadium selection**

**Question No: 2143 / 2011**

[Andrew Boff](#)

Does the Mayor have confidence in the process under which West Ham was selected as the preferred bidder for the Olympic Stadium in the light of the suspension of a senior OPLC director?

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

I have confidence that the Olympic Park Legacy Company has run a robust and thorough process to recommend a bidder for the Stadium. This is a recommendation that I endorsed with Government as a Founder Member and there is no reason to deviate from this course. The preferred bid represents a great legacy for the Stadium.

The OPLC adopted stringent measures during the process to ensure its integrity and the employee had no involvement whatsoever in the Stadium process. The OPLC has taken immediate and decisive action in the light of recent allegations made concerning the employee, and in order to provide assurance that the integrity of the process has not been compromised has launched an independent investigation into its internal stadium procedures. An independent barrister has been instructed to conduct the employment elements of this investigation.

The OPLC will communicate the outcome of both investigations when the work is complete.

## **Olympic Park/Wellcome Trust bid**

**Question No: 2144 / 2011**

[Andrew Boff](#)

Can the Mayor comment on newspaper reports of the Wellcome Trust's £1bn bid for the Olympic Park?

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

A proposal has been submitted to myself and Government and we are reviewing the proposal in tandem with the Olympic Park Legacy Company.

We are all united in our stance to secure the best legacy for the Olympic Park and to get the best value from the public investment that has been made in the Park.

## **Crystal Palace Station**

**Question No: 2145 / 2011**

[Richard Tracey](#)

What would be the total cost of providing step-free access to the platforms at Crystal Palace Station? What would be the capital cost and the annual running costs of reopening the former ticket hall?

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

A step-free access solution at Crystal Palace station would require the refurbishment of the former Victorian ticket hall allowing step-free access, via walkways, to three lifts to access

platforms 1 to 6. The station's IT and communications systems would also need to be modified. Overall, the estimated capital cost is about £7.3 million.

If a reduced scope was to be implemented - consisting of refurbishing the former Victorian Ticket hall, upgrading the station systems and the redecoration of Platforms 1 and 2 only - then the estimated capital cost would be in the order of £3 million.

Operating costs are not provided as these are factored separately, as a cost to the station operator.

Transport for London (TfL) has made an application for £900,000 from the Department for Transport's *Access for All* fund to improve the accessibility of Crystal Palace station. TfL expect to be notified in September whether the bid has been successful.

## **Bus usage record**

**Question No: 2146 / 2011**

[Richard Tracey](#)

How does the Mayor intend to build upon the remarkable success of the London bus network that has chalked up its highest usage in 50 years with 2.3bn journeys and 486km million travelled?

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

Continued provision of an excellent bus network is critical in supporting London's development and I have made this point strongly and, I believe, successfully in central government strategic reviews. TfL's latest Business Plan shows that travel volumes are expected to stay at the current very high levels. The network will remain under regular review, responding to changing demand and ensuring continued efficiency and reliability. The next few years will also see the introduction of the New Bus for London, more energy efficient buses and the further expansion of real time information.

## **Olympic Tickets for Over-60s**

**Question No: 2147 / 2011**

[Richard Tracey](#)

How many Olympic tickets were allocated to the over-60s at the discounted price of £16? Was a certain proportion of tickets in each of the designated sessions allocated to over-60s and how was the ballot for these tickets conducted?

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

In over 200 sessions (around 1/3 of the total number of sessions) the tickets in the lowest price category (£20) have been available to seniors for £16 and for young people aged 16 or under as 'Pay Your Age'.

There was no cap on the proportion of tickets at special prices within this £20 price category at any session.

Within the special prices category there were not a certain proportion of tickets allocated to over 60's.

Where demand exceeded supply in the lowest price category at a session where special prices were available, LOCOG ran a ballot at that price category of all applications regardless of whether or not it was at full price or at special price.

From an initial assessment, LOCOG anticipates at least 10% of tickets applied for in the first round were at special prices - i.e. for seniors or young people. The number of special price tickets sold will be announced once the second round sales is complete after the 17th July.

## **Olympic Lane Enforcement (1)**

**Question No: 2148 / 2011**

[Richard Tracey](#)

Please detail exactly how the Olympic lanes and Olympic Route Network will be enforced? Which authorities will be enforcing the lanes and will they be using CCTV or officers on the street to identify vehicles that drive in Olympic lanes?

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

Parking restrictions on the Olympic Route Network will be enforced by on-street officers. Other moving contraventions will be enforced by CCTV. In both instances responsibility for enforcement will rest with the respective highway authority.

## **Olympic Lane Enforcement (2)**

**Question No: 2149 / 2011**

[Richard Tracey](#)

Will any enforcement action be taken against cyclists in the Olympic lanes? If CCTV is the primary means of catching those who use Olympic lanes, how will enforcement action be taken against cyclists since they do not have registration plates?

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

Officers are drafting a response which will be sent shortly.

Written answer received on 19 July 2011:

It will be important that every road user abides by the Games Lanes, however, any restrictions will only apply for the shortest possible period immediately before, during and after the Games.

Games Lanes will only need to be used on one third of the Olympic Route Network, which itself only covers just one per cent of London's roads. We hope it will reassure cyclists that nearly all of the Games Lanes will be away from the kerb in offside lanes, which is not the part of the road where cyclists are usually found.

TfL will continue working with the cycling community to explain fully how the ORN and Games Lanes will operate to ensure everyone is aware of the restrictions in place and they are able to plan their cycle journeys accordingly.

## **Traffic Modelling for Olympics**

**Question No: 2150 / 2011**

[Richard Tracey](#)

What traffic modelling has TfL carried out for the Olympics? Please provide details of the roads that will experience additional congestion – how much longer will the delays and queues on these roads be during the Games?

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

The Olympic Delivery Authority (ODA) has developed a very detailed strategic highway assignment model to understand how traffic patterns will change at Games time.

Transport for London (TfL) is using this strategic model in conjunction with local traffic models to assess day by day impacts at individual locations on the road network. This detailed modelling work is still underway.

A programme of travel advice and information has been developed to assist Londoners in avoiding the busiest times and places. If sufficient users are able to avoid those locations, delays may not exceed those experienced by Londoners on a normal day. The proportion of users that would need to avoid a location and time to result in no net delay will differ in different locations. The detailed highway modelling currently being carried out will enable specific information to be targeted to those locations where greatest reduction is needed.

## **Public Transport Capacity**

**Question No: 2151 / 2011**

[Richard Tracey](#)

Do the public transport hubs at the Olympic Park have sufficient capacity to cope with 80,000 people leaving the Olympic Stadium at the same time? If not, what is being done to stagger the departure times of spectators leaving the stadium?

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

Yes, public transport will be able to cope with the number of spectators departing the Olympic Park at the end of sessions.

The majority of visitors will depart by rail, with three stations serving the Olympic Park – Stratford, Stratford International and West Ham. Transport capacity provided by the high-speed Javelin, four Underground lines, two DLR lines and two main line rail operators will deliver an overall rail capacity of around 180,000 passengers an hour (c.100k westbound and c.80k eastbound). Stratford alone, when the new ‘Northern’ ticket hall is opened in September, will have a capacity of more than 60,000 passengers an hour.

In order to coordinate the flows of spectators to these stations, a dedicated control centre is being developed called the Olympic Park Transport Integration Centre (OPTIC). This will maintain an overall perspective on crowd movement by monitoring CCTV and linking to stewarding on the ground. Should there be a transport issue, OPTIC will coordinate with LOCOG’s Main Operations Centre to stagger journeys by communicating with stewards and spectators.

## **Mitcham Gas Mains**

**Question No: 2152 / 2011**

[Richard Tracey](#)

Given your responsibilities in relation to ensuring the resilience of all of London’s essential services, including power supplies, can you confirm what caused the delay in fixing the damaged gas mains and burst water mains in Mitcham, which left hundreds of homes without gas for many days?

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

The incident occurred in Mitcham on 17 June after a large amount of water from a burst water main damaged a gas main. This interrupted the gas supply to some 3000 customers of Southern Gas Networks. Water entered the gas main. This can be very dangerous and extensive work is needed to ensure that the system is safe. In addition to pumping water from 250 sites, the company had to confirm that supplies were switched off in every home then carry out safety checks before gas could be reconnected. Southern Gas Networks worked with local responders to distribute electric hotplates to the most vulnerable.

## **Cycling on the ORN**

**Question No: 2153 / 2011**

[Richard Tracey](#)

Given the importance of encouraging cycling during the Olympics, both for its own sake and to demonstrate that London is a pro-cycling city, do you agree that Londoners should be able to cycle on the ORN?

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

The ORN is open to all traffic, including cyclists. Restrictions apply to travelling in Games Lanes only (which are on a third of the ORN), and 95 per cent of Games Lanes are offside (away from the kerb), which we know from our experience of cycling is not the preferred position for cyclists. Where lanes are located on the nearside, provision will be made to enable cyclists to use these lanes where possible.

TfL is committed to encouraging cycling in London particularly during Games time. Around £10 million is being invested in new routes to the Olympic Parks, alongside new wayfinding information and cycle parking at all venues. The 2012 Active Travel Programme will encourage Londoners and those visiting the Games to make their journey by bike and on foot.

## **Electric Vehicles (1)**

**Question No: 2154 / 2011**

[Richard Tracey](#)

What action does the Mayor intend to take to ensure that his commitment to Electric Vehicles is reflected in the GLA and TfL's procurement process for fleet vehicles?

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

Officers are drafting a response which will be sent shortly.

Written answer received on 25 July 2011:

TfL's Electric Vehicle Delivery team is working with the wider GLA Group to deliver my aims on Electric Vehicles in the fleet, including through sponsorship and leasing opportunities.

TfL has also recently created a £67m procurement framework for electric vehicles. This provides TfL, the GLA group and its public sector partners, with a pre-approved list of suppliers for electric vehicles. These suppliers will provide vehicles more quickly and at a competitive price, providing the benefits of large-scale procurement and value for money in the delivery of my vision to make London the electric vehicle capital of Europe.

## **Electric Vehicles (2)**

**Question No: 2155 / 2011**

[Richard Tracey](#)

With many sites across the capital, and as the biggest purchasers of vehicles in the UK, the car rental industry has the potential to help the Mayor meet his targets to roll out Electric Vehicles and charging point infrastructure across the capital. What engagement has the Mayor or his advisors had with the rental industry and the potential role that they can play as part of the Plugged-in-Places programme?

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

Officers are drafting a response which will be sent shortly.

Written answer received on 25 July 2011:

There has been very extensive engagement with Hertz UK Ltd and Enterprise Rent-A-Car UK Ltd, both are members of the London Electric Vehicle Partnership. They have both installed electric vehicle charging points which have been match-funded by London's Plugged in Places grant fund from central Government.

Transport for London (TfL) is in active discussions with all of the major car rental companies and, will continue to engage with this industry, as it is recognised as a key player in helping to deliver my vision for Electric Vehicles.

### **Electric Vehicles (3)**

#### **Question No: 2156 / 2011**

[Richard Tracey](#)

The Taxpayers' Alliance has recently published a report highlighting large sums of money spent by local authorities on mileage reimbursements for council employees using their own cars for work purposes. What guidance can the Mayor offer to London boroughs looking to reduce their own mileage reimbursement expenditure?

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

The Assembly and I are committed to the use of public transport and this is reflected in the GLA's Expenses and Benefits Framework. This sets out that everyone is expected to use public transport wherever possible, and private cars should only be used when public transport is unavailable or impractical. The circumstances under which private cars can be used are strictly prescribed. Any journey using a private car has to be agreed in advance with the budget holder. A car can only be used where it is essential (eg. Carrying heavy files, where no public transport is available or where the cost of public transport compared to the use of the car is prohibitive). Finally, the GLA pays only the minimum car mileage rates set out by HMRC.

### **Home Working During the Olympics (1)**

#### **Question No: 2158 / 2011**

[Richard Tracey](#)

How many TfL employees does TfL anticipate will be able to work from home during the Olympics?

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

The majority of our employees will be engaged in delivering transport services throughout the Games period and will need to travel to their normal place of work. However, many will avoid travelling at the busiest times of day as operational staff often travel to and from work in the early hours of the morning and late at night.

In non-operational areas, where there is the possibility of working remotely, local management teams are developing an understanding of their business requirements. Some staff will still be required to support operational activity. Further, to support TfL's operations during this period of heightened demand, it is anticipated that there will be a need for some employees in non-operational areas to undertake alternative duties during the Games. Where this is required, TfL will attempt to deploy staff to a location near to where they live.

Flexible working, including working from home and changes to start and finish times, will be looked at for remaining non-operational staff. However, the necessary scale of this is still being assessed and it is therefore too early to anticipate how many TfL employees will be able to work from home during the Olympics. A clearer picture of the plans and the numbers involved will be available in the Autumn.

## Home Working During the Olympics (2)

**Question No: 2159 / 2011**

[Richard Tracey](#)

Will the Mayor update the Assembly on what progress has been made with persuading businesses to allow their staff to work from home during the Olympics?

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

To ensure that businesses and other organisations continue to operate effectively in the lead up to and during the Olympic and Paralympics Games, London 2012 Travel Advice for Business (TAB) provides travel advice and support to all businesses located in areas likely to be affected by the Games.

The TAB team is promoting the messages of Reduce, Retime, Reroute and Re-mode by engaging directly with businesses through events hosted by over 60 business intermediaries including the CBI, Federation of Small Businesses and London Chamber of Commerce. The team is also launching fortnightly workshops, to be held in venues across London, for SMEs and multisite organisations in early August 2011. Over 150 large businesses have signed up for Site Specific Advice, receiving up to six days of specialist consultancy support. More details on what business can do to prepare for the Games can be found at [www.london2012.com/traveladviceforbusiness](http://www.london2012.com/traveladviceforbusiness).

A first wave of Business Panel Research, to be completed in August 2011, will provide information about specific actions being undertaken by businesses as they prepare for the Games transport challenges.

Detailed information has already been provided to businesses regarding the anticipated transport impacts of the Games. This includes the delay resulting from excess demand, by public transport service, likely to be experienced by people using those services in the busiest periods and the location of specific junctions likely to be affected by the operation of the Olympic Route Network.

More detailed information is being prepared for release to business during 2011, including:

- Updated forecasts of the impacts on public transport, giving more detail on the times and range of effects on particular services, for each day of the Olympic Games
- Updated advice on likely effects on the highway network, and the resultant impacts on road users, incorporating the latest planning of the Olympic Route Network, crowd and traffic-management measures in central London and planned traffic management around venues.
- The further effects on highways of road events, on those days for which they are scheduled

It is planned to release this information in October 2011. The content and format of information released is currently in development in conjunction with business stakeholders.

## Transport for the disabled

**Question No: 2161 / 2011**

[Victoria Borwick](#)

The London Ambulance service is currently transporting many patients for non emergency appointments to hospital. In the interests of value for money and efficiency, will the Mayor explore the possibility of trying to act as a champion of shared services in regard to improving

transport services for the disabled? Will the Mayor encourage all the London boroughs, London Councils and Transport for London, to come together to look at streamlining this transport service?

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

I fully support the idea of sharing services to reduce cost and complexity and improve the quality of services offered to the public.

Patient transport is a complex area with each hospital often having multiple contracts and different arrangements in place. The London Ambulance Service (LAS) has a Patient Transport Service and is contracted by hospitals and primary care trusts in London to provide transport to and from patients' homes to pre-arranged hospital appointments. The service operates in an open market in which LAS competes against other providers. The LAS plays a significant but small part in overall transport to hospitals.

I have always been keen for all parties to continue to explore opportunities for sharing service provision. To this end TfL is working closely with London Councils on their review of door to door transport services across the capital. London Councils plan to organise a workshop involving lead members, TfL, and the NHS to agree a way forward and they plan to organise this in the Autumn.

### **Reservists**

#### **Question No: 2162 / 2011**

[Victoria Borwick](#)

I am glad that the GLA has received recognition from SaBRE for their support for Reserves.

- i) What arrangements are in place within the GLA to allow Reservists to meet their outside commitments?
- ii) What arrangements are in place within the larger GLA family to allow Reservists to meet their commitments?
- iii) How many reservists are employed in the GLA; and how many are employed at TfL, MPA and LFEPA?

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

i) What arrangements are in place within the GLA to allow Reservists to meet their outside commitments?

The GLA has a policy of supporting staff who undertake public duties and this includes granting paid time off for up to 10 days to enable members of the Territorial Army or Reserve Forces to attend an annual camp and exercises.

ii) What arrangements are in place within the larger GLA family to allow Reservists to meet their commitments?

**TfL** recognises that individuals may be called up for military duties, which could include call ups for non-fighting purposes such as peace keeping, humanitarian and disaster relief operations. TfL will treat the period of absence due to military duties as special leave.

An auxiliary force volunteer is required to undergo 2 weeks annual mandatory training which will be taken as special leave with pay.

The details relating to reservists is contained within TfL's Work Life Balance Policy and Procedure.

The **LDA** has a policy of supporting staff who undertake public duties and, at the discretion of the line manager, will grant paid time off for up to 10 days to enable members of the Territorial Army or Reserve Force to attend an annual camp and exercises.

**LFEPa** allows uniformed staff up to 21 days unpaid special leave in any leave year. For other staff groups up to 10 days paid special leave is allowable in any leave year, a further 6 days can be allowed in exceptional circumstances for "command schools".

The **Metropolitan Police Service (MPS)** supports members of the Armed Force Reservists (AFR) by providing paid Special Leave to assist with their commitments around Annual and Weekend Training.

The provisions for annual camp are as follows:

- Where the annual leave entitlement is less than 24 days (for those on a variable shift pattern this equates to 192 hours for police officers and 172.48 hours for police staff [pro rata for part-time police officers/police staff accordingly]), sufficient leave allowance may be granted to bring the total leave allowance (special and annual leave combined) **up to 30 days** (for those on a variable shift pattern this equates to 240 hours for police officers and 216 hours for police staff [pro rata for part-time police officers/police staff accordingly]).
- Where the annual leave entitlement is 24 days or more, a special leave allowance **of six days** (for those on a variable shift pattern this equates to 48 hours for police officers and 43.12 hours for police staff [pro rata for part time police officers/police staff accordingly]) may be granted.

The provisions for weekend training are:

- As far as needs of duty permit, members of the volunteer reserve forces may be granted, at the discretion of line managers, **up to nine days** (for those on a variable shift pattern this equates to 72 hours for police officers and 64.48 hours for police staff [pro rata for part-time police officers/police staff accordingly]) maximum a year **at weekends** for the purposes of attending weekend training camps. This facility applies to anyone working weekends and only when it falls on a rostered shift. The MPS also meets its legal and organisational commitments around the mobilisation of Reservists and their return to the MPS.

iii) How many reservists are employed in the GLA; and how many are employed at TfL, MPA and LFEPa?

The **GLA** does not monitor whether staff are reservists and, therefore, is unable to provide details of the number of reservists employed within the GLA.

Based on Special leave taken there are 24 reservists employed in **TfL**.

The **LDA** does not monitor whether staff are reservists and, therefore, are unable to provide details of the number of reservists employed within the LDA. However, they have no record of any reservists employed or exercising their right for time off.

The **MPS** has set a limit of 0.5% of police officers who can be in the AFR at any one time. There is no limit for those members of police staff who wish to be members of the AFR.

Police Officers current members of the AFR - 165

Police Staff current members of the AFR - 39

There are currently 85 **LFEPa** staff who are reservists of which 81 are operational staff.

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

**Question No: 2163 / 2011**

[Victoria Borwick](#)

How many Barclays bikes are currently in need of repair?

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

Officers are drafting a response which will be sent shortly.

Written answer received on 25 July 2011:

On any given day there are around 200 'red button pushes' on Barclays Cycle Hire bikes which could indicate a fault; the number varies depending how busy the cycle hire scheme is on any given day. Of these, the majority require either no action - often no fault is found - or technicians are able to simply repair the bikes on street.

The bikes that are unable to be repaired on street are brought into the operational centre either for repairs which affect the actual operation of the cycle or for cosmetic issues to be addressed.

The over-supply of bikes and spares available means that the overall number of bikes on street as a ratio of the number of available docking points remains constant, regardless of fluctuations in the number awaiting repair.

## **Barclays Cycle Hire Scheme (2)**

**Question No: 2164 / 2011**

[Victoria Borwick](#)

When a bike is in need of repair, what is the programme of maintenance?

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

Maintenance Operatives carry out triage on street on cycles which have had a red light pushed. However, cycles which cannot be repaired (or when the fault cannot be identified), are returned to the Operations Centre where they are prioritised and repaired.

All bicycles are serviced fully at least once each year as part of a scheduled Preventative Maintenance Regime. As a minimum, the following maintenance activities are performed on each bicycle:

- Oiling of any moving parts
- Highlighting the brake and gear cables
- Inspection of Bicycle lights
- Inspection of the Bicycle bell
- Tightening loose nuts and bolts
- Inspection of the tyre wear and tyre pressure
- Inspection of the Docking Point locking mechanism
- Inspection of the Bike identifier and sponsors Logo
- General inspection of Bicycle condition

The Service Provider also maintains and makes available detailed records of all maintenance, inspections and repair activity, including:

- Date and time and nature of the faults
- Name of SP personnel carrying out the repair

- Asset number
- Details of fault or damage
- Date and time and nature of all repairs
- Details of repair work including replacement parts or components
- Time taken to complete repairs/remedy fault.

Cycles are maintained by a team of 14 qualified mechanical staff as well as a supervisor responsible for overseeing staff. Maintenance activity is inspected and monitored by TfL staff on a regular basis so ensure that the work is carried out to a high standard.

## **Barclays Cycle Hire Scheme (3)**

**Question No: 2165 / 2011**

[Victoria Borwick](#)

Although when a bike is damaged the user should press the red button, this does not always happen. What process is in place to regularly check the bikes to ensure they are in good working order?

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

All bicycles on the scheme are contractually required to be visually inspected within a 14 day period, and maintenance staff carry out routine inspections and cleaning of bicycles. Bicycles identified or reported to be damaged or to have faults - where the red fault light has been pressed - are taken back to the workshop for a full quality control service.

In addition there is a team of Routine Maintenance Operatives that carry out inspections of Cycles and Docking stations in rotation. Their duties include checking the safe working order of cycles, operation of the station and docking points and cleaning the cycles and site.

## **Barclays Cycle Hire Scheme (4)**

**Question No: 2166 / 2011**

[Victoria Borwick](#)

What other safety or other checks are carried out on the bikes as a matter of routine, and how frequently?

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

In addition to the inspection by on street Routine Maintenance Operatives there is an annual standard service schedule for all cycles. This process includes checking the road worthiness of the cycles and the replacement of parts as required.

## **Bus Driver KSIs**

**Question No: 2167 / 2011**

[Victoria Borwick](#)

Can you provide an annual breakdown for how many bus drivers have been prosecuted for KSI incidents over the last five years?

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

Drivers are employees of private bus companies and TfL does not hold comprehensive details of the outcome of such legal proceedings.

TfL will follow through all serious incidents with bus operators, to establish the outcome of investigations and any actions required by third parties, principally for safety management purposes.

## **Stanmore Traffic Signals**

**Question No: 2168 / 2011**

[Victoria Borwick](#)

What progress has been made in discussions with TfL and Harrow Council towards the introduction of a pedestrian crossing at the dangerous junction between Stanmore Hill and The Broadway, and in linking up the four sets of traffic lights between Stanmore Hill and London Road to improve traffic flow and cut congestion through the town centre?

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

Good progress has been made and TfL is working closely with the London Borough of Harrow on the development of a scheme which is set to improve traffic flow and cut congestion in this area. A feasibility study has been completed which looks at the options for Stanmore Town Centre. The study considers linking the town centre junctions and crossings, in order to improve traffic flow and enable the installation of an additional pedestrian crossing. Borough engineers and TfL are meeting on site on 19 July 2011 to complete site survey work in preparation for a final design.

It is the Borough's wish that any scheme arising from this should be completed this financial year, but this depends on the finalisation and approval of the design, the completion of civil engineering works, full funding of works by the Borough and available resources.

## **Ponders End Regeneration**

**Question No: 2169 / 2011**

[Victoria Borwick](#)

What progress is being made in delivering the Ponders End regeneration scheme, for which you have provided funding?

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

Officers are drafting a response which will be sent shortly.

Written answer received on 25 July 2011:

I awarded £30k of funding to support delivery of the Ponders End Framework for Change through my Great Spaces scheme. The framework is the overarching masterplan for the Ponders End regeneration area. The London Borough of Enfield has used the funds across two key projects Ponders End Park and Columbia Wharf Water meadow, leveraging in its own capital programme to match fund where needed.

Works are currently on site to deliver "Start with the Park", the first regeneration project in Ponders End, designed to kick-start regeneration and demonstrate to residents and developers that the Council is committed to improving this area. Some of the funding was used to work up the Ponders End Park masterplan with residents and key community groups such as the Ponders End Community Development Trust and the Friends of Ponders End Park. Proposals include opening up the entrance to the High Street, creating a festival ready space with pop-up power points; installing a dry plaza water feature; installing creative and functional lighting; in addition to new access points which will provide residents of the Alma Estate with better access into this space. Works are scheduled to finish in December in time for a Christmas Festival of Lights on 10 December. My Great Spaces Design funding has therefore lead to a £997,000 Capital investment by the Borough (Enfield capital programme).

The Columbia Wharf Water meadow project is designed utilising the remainder of my Great Spaces Funding as the first phase of the Ponders End Waterfront proposals. It will open up a

piece of land currently owned by Thames Water, enhance it environmentally and introduce nature based learning opportunities. The project has been developed in partnership with a variety of stakeholders ranging from the Environment Agency and British Waterways, to the Ponders End Community Development Trust, local schools and, residents of the nearby Alma Estate. Total current Columbia Wharf capital budget: £50k secured from S106 contributions.

The Ponders End Central Planning Brief was adopted on 11 May. The council is now moving forward with plans to regenerate Ponders End High Street and have a number of projects in the pipeline, including 188-216 High Street. They submitted a bid for a key site in this block and are undergoing due diligence checks.

For further information about Ponders End, visit: [www.enfield.gov.uk/pondersend](http://www.enfield.gov.uk/pondersend)

## **Dangerous Dogs**

**Question No: 2170 / 2011**

[Victoria Borwick](#)

What have been the results of the recent crackdown on dangerous dogs in Haringey?

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

Since 1 April 2011, 14 warrants have been executed and 12 seizures have been made with subsequent prosecutions. Three seizures have also been made without prosecution because the owner approached the Police and asked for assistance.

## **Apprenticeships (1)**

**Question No: 2171 / 2011**

[Tony Arbour](#)

How many new apprenticeships have been created in London since you started your apprenticeships drive last November? What efforts are being made to create apprenticeships in outer London businesses?

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

Based on the latest available data, over 28,000 apprentices had been created in London by April 2011 since the Campaign began in August 2010 (the Campaign was officially launched in November, but the Campaign runs from the beginning of the academic year).

The Campaign is focussed on specific sectors, rather than the spatial location of businesses. Specifically, Campaign activity is focussed on large businesses in sectors that are more prevalent in London but less likely to take on apprentices, such as business and financial services. The National Apprenticeships Service, the main Campaign partner, focuses on SMEs across London.

## **Apprenticeships (2)**

**Question No: 2172 / 2011**

[Tony Arbour](#)

How much has the GLA / LDA invested in your apprenticeships drive?

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

The LDA has invested £200,000 in the apprenticeships drive. The GLA has around one and a half full time posts working on the Apprenticeships Campaign.

## **Regeneration**

**Question No: 2173 / 2011**[Tony Arbour](#)

Aside from the Outer London Fund, which schemes will receive funding from your regeneration budget of £47million in 2011/12 and £31million in 2012/13?

**Written response from the Mayor**

The LDA has allocated £27m to regeneration schemes in 2011/12 including £10m for the Outer London Fund, and £10m in 2012/13. The funding is allocated as set out below and reported to the LDA Board in March 2011.

	<b>2011/12 £000</b>	<b>2012/13 £000</b>
Crystal Palace Park	2,500	2,500
Est. Management - Other Funding	2,090	1,850
High Street 2012	1,780	0
Rainham Riverside Walkway	995	0
St Andrews Hospital Acquisition (ODPM)	20	20
Thames Barrier Park East	8	27
London Housing Co (Housing SPV)	740	0
Design for London	500	250
Green Enterprise District	100	0
Croydon Town Centre	1,000	0
Royal Docks Visioning & Strategic Delivery	2,000	3,000
Asset and Housing Realisation	2,000	2,000
Cable Car	2,800	0
Woolwich Spaces	300	0
<b>Total - Regeneration</b>	<b>16,833</b>	<b>9,647</b>

While the 2012/13 provision has been reported to the LDA Board, the final allocation will be a matter for the GLA as the budget will transfer along with the Regeneration programme.

**Business Support****Question No: 2174 / 2011**[Tony Arbour](#)

Which projects are being funded by the combined GLA and LDA budget of £6million for Business Support in this financial year?

**Written response from the Mayor**

The LDA Business Support projects funded in 2011-12 total £5.625m and are listed in the table below.

<b>Business Support</b>	<b>£</b>
Business Link in London (19659)	3,500,000
Designing Demand (20481)	46,590
SFIE - Honeyrose Bakery Ltd (24657)	75,756
SME Access to Finance (017527)	98,700
Solutions for Business - Finance Readiness (25156)	666,204
Solutions for Business-Investment Readiness(25155)	638,006

Emerging Markets Operational Programme	100,000
Business Competitiveness and Innovation	200,000
British Library Business & IP Centre Phase 2	300,000
<b>TOTAL</b>	<b>5,625,256</b>

## International Promotion

### Question No: 2175 / 2011

[Tony Arbour](#)

In 2011/12, the GLA and LDA budget for International Promotion is £20 million, of which £16 million is allocated to London & Partners. How will the remaining £4 million be spent?

#### Written response from the Mayor

£4m will be spent delivering those priority actions set out in my Cultural Strategy which support the international promotion of London. This funding is broken down as follows:

Film London	£1.3m
British Fashion Council	£0.75m
London Design Festival	£0.25m
Contract management & evaluation	£0.05m
Contribution to the Events for London programme	£1.65m
<b>TOTAL</b>	<b>£4m</b>

## Kingston Ancient Market Place

### Question No: 2176 / 2011

[Tony Arbour](#)

What support is being provided to this regeneration scheme as part of the Mayor's Great Spaces programme?

#### Written response from the Mayor

My Design for London team at the London Development Agency are providing design advice to the Royal Borough of Kingston upon Thames, who have procured a team of JMP and Tonkin Liu to design this project. This builds on the work carried out last year with Kingston to develop an Urban Design Brief and procurement strategy for the area. A small grant of £16,000 contributed to the cost of this work.

## Interactive crime map for victims

### Question No: 2177 / 2011

[Tony Arbour](#)

Earlier this year I asked if you were considering the option of extending London's interactive crime map site to enable victims to track their cases online. Last month Nick Herbert, Minister for Policing, spoke at a London conference, and confirmed that this was also his ambition. What stage have you now reached in the trials on this proposal?

#### Written response from the Mayor

In a recent open letter to Cabinet Ministers, the Prime Minister has committed that, from May 2012, the national crime mapping website, Police.uk, will provide the public with information on what happens next for crime occurring on their streets, i.e. police action and justice outcomes. The Metropolitan Police Service is discussing with the Home Office the timetable and work plan. Nationally a number of pilots are underway and London will learn from these.

## High Speed 2

**Question No: 2179 / 2011**

[Brian Coleman](#)

Will the mayor outline his attitude to HS2?

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

While I continue to support a high speed rail network for the UK, my support is conditional on a number of specific criteria and on the need to make the new railway work well for London. The proposal now being consulted on does not reflect these conditions and is inadequate for a number of reasons.

In particular, the proposed route alignment raises a number of significant environmental concerns, particularly in west London. I am seeking substantial changes in design of the route to ensure these impacts are properly addressed, ideally by tunnelling the whole route through London.

The proposal being consulted on also fails to address the considerable challenge of dispersing high speed rail passengers from the rest of the UK across London. I am seeking a commitment from the Government that their proposals for HS2 address the issue of underground rail capacity and the need to phase new Tube provision into the proposals so as to meet projected demand as it arises.

I am also concerned at the specific proposals for connecting HS2 and HS1 to allow the through running of high speed services. I welcome such a connection in principle, but using the existing North London Line as a connection for high speed trains is not acceptable as it will impact negatively on the operation of the North London Line, which has received recent investment and is carrying growing numbers of passengers. I am pushing Government for a dedicated connection that does not affect the North London Line.

Finally, the proposals for an intermediate station at Old Oak Common, while supported in principle, do not fully address the future transport needs of this major new rail hub. I will be seeking a commitment that complementary rail and other transport enhancements for Old Oak Common are included in the core HS2 scheme to ensure it is accessible to the wider area.

## West End Live

**Question No: 2180 / 2011**

[Brian Coleman](#)

Will the Mayor congratulate Westminster City Council, and in particular the Deputy Leader of the City Council (Councillor Robert Davis) and their sponsors Mastercard on the success of West End Live in Trafalgar Square ? Will he thank GLA officers for their cooperation in the event ? Will he also ensure that the GLA continues as far as possible to support this event which highlights mainstream West End Theatre?

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

I would like to congratulate Councillor Robert Davis, Westminster City Council and indeed everyone involved in this event, including all the GLA officers. The feedback received by the Resilience and Facilities Management officers co-ordinating the event was very positive and members of the public in attendance certainly seemed to enjoy themselves.

The GLA would consider hosting this event in Trafalgar Square again subject to the normal application process.

## **Stand By Me Campaign**

**Question No: 2181 / 2011**

[Brian Coleman](#)

Will the Mayor join me in supporting the very important “Stand By Me” campaign launched by Mencap to tackle hate crime against people with learning disabilities? Will the Mayor lobby at the highest levels of the Metropolitan police to ensure that when someone is targeted because of their disability, that this is treated as a hate crime by the police?

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

Yes of course I will support the Mencap ‘Stand By Me Campaign’. People being targeted because of any difference is appalling.

The MPS is resolutely committed to tackling all forms and categories of hate crime and welcome and encourage victims to come forward so that they can work towards identifying and arresting perpetrators. The MPS has specialist hate crime investigators working in each London borough.

## **Burglary rates**

**Question No: 2182 / 2011**

[Brian Coleman](#)

Would the Mayor accept that there’s a major concern in the London boroughs, particularly the outer London boroughs, about the level of burglary. Could the Mayor explain in detail what he’s doing about it. And has he communicated the problem and level of public concern to senior officers?

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

Both the Commissioner and I recognise that burglary is of significant concern to London’s communities. The increase in burglary was discussed at the MPA meeting in May 2011 and in June 2011 the Commissioner set out details of Operation Target. This is a pan-London response targeted at specific wards and against the most prolific offenders, activity includes:

- Identifying and prosecuting the handlers of stolen property;
- Deployment of plain-clothes officers in certain neighbourhoods;
- Enhanced support to retrieve forensic evidence;
- Use of dedicated mobile patrols to detect and deter travelling offenders;
- Ongoing work with HMCS, CPS, Prison and Probation Services to target prolific offenders.

Earlier this year the MPS undertook Operation Focus (January-March 2011) which contributed to a downward trend in residential burglary since January following rises last autumn.

## **Olympic ticket allocation**

**Question No: 2183 / 2011**

[Brian Coleman](#)

Is the Mayor happy with how the Olympic ticketing has gone?

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

As we suspected there has been massive demand for tickets with a lot of events heavily over subscribed. I believe that a ballot as organised by LOCOG is by far the fairest way to ensure that everyone who applied has an equal chance of success.

The ticket application process has been a success. There has obviously been some disappointment but this was inevitable given the number of applicants was far greater than the number of tickets available.

## **Operation Focus**

**Question No: 2185 / 2011**

[Brian Coleman](#)

Operation Focus was launched earlier this year to tackle burglary. What success have you seen so far using this VOLT action plan?

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

The VOLT (Victims, Offenders, Location and Times) approach to tackling burglary has been central to the tactics deployed under Operation Focus and Operation Target. This has contributed to a sustained downward trend in residential burglary since January this year following rises last autumn. For further information, please see my response to MQ2182 / 2011.

## **Residential Burglary in London**

**Question No: 2186 / 2011**

[Brian Coleman](#)

In 2010/11, residential burglary ended the year with a reduction compared to 2009/10, but did not achieve the 4% reduction target. What action are you taking to tackle the problem of residential burglary in London?

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

Please see my response to MQ2182 / 2011.

## **Metal theft**

**Question No: 2187 / 2011**

[Gareth Bacon](#)

Metal theft is one of the UK's fastest growing crimes and a major cable theft incident, in the event of a terrorist attack or other emergency, could cause a failing of the national infrastructure with severe consequences. Therefore as the Olympics approach, should we have more stringent identification requirements and general regulation when selling metal?

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

Metal theft and particularly the theft of conductive metal are currently of concern.

An ACPO Working Group has recommended that the legislation contained within the Scrap Metal Dealers Act, 1964 is changed in the way described in the question. This is a view that is widely supported by the MPA/MPS, industry, the Home Office and myself.

The Deputy Mayor for Policing is committed to raising the profile of this crime and will be organising an event at City Hall which will incorporate senior stakeholders from within the industry, government and law enforcement to accelerate the lobby for effective change in legislation.

## **No Second Night Out**

**Question No: 2188 / 2011**

[Steve O'Connell](#)

Following the success of this homelessness scheme in providing early intervention as soon as a rough sleeper is spotted on the streets, what plans do you have for the scheme going forward to ensure that even more rough sleepers can be helped off the streets? What ongoing support is provided to those who have been assisted by the scheme so that they do not return to the streets in future?

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

No Second Night Out is a pilot project that will be evaluated in order to inform decisions about its future operation. The project is not intended to provide on-going support but instead assists individuals into existing services, often in their home area, that can provide the response needed to sustain them away from the streets.

### **Housing Task Force**

**Question No: 2189 / 2011**

[Steve O'Connell](#)

Which recommendations from your recently concluded housing task force do you intend to take forward as policy for London?

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

The taskforce made a number of immediate, medium and long term recommendations. Some of these recommendations will be taken forward as a matter of routine in the course of the GLA's day to day activities. In terms of the three key recommendations, I intend to scope the parameters and the usefulness of a Mediation Panel over the coming months; the 'kitemark' for private rented housing is being considered as part of the work on landlord accreditation; and delivering the aims of the proposed London Housing and Property Company is an on-going activity.

### **Car Parking in New Developments**

**Question No: 2190 / 2011**

[Steve O'Connell](#)

Now that the Government has removed the requirement for local development plans to include maximum parking levels for new developments, will you introduce amendments to the London Plan to remove the London wide car parking limits that it has set, so that boroughs can ensure each development has the necessary level of parking capacity to meet its likely demand?

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

I do intend to look again at the complex issue of parking policy in the unique circumstances of London, recognising differences in different parts of the capital and, seeking a careful balance between making the best use of scarce development land, encouraging use of public transport and other sustainable modes, meeting residents' needs for parking space and exploring the links between parking, car ownership and car use. Any new approach will be based on the best available evidence about the links between parking provision, car ownership and use, and about the effect on congestion and environmental impacts that any change in policy might involve.

For the interim, my draft replacement London Plan provides flexibility to recognise that a 'one size fits all' approach to parking policy across London is not appropriate. In particular, it proposes greater scope for local flexibility to parking in outer London town centres and office locations. The Outer London Commission has been asked to provide advice on the best ways to implement this policy, together with a more locally sensitive approach to relating parking, location, public transport accessibility and housing development. The Commission's advice will inform preparation of supplementary planning guidance on town centres and housing.

## **Anti-drugs message**

**Question No: 2191 / 2011**

[Steve O'Connell](#)

Croydon's Woodside SNT has successfully raided five cannabis dens in the last seven months. However the problem is not going to go away and the 2011 Annual London Survey revealed that drug-related crime is the fourth greatest safety concern for Londoners.

Ceop identified that 18% trafficked children into UK were used for cannabis cultivation. Should these kind of facts be more widely publicised, to make drug users more aware of the exploitation they cause by their decision to use of drugs?

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

I believe that we need to do all we can to raise awareness of human trafficking and to highlight the role the public can play in eradicating this heinous crime.

Highlighting the exploitation behind cannabis cultivation could make people think twice before they purchase drugs, however, my immediate concern is to ensure that authorities identify these children as victims and offer them appropriate care and protection.

This is why I am working with the London Safeguarding Children Board to widely disseminate their child trafficking guidance to improve the response from agencies across London.

## **X26 bus**

**Question No: 2192 / 2011**

[Steve O'Connell](#)

Will the Mayor instruct TfL to reinstate "The Plough" bus stop in Beddington on the X26 bus route?

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

The X26 is an express, limited stop bus route and as such has never stopped at The Plough – it replaced the 762 bus route in April 2005; the 726 was a slower service with many more stops which are now served by other routes.

Research with route X26 passengers indicates that they strongly support the express nature of the service that has operated since 2005. For these reasons, TfL has no plans to introduce a stop at "The Plough".

## **Epsom and St Helier NHS Hospital Trust**

**Question No: 2193 / 2011**

[Steve O'Connell](#)

In the Mayor's proposed new role as Chair of the London Health Improvement Board, is there a view as to whether the potential break up of the Epsom and St Helier Trust and the merger of St Helier and Sutton hospitals with St George's Healthcare Trust will be of benefit to Sutton residents and improve their quality of healthcare?

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

The London Health Improvement Board, whether in statutory or shadow form is not responsible for hospital reconfiguration issues which remain the responsibility of NHS London to oversee.

## **Wellesley Road**

**Question No: 2194 / 2011**

[Steve O'Connell](#)

The division created by Wellesley Road has a massive impact in separating the town centre and impedes upon regeneration. Crossing points are few and pedestrians are forced to use subways. What are TfL doing to tame Wellesley Road and address the severance it causes? When will it be easier to cross between the east and west sides of Croydon's town centre?

**Written response from the Mayor**

I am keen to work with the local authorities in Outer London to regenerate and revitalise their town centres.

The Highway Authority for Wellesley Road is the London Borough of Croydon, and as such they are responsible for the management and development of this part of London's road network.

I understand that a Wellesley Road Master Plan is being developed by the Borough which is one of several relating to Croydon Town Centre.

I have also committed resources to working with Croydon Council to prepare an Opportunity Area Planning Framework (OAPF) for the town centre that will put in place a robust planning, transport and economic plan to guide future development in the town centre. Consultation on this OAPF is expected to take place towards the end of this year.

This planning framework will also look to resolve these very issues with Wellesley Road. This work is still underway but involves a close working relationship with the GLA, TfL and the Council.

**Croydon Town Centre**

**Question No: 2195 / 2011**

[Steve O'Connell](#)

Following several recent crashes involving buses and trams in Croydon town centre, what safety measures have been introduced by the bus and tram operators including instructions to the drivers?

**Written response from the Mayor**

TfL's initial analysis of the evidence suggests that the incidents you highlight whilst serious, are not indicative of an underlying trend. However, I have instructed Transport for London to monitor this situation closely.

Operators instruct bus drivers to pay particular attention to the layout of the road and tram network in Croydon and make them aware of any safety-related issues that have arisen out of accident investigations. Where appropriate, drivers may undergo further training to raise awareness of potential hazards.

All bus routes are risk assessed to identify potential hazards and these are then used to inform drivers which assists in reducing the likelihood of collisions.

Tramlink fully recognises that the risks associated with collisions can be mitigated by good hazard recognition and defensive driving techniques. Tram Operations Ltd are currently reviewing the training given to drivers in this respect. They have also enhanced their post-incident investigation of all incidents involving trams to increase awareness by tram drivers of the importance of good hazard perception and to raise defensive driving techniques to the highest level possible.

Tramlink is also working with the London Borough of Croydon to look at any trends in accidents and to re-assess the road layout where trends suggest that this may be beneficial.

## **A23 London Road parking**

**Question No: 2196 / 2011**

[Steve O'Connell](#)

Will you look at introducing 30 minutes free parking and additional parking bays along the A23 London Road in Croydon in order to stimulate local business?

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

I have asked TfL to consider developing a brief for a parking and loading study in this area. A coordinated study would involve working with local stakeholders to review the justification for revision to current parking and loading provision and options for change that may be appropriate for the future. TfL will keep you updated on their progress.

## **Countdown**

**Question No: 2197 / 2011**

[Steve O'Connell](#)

TfL intends to provide countdown to bus stops with 50,000 passengers per year only. This will mean the system inevitably focuses on central London, town centres and a few district centres. Other district centres such as Coulsdon, Cheam, Carshalton and Selsdon will get none and neither will district centres with high usage but split stops. What is the Mayor's view and will the Mayor revise the programme to include key centres and interchanges rather than rely on a blunt numbers criterion?

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

Officers are drafting a response which will be sent shortly.

Written answer received on 19 July 2011:

The new system of Countdown will provide real time bus arrival information for all bus stops in London, via text or mobile internet services. 2,500 stops across London will also get new generation on-street Countdown signs.

In response to public concerns about the proposed removal of Countdown signs at a number of locations, I have asked that TfL refine its strategy to address these concerns. The new approach means that no stop that currently has a Countdown sign will lose that facility and the remaining signs have been allocated using a stop selection strategy, which includes the following criteria; of which the number of passengers using the stop is only one factor:

- Proximity to centres of population,
- Proximity to transport interchanges,
- Proximity to key local services,
- Number of low frequency or night routes serving stop.

All boroughs will continue to receive the same overall number of on-street signs that had previously been agreed with Transport for London.

## **Tramlink (1)**

**Question No: 2198 / 2011**

[Steve O'Connell](#)

TfL and Croydon Council are investing significant funds to purchase new trams and develop tramlink, can you provide an update on Tf's progress and timescales for introducing the new

trams?

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

Having received bids from potential suppliers, TfL is now in final negotiations prior to award of the contract. It is hoped that an award can be made this summer and that the extra trams could be in service in the first part of 2012.

## **Tramlink (2)**

### **Question No: 2199 / 2011**

[Steve O'Connell](#)

With the extra investment going into the tram system, will the Mayor double track the Wimbledon branch to increase capacity and frequency of services for the benefit of residents in Croydon and beyond?

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

Since Transport for London (TfL) took control of Tramlink much has been improved, including increased evening and Sunday frequencies. Negotiations are currently underway regarding the purchase of additional trams for the system which will see service frequencies and capacity improved further.

TfL is studying very closely the benefits that can be gained from doubling sections of the Wimbledon branch which are currently only single track.

I see the benefits of the double tracking proposal but funding for it is not currently provided for within TfL's Business Plan.

## **Tramlink stops**

### **Question No: 2200 / 2011**

[Steve O'Connell](#)

Will TfL invest in improving the signage to tram stops outside of central Croydon in order to highlight their street presence to those that do not already know, in the same way as London Underground stations are well signposted?

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

TfL has already invested £2m in refurbishing all the trams and tram stops in 2008/9, which included improving passenger information.

While there is currently no specific funding for further enhancements to signage, TfL will continue to keep this under review and work with the Local Authorities concerned, to make improvements where possible.

Please inform TfL of any particular locations where you have concerns.

## **Mayoral investment in Croydon and Sutton**

### **Question No: 2201 / 2011**

[Steve O'Connell](#)

On the back of the significant tram funding, what can the Outer London Fund and any other funding streams bring to the boroughs for future investment in infrastructure?

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

The boroughs have an opportunity to submit a bid to the Outer London Fund to strengthen the vibrancy and growth of high streets and their environs. The Fund is targeted at places that will benefit less directly from London's strategic infrastructure and major regeneration projects such as Crossrail and the Olympics. We are also encouraging proposals that demonstrate leverage and add value to existing or proposed investments. Therefore, I would encourage Croydon and Sutton to consider actions that build upon existing investment and present a coherent package to deliver economic growth in the town centre. Bids will be considered against a range of criteria with decisions announced in August.

There will also be significant funds for new affordable housing development in London, much of which will be available for outer London. The precise level of this is still being finalised with the HCA and DCLG.

## **Unlicensed Minicabs**

**Question No: 2203 / 2011**

[Roger Evans](#)

When Londoners spot unlicensed minicabs, what steps can they themselves take to help the police catch them?

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

Unbooked minicabs (including unlicensed minicabs and licensed minicabs touting illegally) are illegal and dangerous. Londoners should not get in these vehicles. TfL advises Londoners not to approach these drivers but to report the issues direct to them or to the police.

Londoners often have valuable information on touting and other cab-related offences across London. This information helps to provide a much richer picture of the problems and is analysed alongside other intelligence sources to inform the TfL funded Metropolitan Police Safer Transport Command's priorities and deployments.

Steps are being taken to improve the existing reporting processes for members of the public to report touting issues and publicising these channels. Issues can currently be reported to TfL at [www.tfl.gov.uk/contactcabs](http://www.tfl.gov.uk/contactcabs), by calling 0845 300 7000, or email [TPH.Comms@tfl.gov.uk](mailto:TPH.Comms@tfl.gov.uk). 999 should always be called in the event of an emergency.

## **Dial-a-ride cut through**

**Question No: 2204 / 2011**

[Roger Evans](#)

Will the Mayor instruct TfL to ensure that Dial-a-Ride drivers are reminded of the restricted status of Chelmsford Road, Fullers Road and Empress Avenue and not to use it as a cut through?

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

There are five local residents who are active members of Dial-a-Ride living in these roads or side roads leading off Chelmsford Road. To provide them with trips, Dial-a-Ride buses need to access these roads – a practice which is permitted under local traffic regulations. Dial-a-Ride agrees that these roads should not be used as a cut through at other times and has issued a reminder to the local drivers based at its Woodford depot.

## **Volunteering Schemes**

**Question No: 2205 / 2011**

[James Cleverly](#)

What level of response has there been so far to your recent calls for volunteers to join your

Team London tree planting scheme and your Capital Clean-Up scheme to help remove rubbish and graffiti from London's streets?

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

Through Team London we are aiming to mobilise 10,000 volunteers across a range of projects and whilst we were delighted with the Team London Launch in June this programme has just gone live.

Through Capital Cleanup we can report that so far for the six-week summer campaign (10th June to 24th July) we have had:

- 102 cleanup events registered in total (70 are / were open to members of the public, 32 were closed / private events)
- Event organisers estimate that this includes a total of approximately 1380 volunteers
- There have been events registered in 20 London Boroughs

Through 'Londoners Love Trees' we are aiming to recruit 4,000 volunteers to plant 9,000 trees in 15 boroughs. The scheme was formally launched on 30th June so it would be premature to seek figures yet.

## **Energy Efficiency Funding**

### **Question No: 2206 / 2011**

[James Cleverly](#)

What work is being done to encourage energy companies to invest in your RE:NEW and RE:FIT energy efficiency programmes for homes and public buildings, to ensure that London gets the maximum benefit for the public money that has already been invested? What other types of private funding are also being targeted?

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

I am working closely with energy companies to encourage them to commit CERT funding to a RE:NEW delivery model to the end of 2012 by providing them with the most cost-effective delivery model for home retrofit in London. The provision of CERT funding is also a key criteria in the supplier selection process for RE:NEW.

In addition, the RE:CONNECT Low Carbon Zones programme has enabled boroughs to launch CESP programmes within four zones so far, with further investment expected in two more boroughs. It is anticipated that a total of at least £4.5m of CESP funding will be provided by the utility companies to deliver these schemes.

In addition to this, the London Green Fund is making available an expected £70 million-plus to provide low-cost debt to public sector organisations to enable them to retrofit their buildings through programmes such as RE:FIT. I have also secured a further €3.2M EU funding (from ELENA) to establish a Programme Delivery Unit (PDU) that will drive further the take-up of RE:FIT to London over the next 3 years.

My officers are also working with energy companies and other bodies to develop future financing options to prepare for the government's proposed Green Deal energy efficiency delivery model and the Energy Company Obligation (ECO), the successor to CERT.

## **Police abuse**

### **Question No: 2207 / 2011**

[James Cleverly](#)

It has recently come to light that Scotland Yard told its officers that bad language on its own is not a good enough reason to detain someone. While this may be the case, what else can be done to protect officers from abuse and harassment?

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

The Metropolitan Police Service (MPS) believes that police officers should be free to go about their job without being abused.

It can be unpleasant and insulting when some members of the public behave in an abusive and aggressive way. This isn't behaviour that the police should be expected to condone, however the courts do not accept that simply swearing at a police officer is grounds for an arrest and with this in mind, the MPS has quite rightly provided officers with practical advice on how they should exercise their powers in order to present the best possible evidence to the courts.

### **FGM in London**

#### **Question No: 2208 / 2011**

[James Cleverly](#)

Earlier this year the government removed the Whitehall post which dealt with female genital mutilation (FGM) and instead integrated this work into several departments.

1. What effect, if any, do you think this has had on the problem of FGM in London?
2. How many cases have been reported in 2010 and 2011? How many people have been prosecuted in each of these years?

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

GLA officers have been assured by the Home Office that this work shall continue and has been absorbed by the Home Office sexual violence team.

There were 41 cases of FGM reported in 2010 and 9 so far in 2011.

To date, there have been no prosecutions for FGM in the UK.

### **A21 Masons Hill (1)**

#### **Question No: 2209 / 2011**

[James Cleverly](#)

TfL and Thames Water have been liaising for four months to sort out the water leak on the A21 at Masons Hill, but this problem has still not been fixed. What action will TfL take to expedite this matter and ensure that the leak is repaired as soon as possible?

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

The leak was repaired by Thames Water on the weekend of 2/3<sup>rd</sup> July.

### **A21 Masons Hill (2)**

#### **Question No: 2210 / 2011**

[James Cleverly](#)

What measures will TfL take to ensure that boroughs and utility companies are fully informed about the road permit scheme and how to use it?

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

The London Permit Scheme for Road and Streetworks has been in operation since January 2010. TfL and 18 boroughs currently operate the London Permit Scheme (LoPs), and a further

seven have been given approval by the Department for Transport to implement the permit scheme later this year. This means that 25 boroughs will be operating a permit scheme by later this year, covering around three quarters of the Capital's roads.

Regular meetings are held with LoPS members and there are a number of joint task forces, on which the utility companies are represented, to deal with any issues that arise from the scheme's implementation. Through the Highway Forum, London Councils and other means, the remaining London boroughs yet to join the permit scheme are being encouraged to do so. For those boroughs who have already adopted the scheme, I believe there are further opportunities for some of them to use it more actively and we are pushing the boroughs to do so.

## **Anthony Browne**

### **Question No: 2211 / 2011**

[Len Duvall](#)

On reflection, do you think it was right for you to allow your former economic adviser, Anthony Browne, to be paid £21,000 to sit at home and work on your election campaign?

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

Anthony Browne is not sitting at home to work on my election campaign. He does not begin work on the campaign until 1 September 2011.

A payment in lieu of notice was agreed because I wanted Sir Peter Rogers to be brought into the GLA as soon as possible to advance the pace of LDA integration. It is very clear that Anthony Browne will not begin work on my election campaign until his full notice period expires. This is to ensure there is absolutely no question of GLA resources being used to fund a political campaign.

## **Government welfare reforms**

### **Question No: 2212 / 2011**

[Len Duvall](#)

Is "time" the only concession you've managed to extract from the coalition government in relation to its welfare reforms?

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

Officers are drafting a response which will be sent shortly.

Written answer received on 22 July 2011:

No.

## **Progress of RE:NEW for 2011/2012**

### **Question No: 2213 / 2011**

[Murad Qureshi](#)

In May you advised that in addition to the 8,936 homes already treated under your RE:NEW programme, work will commence from July 2011 with the expectation that an additional 55,000 homes will be retrofitted by the end of March 2012. Can you now please advise whether this July start date is still feasible and if so, what is the precise start date?

Can you also update me on whether the national funding sources you mentioned in your reply to my aforementioned question 1524 / 2011 which would enable you to reach your original 200,000 homes target have materialised?

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

The rollout of RE:NEW commenced with the first home visit in Hackney on 1<sup>st</sup> July 2011. The first three areas being targeted are Heath ward in Barking & Dagenham, Leabridge ward in Hackney and Lea Bridge ward in Waltham Forest. Activity will continue to roll out across the rest of London from August onwards.

I have secured over £1million of additional funding from the Olympic Delivery Authority to deliver further RE:NEW areas and to deliver RE:FIT to 12 schools in four of the Olympic host boroughs.

I am continuing to work with Government and potential Green Deal providers to secure financing for additional homes to reach the 200,000 target.

## **Assetco**

### **Question No: 2214 / 2011**

[Murad Qureshi](#)

How much would it cost to bring back the provision and maintenance of fire equipment currently with Assetco in-house?

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

The cost to bring back the provision and maintenance of fire equipment currently with AssetCo in-house would need to include the value of the equipment itself, plus the maintenance and the additional cost of employing workshop staff, fleet managers and administration personnel and the ongoing rent and repair of the workshop facility. The net book value of all appliances and equipment including specialist vehicles and reserves is in excess of £40 million. LFB would also be responsible for the cost of the replacement of 209 fire engines beginning in 2014 which is estimated to be at a cost of a further £40m. The current PFI arrangement allows for the cost of this full replacement to be covered within the standard ongoing annual cost.

## **Equalities and Human Rights Commission**

### **Question No: 2215 / 2011**

[Jennette Arnold](#)

The Equalities and Human Rights Commission budget is to be cut by 68% by 2015. As a consequence the grant provision of £4.17m for London's voluntary sector eg: Legal Advice Services, Citizens Advice Bureaus and Equality Advice Bureaus will be cut. The majority of these services are used by London's poorest and most vulnerable citizens. What representations did you make to Government to prevent the loss of this vital provision to Londoners?

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

I am aware that the voluntary and community sector are a lifeline to many Londoners. We are working with SERTUC to understand the current picture of legal advice service provision across London on equality issues, and impact of EHRC savings in London.

## **LEZ and small businesses**

### **Question No: 2219 / 2011**

[Valerie Shawcross](#)

I recently met a market trader who relies on his stall for his livelihood and has recently obtained quotes to have the necessary filter to avoid paying LEZ charges installed on his van. They ranged from £1800 to £3400, plus MOT charges. What are you doing to assist small business owners, who wish to comply with the LEZ?

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

Larger vans and minibuses were originally due to be included in the LEZ from October 2010. However, to allow businesses more time to prepare, I have given operators of these vehicles an extra 15 months to plan for LEZ, and they will now be affected from January 2012.

TfL-approved filters for larger vans and minibuses typically start from just under £1,000 but the actual cost is dependant on vehicle type, age and duty cycle. TfL is working with the abatement industry to ensure that they are offering the best value solutions to people affected by the LEZ and is also advising operators to contact a number of suppliers to secure the most competitive quote for their vehicle.

I have also brought together the major vehicle manufacturers to provide the owners of affected larger vans and minibuses with significant discounts or finance deals to make the purchase of new, cleaner vehicles more affordable. Details of the offers are available on the TfL website.

## **Private Members Club**

**Question No: 2220 / 2011**

[John Biggs](#)

It is reported that Londoners can secure privileged lobbying access to you by paying £2012. Is this a proper exercise of your duties?

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

These events are neither part of my duties as Mayor nor do they secure privileged lobbying access to me.

## **Public Sector Fat Cats**

**Question No: 2221 / 2011**

[John Biggs](#)

What conclusion should voters draw from the fact that under your administration the GLA family leads the UK pay league for the number of staff and elected representatives remunerated at over £100,000?

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

London has the greatest population of any region in the UK. It has the largest police service, the largest fire brigade and the largest passenger transport executive by some distance. It should not come as a surprise, therefore, that our region should have the greatest number of staff working across all grades.

Under my administration, costs have been controlled and savings found. The Council Tax precept has been frozen for three years running, which compares favourably to my predecessor who increased it by 153 percent.

## **Olympic Board and Olympic Ticketing**

**Question No: 2223 / 2011**

[John Biggs](#)

On how many occasions did the Olympic Board discuss ticketing?

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

Officers are drafting a response which will be sent shortly.

Written answer received on 22 July 2011:

Ticketing was an agenda item at the Olympic Board meetings held in September 2010, January 2011 and May 2011.

## **Olympic Precept (1)**

**Question No: 2224 / 2011**

[John Biggs](#)

Can you advise when the Olympic Precept is due to expire?

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

2016-17, in line with the Memorandum of Understanding between the Government and the Mayor dated June 2007 and as set out in the Mayor's final draft consolidated budget for 2011-12.

## **Olympic Precept (2)**

**Question No: 2225 / 2011**

[John Biggs](#)

Given that a lot of Londoners have missed out on tickets; will you consider an earlier end to the collection of this precept?

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

No. I intend to honour the agreement with Government on investment in the venues and infrastructure for the Games. Having rightly placed a limit on the amount to be raised from each household in any one year, I have every intention of making the agreed contribution and therefore sticking with the agreed timescale. I understand the disappointment that people across London and the UK feel about not receiving the tickets they hoped for, but there can be no connection between the ticketing process and the investment being co-ordinated by the ODA.

## **London2012 Tickets (1)**

**Question No: 2226 / 2011**

[John Biggs](#)

How many people bid for Olympic tickets and how many of them were Londoners?

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

LOCOG received 1.9 million applications in the first round. From an initial assessment, LOCOG has confirmed that approximately 1/3 of applications were from London residents, 1/3 from the South-East and 1/3 from the rest of the UK.

## **London2012 Tickets (2)**

**Question No: 2227 / 2011**

[John Biggs](#)

How many people unsuccessfully bid for Olympic tickets and how many of them were Londoners?

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

After the first phase of second chance sales, there were 1 million unsuccessful applicants. LOCOG will do everything it can to get as many of these people to the Games. After an initial assessment, LOCOG has confirmed that approximately 1/3 of these were from London residents, 1/3 from the South-East and 1/3 from the rest of the UK.

## **Average Speed Cameras**

**Question No: 2228 / 2011**

[John Biggs](#)

How many Fixed Penalty Notices have been issued for speeding in each month of operation of the A13 average speed camera network? And is traffic running more smoothly as some predicted? What are the initial lessons from the scheme?

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

After its completion and switch on earlier this year, the system is now being systematically commissioned and calibrated for the issue of enforcement notices. The first enforcement notices are being issued this month.

As such, it is too early to draw any substantive lessons from the scheme and the standard period for statistically significant collision monitoring is three years. However, TfL intends to undertake a provisional analysis of collision data for the six month period following the introduction of the changes.

## **Children born on 20/12/2004 - Promise re Olympics Opening Ceremony**

**Question No: 2229 / 2011**

[John Biggs](#)

Do you understand why some children and their parents feel you have broken the promise made to them having said you would be bound by it?

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

In 2004 the 2012 Bid Team stated that children born on the 20 December 2004 would “have roles in events such as the Opening Ceremonies, Closing Ceremonies, team Welcome Ceremonies or part of a wide range of events that will light up London's Parks, Squares and cultural venues across the capital”.

LOCOG has confirmed that the children will take part in the Torch Relay. The scale of the Olympic Torch Relay, with ceremonies and events all around the country, and in London, over 70 days is the fairest way to involve over 700 children from all over the country, and enable their family and friends to be part of their special day.

## **Blackfriars Bridge**

**Question No: 2230 / 2011**

[John Biggs](#)

Will you ask TfL to introduce new signage on Blackfriars Bridge to inform users of the speed limit?

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

The speed limits on Blackfriars Bridge and the neighbouring junction are appropriately signed in line with road traffic regulations and the issue was not raised in the safety audits.

## **Piccadilly Circus Carbon Output**

**Question No: 2231 / 2011**

[John Biggs](#)

How do you believe you should respond to the report (Economist 11/6/2011) that the

illuminated adverts at Piccadilly Circus, a symbol of London, generate 1.9million kg of CO2 annually? Will you work with the advertising industry to reduce this figure?

**Written response from the Mayor**

I have asked my officers to write to Land Securities who own the site to clarify measures they are putting in place to reduce emissions from their site

**Capital Costs Cycle Hire scheme**

**Question No: 2232 / 2011**

[John Biggs](#)

What has been the total capital cost of the current cycle hire scheme, including the entirety of its installation including control systems?

**Written response from the Mayor**

From November 2010 (when the scheme began) and until June 2011, the total capital spend on Barclays Cycle Hire scheme is £65 million.

**Cycle Hire scheme**

**Question No: 2233 / 2011**

[John Biggs](#)

How many bikes are there within the scheme?

**Written response from the Mayor**

The total number of cycles within the scheme is 6600. This includes cycles currently in storage, in repair or in use.

**‘Strangers into Citizens’**

**Question No: 2234 / 2011**

[Len Duvall](#)

Why do you think the Conservative Members on the London Assembly does not support your ‘Strangers in to Citizens’ campaign?

**Written response from the Mayor**

It is for all Assembly members to determine their position on these matters. I note, however, that the former Labour government was not prepared to adopt the objectives of the campaign.

**Siebert Road traffic noise abatement**

**Question No: 2235 / 2011**

[Len Duvall](#)

Have you received any representations from the residents of Siebert Road, Greenwich, who have made a request to TfL to erect reflective acoustic barriers on the A102? If so, when do you intend to reply and what is your position on the matter?

**Written response from the Mayor**

I did receive representations and TfL replied on my behalf. In replying, TfL explained that they now use low noise surface materials on the Transport for London Road Network (TLRN) and that this has already been applied to the A102 Blackwall Tunnel Southern Approach.

Unfortunately TfL does not have funding to provide noise barriers on the TLRN. They will however continue to work with the Department of the Environment, Food and Rural Affairs to

determine where action to reduce road traffic noise may provide greatest benefit if funding becomes available in the future.

## **'Real Time' bus information in Lewisham**

**Question No: 2236 / 2011**

[Len Duvall](#)

Can you please provide me with a detailed planned timetable for any removal, with and without replacement, of Countdown roadside signs at bus stops within (and within 100m of) Perry Vale ward of the Borough of Lewisham.

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

There is no intention permanently to remove any Countdown signs from current locations in London. In the course of rolling out Countdown 2, replacement signs will be provided but a detailed timetable is not yet available.

## **'Real Time' bus information in Lewisham 2**

**Question No: 2237 / 2011**

[Len Duvall](#)

Can you please provide me with an update on the "technical issues" (and/or contractual issues) that have caused delays so far to the iBus/Countdown2 programme?

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

There are no contractual issues with the Countdown II programme. The contractor has taken a little longer than they first envisaged to reach the current stage. This is the biggest system of its kind anywhere and we still expect rollout to commence later in 2011.

## **Woolwich Arsenal Sunday train services**

**Question No: 2238 / 2011**

[Len Duvall](#)

I was recently contacted by a constituent who was surprised to find that there was no DLR service at Woolwich Arsenal nor any Southeastern Trains services between Dartford and Charlton on Sunday 26 June. I had been led to believe that TFL and SE Railway had agreed to co-ordinate engineering work to ensure that we do not have more than one of the three rail routes serving north of the borough (DLR, SE Railway and Jubilee Line) down on any given Sunday. Is this correct and, if so, why is the agreement not being adhered to?

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

DLR does work very hard to avoid clashes with possessions on other main line and London Underground services as well as any major events in the area. Unfortunately with the large amount of work going on around the DLR system, with a number of projects particularly needed to provide resilience for the Olympics and beyond, it is not always possible to avoid all clashes.

This particular weekend possession was needed to test control systems across this area of the DLR network. Whilst I appreciate that replacement bus services are not always convenient, this particular possession involved a short journey by bus to Charlton and thence main line train services were operating.

## **UK Financial Transaction Tax**

**Question No: 2239 / 2011**

[Len Duvall](#)

Early Day Motion 1579 proposes “the introduction of a Robin Hood tax on financial transactions, clamping down on tax havens and introducing measures aimed at tackling tax evasion” and calls on the Government to “introduce urgently legislation that reflects this policy to ensure that the financial sector pays its fair share towards reducing the national deficit”. Do you believe that, if the government were to adopt all of the proposals laid out in EDM 1579, the – largely London-based – UK financial services industry would decamp en masse?

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

Many factors affect London's competitiveness and the location decisions of the financial services industry. I cannot offer my support for the EDM because I agree with the Government that an FTT might damage our competitiveness if introduced unilaterally, there may be better alternatives and it may prove too difficult to agree to an FTT globally.

### **194 Bus Route**

**Question No: 2240 / 2011**

[Len Duvall](#)

I have been asked by constituent to raise with you the possibility of extending bus route 194 to Forest Hill, where it used to terminate before it was curtailed to terminate at the Bell Green Sainsbury's. My constituent believes this would be a valuable and useful link especially now that Forest Hill station is served by the East London Line. Will you ask TfL to investigate this suggestion?

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

Transport for London (TfL) receives a large number of submissions to extend or provide new bus services each year and, although as many proposals as practicable are accommodated, unfortunately it is not possible to meet all requests.

TfL has examined the proposal to extend route 194 to Forest Hill. Although some new links would be created, route 194 already stops reasonably near to Sydenham Station on the same National Rail line and route 356 gives links to Forest Hill from the Bell Green area. Hence an extension of route 194 would not offer good value for money. I do understand the frustration this causes for residents, so the aspiration for enhanced services Forest Hill will be kept in mind during future bus network reviews.

### **336 bus**

**Question No: 2241 / 2011**

[Len Duvall](#)

Further to my question number 0033/2011, please provide an update on TfL's discussions with LB Lewisham on plans to install permanent accessible bus stops on the hail and ride section through Bellingham estate.

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

Unfortunately, there has been no progress in this area. Owing to a high level of public opposition to the conversion to fixed stops on another route (the 273), the London Borough of Lewisham has been unwilling to consider further conversion schemes. TfL will keep this issue under review.

### **Catford-Bromley bus services**

**Question No: 2242 / 2011**

[Len Duvall](#)

Like many bus passengers, I welcome the extension of route 320 to Catford, providing additional services between Catford and Bromley. However, I have received reports that the timings of the 320 routes do not properly complement the 208 bus service and very often, there will be 'bunching' as a 320 and a 208 both arrive at stops together. Could these timings be looked at and small alterations considered improving this.

**Written response from the Mayor**

TfL will look at the schedules of both routes and adjust them if required to better separate timings between buses.

**181 and 202 bus routes**

**Question No: 2243 / 2011**

[Len Duvall](#)

Further to my question 1578/2011, when will TfL's investigation be complete and the results and recommendations published?

**Written response from the Mayor**

TfL has now responded to you.

**Countdown removal in Stanstead Road, Catford**

**Question No: 2244 / 2011**

[Len Duvall](#)

Please provide a detailed planned timetable for any removal, with and without replacement, of Countdown roadside signs at bus stops along Stanstead Road and Catford Road in SE6. I understand this process has been delayed – please give an explanation for why and an update on the current status of these plans.

**Written response from the Mayor**

In response to public concerns about the proposed removal of Countdown signs at a number of locations across London, I have asked that TfL refine its strategy to address these concerns. The new approach means that no stop that currently has a Countdown sign will lose that facility and the remaining signs have been allocated using the previously agreed criteria. All boroughs will continue to receive the same overall number of on-street signs that has been agreed with Transport for London.

As a result of these changes, TfL expect to be able to provide bus real time information via mobile phone text message and the internet by October 2011. The rollout of the new generation on-street Countdown signs is now expected to commence towards the end of 2011.

**London Taxi and Private Hire**

**Question No: 2245 / 2011**

[Len Duvall](#)

In answer to Written Question 1579/2011 you informed that "during 2010 London Taxi and Private Hire (formally the PCO) undertook a review of its internal policy and processes which included the drafting of internal "business rules", which TfL planned to publish in "due course". Whilst I do not expect you to be able to furnish me with an exact date for publication, it would be helpful if you could indicate the month, presumably in 2011, that TfL expects to release this document.

**Written response from the Mayor**

TfL is currently reviewing a final draft of the internal business rules and expect to publish these by the end of September.

## **Drinking on the Tube**

**Question No: 2246 / 2011**

[Murad Qureshi](#)

How many arrests have been made over the whole of 2010/11 for drinking on the tube, and could you give me the figures for the previous years of your administration so far.

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

Under TfL's conditions of carriage it is now prohibited to carry opened containers of alcohol and to drink alcohol on TfL services.

Where necessary, London Underground staff will initially simply ask people, in a polite, courteous and non-confrontational way, to comply with the ban. Anyone who refuses to comply may be refused travel and asked to leave the premises.

As the ban falls under a condition of carriage, it is a civil matter between TfL and its passengers and is not an arrestable offence. However, any person suspected of committing a public order offence (including anti-social behaviour or verbal abuse) while refusing to comply with this ban may be arrested.

In 2010/11, the British Transport Police made 1192 arrests for alcohol-related offences compared to 1137 in 2009/10 and 1420 in 2008/09.

## **Knife Crime**

**Question No: 2247 / 2011**

[Joanne McCartney](#)

Further to your responses to my question 1108/2011 in March and 1426/2011 in May, can you now update me on the Communities Against Gangs, Guns and Knives Programme? Specifically, what criteria is being used to determine how and where the fund will be spent?

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

The GLA has worked in partnership with the Metropolitan Police Service to produce a Pan-London problem profile which identifies 14 boroughs most significantly affected by gang gun, and knife crime.

The problem profile reviewed a variety of data sets including:

- Youth victims of gun crime per London borough;
- Youth victims of knife crime per London borough;
- Youth victims of serious violence per London borough;
- Number of believed gang related offences per London borough;
- Ambulance data relating to deployments to violent incidents per London borough.

Crime and victim data from the past three financial years has been analysed to identify 14 boroughs of highest priority need. These are:

Croydon  
Lambeth  
Southwark  
Lewisham

Greenwich  
Ealing  
Westminster  
Brent  
Hackney  
Newham  
Waltham Forest  
Tower Hamlets  
Enfield  
Haringey

Boroughs have been required to submit local problem profiles, outlining key issues and priorities locally, and have submitted bids for funding for activity to address the issues highlighted in their local problem profiles.

## **Child pedestrian casualties in Enfield**

**Question No: 2248 / 2011**

[Joanne McCartney](#)

Please could you provide me with the number of child pedestrian casualties in Enfield for 2007, 2008, 2009 and 2010?

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

In 2007 there were 44 child pedestrian casualties in Enfield. In 2008 there were 29 child pedestrian casualties in Enfield. In 2009 there were 54 child pedestrian casualties in Enfield. In 2010 there were 44 child pedestrian casualties in Enfield.

Longer term trends in casualties at the Enfield level show child pedestrian casualties fell by 56% (101 to 44) from the late 1990s to 2010.

TfL is working with the London boroughs to help deliver targeted road safety interventions to further reduce collisions and casualties on all roads, with a particular focus on children and pedestrians.

## **Child pedestrian casualties in Haringey**

**Question No: 2249 / 2011**

[Joanne McCartney](#)

Please could you provide me with the number of child pedestrian casualties in Haringey for 2007, 2008, 2009 and 2010?

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

In 2007 there were 36 child pedestrian casualties in Haringey. In 2008 there were 34 child pedestrian casualties in Haringey. In 2009 there were 44 child pedestrian casualties in Haringey. In 2010 there were 53 child pedestrian casualties in Haringey.

Longer term trends in casualties at the Enfield level show child pedestrian casualties fell by 45% (96 to 53) from the late 1990s to 2010.

TfL is working with the London boroughs to help deliver targeted road safety interventions to further reduce collisions and casualties on all roads, with a particular focus on children and pedestrians.

## **Victim Personal Statements**

**Question No: 2250 / 2011**

[Joanne McCartney](#)

Results from the Witness and Victim Experience Survey 2009/10 (Ministry of Justice, published by Victim Support) show that only 29% of victims in London recall being given the opportunity to make a Victim Personal Statement. Of those who did, only 65% felt that it was taken into account by the courts. What are your views on these poor results? What influence will you apply on the Met to ensure more victims of crime in London are given the opportunity to make a VPS? What can you do to raise the importance of making a VPS - both to victims and the police?

**Written response from the Mayor**

I have been informed by the Metropolitan Police Service (MPS) that they have responded to this data which came from the now discontinued WAVES survey and recognise the importance of this issue.

This is a key service that victims of crime should be afforded as it has a direct impact on the confidence of victims that their crimes are being taken seriously by the whole criminal justice system.

The MPS has recently reminded all frontline investigators and their evidential supervisors of the importance of Victim Personal Statements (VPS) and has required these staff to be proactive in obtaining them. In addition, a specific requirement has been placed on the Operation Target Boroughs to ensure that VPS are offered and obtained as the cases progress. To support these requirements local MPS Criminal Justice and Case Progression Unit Managers will be held to account at their corporate performance meetings and corporate dip-sampling will be taking place to ensure compliance.

The communication that has gone out to front line staff has reminded officers that Magistrates have recently commented how importantly they regard these statements as part of the case presentation at Court and enables them to provide a balance in how they administer Justice.

I understand that the Code of Practice for Victims of Crime is soon to be revised and support the Victim Personal Statement

**Project Titan****Question No: 2251 / 2011**

[Joanne McCartney](#)

I note that you have directed the LDA to transfer revenue funding totalling £805,000 (revenue) to the GLA for two new projects, 'Structured Youth Activities' and 'Mentoring For Young People At Risk'. Why did you have to direct the LDA to transfer this funding? Did the LDA have reservations about this transfer - if so, what were they?

**Written response from the Mayor**

It was normal practice to direct the funds from the LDA, until the moratorium on new contracts came into place in October 2010. Up until this stage, both the projects you mention had been progressing through the various committee stages at the LDA. Following the moratorium, alternative funding was sought for these programmes for the financial years 2012-13 and 2013-14. Once this was secured, the 2011-12 funding was directed over from the LDA to the GLA, as they would now be entirely GLA-run projects. The LDA had no reservations about this.

**Reading Ambassadors****Question No: 2252 / 2011**

[Joanne McCartney](#)

Did Peter Andre charge a fee for your Reading Ambassadors launch? If so, how much did he cost?

**Written response from the Mayor**

No, Peter Andre did not charge any fee to be a part of the launch of Team London's literacy project.

**Broomfield House**

**Question No: 2253 / 2011**

[Joanne McCartney](#)

When was your office first aware that the £5.94 million earmarked for Broomfield House, Enfield would be cut as part of the spending review?

**Written response from the Mayor**

My office found out the contents of the Spending Review when they were announced by the Chancellor. I will continue to work with Enfield council to find alternative funds to help fund the work at Broomfield House.

**Jubilee Line upgrade**

**Question No: 2254 / 2011**

[Valerie Shawcross](#)

The TfL board papers for the 29th June meeting (page 27) indicate that aspects of the Jubilee Line upgrade due to be completed by 25th June 2011 are behind schedule. In your answer to my question 1498/2011 you clearly state that the timetable for the newly upgraded Jubilee line will come into force on July 31st. Are you still confident of this?

**Written response from the Mayor**

Yes I am. The upgrade work was completed over the weekend of 25 and 26 June and the new Transmission Based Train Control (TBTC) signalling was successfully introduced on 26 June over the final section from Dollis Hill to Stanmore as planned.

Since then the new system has been in operation over the entire Jubilee line and, as planned, the new timetable will be introduced from 31 July. This will increase the number of trains during the peak three hours from 129 to 152, providing capacity for at least 5,000 additional passengers per hour. Further benefits will be realised nearly next year, when the service frequency will increase again, to provide capacity for at least 12,500 additional passengers per hour in total.

Passengers will also benefit from a more reliable service once the new system is fully bedded in.

**East London Line Phase 2**

**Question No: 2255 / 2011**

[Valerie Shawcross](#)

I note from the papers for TfL's 29th June 2011 board meeting that the commencement of passenger services on East London Line Phase 2 are showing as delayed. Do you still expect passenger services to begin on ELL2 on 9th December 2012? What contingencies are in place should this not come to pass? Will the South London Line service between London Bridge and Victoria via Denmark Hill continue to run until ELLX2 services commence, even if this is delayed by any period?

**Written response from the Mayor**

The new London Overground service to Clapham Junction is still scheduled to start – as planned – on 9 December 2012.

In any event, TfL would work with the DfT to make sure that there is no gap between the end of the current Southern service between London Bridge and London Victoria via Denmark Hill and the start of the new London Overground service such that no station would be left without an adequate train service.

## **227 bus**

**Question No: 2256 / 2011**

[Valerie Shawcross](#)

Further to complaints about capacity on this route, are there any plans to introduce larger capacity single deck vehicles to the 227 service?

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

Route 227 currently runs with 65-capacity single deck buses. A new contract is due to begin in June 2012 and TfL is investigating whether larger capacity single deck buses can be used. The outcome will be known during the autumn.

I have asked TfL to inform you of the outcome.

## **BCV track renewal**

**Question No: 2257 / 2011**

[Valerie Shawcross](#)

Please give an update on the track renewal program for BCV (Bakerloo, Central, Victoria Lines). Have all deadlines and targets been reached?

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

This information is regularly published in reports to the TfL Board (<http://www.tfl.gov.uk/corporate/about-tfl/boardandchiefexecutives/papers/1436.aspx>).

Further to the most recent report, I can give an update as follows for the year 2010/11, in respect of the Bakerloo, Central and Victoria lines:

Points and Crossing renewal targets were achieved by 21 March 2011, ahead of plan.

1500 metres of ballasted track renewals were achieved by 18 April 2011.

The year-end milestone for renewals in the deep Tube of 2,400m is forecast for completion by September 2011. To date, 1862 metres have been achieved against the 2400m target. The principal unexpected cause of delay was the need to put a revised system of work in place following discovery of asbestos.

## **Bank station upgrade**

**Question No: 2258 / 2011**

[Valerie Shawcross](#)

I note that the completion date for the upgrade of Bank station has slipped to December 2011. Please give an update on the status of this project.

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

London Underground (LU) is focused on achieving delivery of the Bank station upgrade in 2021. This is in line with the commitment confirmed in the Secretary of State's letter to me setting out the TfL funding agreement.

However, before the work can begin LU needs to secure a Transport & Works Act Order (TWAO), so the exact timescale for completion can only be finalised once that happens and after the construction work is competitively tendered.

## **Conversion of North London Line to DLR operation**

**Question No: 2259 / 2011**

[Valerie Shawcross](#)

The works to convert the North London Line to DLR operation would, according to the TfL board papers for 29th June, seem to be subject to some delay. Please provide an update on the status of this project.

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

The Stratford International extension will open in August 2011. The delay in opening has been caused by joint venture contractors Skanska and Volker Rail taking longer than expected to progress some technical aspects of the project such as communications system design and installation. Test trains have started running on the line.

With the new line opening this Summer, it will be ready well in advance of the 2012 Games and provide a lasting legacy to East London.

## **Community Conversations Programme - Southwark**

**Question No: 2260 / 2011**

[Valerie Shawcross](#)

Are you aware that your office wrote inviting me to the Southwark meeting saying it was scheduled for 6-30pm. In fact the meeting started at 6pm and the door staff had been told to stop any late entrant! I was glad, however, to have made it into what was otherwise a worthwhile meeting.

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

Please accept my apologies for the misunderstanding, which was due to an unfortunate administrative error.

I am extremely pleased you attended and were granted entry to what turned out to be a most stimulating and worthwhile evening.

## **Community Conversation Programme – meetings**

**Question No: 2261 / 2011**

[Valerie Shawcross](#)

Crime prevention is best done with active partnership working between Police, Community groups, SNT panels, Community Police consultative groups, Faith groups, and Councils. Therefore it's disappointing that local Councils and other bodies have been bypassed and ignored when the GLA has been setting up the Community Conversation meetings. Do you not agree that this initiative would be more sustainable and effective if all partners were involved from the outset?

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

No, I do not agree. I meet with councils and relevant partners at specifically planned meetings and events throughout the year. Moreover, via the Joint Engagement Meetings (JEMs) that we initiated, Kit Malthouse regularly meets with every borough's police and local authority partnerships to focus on crime prevention.

The Community Conversations Programme (CCP) is a series of events intended to engage directly with residents of those communities most affected by serious youth violence (SYV) in the localities in which they live. These events are entirely distinct from our engagement with statutory bodies and other partners, and are intended to seek community involvement (particularly from London's black population) to help tackle serious youth violence, to hear their concerns and – most importantly – to recruit volunteers to my mentoring programme. In particular, relevant known community organisations and faith groups are involved in the planning of each of the CCP events.

## **Need for Developer Contributions for Police Facilities in new developments**

**Question No: 2262 / 2011**

[Valerie Shawcross](#)

The costs of installing equipment for the Met's Airwave communication system at Westfield Stratford have fallen massively and expensively on the MOPS/MPA. Why doesn't the Mayor's London plan contain a policy which facilitates the collection of Section 106 funds from developments when these construction projects generate a need for new and additional facilities for the police service?

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

Particularly in the current climate, it is important to bear in mind that it is not possible to extract unlimited contributions from development. The draft replacement London Plan maintains the current Plan's identification of public transport (with a particular emphasis on Crossrail) and affordable housing as the most important strategic priorities for use of section 106 agreements.

As it is, boroughs have had significant success in negotiating the provision of policing facilities within new developments where they have been able to show that this meets the legal tests for use of section 106. If you are suggesting a Crossrail-type arrangement with a section 106-based tariff to support the cost of the Police communications system, it is probably questionable whether this could meet these legal tests; I would also have to be mindful of the fact that this type of arrangement will not be possible after 2014 under the previous Government's legislation establishing the Community Infrastructure Levy (CIL). This prevents me from using the CIL for this purpose, as it limits me to applying money raised through the Levy to transport infrastructure.

## **Northern Line Extension - Battersea**

**Question No: 2263 / 2011**

[Valerie Shawcross](#)

I am pleased that the public consultation on the potential routing of the extension has been re issued by TfL in light of the poor public awareness in Lambeth of the first consultation process. However, why has a short list of only 4 routes been published?

Will TfL look again at whether there are some other proposals and adapted route options that could be put to the public for consultation.

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

TfL and Treasury Holdings are consulting with local residents and businesses on options for the proposed extension of the Northern line to Battersea, which is vital for the development of the Vauxhall Nine Elms Battersea Opportunity Area. During this year's consultation, some people

have told us that they did not have the opportunity to comment in last year's consultation, and so we have extended the current consultation and offered the opportunity to comment again on all four route options.

The purpose of the consultation is to give people the opportunity to comment on these options, and to suggest alternative options or variants to the four currently proposed. No formal decision has yet been made on the option to be taken forward. While the consultation goes on, we continue to look at the details of the scheme, including route alignment, station sites and other aspects.

The views of respondents, along with other important considerations such as cost, engineering complexity and environmental impacts, will inform the future development of the scheme, including the decision on the route alignment.

## **Mayor's Fund**

### **Question No: 2264 / 2011**

[Valerie Shawcross](#)

Please give in a table the following information for each financial year since the creation of the Mayor's fund.

- Total Expenditure for the year,
- Programme/Operation expenditure for the year
- Administration expenditure for the year
- Income raised each year from fundraising

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

As an independent charity the Mayor's Fund is not part of the Mayor's administration and not subject therefore to MQTs.

However, the recent Annual Report, which is available on the website [www.mayorsfundforlondon.org.uk](http://www.mayorsfundforlondon.org.uk) - sets out details of income and expenditure and lists significant donors and supporters.

## **New Bus for London**

### **Question No: 2265 / 2011**

[Valerie Shawcross](#)

Will the New Bus for London meet Euro Standard VI in terms of emissions?

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

Yes. Buses delivered after the Euro VI standard comes into force from January 2014 will be compliant; however buses delivered before then will be Euro V compliant which is the current standard for all new buses in the European Union.

The New Bus for London is already fitted with a Euro VI-compatible exhaust after-treatment package and is capable of accepting the new Euro VI certified engines when they become available from the manufacturer. The bus will nonetheless meet the engine emission standards for Euro V in accordance with European Union law for 2011. As the bus will incorporate the latest diesel-electric hybrid technology, however, it will be 15% greener than the most environmentally-friendly hybrid double-deck bus in the London fleet currently.

## **New Bus for London 2**

**Question No: 2266 / 2011**

[Valerie Shawcross](#)

What environmental data is TfL using to assess the emissions credentials of the New Bus for London? On what is this data based, and what comparators are being used?

**Written response from the Mayor**

TfL sets targets for air quality emissions and fuel economy that are more challenging and more representative than the Euro standards. The targets for NO<sub>x</sub>, PM, CO<sub>2</sub>, CO and HC for the New Bus for London are more stringent than those for current hybrid buses.

The vehicle is being put through the London Buses standard emissions test cycle to measure its emissions against the targets and to compare its environmental performance with other vehicles in the fleet. The test undertaken on a rolling road (chassis dynamometer) simulates a bus being driven on a typical route through central London and is as representative as possible of operational conditions

**New Bus for London 3****Question No: 2267 / 2011**

[Valerie Shawcross](#)

Does the New Bus for London meet the 'Low Carbon Bus' standard, and will it be reviewed with a view to obtaining the 'low emission bus' title?

**Written response from the Mayor**

All London's hybrid buses already meet the requirement for a low carbon bus and the emissions performance of the New Bus for London will exceed the current requirements as set out by the Low Carbon Vehicle Partnership.

The low carbon bus standard entails a minimum reduction in greenhouse gas emissions of 30% compared to a conventional diesel Euro 3 bus of the same passenger capacity. The New Bus for London meanwhile will deliver a reduction in greenhouse gas emissions of over 40%.

**Bus Emissions in London****Question No: 2268 / 2011**

[Valerie Shawcross](#)

Is it correct that TfL have recently undertaken emissions research on all the buses in use in London? What was the result of this research and when will this be published?

**Written response from the Mayor**

TfL has not conducted research on emissions from every bus in service in London as this would be extremely costly and impractical. TfL does however conduct emissions tests on every new type of bus in the fleet using its standard route cycle test, and this data is then used to calculate emissions for the whole fleet. This data is published in TfL's Environmental Report each year.

**Earl's Court Opportunity Area (1)****Question No: 2269 / 2011**

[Nicky Gavron](#)

How much income do the Earl's Court Exhibition Centres generate for west London boroughs in parking and for Transport for London in passenger journeys?

**Written response from the Mayor**

I am afraid that Transport for London does not hold the parking data sought as only the boroughs have this.

As regards TfL passenger revenue, we do not know which passengers in the area are going to Earl's Court Exhibition Centres and hence we unfortunately cannot provide this information. However we estimate only a small minority of users of stations in that area will be visiting the Exhibition Centres.

## **Earl's Court Opportunity Area (2)**

**Question No: 2270 / 2011**

[Nicky Gavron](#)

What independent scrutiny or oversight has there been of Transport for London's negotiations with London Borough of Hammersmith and Fulham and Capital & Counties?

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

TfL has strict governance procedures in place in relation to its disposal of land. These procedures have been followed and will continue to be followed in the event that the negotiations lead to the possibility of a disposal. These governance procedures include an obligation for TfL to deliver 'best value' in any transaction.

To assist TfL's internal professional team, in the majority of cases TfL obtains independent property advice before concluding a transaction. Independent property and legal advice is being sought in relation to the negotiations at Earls Court.

Because of the materiality of any transaction, the approval of the TfL Board or Finance and Policy Committee is likely to be required.

## **Earl's Court Opportunity Area (3)**

**Question No: 2271 / 2011**

[Nicky Gavron](#)

What cost has been incurred by Transport for London in producing proposals related to the redevelopment of Earl's Court?

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

The planning application for the redevelopment of Earl's Court has been submitted by EC Properties Ltd (subsidiary of CapCo) at its own cost and risk. TfL is not, and has not been, liable for any of CapCo's costs in relation to developing and submitting these proposals.

In evaluating the opportunity to release value from TfL's Earls Court land ownership, over the last 3 years TfL has incurred expenditure of approximately £586,000. This expenditure has related both to the commercial aspects of a possible transaction and to the work undertaken in evaluating the feasibility of relocating TfL's operational functions off the site.

This investment will support the evaluation of the opportunity to maximise the value of TfL's land holdings at Earl's Court, to help deliver our target of circa £600 million capital receipts from property sales by 2018 in order to support TfL's wider investment plans.

## **Earl's Court Opportunity Area (4)**

**Question No: 2272 / 2011**

[Nicky Gavron](#)

How much money does Transport for London expect to receive from negotiating the new leases

associated with the proposed redevelopment of Earls Court?

**Written response from the Mayor**

TfL is in commercial negotiations over the level of receipt and TfL's expected receipts from any such discussions must remain commercially confidential.

TfL plans to raise circa £600 million from property sales to fund its transport investment plans. Value released from Earl's Court is expected to contribute a significant proportion of this.

**Earl's Court Opportunity Area (5)**

**Question No: 2273 / 2011**

[Nicky Gavron](#)

What impact will the proposals in the planning framework of the Earl's Court Opportunity Area have on traffic and public transport?

**Written response from the Mayor**

Officers are drafting a response which will be sent shortly.

Written answer received on 19 July 2011:

The planning and technical work is ongoing and the issues you raise, such as traffic congestion and public transport capacity / demand, are being assessed. Transport is a key factor in the development of the Opportunity Areas identified in the London Plan and I will need to be satisfied that these issues have been addressed.

When the planning applications and associated transport assessments for the sites are submitted, these will need to comply with the recommendations contained within the Earl's Court and West Kensington Draft Joint Supplementary Planning Document and must demonstrate that any development impact is able to be accommodated by both the local highway and public transport network.

**Lillie Bridge Rail Depot**

**Question No: 2274 / 2011**

[Nicky Gavron](#)

What assessment has Transport for London undertaken of the effects of removing the Lillie Bridge rail depot on train and track maintenance, passenger services and safety, and the operational efficiency of the Underground system?

**Written response from the Mayor**

TfL has undertaken studies into the feasibility of relocating off site and re-providing on site some of the various operational functions currently undertaken at the Lillie Bridge Depot. These studies conclude that opportunities exist to allow the relocation/reprovision of the functions elsewhere within the operational estate without having a negative impact on the functionality and efficiency of the railway.

Further, more detailed, studies will be undertaken as the scheme design progresses.

**London Underground Services to Kensington (Olympia)**

**Question No: 2275 / 2011**

[Nicky Gavron](#)

If a refurbished Olympia is to make up for the loss of the Earl's Court Exhibition Centres, why

has Transport for London decided to withdraw London Underground services to Kensington (Olympia) from December this year?

**Written response from the Mayor**

London Underground (LU) is currently consulting on this proposal, but should it proceed Olympia will continue to be a very well connected venue.

The current District line service to Olympia will continue to run at weekends, which tend to get more exhibition traffic, and for the busiest events London Underground will operate a special service. London Overground and Southern between them offer up to seven trains per hour in the peaks and five trains per hour off-peak from Kensington (Olympia), with good connections to the Tube at West Brompton, Shepherd's Bush and Willesden Junction.

There are many bus services, either direct to the venue or linking Olympia with nearby Tube stations at High Street Kensington, Hammersmith, West Brompton and Fulham Broadway.

There is no shortage of ways to get to this venue by public transport.

The reality is that this service, which carries fewer than 30 people per train, causes a direct delay to 150,000 customers through Earls Court, with a bigger knock on effect for all District line customers. Removing this service would eliminate those delays and enable LU to increase peak capacity on the most crowded sections of the District line.

**Examination in Public**

**Question No: 2276 / 2011**

[Nicky Gavron](#)

What was the total cost to the public purse of the Examination in Public into your Draft Replacement London Plan?

**Written response from the Mayor**

Officers are drafting a response which will be sent shortly.

Written answer received on 27 September 2011:

I cannot provide a completely comprehensive figure for the total cost of the Examination in Public (EiP) last year, as it would be impossible to cost the time spent by staff from the GLA, TfL, LDA and other public bodies in preparing for, and taking part in, the examination.

I can say that the GLA spent £533,026.26 from its EiP programme budget. Of this, £299,920 was paid to the Planning Inspectorate to cover the cost of the Panel, with a further £7,279 covering the Panel's hotel accommodation. The bulk of the remainder was in respect of the cost of the staff supporting the Panel.

**Examination in Public**

**Question No: 2277 / 2011**

[Nicky Gavron](#)

At the last MQT, you said that "he (the Examination in Public Panel Inspector) is operating under some outdated set of assumptions about how to succeed in building more affordable homes). Could you say which recommendations these were and what was outdated about the assumptions?

**Written response from the Mayor**

As I noted in my initial response to your question 1721, “I am unable to express a detailed view about the Panel’s recommendations”. However, I will be publishing my detailed response to the recommendations very shortly.

The assumptions to which I was referring were the previous government’s national planning policies and guidance, and its general approach in dealing with housing provision, which focussed on prescriptive target-setting rather than on actual delivery of affordable homes.

## **West Kensington and Gibbs Green Estates (1)**

**Question No: 2278 / 2011**

[Nicky Gavron](#)

Do you support West Kensington and Gibbs Green Community Homes’ attempt to assume ownership of the two estates from London Borough of Hammersmith and Fulham under Section 34A of the 1985 Housing Act?

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

This is a local issue for the residents of West Kensington and Gibbs Green Community Homes and for the Hammersmith and Fulham council. As such, it is not appropriate for me to comment.

## **Mayor of London’s Housing Taskforce (1)**

**Question No: 2279 / 2011**

[Nicky Gavron](#)

Which recommendations of the Mayor of London’s Housing Taskforce have you accepted?

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

Please see my response to MQ2189 / 2011.

## **Mayor of London’s Housing Taskforce (2)**

**Question No: 2280 / 2011**

[Nicky Gavron](#)

What cost was incurred to the public purse in funding the Mayor of London’s Housing Taskforce?

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

The members of the taskforce very generously provided their time, effort and resources at no cost to the public purse.

## **Affordable Housing Westminster**

**Question No: 2282 / 2011**

[Nicky Gavron](#)

Is it right that Westminster City Council have decided to waive the £900,000 of affordable housing contributions due under the council’s own planning rules from two developments (Oriental Club, 11 Stratford Place and 3 Down Street Mews, Mayfair) when there are over 8,000 residents on the council’s waiting lists and despite the objections of council planning officers?

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

The applications in question were not referable to me and were entirely for Westminster City Council to take a view on.

## **Feed In Tariff**

### **Question No: 2283 / 2011**

[Nicky Gavron](#)

Do you agree with Hugh Ellis, Chief Planner at the Town and Country Planning Association, that the Coalition Government's reforms to the Feed In Tariff will result in a "drastically reduced" number of planning applications coming forward for large-scale solar schemes? Have you or your officers made any representations to the Minister on this?

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

Officers are drafting a response which will be sent shortly.

Written answer received on 25 July 2011:

We have not made representations to ministers on this issue. The vast majority of planning applications in London with renewable electricity installations, which could be supported under the Feed in Tariff (FIT) arrangements, will be below the 50kw scale. The Government's recent consultation on FIT rates makes clear that the objective of the review is to ensure that the FIT remains available for installations at this scale, without inflating costs to consumers.

## **Planning Applications**

### **Question No: 2284 / 2011**

[Nicky Gavron](#)

How many planning applications have you directed refusal for since you took office?

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

I have directed refusal of four applications, of which two directions were subsequently withdrawn.

This compares with my predecessor who directed refusal of 32 applications, of which sixteen directions were subsequently withdrawn.

## **Family Housing**

### **Question No: 2285 / 2011**

[Nicky Gavron](#)

What percentage of social housing starts in London had (i) 3 bedrooms and (ii) 4 bedrooms or more in a) 2008/09, b) 2009/10 and c) 2010/11?

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

According to data provided by the Homes and Communities Agency, the proportion of social housing starts in London with three bedrooms or more was 37% in 2008/09, 42% in 2009/10 and 39% in 2010/11. This data was not collected in this form under the last Mayor. A breakdown between homes with three bedrooms and four bedrooms or more is not available from this dataset.

## **Family Housing**

### **Question No: 2286 / 2011**

[Nicky Gavron](#)

What percentage of intermediate rented housing starts in London had 3 bedrooms or more in a) 2008/09, b) 2009/10 and c) 2010/11?

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

According to data provided by the Homes and Communities Agency, the proportion of Intermediate Rent starts in London with three bedrooms or more was 5% in 2008/09, 11% in 2009/10 and 10% in 2010/11. This data was not collected in this form under the last Mayor. Please also note that intermediate rent constituted only a small part of intermediate housing starts in this period.

### **Tenant Management Organisation**

**Question No: 2287 / 2011**

[Nicky Gavron](#)

What are you doing to encourage the establishment of Tenant Management Organisations on London's estates?

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

The choice of housing management structure is a local issue, and as such, not one on which I wish to dictate to local communities or councils.

### **Safety of Cyclists on Camden Road**

**Question No: 2288 / 2011**

[Nicky Gavron](#)

Thank you for your answer to question 1550/2011 (Safety of Cyclists on Camden Road 3). Of the incidents involving cyclists recorded on Camden Road, please outline how many were fatal?

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

Between 2000 and 2010 there were no fatal pedal cycle casualties on Camden Road. Provisional early notification from the Metropolitan Police reports that a fatal pedal cycle casualty occurred on Camden Road on 5 April 2011, involving a collision between a female pedal cyclist and a Heavy Goods Vehicle.

### **Housing Benefit**

**Question No: 2289 / 2011**

[Nicky Gavron](#)

Do you share my concern that paying Housing Benefit directly to social tenants instead of the housing associations will limit the amount of affordable homes that are delivered in London because it will increase the risk to banks of lending for such projects? Are you calling on the Coalition Government to drop this policy?

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

I agree with the principle that tenants should take responsibility for their own finances. However, there need to be safeguards in place to minimise the risks of this to housing associations' income streams, including Housing Benefit being paid direct.

### **Social Rent to Affordable Rent (1)**

**Question No: 2290 / 2011**

[Nicky Gavron](#)

Thank you for your response to question 1555/2011 (Social Rent to Affordable Rent). I appreciate that it was too early to judge what proposals would be brought forward by Housing Associations regarding the conversion of social rented homes to the new "affordable" rent model. Are there any updates since this question was answered on how many homes have been

proposed for conversion to the “affordable” rent model by London’s Housing Associations?

**Written response from the Mayor**

Please see my response to MQ2053 / 2011.

**Social Rent to Affordable Rent (2)**

**Question No: 2291 / 2011**

[Nicky Gavron](#)

Do you support the principle of converting homes funded through the Labour Government’s 2008-11 National Affordable Housing Programme as social rented into the new Affordable Rent model? And, if so, in what circumstances?

**Written response from the Mayor**

Only a minimal number of social rented homes in the pipeline should convert to affordable rent, and then only in line with the Heads of Terms agreed by the HCA London Board and when necessary to support the delivery of additional affordable homes.

**Parliament Square (1)**

**Question No: 2292 / 2011**

[Nicky Gavron](#)

What plans there are for the enhancement of Parliament Square, including additional green space, planting, landscaping and seating?

**Written response from the Mayor**

Officers in the Resilience and Facilities Management unit are currently investigating various options for the improvement of the green space in Parliament Square Gardens. They are currently consulting with various agencies, including Westminster City Council and English Heritage to scope the feasibility of such a project.

**Parliament Square (2)**

**Question No: 2293 / 2011**

[Nicky Gavron](#)

Given your responsibilities for Parliament Square, what plans if any do you have for its enhancement, for example by making it more pedestrian friendly.

**Written response from the Mayor**

I am pleased to advise you that TfL have been working closely with officers at Westminster City Council on proposals to provide pedestrian crossing facilities for the first time on to Parliament Square itself.

These crossings will be located on the south east corner of the square at the junction of St Margaret Street and on the south west corner at the junction with Broad Sanctuary.

As you can appreciate this part of London is extremely sensitive in both traffic and pedestrian terms and therefore a full assessment is necessary before we can implement any proposal.

**GLA Family Land**

**Question No: 2294 / 2011**

[Nicky Gavron](#)

Do you plan to follow Islington's example by releasing GLA Family Land to developers at a reduced price in order to stimulate much needed social housing development?

**Written response from the Mayor**

The LDA and HCA will continue to bring forward land to deliver a mix of tenures.

**FirstBuy**

**Question No: 2295 / 2011**

[Nicky Gavron](#)

Why did London receive the least money of all regions from the Coalition Government for the FirstBuy scheme?

**Written response from the Mayor**

Officers are drafting a response which will be sent shortly.

Written answer received on 22 July 2011:

We have in fact done very well out of the programme, achieving a share that is nearly double that which London received under the last Mayor for the very similar HomeBuy Programme.

The reason that London has a relatively small share of the national pot for this programme is because the FirstBuy scheme is targeted at developers who have market homes that are hard to sell. The London market has recovered much quicker and is performing far more strongly than the rest of the country.

**London Councils Homelessness Service Funding**

**Question No: 2296 / 2011**

[Nicky Gavron](#)

Seven of the pan-London homelessness services that were classified as an A\* funding priority for London Councils funding are due to end in December when their contracts finish. London Councils has indicated that it is considering a new tendering round for all priority pan-London services, with the commissioning taking place in summer 2012. Can you seek assurances from London Councils that the seven homelessness services whose contracts finish in December will be allocated transitional funding to run until the commissioning round in 2012, and that this funding will be confirmed before summer recess?

**Written response from the Mayor**

At London Councils Grant Committee on 13 July 2011, a decision was made to extend these contracts until 31 March 2012 and, subject to funding being available, to extend for another year after that.

**Barnet and Camden Libraries**

**Question No: 2297 / 2011**

[Nicky Gavron](#)

Have you made any representations on the cuts to library services in Barnet and Camden?

**Written response from the Mayor**

Please see my response to MQ1815 / 2011.

**Camden Lock**

**Question No: 2298 / 2011**

[Navin Shah](#)

Do you share my concerns over the proposed design of the new Camden Lock development, which has been criticised for being out of character with the area and under-delivering on much needed affordable housing?

**Written response from the Mayor**

A planning application has yet to be submitted for this site and as such I have not made any representations on the proposals.

When and if it is, Camden Council will be required to refer it to me, at which point it will be assessed against the London Plan design, affordable housing and other strategic policies.

**HS2 Route**

**Question No: 2299 / 2011**

[Nicky Gavron](#)

What negotiations have you held with the Department for Transport on the proposed route of HS2. Can you say with whom you have met and what alterations you are proposing?

**Written response from the Mayor**

Officers are drafting a response which will be sent shortly.

Written answer received on 29 July 2011:

I have met with the Secretary of State a number of times, as have Isabel Dedring, Sir Edward Lister and Daniel Moylan on my behalf, to discuss the Government's proposals for High Speed 2 (HS2) and to put forward my own views on the proposal. Officers at TfL have also been in ongoing discussions with DfT officials and HS2 Ltd about the proposals and specific details.

While I continue to support a high speed rail network for the UK, my support for HS2 is conditional on a number of specific criteria and on the need to make the new railway work well for London. The proposal now being consulted on does not reflect these conditions and is inadequate for a number of reasons.

In particular, the proposed route alignment raises a number of significant environmental concerns, particularly in west London. I am seeking substantial changes in design of the route to ensure these impacts are properly addressed, for example by tunnelling the whole route through London.

The proposal being consulted on also fails to address the considerable challenge of dispersing high speed rail passengers from the rest of the UK across London. I am seeking a commitment from the Government that their proposals for HS2 address the issue of underground rail capacity and the need to phase new Tube provision into the proposals so as to meet projected demand as it materialises.

I am also concerned at the specific proposals for connecting HS2 and HS1 to allow the through running of high speed services. I welcome such a connection in principle, but using the existing North London Line as a connection for high speed trains is not acceptable as it will impact negatively on the operation of the North London Line, which has received recent investment and is carrying growing numbers of passengers. I am pushing Government for a dedicated connection that does not affect the North London Line.

Finally, the proposals for an intermediate station at Old Oak Common, while supported in principle, do not fully address the future transport needs of this major new rail hub. I will be seeking a commitment that complementary rail and other transport enhancements for Old Oak Common are included in the core HS2 scheme to ensure it is accessible to the wider area.

## **Saracens Rugby Football Club**

**Question No: 2300 / 2011**

[Nicky Gavron](#)

Will you support Saracens Rugby Football Club's ambitions to take over Copthall Stadium if a planning application is required for the plan?

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

I issued a consultation report regarding such an application on the 4 May 2011 (ref: PDU/2730/01). This report sets out my views on the application and I am unable to comment further at risk of prejudicing my final decision.

## **MetPro**

**Question No: 2301 / 2011**

[Nicky Gavron](#)

Following the debacle surrounding Barnet's dealings with the private security firm MetPro and Lord Palmer's report on the council's dealings with the company, do you believe there should be a role for the Metropolitan Police in providing advice for boroughs on using these firms? Should there be checks against the actions of such private security firms when they are brought in by local authorities?

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

There already exists a body which regulates the private security industry.

The Security Industry Authority (SIA) is an independent body reporting to the Home Secretary, under the terms of the Private Security Industry Act 2001.

Security firms are in no way either affiliated with or endorsed by the Metropolitan Police Service (MPS) and councils are expected to follow procurement good practice such as due diligence checks and taking up references prior to entering into a contract.

Any complaints of a noncriminal nature made against a private security firm employed in this way, would be considered an internal or contractual matter, and not one for the police.

## **Barnet Safer Neighbourhood Team**

**Question No: 2302 / 2011**

[Nicky Gavron](#)

Please outline how many sergeants will be lost in each ward in Barnet.

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

Officers are drafting a response which will be sent shortly.

Written answer received on 20 July 2011:

The deployment of Safer Neighbourhood Teams is under review and no conclusion has been made.

## **Barnet Safer Neighbourhood Team**

**Question No: 2303 / 2011**

[Nicky Gavron](#)

Do you support the changes made to Safer Neighbourhood Teams in the borough?

**Written response from the Mayor**

The proposals around Safer Neighbourhood Teams were discussed and agreed by the MPA as part of the 2011/12 budget and I am reassured by the professional opinion of the Commissioner and his colleagues, that this reduction will have no discernable impact on the delivery of the safer neighbourhood policing.

**Camden Safer Neighbourhood Team**

**Question No: 2304 / 2011**

[Nicky Gavron](#)

Please outline how many sergeants will be lost in each ward in Camden.

**Written response from the Mayor**

Officers are drafting a response which will be sent shortly.

Written answer received on 20 July 2011:

The deployment of Safer Neighbourhood Teams is under review and no conclusion has been made.

**Camden Safer Neighbourhood Team**

**Question No: 2305 / 2011**

[Nicky Gavron](#)

Do you support the changes made to Safer Neighbourhood Teams in the borough?

**Written response from the Mayor**

The proposals around Safer Neighbourhood Teams were discussed and agreed by the MPA as part of the 2011/12 budget and I am reassured by the professional opinion of the Commissioner and his colleagues, that this reduction will have no discernable impact on the delivery of the safer neighbourhood policing.

**Mayor's Fund (1)**

**Question No: 2306 / 2011**

[Len Duvall](#)

Please list all major donors (over £1000) to the Mayor's Fund since it was launched.

**Written response from the Mayor**

As an independent charity the Mayor's Fund is not part of the Mayor's administration and not subject therefore to MQTs.

However, the recent Annual Report, which is available on the website [www.mayorsfundforlondon.org.uk](http://www.mayorsfundforlondon.org.uk) - sets out details of income and expenditure and lists significant donors and supporters.

**Mayor's Fund (2)**

**Question No: 2307 / 2011**

[Len Duvall](#)

Please confirm that no donations to the Mayor's Fund have been sought from or accepted from

property developers who have also had planning applications under consideration by the Mayor. If donations have been received from property developers with planning applications in the pipeline please will the Mayor list all such donations?

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

As an independent charity the Mayor's Fund is not part of the Mayor's administration and not subject therefore to MQTs.

However, the recent Annual Report, which is available on the website [www.mayorsfundforlondon.org.uk](http://www.mayorsfundforlondon.org.uk) - sets out details of income and expenditure and lists significant donors and supporters.

This list shows we have had no donations that are from property developers, including the Reuben brothers. If any members have queries about the Fund I suggest they contact Chris Robinson, CEO of the Mayor's Fund, directly.

### **Mayor's Fund (3)**

#### **Question No: 2308 / 2011**

[Len Duvall](#)

Please will the Mayor publish details of all payments made by the Reuben Foundation or the Reuben Brothers to the Mayor's Fund (including financial support and the terms of that support)?

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

No payments by the Reuben Foundation or the Reuben Brothers have been made.

### **Team London (1)**

#### **Question No: 2309 / 2011**

[Len Duvall](#)

Please will the Mayor publish details of the sponsorship arrangements he has agreed with the Reuben Foundation and all payments made by the Reuben Foundation in support of Team London and (including financial support and the terms of that support)?

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

MD751 sets out the detail of the £2million Reuben Foundation funding. These funds will be allocated in grants to volunteering projects that form part of Team London action plan and to cover other development costs associated with the marketing and promotion of Team London.

So far £1.3million has been committed in the form of grant funding and the associated administrative costs of the small grants fund.

The Reuben foundation has been invoiced for £50,000 with a further £180,000 to be paid during July 2011.

### **Meetings**

#### **Question No: 2310 / 2011**

[Len Duvall](#)

Please give details of all meetings you have had with the Reuben Brothers including times, dates, what was discussed and notes from those meetings?

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

I met with Simon and Jamie Reuben on 24 November 2010. The meeting was to discuss Team London, my vision for volunteering in London. Lizzie Noel, Mayoral Advisor on Social Action and Volunteering and Daniel Ritterband, Director of Marketing were also in attendance.

Simon and Jamie were also in attendance at the launch of Team London on 30 June 2010.

## **Affordable Homes on LDA Land**

**Question No: 2311 / 2011**

[Len Duvall](#)

I note from your response to 1341/2001 to Mike Tuffrey that you claim to have brought forward significant public land for development during the last three years. Please tell me what was your exact personal role in bringing forward land at St Andrew's hospital for development?

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

As Mayor of London I set the priorities for the GLA Group and provide strategic leadership on issues that affect London. I do not always have a direct role in specific operational outcomes, which in this case were delivered by the LDA and the Homes and Communities Agency.

## **St Andrew's Hospital Site**

**Question No: 2312 / 2011**

[Len Duvall](#)

What date did the LDA let the contract with Barratts to develop the St Andrew's hospital site?

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

The London Development Agency entered into a conditional agreement for the grant of leases with Barratt Homes Limited on 11<sup>th</sup> June 2007. This was amended by a Supplemental Agreement to the conditional agreement for the grant of leases on 12<sup>th</sup> January 2009.

## **Bounds Green Development**

**Question No: 2313 / 2011**

[Len Duvall](#)

I note from your response to 1341/2011 to Mike Tuffrey that you claim to have brought forward significant public land for development during the last three years. Please tell me what was your exact personal role in bringing forward land at Bounds Green for development?

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

I met with the London Borough of Enfield and TfL very early on in the process and gave both parties my full support in searching for a solution to what had become a complicated situation.

TfL on my behalf have managed the disposal of the properties at Bounds Green to allow their refurbishment and improvement. The circa £90 million project will bring back in excess of 250 homes into beneficial occupation whilst creating a further 300 new houses and flats plus community and business facilities.

## **Adelaide Wharf Development (1)**

**Question No: 2314 / 2011**

[Len Duvall](#)

I note from your response to 1341/2001 to Mike Tuffrey that you claim to have brought forward significant public land for development during the last three years. Please tell me what

was your exact personal role in bringing forward land at Adelaide Wharf for development?

**Written response from the Mayor**

In 2008 the HCA took responsibility for the land and regeneration programme of English Partnerships. As chair of the HCA London Board I oversaw the review of this programme, which included renegotiating terms at the Adelaide Wharf development.

**Adelaide Wharf Development (2)**

**Question No: 2315 / 2011**

[Len Duvall](#)

What date did the HCA / English Partnerships let the contract with FirstBase to develop the Adelaide Wharf site?

**Written response from the Mayor**

English Partnerships first entered into a Development Agreement for Adelaide Wharf with First Base on 29<sup>th</sup> March 2006.

**Culture and Volunteering**

**Question No: 2316 / 2011**

[Len Duvall](#)

What do you envisage to be the long term advantages of volunteering in terms of personal development and employment in the cultural sector amid climate of decreasing funding?

**Written response from the Mayor**

The cultural sector already uses volunteers of all kinds – from board trustees to front of house stewards – to create significant impact, both in the lives of individual volunteers and for the organisations they work in. Volunteering not only brings people immense pleasure, it gives them valuable skills and knowledge, routes into employment, confidence and new ways to access culture. Organisations benefit from the additional level of support, new perspectives on their work, and a supply of skills and knowledge. As London organisations seek to develop their activities and maintain their momentum in a difficult economic climate, they have told us in a recent survey that they are looking to extend their volunteering programmes. This will enable them to strengthen their work and continue to engage with the wider community. That is why I have recently developed with the London Cultural Quarters Group a volunteering strategy and toolkit to aid organisations.

**Suburban Strategic Views**

**Question No: 2317 / 2011**

[Navin Shah](#)

Does the Mayor think that it's important to protect views of St Mary's Church, Harrow when considering planning applications?

**Written response from the Mayor**

Views of St Mary's Church, Harrow do not fall into the category of strategic views as defined in the draft Replacement London Plan. Therefore it is for the Borough through the LDF process to identify whether views of St Mary's Church should be protected. Draft Policy 7.12 Clause J (as amended through the EiP process) suggests to Boroughs that they can use the principles set out in this policy for the designation and management of local views.

**Queen's Park to Wealdstone: Partnership Working with Network Rail**

**Question No: 2318 / 2011**

Navin Shah

How often do TfL liaise with Network Rail in regard to station upkeep and facilities at stations between Queens Park and Harrow & Wealdstone?

**Written response from the Mayor**

Transport for London has been responsible for day-to-day management and operation of stations from Queen's Park to Harrow & Wealdstone since November 2007. London Underground (LU) manages all of these stations, except Willesden Junction which is managed by London Overground (through the train operator LOROL). LU has recently completed a programme of improvements to deliver better lighting, more CCTV coverage, new dot matrix indicator boards and customer Help Points. London Overground and Network Rail have also delivered significant improvements at Willesden Junction which include platform extensions, a new overbridge, improvements to lighting, CCTV and signage. Further enhancements will be completed by the end of the year.

Network Rail still owns the station structures and infrastructure as well as the track and signalling north of Queen's Park.

There is regular liaison at a variety of levels between TfL and Network Rail, most regular of which is a monthly meeting to discuss operational issues. Specific project or issue-based liaison happens more regularly as necessary.

**Queen's Park to Wealdstone: Partnership Working with Network Rail****Question No: 2319 / 2011**

Navin Shah

As TfL now run the vast majority of services between Harrow & Wealdstone and Queens Park, has any consideration been made to TfL taking over responsibilities for these stations?

**Written response from the Mayor**

All stations between Harrow & Wealdstone and Queens Park are already managed by TfL.

The majority of these stations are managed by London Underground, with the exception of Willesden Junction which is managed by London Overground Rail Operations Limited (LOROL) on behalf of TfL.

**Cycle Route on Narrow Footpath, Stanmore****Question No: 2320 / 2011**

Navin Shah

I have been contacted by many constituents unhappy with the designation of a cycle route on an extremely narrow footpath linking Vernon Drive and Wembrough Road, Stanmore. Will you instruct officers to work with the council and residents to find a more suitable cycle path in the area? Do you think the creation of cycle routes should take priority over the needs of pedestrians to maintain existing footpaths? Would safe cycle lanes not eliminate the competition of space between cyclists and pedestrians?

**Written response from the Mayor**

TfL is working in partnership with the London Borough of Harrow to provide transport improvements which meet local needs and are in line with my Transport Strategy. The Belmont Footway improvement scheme was one of the schemes TfL supported in Harrow as part of the 2010/11 Neighbourhood and Corridors programme.

Harrow is the highway authority for Belmont footpath and therefore has full responsibility for project planning, development and implementation of the scheme in consultation with local

residents and businesses. TfL understand that council officers are currently liaising with the residents who expressed concerns about cyclists using Vernon Drive / Wembrough Road. Council officers confirmed that they have attended the site and are making adjustments to the scheme in order to remedy the problem therefore it would be timely for anyone with concerns to feed in to the Council. TfL and the local authorities are using national, regional and local guidelines to ensure that suitable walking and cycling provisions are implemented throughout the network.

## **North West London Transport**

**Question No: 2321 / 2011**

[Navin Shah](#)

In the last year, delays on the Bakerloo Line have risen by 350% and by 120% on the Jubilee Line. Can you explain why the needs of North West Londoners, which pay some of the highest travelcard fares, are being neglected?

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

The needs of North West Londoners are not being neglected. There is a long term trend of improving performance on the Tube, and although there was an acknowledged dip in performance last autumn and winter, attributable to a number of factors including strikes, performance has now returned to the levels seen before this. This is despite the Tube carrying more passengers than at any time in its 148 year history.

On the Bakerloo line, since TfL assumed full responsibility for the line including control of maintenance, the number of incidents causing a delay has reduced by 25% and the volume of lost customer hours has reduced by 15%.

The 350% figure you quote for the Bakerloo line, which in any event is a miscalculation, was based on a selective comparison of the number of delays in period 13 of 2010/11 compared to the same period the previous year. What you are referring to is 14 delays compared to 4 in those respective periods, skewed by incidents such as flooding at Charing Cross station caused by the Trafalgar Square fountains. In 2010/11 as a whole, there were fewer delays on the line than in 2009/10, and delays have in fact reduced by around 35% since 2003/04.

The Jubilee line has experienced disruption over the recent period due to the installation of the new signalling system. The work was procured and commenced under the PPP, and unfortunately the timing and programme for implementation of this system was not done as London Underground would have liked. Insufficient testing beforehand meant that the system has had significant teething problems. The final phase of the upgrade has just completed and the system is bedding in.

## **Willesden Junction Approach**

**Question No: 2322 / 2011**

[Navin Shah](#)

What pressure is the Mayor exerting on Network Rail to bring Station Approach, the main route out from Willesden Junction, to an acceptable standard? Does he feel that the poor appearance of the landscape around Willesden Junction undermines the objectives around the upgrade to Station Road and the Harlesden Area based scheme in general?

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

The station approach is not within the London Overground Rail Operations Limited (LOROL) lease area and its maintenance is solely the responsibility of Network Rail.

However TfL and its operator LOROL have worked with Network Rail and the Borough to make improvements. This includes the funding of a fenced area for bins, and a study to look at relocating the toilet currently situated by the bus area and to improve the condition of the road surface and foot path at the station approach.

TfL has frequent meetings with Network Rail and continues to raise these issues with them.

## **Station Tannoy**

**Question No: 2323 / 2011**

[Navin Shah](#)

Thank you for your response to Question No: 1735 / 2011. Unfortunately, my constituents still seem to be baffled as to why an agreement is made on the noise level of the platform announcements and then a few months later, the volume is increased again. When agreements are made between residents and station staff on the noise level how can you ensure they are adhered to? What system can you introduce to make sure these problems do not reoccur every year?

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

I can assure you that when agreements are made between London Underground (LU) and local residents regarding the level of public address (PA) announcements then they are adhered to.

Indeed I understand that where the volume of the PA system has been capped to a certain level, this volume level can only be altered by LU's technical and engineering teams, such that station staff are unable to amend volume levels.

Where the volume has been capped, following agreement with residents, this will not be changed.

If you would like to send me details of where this has occurred I will ask LU to investigate.

## **Refugee Integration**

**Question No: 2324 / 2011**

[Navin Shah](#)

Is the Mayor concerned to hear many charities that help refugees, such as Salusbury World, Brent, are now severely challenged by funding cuts? How can the Mayor ensure these vulnerable people, especially children, receive the skills and support they need to "build new lives in our city", as outlined in 'London Enriched'?

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

Reduced Government funding and more efficient use of resources are needed to repair public finances. London Enriched recognises the important role that organisations such as Salusbury World play in refugee integration. Work by voluntary organisations with refugees and other disadvantaged groups brings long term social and cost benefits. This needs to be recognised in setting priorities and delivering value for money.

My new implementation plan for London Enriched will highlight the role of refugee organisations and encourage partners to support their activities. The plan also includes specific measures to improve access to funding for refugee organisations. Team London is funding projects to increase Youth Opportunity and The Mayor's Fund for London also supports projects which target disadvantaged children and young people.

## **Municipal Journal Awards**

**Question No: 2328 / 2011**

[Navin Shah](#)

Will the Mayor congratulate Harrow Council on its achievement of the nationwide best achieving Council prize at the Municipal Journal Awards?

**Written response from the Mayor**

Yes, I congratulate Harrow Council on receiving the Best Achieving Council of the Year. I am pleased that the new administration is able to build on the achievements of its predecessor, which inherited a council in 2006 that, in the words of its submission to the Municipal Journal, was "one of the poorest performing councils in London with weak capacity to improve; virtually bankrupt; with a poor organisational structure and were perilously close to becoming London's only one-star authority."

**Liberating the NHS****Question No: 2331 / 2011**

[Navin Shah](#)

Are you happy with the new NHS compromise and its consequences for London?

**Written response from the Mayor**

As you know, I am not accountable for the NHS or the changes arising from the recent listening exercise.

What is important to me is to see an improvement in health outcomes and a reduction in health inequalities for the Capital as a whole.

I welcome the greater emphasis on devolving powers more locally and closer working with local authorities since it is likely that this will lead to a more joined up service around the needs of the patient.

**London Health Improvement Board****Question No: 2332 / 2011**

[Navin Shah](#)

What 'early wins' would you like to see made by the London health Improvement Board to ensure progress?

**Written response from the Mayor**

The shadow London Health Improvement board has only met for the first time this month. It is the Board's role to determine what priorities it will sponsor and progress to improve health outcomes for Londoners. We hope to have an overview of these by the autumn.

**London Health Improvement Board 2****Question No: 2333 / 2011**

[Navin Shah](#)

Do you believe there is a possibility that some indicatives of the London Health Board may only be of relevance to inner boroughs? If so what would these be?

**Written response from the Mayor**

The shadow London Health Improvement board has only met for the first time this month. It is the Board's role to determine what priorities it will sponsor and progress to improve health outcomes for Londoners. We hope to have an overview of these by the autumn.

However, in selecting its priorities, the shadow LHIB will no doubt be mindful of the national outcome framework which will apply to all boroughs.

### **London Health Improvement Board 3**

**Question No: 2334 / 2011**

[Navin Shah](#)

How do you believe the London Health Improvement Board can add value to the money provided by the boroughs with regards to childhood obesity? Is this not a matter directed by clinical need?

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

The shadow London Health Improvement board has only met for the first time this month. It is the Board's role to determine what priorities it will sponsor and progress to improve health outcomes for Londoners. We hope to have an overview of these by the autumn.

However, experts in public health are clear that clinical intervention alone will not bring about the desired change.

### **London Health Improvement Board 4**

**Question No: 2335 / 2011**

[Navin Shah](#)

How do you believe the London Health Improvement Board can add value to the money provided by the boroughs with regards to TB?

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

The shadow London Health Improvement board has only met for the first time this month. It is the Board's role to determine what priorities it will sponsor and progress to improve health outcomes for Londoners. We hope to have an overview of these by the autumn.

### **London Health Improvement Board 5**

**Question No: 2336 / 2011**

[Navin Shah](#)

How do you believe the London Health Improvement Board can add value to the money provided by the boroughs with regards to mental health?

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

The shadow London Health Improvement board has only met for the first time this month. It is the Board's role to determine what priorities it will sponsor and progress to improve health outcomes for Londoners. We hope to have an overview of these by the autumn.

### **London Health Improvement Board 6**

**Question No: 2337 / 2011**

[Navin Shah](#)

How do you believe the London Health Improvement Board can add value to the money provided by the boroughs with regards to sexual health?

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

The shadow London Health Improvement board has only met for the first time this month. It is the Board's role to determine what priorities it will sponsor and progress to improve health outcomes for Londoners. We hope to have an overview of these by the autumn.

## **London Health Improvement Board 7**

**Question No: 2338 / 2011**

[Navin Shah](#)

How do you believe the London Health Improvement Board can add value to the money provided by the boroughs with regards to alcohol?

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

The shadow London Health Improvement board has only met for the first time this month. It is the Board's role to determine what priorities it will sponsor and progress to improve health outcomes for Londoners. We hope to have an overview of these by the autumn.

## **London Health Improvement Board 8**

**Question No: 2339 / 2011**

[Navin Shah](#)

How do you believe the London Health Improvement Board can add value to the money provided by the boroughs with regards to tobacco?

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

The shadow London Health Improvement board has only met for the first time this month. It is the Board's role to determine what priorities it will sponsor and progress to improve health outcomes for Londoners. We hope to have an overview of these by the autumn.

## **London GP Practice Portal**

**Question No: 2340 / 2011**

[Navin Shah](#)

What is the benefit of a London wide GP practice portal, when coverage is restricted geographically?

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

There is no geographical restriction to the GP practice portal. The service will be available to all Londoners.

## **London GP Practice Portal 2**

**Question No: 2341 / 2011**

[Navin Shah](#)

Do you believe the datastore will ensure equitable access to GPs in all areas of London?

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

No IT system can, of itself, ensure equitable access to GPs, a responsibility which sits with the NHS.

However, later this year together with the NHS – local government partners are planning to release a health website which will provide information on each GP practice which will help the public select the right practice for them.

## **Public Health Funding**

**Question No: 2342 / 2011**

[Navin Shah](#)

Should public health spending by Primary Care Trusts in London be identified and ring fenced at this point in the NHS transition?

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

A process is underway by the Department of Health with the PCTs to inform the basis of the ring-fenced budget for health improvement. Indicative budgets for 2012/13 will be available by the end of the year and I am sure that all of those involved in Public Health will welcome this clarity.

## **Outer London Fund Panel**

**Question No: 2343 / 2011**

[John Biggs](#)

Who is on your advisory panel for the Outer London fund?

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

Following assessment of applications by a team including staff from the LDA, HCA London and TfL, a Panel comprising Daniel Moylan, Edward Lister, Cllr. Teresa O'Neill and Will Mckee will be making recommendations to me on the selection of town centres and high streets to receive support through the Outer London Fund.

## **Outer London Advisor**

**Question No: 2344 / 2011**

[John Biggs](#)

What key messages has your Outer London advisor brought you so far?

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

Communication between my Outer London Advisor, Teresa O'Neill, and the boroughs is two-way. As an Outer London borough leader she keeps me, and Mayoral advisors, informed of matters of concern to outer London, specifically quality of life issues and how these differ from inner London. Key messages include: positive feedback to the launch of my Outer London Fund; the importance of town centre renewal; realising the economic potential of outer London; and access to public transport. She is also speaking to boroughs about the work of the Outer London Commission.

## **Outer London Fund and Arts and Culture**

**Question No: 2345 / 2011**

[John Biggs](#)

Your Outer London Fund document "anticipates contribution" from among others, the arts and culture sector. Do you believe the sector has the capacity to contribute to projects as many fight for survival in a climate of local government and Arts Council cuts?

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

This is a great opportunity for organisations from the arts and culture sector to build strong relationships with boroughs and gain support for their initiatives and projects. In a challenging fiscal climate, creative partnerships and collaboration are the best way to leverage existing expertise and support groups seeking outlets for their work.

## **Outer London Fund and Arts and Culture 2**

**Question No: 2346 / 2011**

[John Biggs](#)

Your Outer London Fund document “anticipates contribution” from among others, the arts and culture sector. Yet some outer London boroughs have recently eradicated culture funding in the belief “a rich variety of arts provision, much of it free, just half an hour or so away on the tube” (Barnet), while the London Borough of Croydon has cut its cultural officers from 6 to 1. In a difficult climate of local government and Arts Council funding, do you believe the sector has the capacity to contribute as you envisage?

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

There are many arts organisations, of varying size and focus, operating independently of boroughs. To the extent that boroughs can support those organisations, while realising benefits in their town centres, I see these contributions as very realistic and beneficial. The idea is that there is reciprocity in such partnerships. Through the Outer London Fund, local arts and culture organisations can receive support, while at the same time enhancing their localities.

## **‘One Size Fits All’**

**Question No: 2347 / 2011**

[John Biggs](#)

Your Outer London fund document states you are looking for “innovative projects and approaches...especially those capable of replication”. After years emphasising heterogeneity, are you now advocating a “one size fits all” policy for Outer London?

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

While one size does not fit all, we do not want continuously to reinvent the wheel. Best practice documents and case studies showcase successful projects and allow us to learn from pitfalls and challenges. I am looking for projects and approaches that are suited to locations, but can function as exemplars to other places experiencing similar struggles on their high streets.

## **Outer London Fund**

**Question No: 2348 / 2011**

[John Biggs](#)

Can London Boroughs lead applications to the Outer London Fund?

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

Absolutely. London boroughs are well-placed to take the lead on applications to the Outer London Fund. They are familiar with the strengths and challenges of their town centres and high streets and have teams already focused on economic development and physical regeneration. While I encourage collaboration with business and community groups, I believe that London boroughs are best-placed to manage and coordinate bids and be accountable for the delivery of projects and programmes.

## **Outer London Fund 2**

**Question No: 2349 / 2011**

[John Biggs](#)

In response to question 1962/2011, “It is not a loan that will need to be repaid.” Please elaborate as to how the GLA will repay its loan.

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

The previous answer refers to funds disbursed to the boroughs - these would be grants rather than loans. As set out in the 2011/12 budget, the GLAs initial injection of capital into the fund will be funded by prudential borrowing. This borrowing shall be serviced and repaid from the GLAs aggregate revenues and these costs are reflected in the budget.

### **Outer London Fund 3**

#### **Question No: 2350 / 2011**

[John Biggs](#)

What happens to Outer London town centres when the money runs out?

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

The purpose of the Outer London Fund is to set in motion activities that will improve the perception of under-valued high streets, as well as increase footfall along them. These kinds of activities, which range from the temporary re-use of vacant shops to more permanent public realm improvements, do not necessarily require ongoing funding. The hope and expectation is that when the Fund is finished, participating high streets will continue to realise the benefit of their investments. However, to the extent that bids necessitate long term funding to protect the initial investment, boroughs' proposals for provision for this will form part of our assessment of bids.

### **Outer London Fund 4**

#### **Question No: 2351 / 2011**

[John Biggs](#)

Will Outer London Fund submissions be subject to a cost benefit analysis?

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

Bids to Round One of the Outer London Fund will be assessed against the following criteria: geographic suitability, deliverability, vibrancy and growth, economic uplift, place shaping and collaboration and support. The criteria for Round Two are being finalised but I expect the approach to be very similar to Round One. As part of their proposal, bidders have been asked to describe how economic uplift will be achieved as a result of the Outer London Fund investment. Along with the evaluation of the more qualitative criteria, this will form part of a value for money assessment for consideration by the decision making Panel.

### **Outer London Transport Investment**

#### **Question No: 2352 / 2011**

[Valerie Shawcross](#)

Please provide us with figures for transport investment from the GLA and Transport for London in each Outer London borough, per borough, per annum since 2009.

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

There is significant investment in a wide range of transport services in London, including the extensive bus network, Underground and London Overground services. For much of this it is not possible to break down the costs of services and infrastructure on a borough by borough basis. Residents, of course, also benefit from the investment not just in their borough, but across London.

Some expenditure is allocated on a borough basis – for example, Local Implementation Plan funding, and funding for Biking Boroughs, as well some major schemes that are specific to

particular boroughs (e.g. Henlys Corner in LB Barnet). Information on this funding in each outer London borough since 2009 will be provided by the end of July.

## **Outer London Transport Investment**

**Question No: 2353 / 2011**

[Valerie Shawcross](#)

Can the Outer London fund be used for feasibility studies for transport development projects?

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

My objective for Round One is to see early improvements delivered, to assist high streets and other retail centres now, when help is needed, because of the relatively slow return of economic growth. Therefore I would not welcome applications to fund feasibility studies, for transport or other improvements that promised returns only in the distant future.

Boroughs are being encouraged to strongly feature capital projects in their applications for Round Two, due shortly to be launched. Applications for feasibility studies may be considered provided applicants can show that there is a realistic prospect of the schemes being funded and delivered.

## **Renaming Edgware Road**

**Question No: 2355 / 2011**

[Murad Qureshi](#)

One of the findings of the inquest into the 7th of July London bombings was the potential for delays in reaching Edgware Road because of the confusion in identifying the exact location of an incident; is it now time to consider renaming Edgware Road tube station served by the Circle, District and Hammersmith and City Lines?

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

The Coroner's report acknowledged that the London Fire Brigade (LFB), in conjunction with London Underground (LU), had taken important steps to rectify this issue, including the introduction in the LFB's computerised mobilising system of a unique reference number system for every Underground station and every tunnel. The Coroner also noted that the LAS had implemented the same unique reference number system. Given the underlying issue has been resolved, I am content with the current position.

## **Olympic Tickets to Diplomats**

**Question No: 2356 / 2011**

[Murad Qureshi](#)

Will there be any tickets allocated to UK based diplomats for next years Olympic Games?

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

I will not be offering any of the 506 tickets that I have secured from LOCOG to UK based diplomats.

## **Sale of Olympic tickets**

**Question No: 2357 / 2011**

[Murad Qureshi](#)

Following the ticket sale fiasco for next years Olympic Games, some would suggest that the first winners of the London Games will inevitably be the touts. Are you satisfied with the system of

skewed allocations which appears to have marred the process of ticket allocation so far, and do you think that the process has been a fair and successful one?

**Written response from the Mayor**

I believe that a ballot as organised by LOCOG is by far the fairest way to ensure that everyone who applied for tickets had an equal chance of success.

The average successful application received between 4-5 tickets at a total cost of approximately £275.

**Autogas**

**Question No: 2358 / 2011**

[Murad Qureshi](#)

A constituent has written in to commend the growing use of autogas in Hong Kong as a means of improving air quality. Do you think we have anything to learn from the Hong Kong experience?

**Written response from the Mayor**

Transport for London (TfL) continues to examine ways of reducing emissions, and in particular reducing the emission of pollutants that impact on London's air quality. The experience of other cities, including Hong Kong providing financial incentives for autogas uptake, is valuable, and TfL seeks to learn from international best practice.

However, there are a great number of alternative fuels available or coming to market, and each has its own financial, operational and environmental attributes which TfL must and does consider.

TfL adopts a broadly technology neutral approach, aiming to encourage the use of the cleanest private vehicles regardless of fuel type. Both the Greener Vehicle Discount to the Congestion Charge and the Low Emission Zone set emissions standards but do not specify how standards should be met.

A number of measures are being progressed to support the delivery of the Electric Vehicle Infrastructure Strategy and the approach of the government to promote the development of the cleanest vehicles. This looks at technology with low CO<sub>2</sub> and zero pollutant emissions from exhausts. TfL will continue to work with boroughs and other stakeholders to explore the potential of different technologies.

**Bombardier Transportation**

**Question No: 2359 / 2011**

[Murad Qureshi](#)

Do you think that Bombardier Transportation's recent failure to secure the contract for the Thameslink programme will in any way impact upon its ability to deliver on its contract for the upgrading of signalling on London Undergrounds sub-surface lines?

**Written response from the Mayor**

No. The signalling work is being carried out by a different Bombardier Transportation division.

**Extension of the Central Line to Uxbridge**

**Question No: 2360 / 2011**

[Murad Qureshi](#)

Do you support Hillingdon council's proposals to extend the Central line from West Ruislip to Uxbridge? These proposals are intended to reduce traffic on the A40 and the Uxbridge Road, both of which serve as a key transport corridor into Ealing.

**Written response from the Mayor**

TfL has met with the London Borough of Hillingdon recently to discuss this issue.

TfL has agreed to work with LB Hillingdon on this to quantify the benefits this scheme could generate. Once more detailed analysis is available, TfL will be in a position to form a clearer view on the idea.

**High Speed Rail 2 link to Heathrow Airport**

**Question No: 2361 / 2011**

[Murad Qureshi](#)

Which of the eleven options currently being considered by engineers for linking the High Speed Rail 2 scheme to Heathrow Airport are you supporting?

**Written response from the Mayor**

The proposals for the first phase of HS2 include provision for a new station at Old Oak Common that would be connected to Heathrow Airport by Crossrail and/or Heathrow Express services. I am supportive of this proposal for improving rail access to Heathrow provided the station at Old Oak Common is accessible to the wider area. It is essential that this station is connected to existing rail lines and bus services to enable people to use it as a gateway to Heathrow Airport.

The second phase of HS2 (connections to Manchester and Leeds) includes plans for a direct connection to Heathrow Airport. I support the principle of high speed rail accessing our major international hub airport both for passengers wishing to access the airport but also as a mechanism for transferring some domestic air demand to rail.

However, a decision on the route of this connection cannot be made in isolation of the Government's future plans for aviation. The DfT is currently consulting on its future aviation framework and I am making a clear case that this has to set out a strategy for addressing the current problems of capacity. Heathrow Airport is operating at capacity and cannot grow any further. The Government's long term plans for aviation have to acknowledge this and provide an alternative strategy for accommodating London's long term aviation needs otherwise the UK and London economy will suffer. Decisions on direct connections to Heathrow Airport by high speed rail have to be considered in the context of the Government's aviation strategy.

**Initial public offerings moving to Hong Kong**

**Question No: 2362 / 2011**

[Murad Qureshi](#)

Do you think that the recent initial public offerings in Hong Kong including those announced by Manchester United and Prada are detrimental to the reputation of the City of London and do you think it represents a growing trend of corporate finance seeking to leave London in search of more lucrative financial homes around the world?

**Written response from the Mayor**

I do not think that alone these IPOs damage the reputation of London, which has recently witnessed one of the largest flotations in Glencore. Other financial centres are certainly growing, but even since the financial crisis broke out in 2008, London has remained consistently the world's premier financial centre alongside New York.

## **Naming Rights for the Olympic stadium**

**Question No: 2363 / 2011**

[Murad Qureshi](#)

In view of the fact that the Olympic stadium was built using public funds, should the public purse be paid any royalties from the renaming of the Olympic stadium?

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

The Olympic Park Legacy Company is currently progressing negotiations with the preferred Bidder on the lease (including full commercial terms) for the Olympic Stadium in order to secure a lasting legacy and ongoing financial viability for the venue.

Ongoing discussions are confidential and it would be inappropriate to comment on any particular aspect of the lease and commercial terms until these negotiations are complete.

## **War criminals in London**

**Question No: 2364 / 2011**

[Murad Qureshi](#)

The former vice president of Syria, Rifaat al-Assad is living in Mayfair. Mr Al-Assad has been accused in the press of horrific war crimes in Syria dating back to 1982 and reportedly earned himself the reputation as Syria's "butcher of Hama". Will you ask the Metropolitan Police Service to investigate individuals like this who are living in London accused of such heinous crimes?

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

The MPS follow the revised guidelines, agreed with the Director of Public Prosecutions in 2010, in regard to the investigation and prosecution of allegations of war crimes, crimes against humanity, genocide and torture. If a formal allegation is received by the MPS, concerning the events detailed in the question, it will be considered in line with these guidelines.

## **Schools in London near busy roads**

**Question No: 2365 / 2011**

[Murad Qureshi](#)

Can you list the number of schools in London which are located within 400 meters of roads carrying over 100,000 vehicles per day? What steps have you taken to minimise the effect of polluting traffic on these schools?

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

Officers are drafting a response which will be sent shortly.

Written answer received on 25 July 2011:

There are 75 schools or colleges within 400 metres of road links within Greater London with average traffic flows of over 100,000 vehicles per day. These are shown in Appendix B and are taken from figures provided by the Department for Transport (DfT).

In my Air Quality Strategy, I have set out an ambitious package of measures to improve air quality for all Londoners. Measures include age based limits for taxis and PHVs; tighter Low Emission Zone (LEZ) standards; promoting smarter travel and; further improvements in the bus fleet. Additionally, nearly every school in London has a School Travel Plan which promotes walking, cycling and using public transport by staff, parents and students when travelling to and from school. Many of the measures included in these plans have beneficial effects for local air

quality, for example, by tackling unnecessary idling or reducing the number of people travelling to school by car.

TfL's school travel programme, in conjunction with the boroughs, works with over 3,000 primary and secondary schools in London. Of those with a School Travel Plan, monitoring information shows a 6.5% reduction in mode share for journeys to school by car. For schools that are part of TfL's accreditation programme of School Travel Plans at the higher standard and outstanding levels, this reduction in mode share is 12%. Not only has the programme delivered benefits from reduced car use on the school journey, it has also delivered positive outcomes that increasing travel to school by foot and bicycle entail for child health and reduced obesity.

## **West London Waste Plan**

**Question No: 2366 / 2011**

[Murad Qureshi](#)

The Park Royal Planning Framework which was published earlier this year identifies Park Royal as an area where "70% of manufacturing employment is associated with food processing" With reference to your reply to my question 1533/2011, why therefore, did you consider this site to be suitable for the location of a plethora of waste management sites and can these two "visions" of Park Royal co-exist?

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

Officers are drafting a response which will be sent shortly.

Written answer received on 27 September 2011:

The Park Royal area is a strategic industrial location, and such areas can accommodate many types of industry and indeed Park Royal hosts not only one of London's largest clusters of food processing business but also a significant concentration of waste processing sites. With suitable design and management these facilitates can and do co-exist with each other.

The Park Royal Framework aims not only consolidate but grow these businesses to deliver jobs for Londoners.

## **Motorhomes and the LEZ**

**Question No: 2367 / 2011**

[Navin Shah](#)

How many motorhomes in London that will be eligible for the daily charge do TfL estimate there are?

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

TfL estimates that around 2,000 motor homes will need to upgrade their vehicles to ensure they meet the new Low Emission Zone (LEZ) standards which come into effect in January 2012.

## **Lorry Ban**

**Question No: 2368 / 2011**

[Murad Qureshi](#)

Are you party to the night time lorry ban suspension over the Olympic period in central London?

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

Officers are drafting a response which will be sent shortly.

Written answer received on 5 August 2011:

To clarify, there is no current night time lorry ban as such. Instead, there is a control scheme which requires vehicles weighing over 18 tonnes to utilise certain routes. This scheme is operated by London Councils. London Councils is not proposing to suspend the scheme over the Olympic period, but rather to consider amendments to how it will work during the Games.

The scheme will need to continue to protect residents from any unnecessary night time noise, while also facilitating the increase in overnight delivery activity that London's businesses will need during the Games. This is particularly important for the retail, catering and hospitality sectors.

London Councils is working with TfL, the Noise Abatement Society and the Freight Transport Association to provide guidance to operators and boroughs on achieving quieter night time deliveries during the Games. Trials will be carried out over coming months to determine what is workable.

Discussions have begun between London Councils and TfL officers to consider ways to communicate the changes to the freight industry.

## **Toll Increases**

### **Question No: 2369 / 2011**

[John Biggs](#)

Will you be making representations on the proposed toll increases at the Dartford Crossing and their various impacts on London? Will you support my view that the economic and traffic impacts on London, particularly East London, are likely to be negative?

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

TfL will be responding to the Department for Transport's consultation on tolls at Dartford, and in preparing its response, will undertake a review of the likely impacts on Londoners. I will be happy to share this with you when it has been completed.

## **Jubilee Line Signalling**

### **Question No: 2370 / 2011**

[John Biggs](#)

Can you update me on current progress with the new Jubilee Line signalling system? What is the current end date for the works?

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

The upgrade work was completed over the weekend of 25 and 26 June and the new Transmission Based Train Control (TBTC) signalling was successfully introduced on 26 June over the final section from Dollis Hill to Stanmore.

Since then the new system has been in operation over the entire Jubilee line and, as planned, the new timetable will be introduced from 31 July. This will increase the number of trains during the peak three hours from 129 to 152, providing capacity for at least 5,000 additional passengers per hour. Further benefits will be realised early next year, when the service frequency will increase again, to provide capacity for at least 12,500 additional passengers per hour in total.

Passengers will also benefit from a more reliable service once the new system is fully bedded in.

## **New Bus for London**

**Question No: 2371 / 2011**

[Jennette Arnold](#)

In your answer to Question 1840/2011 you failed to answer the substantive part of my question. So I am compelled to ask again: Will you ensure that disabled people's organisations are consulted in future test phases for the New Bus for London?

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

Officers are drafting a response which will be sent shortly.

Written answer received on 20 July 2011:

As I explained in my answer to 1840/2011, TfL had extensively consulted disabled people's organisations during the development of the New Bus, for example by inviting them to view a mock-up of the vehicle. The mock-up remains on show at London's Transport Museum and TfL would be happy to consider any further comments.

No further consultation is planned on the design of the bus although there may be opportunities to engage further with disabled people's organisations when the first prototype vehicle arrives. TfL will ensure that all relevant stakeholders are included in any further engagement. If you have any specific concerns, please let me know.

## **BikeHire Scheme**

**Question No: 2372 / 2011**

[Jennette Arnold](#)

One of my constituents, with a growing sense of frustration, asks the following:

"Those running the Bikehire scheme seem to be struggling to move the bikes around to meet demand. For example, I commute in via the central line and the Waterloo and City to Waterloo. Every morning I arrive and check the 3 nearest hire stations and never a bike in sight."

Do you have any plans to tackle this problem or is my constituent as they put it "better off travelling a different way and returning my bike hire key"?

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

Analysis shows that cycles are generally available at the seven stations within half a mile of Waterloo during peak periods. However, TfL is aware of the demand generated by commuters coming into Waterloo Station.

To help address this, a storage area was recently installed at Waterloo which holds up to 200 cycles, and from which manual re-stocking to the Waterloo station docking points takes place in the mornings. TfL will continue to work closely with Serco to find the best methods of redistribution so as to maximise the availability of cycles and free docking points across the network.

## **(2) Loss of Vital Service for SME's and disabled Londoners**

**Question No: 2373 / 2011**

[Jennette Arnold](#)

The Equality and Human Rights Commission is facing devastating budget cuts from the Government and plans to reform its powers and functions. The Commission acts as a single source of information to individuals and businesses in London on people's rights and responsibilities under equalities legislation.

The removal of the Commission's helpline and mediation and conciliation services is a serious concern.

London has more SME's than any other region in Britain. This kind of service is vital to them in order to avoid discrimination claims and costly litigation.

These services are also used by a great number of disabled individuals who not only access information about their rights within the workplace but use the service to resolve disputes surrounding the provision of goods and services and in education

Will you be disassociating yourself from the government's decision to remove these vital services from Londoners?

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

I recognise the valuable contribution made by the EHRC to the equalities landscape in the UK, but I also recognise that reform is necessary.

The success of the services offered such as the helpline and grants programme remains unclear. There is little evidence that provision has been reaching a broad spectrum of communities, or that these services represent value for money.

The EHRC should focus more on its core functions as an equality regulator and National Human Rights institution. Strong regulatory and enforcement functions are absolutely pivotal and should be primary roles for the EHRC.

### **Lea Bridge Station**

**Question No: 2374 / 2011**

[Jennette Arnold](#)

Do you agree with me and local Walthamstow campaigners that Lea Bridge station should be reopened as it provides a vital link to Stratford for the people of Walthamstow and that it's reopening would stimulate much needed economic growth in the Walthamstow area? What will you be doing to facilitate the reopening of the station?

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

I am afraid I do not support the proposal for the reopening of Lea Bridge station, as there is unfortunately no economic case for doing so.

A report by MVA Consultancy and First Class Partnerships in January 2010, commissioned by London Borough of Waltham Forest, concluded that the reopening of Lea Bridge was not economically justified. Of course, the station is on the rail network and therefore this would ultimately be a matter for the Department for Transport.

### **High Speed Rail**

**Question No: 2375 / 2011**

[Navin Shah](#)

Where would your new desired underground line through Euston go to, apart from Victoria?

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

The Secretary of State has already safeguarded the route of a new underground line across London to address future demand and this is reflected in the Mayor's Transport Strategy and London Plan. This route, known as the Chelsea Hackney Line or Crossrail 2, has been identified to address the growth in London's population, and specifically to help facilitate dispersal from the main line rail termini. Given the scale of change proposed with HS2, TfL has assessed whether this new line is required to accommodate HS2 demand and if so whether it is feasible to modify the proposed route to serve Euston station.

The current safeguarded route of the Chelsea Hackney Line (Crossrail 2) connects Victoria with Kings Cross and extends north and south beyond Central London but doesn't serve Euston directly. TfL has looked at alternative routes and an alignment for Crossrail 2 running via Euston is feasible and does address the impact of HS2 demand as well as addressing future growth.

Beyond the central area TfL is continuing to assess possible alignments that meet the future needs of London as set out by the London Plan and Mayors Transport Strategy.

## **High Speed Rail 2**

**Question No: 2376 / 2011**

[Navin Shah](#)

Have you commissioned TfL to examine alternatives to the proposed HS2 route that would minimise disturbance in North West London? What cost estimates have been produced for tunnels and other alternatives?

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

I have asked TfL to review the proposed route of HS2 through north and west London to identify possible changes in the design that would address the environmental impacts. This has included options for further mitigation and the potential for additional sections of tunnels through built up areas. TfL has not costed this work in any detail as this would be a matter for HS2 Ltd in the first instance.

This work will inform my response to the HS2 consultation which is likely to set out specific areas of concern in relation to environmental impacts. If HS2 Ltd is not able to address these concerns then it may be necessary to consider alternative alignments for HS2.

## **High Speed Rail 3**

**Question No: 2377 / 2011**

[Navin Shah](#)

Do you support an interchange at Old Oak Common or not?

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

I believe Old Oak Common is essential for helping to disperse HS2 passengers across London. Analysis has shown that around a third of HS2 passengers would interchange with Crossrail, rather than carrying on to Euston.

However, the proposals for an intermediate station at Old Oak Common while supported in principle, do not fully address the future transport needs of this major new rail hub.

A station in this location connected to HS2; Crossrail; and the Great Western Main Line has to be plugged in to London's transport network to ensure the station is accessible to the whole of north west, west and south west London. I will be seeking a commitment that complementary rail and other transport enhancements for Old Oak Common are included in the core HS2 scheme to ensure it is accessible to the wider area.

## **High Speed Rail 4**

**Question No: 2378 / 2011**

[Navin Shah](#)

What increase in passenger numbers would Euston see after the completion of HS2, and how did you calculate this figure? Why have you previously stated "Euston has been identified as the

best option" (2450/2010) without expressing these concerns to the Assembly?

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

Euston station was selected by the Government after a consultation with various key stakeholders, including TfL. Over the past 12-18 months HS2 Ltd has considered a number of options and tested them against their remit – this process is well documented through technical reports available on the HS2 website. TfL has also been working closely with HS2 Ltd to ensure that the alignment choice is supportive of the Mayor's Transport Strategy. Analysis by TfL has suggested that Euston is the most sensible choice for a central London terminal for various reasons, including access, available capacity and cost of infrastructure.

Analysis by TfL suggests that AM peak period (07:00-10:00) arrivals at Euston will increase from around 23,000 (today) to 39,000 (with HS2 Phase 1). There is likely to be a further increase once HS2 is extended north to Leeds and Manchester. These figures were calculated using TfL models and have been agreed with HS2 Ltd.

It should be noted that the forecast increase in HS2 passengers arriving at any central London terminus would be the same. It is felt by TfL that Euston is best equipped to deal with this increase, due primarily to the fact that it deals with far less AM peak arrivals than most other London termini. Dealing with an additional 20,000 passengers at Euston is more manageable than at any other central London alternative, but still requires substantial mitigation.

## **High Speed Rail 5**

### **Question No: 2379 / 2011**

[Navin Shah](#)

In question 1491/2011, you stated "On the face of it, a tunnel for high speed trains connecting Tottenham Court Road with Waterloo would be a major engineering challenge and a major expense, requiring extensive tunnelling and construction works across huge swathes of central London." Are you lobbying central government for a new tube line or not?

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

The point I am making to Government in my response to the HS2 proposals is a different one. With a terminal at Euston and the increase in the number of passengers expected at that station, we will need more tube capacity to deal with the demand. It would be inconceivable to think of the existing facilities at Euston station accommodating more than twice as many people in the peak hours. The Government has already safeguarded proposals for a new tube line across London and this is reflected in my Transport Strategy and London Plan. This proposal has been tested and is feasible. The level of growth in London justifies this by 2031 and the introduction of HS2 makes this an absolute necessity otherwise the HS2 proposals will just not work.

There is no value in investing heavily in high speed rail to reduce journey times from London to Birmingham if passengers then have to queue for 20 minutes to access the Victoria Line due to crowding. My response to Government is that plans for HS2 cannot be considered in isolation and from a London perspective this has to include more tube capacity at Euston station.

## **HS2**

### **Question No: 2380 / 2011**

[Len Duvall](#)

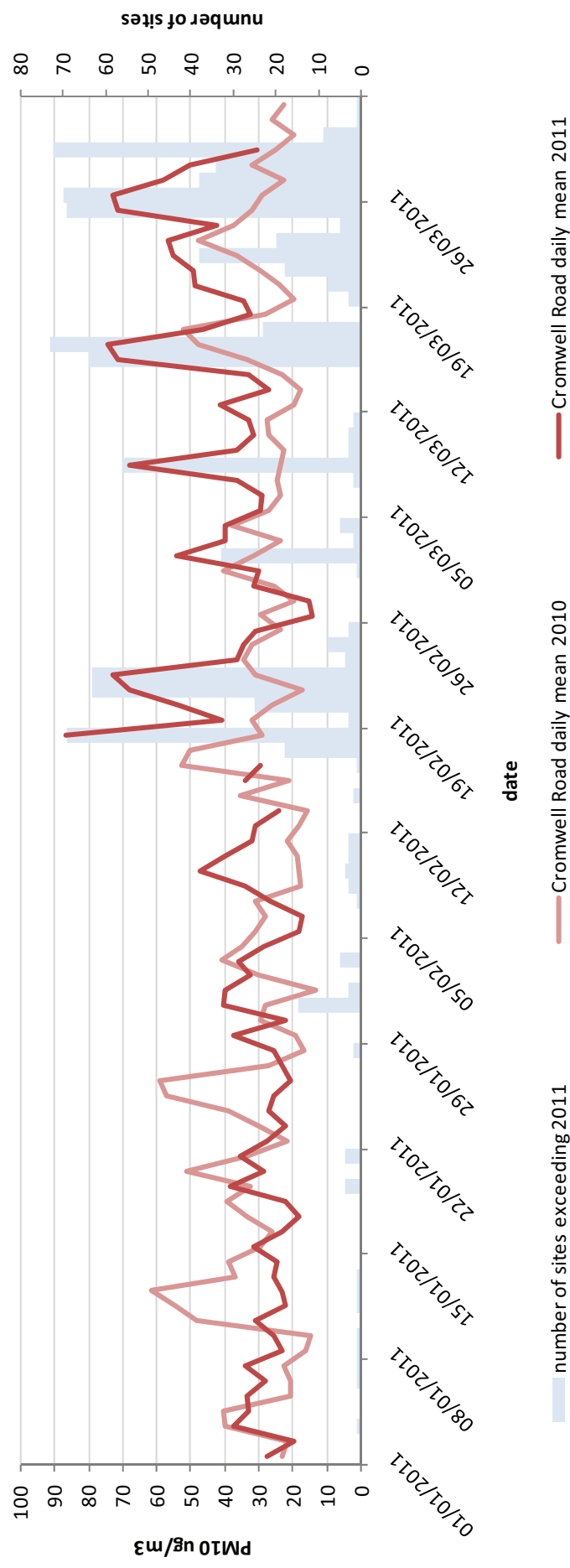
I am pleased to see you supporting Ken Livingstone's position of HS2 – why has it taken you so long to come to this conclusion?

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

As far as I understand Ken Livingstone's position on HS2 it is effectively for it not to be high speed rail at all and is not one I share.

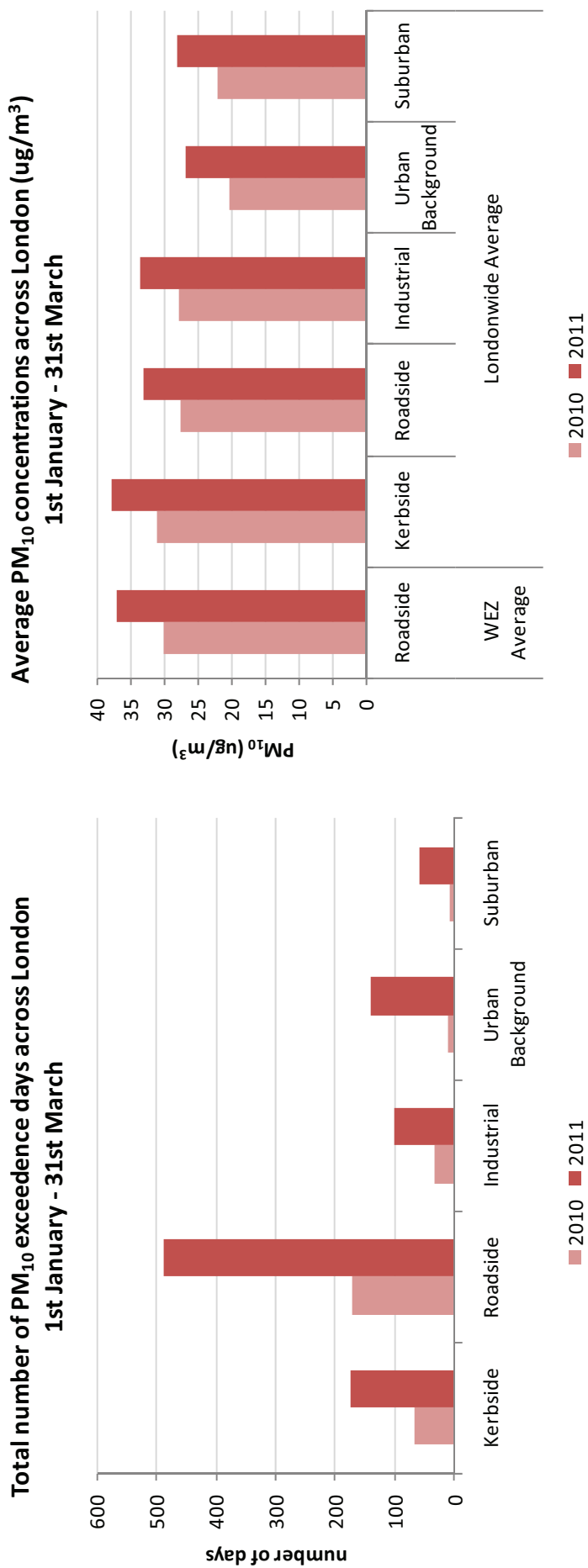
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**Appendix A - MQ2123/2011 - Air Pollution and the WEZ**  
**Cromwell Road PM<sub>10</sub> Daily Mean Concentrations (ug/m<sup>3</sup>)**  
**1<sup>st</sup> January to 31<sup>st</sup> March, 2010 compared to 2011**



This slide shows the daily mean PM<sub>10</sub> concentrations at the Cromwell Road monitoring site for the period 1<sup>st</sup> January – 31<sup>st</sup> March 2011 and 2010. This is plotted alongside the daily number of PM<sub>10</sub> monitoring sites in London which exceeded the 50ug/m<sup>3</sup> daily limit during 2011. Those days of high PM<sub>10</sub> at Cromwell Road correspond closely to London-wide exceedences.

PM10 concentrations and exceedence days by site classification

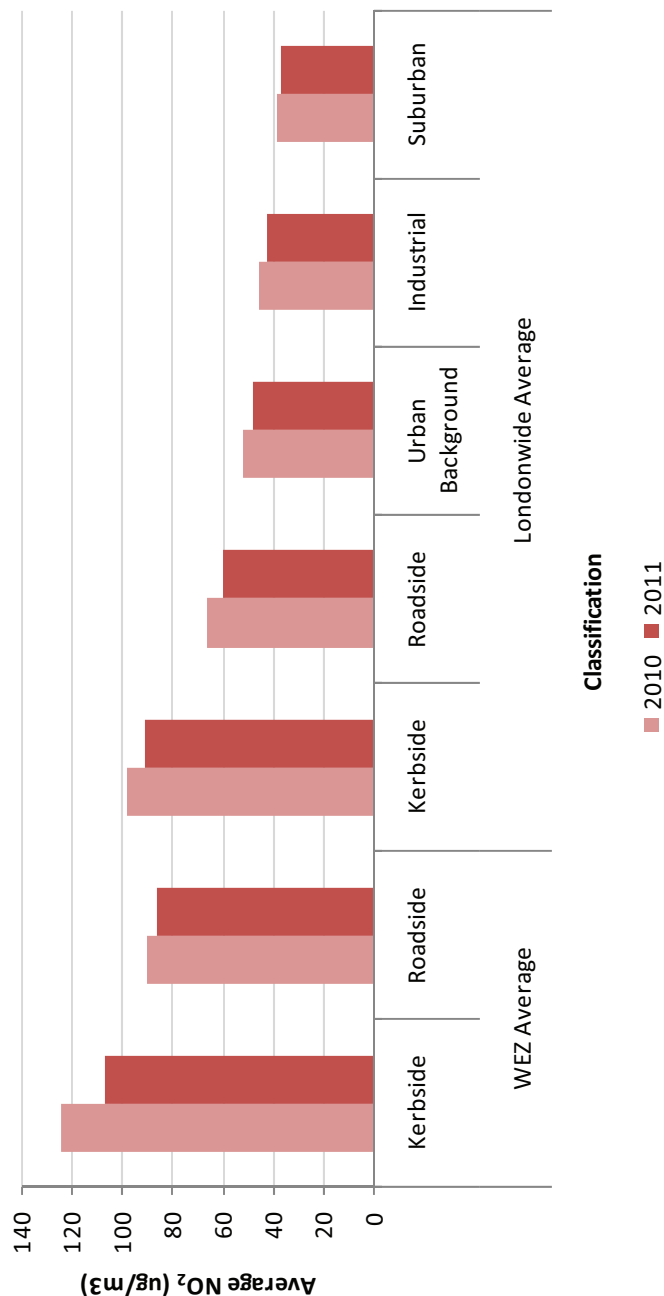


This slide breaks down the number of exceedence days and average concentrations of PM<sub>10</sub> from 1<sup>st</sup> January – 31<sup>st</sup> March by monitoring site classification for 2010 and 2011.

Across London, and over the period 1<sup>st</sup> January – 31<sup>st</sup> March, there were in the region of 150% - 1300% more exceedence days in 2011 than the equivalent period in 2010, depending on site classification.

The average PM<sub>10</sub> concentrations over the period 1<sup>st</sup> January – 31<sup>st</sup> March were 23 % higher at WEZ roadside sites in 2011 than in the equivalent period in 2010. However Londonwide, the average PM<sub>10</sub> concentrations in 2011 were 21% - 32% higher than the equivalent period in 2010, depending on site classification.

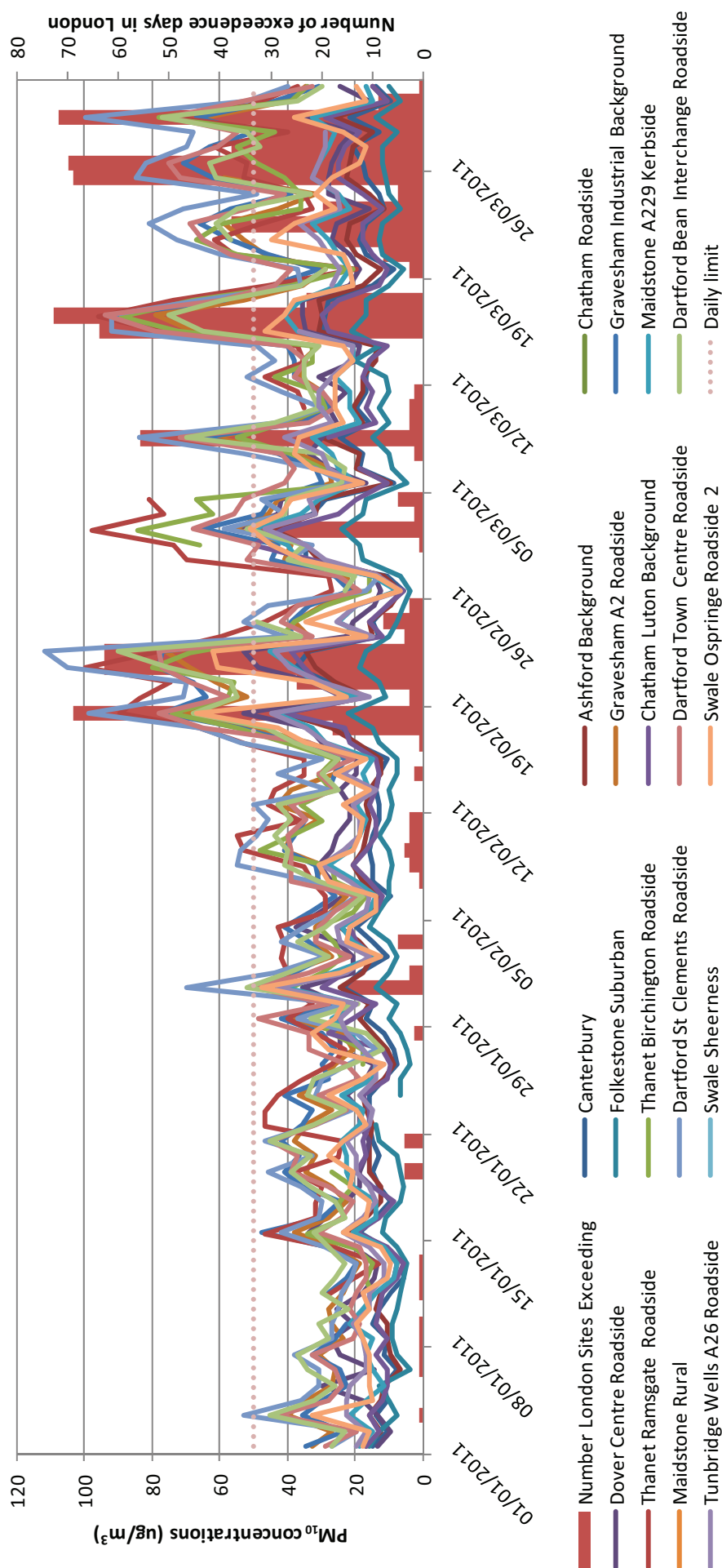
## NO<sub>2</sub> average concentrations by site classification 1<sup>st</sup> January – 31<sup>st</sup> March



This slide breaks down the average concentration of NO<sub>2</sub> from 1<sup>st</sup> January – 31<sup>st</sup> March by monitoring site classification for 2010 and 2011.

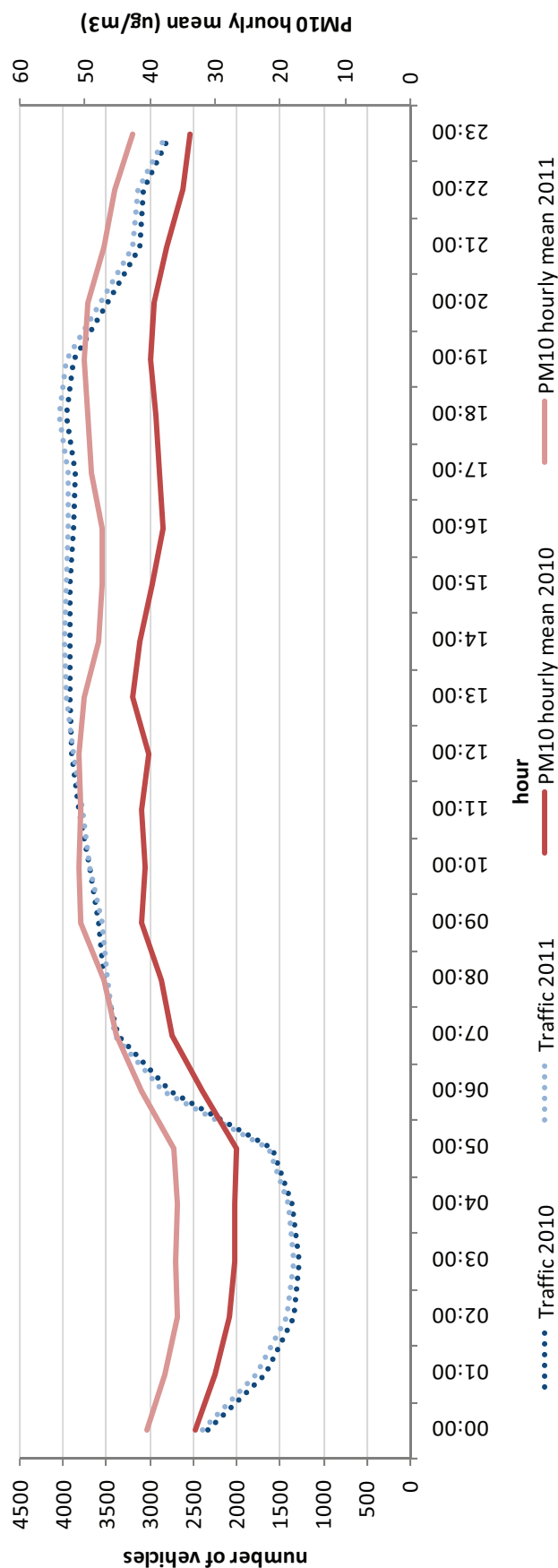
NO<sub>2</sub> across all monitoring site classifications, in WEZ and Londonwide, was lower in 2011 than 2010 by 3% - 14%. Additionally, this reversal in trend from PM<sub>10</sub> suggests a source, other than traffic is the cause of the increased PM<sub>10</sub> in WEZ and across London. If traffic was a primary influence there should be a corresponding increase in NO<sub>2</sub> seen at all sites.

# PM<sub>10</sub> daily mean concentrations at all Kent monitoring stations 1<sup>st</sup> January – 31<sup>st</sup> March 2011



This slide shows the PM<sub>10</sub> daily mean concentration across all monitoring sites in Kent plotted alongside the number of monitors in London that exceeded the 50ug/m<sup>3</sup> limit each day. It can be seen that days of high exceedences in London correspond to days of high concentrations across Kent. Monitoring sites in Kent are a good marker for episodes affecting London as they reflect the influence of anticyclonic (continental) wind directions.

# Dirunal variation, traffic counts and PM<sub>10</sub> concentrations at Marylebone Road 1<sup>st</sup> January – 15<sup>th</sup> March



This slide shows the diurnal profile of traffic counts and PM<sub>10</sub> concentrations at the Marylebone Road monitoring site averaged over the period 1<sup>st</sup> January – 15<sup>th</sup> March 2011 and compared to the equivalent period in 2010.

There has been little change in traffic volumes across the day. However, PM<sub>10</sub> concentrations have increased substantially between the two years - suggesting that the change in concentrations at the site is not related to any change in traffic in 2011.

## Appendix B - 2365 / 2011 - Schools in London near busy roads

### List of Schools in Greater London within 400 metres of road link with an All Motor Vehicle Annual Average Daily Flow Estimate of greater than 100,000

Name	Address
TIGGLEWINKS PRE SCHOOL	TIGGLEWINKS PRE SCHOOL, 90 WISE LANE, WEST DRAYTON, UB7 7EX
CHERRY LANE PRIMARY SCHOOL	CHERRY LANE PRIMARY SCHOOL, SIPSON ROAD, WEST DRAYTON, UB7 9DL
VYNNERS SCHOOL	VYNNERS SCHOOL, WARREN ROAD, ICKENHAM, UXBRIDGE, UB10 8AB
HARLINGTON COMMUNITY SCHOOL	HARLINGTON COMMUNITY SCHOOL, PINKWELL LANE, HAYES, UB3 1PB
PINKWELL PRIMARY SCHOOL	PINKWELL PRIMARY SCHOOL, PINKWELL LANE, HAYES, UB3 1PG
CRANFORD PARK JUNIOR SCHOOL	CRANFORD PARK JUNIOR SCHOOL, PHELPS WAY, HAYES, UB3 4LQ
BELVUE SCHOOL	BELVUE SCHOOL, ROWDELL ROAD, NORTHOLT, UB5 6AG
COSTON PRIMARY SCHOOL	COSTON PRIMARY SCHOOL, OLDFIELD LANE SOUTH, GREENFORD, UB6 9JU
EDWARD BETHAM PRIMARY SCHOOL	EDWARD BETHAM PRIMARY SCHOOL, OLDFIELD LANE SOUTH, GREENFORD, UB6 9JT
OLDFIELD INFANT SCHOOL	OLDFIELD INFANT SCHOOL, OLDFIELD LANE NORTH, GREENFORD, UB6 8PR
SELBORNE PRIMARY SCHOOL	SELBORNE PRIMARY SCHOOL, CONWAY CRESCENT, PERIVALE, GREENFORD, UB6 8JD
VICARS GREEN PRIMARY SCHOOL	VICARS GREEN PRIMARY SCHOOL, LILY GARDENS, WEMBLEY, HA0 1DP
SOUTHBOROUGH HIGH SCHOOL	SOUTHBOROUGH HIGH SCHOOL, HOOK ROAD, SURBITON, KT6 5AS
TOLWORTH SECONDARY GIRLS SCHOOL	TOLWORTH SECONDARY GIRLS SCHOOL, FULLERS WAY NORTH, SURBITON, KT6 7LQ
GRAND AVENUE INFANT & PRIMARY SCHOOL	GRAND AVENUE INFANT & PRIMARY SCHOOL, GRAND AVENUE, SURBITON, KT5 9HU
THE STUDY SCHOOL	THE STUDY SCHOOL, 57 THETFORD ROAD, NEW MALDEN, KT3 5DP
KINGSTON VALE MONTESSORI SCHOOL	KINGSTON VALE MONTESSORI SCHOOL, ST. JOHN'S CHURCH HALL, ROBIN HOOD LANE, LONDON, SW15 3PY
WILLIAM HOGARTH SCHOOL	WILLIAM HOGARTH SCHOOL, DUKE ROAD, LONDON, W4 2JR
ST. MARYS RC PRIMARY SCHOOL	ST. MARYS RC PRIMARY SCHOOL, DUKE ROAD, LONDON, W4 2DF
HEATHMERE PRIMARY SCHOOL	HEATHMERE PRIMARY SCHOOL, ALTON ROAD, LONDON, SW15 4LJ
ST. PAULS SCHOOL	ST. PAULS SCHOOL, LONSDALE ROAD, LONDON, SW13 9JT
LATYMER UPPER SCHOOL	LATYMER UPPER SCHOOL, 237 KING STREET, LONDON, W6 9LR

FLORA GARDENS PRIMARY SCHOOL	FLORA GARDENS PRIMARY SCHOOL, DALLING ROAD, LONDON, W6 0UD
RAVENSCOURT PARK PREPARATORY SCHOOL	RAVENSCOURT PARK PREPARATORY SCHOOL, 16 RAVENSCOURT AVENUE, LONDON, W6 0SL
LATYMER PREPARATORY SCHOOL	LATYMER PREPARATORY SCHOOL, 36 UPPER MALL, LONDON, W6 9TA
ST. PETERS C OF E PRIMARY SCHOOL	ST. PETERS C OF E PRIMARY SCHOOL, ST. PETERS ROAD, LONDON, W6 9BA
MACE MONTESSORI SCHOOL	MACE MONTESSORI SCHOOL, 30-40 DALLING ROAD, LONDON, W6 0JB
EDEN SCHOOL	EDEN SCHOOL, 23-31 BEAVOR LANE, LONDON, W6 9AR
SACRED HEART HIGH SCHOOL	SACRED HEART HIGH SCHOOL, 212 HAMMERSMITH ROAD, LONDON, W6 7DG
IMPERIAL COLLEGE SCHOOL OF MEDICINE	IMPERIAL COLLEGE SCHOOL OF MEDICINE, THE REYNOLDS BUILDING, ST. DUNSTONS ROAD, LONDON, W6 8RP
ST. PAULS PRIMARY SCHOOL	ST. PAULS PRIMARY SCHOOL, WORLIDGE STREET, LONDON, W6 9BP
LARMENIER & SACRED HEART PRIMARY SCHOOL	LARMENIER & SACRED HEART PRIMARY SCHOOL, 100A HAMMERSMITH ROAD, LONDON, W6 7JP
MAPLEDOWN SCHOOL	MAPLEDOWN SCHOOL, CLAREMONT ROAD, LONDON, NW2 1TR
WHITEFIELD SCHOOL	WHITEFIELD SCHOOL, CLAREMONT ROAD, LONDON, NW2 1TR
JAMES LEE NURSERY SCHOOL	JAMES LEE NURSERY SCHOOL, GLIDDON ROAD, LONDON, W14 9BH
GIBBS GREEN SCHOOL	GIBBS GREEN SCHOOL, MUND STREET, LONDON, W14 9LY
ST. JOHNS SCHOOL	ST. JOHNS SCHOOL, ST. NICHOLAS HOUSE, THE RIDGEWAY, ENFIELD, EN2 8BE
RANWELL PRE-SCHOOL PLAYGROUP	RANWELL PRE-SCHOOL PLAYGROUP, 1 MCCULLUM ROAD, LONDON, E3 5HZ
GAINSBOROUGH PRIMARY SCHOOL	GAINSBOROUGH PRIMARY SCHOOL, BERKSHIRE ROAD, LONDON, E9 5ND
ST. DOMINIC RC PRIMARY SCHOOL	ST. DOMINIC RC PRIMARY SCHOOL, BALLANCE ROAD, LONDON, E9 5SR
CARDINAL POLE RC SCHOOL	CARDINAL POLE RC SCHOOL, KENWORTHY ROAD, LONDON, E9 5RB
LITTLE SAINTS PRE SCHOOL HACKNEY LTD	LITTLE SAINTS PRE SCHOOL HACKNEY LTD, HOMERTON ROAD, LONDON, E9 5QB
CHINGFORD HALL PRIMARY SCHOOL	CHINGFORD HALL PRIMARY SCHOOL, 4 BURNSIDE AVENUE, LONDON, E4 8YJ
ST. AGNES PRIMARY SCHOOL	ST. AGNES PRIMARY SCHOOL, RAINHILL WAY, LONDON, E3 3ER
BOW SCHOOL	BOW SCHOOL, PATON CLOSE, LONDON, E3 2QD
OLD PALACE PRIMARY SCHOOL	OLD PALACE PRIMARY SCHOOL, ST. LEONARDS STREET, LONDON, E3 3BT
CHAPEL END JUNIOR SCHOOL	CHAPEL END JUNIOR SCHOOL, 4 ROBERTS ROAD, LONDON, E17 4LS
CHAPEL END INFANT SCHOOL	CHAPEL END INFANT SCHOOL, 3 BERESFORD ROAD, LONDON, E17 4LN
WOOLMORE PRIMARY SCHOOL	WOOLMORE PRIMARY SCHOOL, WOOLMORE STREET, LONDON, E14 0EW

ST. LUKES C OF E PRIMARY SCHOOL	ST. LUKES C OF E PRIMARY SCHOOL, RUSCOE ROAD, LONDON, E16 1JB
O'FARRELL STAGE SCHOOL	O'FARRELL STAGE SCHOOL, 36 SHIRLEY STREET, LONDON, E16 1HU
TREE HOUSE NURSERY SCHOOL	TREE HOUSE NURSERY SCHOOL, 2 MALMESBURY ROAD, LONDON, E18 2NN
KEIR HARDY PRIMARY SCHOOL	KEIR HARDY PRIMARY SCHOOL, EDWIN STREET, LONDON, E16 1PZ
ROSETTA PRIMARY SCHOOL	ROSETTA PRIMARY SCHOOL, SOPHIA ROAD, LONDON, E16 3PB
EDITH KERRISON NURSERY SCHOOL	EDITH KERRISON NURSERY SCHOOL, SOPHIA ROAD, LONDON, E16 3PB
RAVENS CROFT PRIMARY SCHOOL	RAVENS CROFT PRIMARY SCHOOL, CARSON ROAD, LONDON, E16 4BD
OAKDALE INFANT SCHOOL	OAKDALE INFANT SCHOOL, WOODVILLE ROAD, LONDON, E18 1JU
CHURCHFIELDS INFANT SCHOOL	CHURCHFIELDS INFANT SCHOOL, CHURCHFIELDS, LONDON, E18 2RB
THE BOWEN SCHOOL LTD	THE BOWEN SCHOOL LTD, 113 GEORGE LANE, LONDON, E18 1AB
CHURCHFIELDS JUNIOR SCHOOL	CHURCHFIELDS JUNIOR SCHOOL, CHURCHFIELDS, LONDON, E18 2RB
WINSTON HOUSE PREP SCHOOL	WINSTON HOUSE PREP SCHOOL, 140 HIGH ROAD, LONDON, E18 2QS
ELENOR SMITH SCHOOL	ELENOR SMITH SCHOOL, 90A LAWSON CLOSE, LONDON, E16 3LU
TOLLGATE PRIMARY SCHOOL	TOLLGATE PRIMARY SCHOOL, BARCLAY ROAD, LONDON, E13 8SA
BRAMPTON MANOR COMPREHENSIVE SCHOOL	BRAMPTON MANOR COMPREHENSIVE SCHOOL, ROMAN ROAD, LONDON, E6 3SQ
ROMAN ROAD PRIMARY SCHOOL	ROMAN ROAD PRIMARY SCHOOL, ROMAN ROAD, LONDON, E6 3SQ
NORTH BECKTON PRIMARY SCHOOL	NORTH BECKTON PRIMARY SCHOOL, HARRIER WAY, LONDON, E6 5XG
UPHALL PRIMARY SCHOOL	UPHALL PRIMARY SCHOOL, UPHALL ROAD, ILFORD, IG1 2JD
SUSAN LAWRENCE CHILDRENS SCHOOL	SUSAN LAWRENCE CHILDRENS SCHOOL, LAWRENCE AVENUE, LONDON, E12 5QR
MAYTIME PREPARATORY SCHOOL	MAYTIME PREPARATORY SCHOOL, 87 YORK ROAD, ILFORD, IG1 3AQ
WINSTON WAY SCHOOL	WINSTON WAY SCHOOL, WINSTON WAY, ILFORD, IG1 2WS
TOWNLEY GRAMMAR SCHOOL FOR GIRLS	TOWNLEY GRAMMAR SCHOOL FOR GIRLS, TOWNLEY ROAD, BEXLEYHEATH, DA6 7AB
UPTON PRIMARY SCHOOL	UPTON PRIMARY SCHOOL, UPTON ROAD, BEXLEYHEATH, DA6 8LZ
UPTON PRIMARY SCHOOL	UPTON PRIMARY SCHOOL, IRIS AVENUE, BEXLEY, DA5 1HH
BETHS GRAMMAR SCHOOL	BETHS GRAMMAR SCHOOL, HARTFORD ROAD, BEXLEY, DA5 1NE
ST. JOHNS PREPARATORY SCHOOL	ST. JOHNS PREPARATORY SCHOOL, THE RIDGEWAY, POTTERS BAR, EN6 5QT

**BOROUGHES RANKED FROM LARGEST TO SMALLEST IN TERMS OF COUNCIL TAX DUE  
TO GLA FOR 2010-11 NOT COLLECTED IN £m (AT 31 MARCH 2011)**

		Total 2010-11 Council tax revenues not collected at 31 March 2011 £M	GLA Share of local Council Tax	GLA Share of Revenues Not Collected (£m)
1	Southwark (largest monetary arrears relating to GLA share)	7.05	25.35%	1.79
2	Barnet	7.61	21.77%	1.66
3	Lambeth	5.79	25.08%	1.45
4	Lewisham	6.29	22.92%	1.44
5	Westminster	3.12	45.04%	1.40
6	Croydon	6.49	21.22%	1.38
7	Newham	5.51	24.68%	1.36
8	Haringey	5.80	20.74%	1.20
9	Hackney	4.90	23.68%	1.16
10	Greenwich	4.80	24.00%	1.15
11	Enfield	5.23	21.97%	1.15
12	Redbridge	5.20	22.05%	1.15
13	Brent	4.46	22.64%	1.01
14	Kensington and Chelsea	3.43	28.36%	0.97
15	Tower Hamlets	3.76	25.92%	0.97
16	Islington	3.83	24.36%	0.93
17	Hammersmith and Fulham	3.36	27.62%	0.93
18	Bexley	4.21	21.54%	0.91
19	Bromley	3.80	23.81%	0.90
20	Ealing	3.93	22.62%	0.89
21	Barking and Dagenham	3.65	23.36%	0.85
22	Camden	3.66	23.27%	0.85
23	Waltham Forest	3.69	21.19%	0.78
24	Havering	3.76	20.59%	0.77
25	Hounslow	3.49	22.12%	0.77
26	Hillingdon	3.54	21.78%	0.77
27	Wandsworth	1.66	45.11%	0.75
28	Harrow	3.36	20.74%	0.70
29	Merton	2.54	21.87%	0.56
30	Sutton	1.42	21.36%	0.30
31	Richmond upon Thames	1.51	19.40%	0.29
32	Kingston upon Thames	1.47	18.64%	0.27
33	City of London (lowest monetary arrears)	0.04	9.79%	0.00
	<b>TOTAL</b>	<b>132.3</b>		<b>31.5</b>

Source: Final Quarterly Return of Council Taxes and Non-Domestic Rates (QRC4) returns for 2010-11 as published by CLG

**BOROUGHES RANKED FROM WORST TO BEST IN TERMS OF PERCENTAGE OF  
COUNCIL TAX FOR 2010-11 COLLECTED**

		PERCENTAGE OF 2010-11 COUNCIL TAX COLLECTED (LOWEST TO HIGHEST)
1	Newham (lowest collection rate)	91.7
2	Southwark	92.7
3	Barking and Dagenham	92.9
4	Hackney	93.0
5	Lewisham	93.3
6	Haringey	94.0
7	Greenwich	94.2
8	Lambeth	94.7
9	Tower Hamlets	95.1
10	Redbridge	95.2
11	Islington	95.5
12	Hammersmith and Fulham	95.5
13	Barnet	95.6
14	Brent	95.6
15	Enfield	95.7
16	Waltham Forest	95.8
17	Croydon	95.9
18	Westminster	96.0
19	Bexley	96.0
20	Kensington and Chelsea	96.4
21	Camden	96.5
22	Hounslow	96.6
23	Havering	96.8
24	Hillingdon	97.0
25	Harrow	97.0
26	Ealing	97.1
27	Merton	97.3
28	Bromley	97.6
29	Wandsworth	97.9
30	Kingston upon Thames	98.4
31	Sutton	98.5
32	Richmond upon Thames	98.9
33	City of London (highest collection rate)	99.4

Source: Final Quarterly Return of Council Taxes and Non-Domestic Rates (QRC4) returns for 2010-11 as published by CLG