

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

### **Cycling revolution (1)**

**Question No: 2012/3799**

[Caroline Pidgeon](#)

Will your new cycling plan ensure that a higher proportion of journeys in London are completed by bike than is already the case in Hull?

**Oral response**

### **Air Quality - Particulate Matter**

**Question No: 2012/3877**

[Stephen Knight](#)

Following the 60th anniversary of The Great Smog of London what steps are you taking to reduce concentrations of particulate matter (i.e. PM10 and PM2.5) across London?

**Oral response**

### **Costs of dropped cases**

**Question No: 2012/3920**

[Tony Arbour](#)

What do you estimate the costs were of investigating those 16 to 18 per cent of crimes in 2011 that were subsequently dropped before trial?

**Oral response**

### **Olympic Stadium**

**Question No: 2012/3943**

[Andrew Boff](#)

Now that West Ham has been confirmed as the preferred bidder for the Olympic Stadium, how do you plan to fund the necessary conversion costs that are required to make the Stadium fit for football?

**Oral response**

### **Dalston Western Curve**

**Question No: 2012/3944**

[Andrew Boff](#)

Your plans for the Dalston Western Curve, expressed as a planning application by TfL, seem to contradict your desire to increase public open space. Could you explain why?

**Oral response**

## **Removing SO6 and SO14 from MPS**

**Question No: 2012/3945**

[Roger Evans](#)

Do you agree that removing the Diplomatic Protection Group and Royalty Protection Unit from the Met Police, so that they can focus more on local issues, would be chiefly in the interest of Londoners?

**Oral response**

## **Northern Line Extension**

**Question No: 2012/3951**

[Richard Tracey](#)

Given that the Chancellor's Autumn Statement committed the Government to a £1 billion loan to finance the Northern Line Extension, will you update the Assembly on the timeframe for this scheme?

**Oral response**

## **Pocket Parks and Street Trees**

**Question No: 2012/3952**

[James Cleverly](#)

Which areas do you have in mind for the new 100 pocket parks and 10,000 street trees? Who will be able to access this funding and how will they be able to do so?

**Oral response**

## **London Plan Parking Policy (1)**

**Question No: 2012/3956**

[Steve O'Connell](#)

Do you agree with the recommendations of the Outer London Commission for a more flexible parking policy for new developments in London?

**Oral response**

## **London Plan Parking Policy (2)**

**Question No: 2012/3957**

[Steve O'Connell](#)

What plans do you have to implement the suggested alterations to the London Plan and new Supplementary Planning Guidance, as suggested by the Outer London Commission report on parking policy, and in what timescale?

**Oral response**

## **Croydon Tramlink**

**Question No: 2012/3959**

[Steve O'Connell](#)

How soon will my residents be able to benefit from the additional four trains, double tracking and an increase in frequency on the Croydon Tramlink?

**Oral response**

## **Cable Car**

**Question No: 2012/3967**

[Darren Johnson](#)

Will you consider reducing the cost of the multi-journey boarding pass for people using the cable car during regular commuter hours?

**Oral response**

## **Cycling apology**

**Question No: 2012/3968**

[Jenny Jones](#)

In your response to questions 2450/2012 and 3510/2012 you have refused to apologise for wrongly blaming cyclists who have been killed or injured on London's roads through no fault of their own. Will you do so now?

**Oral response**

## **Housing Crisis**

**Question No: 2012/4042**

[Tom Copley](#)

Has London's housing crisis worsened this year?

**Oral response**

## **Firefighter posts**

**Question No: 2012/4043**

[Andrew Dismore](#)

How many fire fighter posts do you believe can be removed without reducing actual attendance times and effectiveness of response to fires?

**Oral response**

## **Low-income Families**

**Question No: 2012/4044**

[Nicky Gavron](#)

Should families on low-incomes be able to live in London?

**Oral response**

## **Metropolitan Police Budget**

**Question No: 2012/4045**

[Joanne McCartney](#)

Will you join other PCCs across the country in their calls to the Home Secretary to rethink the government's dangerous strategy of imposing 20% budget cuts on police forces?

**Oral response**

## **Fuel Poverty**

**Question No: 2012/4046**

[Murad Qureshi](#)

Is fuel poverty getting worse in London?

**Oral response**

## **Planning Changes**

**Question No: 2012/4047**

[Navin Shah](#)

Are you in favour of re-defining planning laws?

**Oral response**

## **Universal Credit**

**Question No: 2012/4048**

[Fiona Twycross](#)

Is the Mayor confident that the changes to the benefit system next year will not impact disproportionately on already hard-pressed Londoners?

**Oral response**

## **Mayor's Oral Update**

**Question No: 2012/4392**

[Jennette Arnold](#)

Jennette Arnold (Chair): Can I ask you to provide an oral update of up to five minutes in length on matters that you wish to report that have occurred since the publication of your report.

**Oral response**

## **Cycling revolution (2)**

**Question No: 2012/3800**

[Caroline Pidgeon](#)

You have set a target to achieve 5% modal share for cycling in London. Please explain why this target was chosen? Will you now revisit this target and aim to get more people in London cycling than in Hull by achieving a 12% modal share?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Response received on 19/02/13.

The area of Hull is roughly equivalent to a central London borough and the 12 per cent mode share figure for cycling in Hull refers to the percentage of trips by bike for journeys to work in 2001. This figure is analogous with a number of London boroughs. For example, in the London Borough of Richmond, 16 per cent of residents cycle at least part of their journey to work and in the London Borough of Hackney this is 12 per cent. Furthermore, 20 per cent of all traffic in the City of London are now bicycles.

My target for cycling in London is to increase cycling levels so that they represent 5 per cent of all journeys made in London by 2026; not just journeys to work. This is an ambitious target which I will achieve by investing in better routes for cyclists, measures to improve cycle safety and measures to support people to take up cycling.

## **Cycling revolution (3)**

**Question No: 2012/3801**

[Caroline Pidgeon](#)

Your cycle safety action plan states: 'One of the most effective strategies to increase the safety of cycling may be to encourage more cycling and more cyclists'. However when TfL representatives gave evidence to the Transport Committee they stated that the recent rise in cycle casualties were the result of more people cycling. Do you agree that TfL is holding two contradictory positions?

[The Mayor](#)

No. We know from more established 'cycling cities' that they experience the benefits of 'safety in numbers', whereby the very visible presence of cyclists on roads and cyclists riding in groups leads to safer driver behaviour.

In recent years, cycling casualties have increased in London as the number of journeys by pedal cycle has risen. However, the long term trend in the rate of cycling casualties (relative to cycle flow) is downwards.

## **Cycling revolution (4)**

**Question No: 2012/3802**

[Caroline Pidgeon](#)

Who has responsibility for championing cycling on the TfL board?

[The Mayor](#)

All TfL Board members collectively take a close interest in increasing the level of cycling participation in London.

## **Cycling revolution (5)**

**Question No: 2012/3803**

[Caroline Pidgeon](#)

Have you considered incentivising the Boroughs to increase the modal share of cycling? Please provide details of any proposed or planned schemes.

[The Mayor](#)

Each borough was required as part of their Local Implementation Plans (LIP) to set targets for mode share (specifically walking and cycling) in support of delivering the Mayor's Transport Strategy at a local level. The LIPs were also required to detail how Boroughs were to achieve these targets in terms of relevant policies and schemes to be delivered.

As you will be aware, TfL provides substantial funding to support the boroughs in the delivery of their LIPs (£147.8m in 2012/13 and 2013/14). In addition, further support is provided through programmes like the Biking Boroughs initiative and the Cycle Parking programme.

## **Cycling revolution (6)**

**Question No: 2012/3804**

[Caroline Pidgeon](#)

How will TfL implement the learning from the International Benchmarking exercise that they are taking part in with the help of their secondee from Copenhagen?

[The Mayor](#)

I am proud that London has made significant progress over recent years in delivering an increase in the number of cyclists on London's streets, whilst ensuring conditions for cycling in the Capital are as safe as possible. TfL, working closely with the boroughs, continuously reviews its design practice; and many aspects of TfL's delivery practices draw on experience from other cities in Europe which began investing in cycling 40 years ago.

The learnings from TfL's ongoing benchmarking activity, helped by input from their Danish secondee, are being applied to the ongoing design of the Better Junctions and Cycle Superhighways programmes and will inform the revisions to the London Cycle Design Standards.

## **Cycling revolution (7)**

**Question No: 2012/3805**

[Caroline Pidgeon](#)

Have you made a formal application to the Department for Transport to enable you to begin trials of cycle specific traffic lights?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 3 May 2013:

TfL is working closely with the DfT to trial two types of innovative signals; low level cycle signals and red aspects for cyclists. The off-street trials are currently taking place at the Transport Research Laboratory's test track. These trials are due to be completed by the autumn and, if successful, on-street trials could commence soon after, subject to DfT authorisation.

## Cycling revolution (8)

Question No: 2012/3806

Caroline Pidgeon

Why exactly was the Victoria to Lewisham Cycle Superhighway cut short?

The Mayor

Barclays Cycle Superhighway (CS5) was originally planned to run from Victoria to Lewisham town centre. As the design progressed, it became increasingly apparent that in order to fulfil my commitment to ensure the Cycle Superhighway is of sufficient high quality, physical constraints along this stretch would limit TfL's ability to complete the route to these top standards.

TfL is still very much committed to delivering significant cycling improvements on the section of the A20, East of New Cross. Although they will not be formally branded as part of CS5, the route will still benefit from better cycling facilities, with 0.7km of new mandatory cycle lanes and substantial resurfacing of the roads.

## Cycling revolution (9)

Question No: 2012/3807

Caroline Pidgeon

During the election you promised to 'Make sure the Cycle Superhighways programme is completed to Love London, Go Dutch standards' by signing the Love London, Go Dutch pledge. Will you confirm that this promise applies to the recent plans for Cycle Superhighway 5?

The Mayor

I am committed to transforming London into a 'cyclised city' and am supportive of the principles of LCC's 'Go Dutch' campaign. TfL reviewed the detail of the campaign to ascertain how the principles it establishes can be incorporated into the design and implementation of cycling schemes in London, taking into account the UK legal framework and regulations, the physical constraints of London's streets, and the needs of all road users.

CS5, which is currently out for communication, has already received positive feedback from many cycling groups and from roughly three-quarters of respondents to date. The proposals for CS5 include:

- Segregated and off-carriageway provision for cyclists at Vauxhall, including a short-cut through the gyratory for westbound cyclists

- Cycle 'early-start' facilities with segregated cycle lanes at Vauxhall Bridge / Millbank

- New mandatory cycle lanes

- Banning some turns for vehicles other than cyclists

- Reviewing where 20mph limits could be implemented or extended

- 5m+ deep Advanced Stop Lines (ASLs)

## **Cycling revolution (10)**

**Question No: 2012/3808**

[Caroline Pidgeon](#)

What steps are you taking to improve the safety of CS7? In particular what are you doing to prevent cyclists travelling southbound along Kennington Park Road from being 'left hooked' by motorists turning into Brixton Road?

[The Mayor](#)

CS7 delivered a host of safety improvements for cyclists, including the removal of a major conflict point at Oval by removing a southbound general traffic filter lane and introducing a signalised left-turn on the A3 at the junction with Brixton Road. Blind spot safety mirrors have also been installed to increase visibility of cyclists on the nearside to drivers of HGVs.

TfL is revisiting the Oval Junction as part of the Better Junctions programme to see if more can be done for cyclists here. Better Junctions will also be revisiting other major junctions on CS7, including Stockwell gyratory and Upper Thames St/Queen St Place on CS7.

In addition, significant improvements are proposed for east and westbound cyclists at the Oval Junction as part of Barclays Cycle Superhighway Route 5. The proposals include banning the left turn for motorists from Harleyford Street into Kennington Park Road (except cyclists) and new east and westbound mandatory cycle lanes on Camberwell New Road.

## **Better Junctions for Cyclists (1)**

**Question No: 2012/3809**

[Caroline Pidgeon](#)

In the TfL response to the Waterloo Imax roundabout better junctions for cyclists review, kerb build outs are described as being designed to 'help to take the primary position in the traffic lanes'. Do you think it is acceptable to be encouraging cyclists to move out into the centre of the road in front of fast moving traffic? Do you think this is an appropriate manoeuvre for new or inexperienced cyclists?

[The Mayor](#)

This approach to cycling is taught as part of the National Cycle Training Syllabus. TfL is also proposing a 20mph speed limit at the roundabout in order to reduce traffic speeds and further improve safety.

## **Better Junctions for Cyclists (2)**

**Question No: 2012/3810**

[Caroline Pidgeon](#)

How are the consultations for each junction review being publicised?

[The Mayor](#)

Consultation material is sent to residents and businesses in the scheme area. It is also sent to relevant London-wide and local stakeholders and is posted on the TfL website. TfL also emails notifications of consultations to people who signed up for Better Junctions email alerts.



## **Better Junctions for Cyclists (3)**

**Question No: 2012/3811**

[Caroline Pidgeon](#)

Will you commit to publishing the responses received for each of the junction reviews?

[The Mayor](#)

Responses to TfL consultations are available on the TfL website at <https://consultations.tfl.gov.uk/>.

TfL also sends this information to stakeholders and people who responded to the consultation.

## **London Highways Contract Alliance**

**Question No: 2012/3812**

[Caroline Pidgeon](#)

Will contracts agreed under this new alliance require contractors and planners to:

- a) ensure that safe routes for cyclists are provided during any road closures or diversions, and
- b) ensure that all road upgrade or maintenance schemes include provision for cyclists?

[The Mayor](#)

TfL already requires its contractors to ensure that they consider the safety of cyclists and all road user groups in the design of any road closures or restrictions. Guidance has been supplied to current contractors to advise on suitable provisions for cyclists at roadworks. This is in addition to national guidance which, whilst generic, does take account of the needs of cyclists. TfL's new contractors, with a service commencing in April 2013 under the London Highways Alliance Contracts, will similarly be required to demonstrate to TfL that their traffic management considers the requirements and safety of cyclists and to provide similar levels of cycling provision as far as possible where existing facilities have been impacted due to works. These conditions will apply at all locations where there are closures, diversions or maintenance works.

## **Cable Car (1)**

**Question No: 2012/3813**

[Caroline Pidgeon](#)

You have recently stated that you have reached your annual target for cable car journeys in the first three months of operation. Does this not prove that you set your passenger target too low? Will you now revise the target?

[The Mayor](#)

I am delighted that the Emirates Air Line has already surpassed its first year ridership projection and that Londoners and visitors are using the cable car every day.

Initial projections for future years are included in TfL's recently published draft Business Plan. These may be reviewed as a clearer picture of regular travel patterns and volumes emerges, following the end of the exceptional Olympic and Paralympic period.

## **Cable Car (2)**

**Question No: 2012/3814**

[Caroline Pidgeon](#)

Will you work with City Airport to examine the feasibility of a shuttle bus between the cable car and the airport?

[The Mayor](#)

TfL does not consider that there would be sufficient demand to justify operating a TfL bus service to complement existing links from the cable car termini to City Airport. TfL would be happy to discuss this further with the Airport.

## **Cable Car (3)**

**Question No: 2012/3815**

[Caroline Pidgeon](#)

Is the cable car included in the TfL journey planner? If it is please list some examples of the journeys that recommend its use.

[The Mayor](#)

Yes, the Emirates Air Line has been included in Journey Planner since it opened. Search returns differ according to the specific preferences selected - for example maximum walking time or preferred mode. Two journeys that feature the Emirates Air Line when using the default settings are The Crystal to the O2, and Child Lane to Hanover Avenue.

## **Cable Car (4)**

**Question No: 2012/3816**

[Caroline Pidgeon](#)

For the period between October 22 and December 9 please provide daily usage figures for the cable car. Please break the figures down by:

- a) number of journeys in each hour of the day
- b) number of journeys by each ticket type

[The Mayor](#)

The daily usage figures are included in Appendix 1.  
The more detailed data requested is not readily available.

## **Manual boarding ramps**

**Question No: 2012/3817**

[Caroline Pidgeon](#)

Please update me on how the extended trial of the use of manual boarding ramps on London Underground is progressing. Please include in your answer details of how the final evaluation will be carried out and when a final decision will be made.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Response received on 19/02/13.

As was confirmed in the 'Your Accessible Transport Network' document, which was published before Christmas, TfL has concluded that these ramps will remain in place at those 16 stations across the network at which they were used during the Games.

TfL will also consider this year whether other stations around the network are suitable for ramps.

## **Crossrail road closures**

**Question No: 2012/3818**

[Caroline Pidgeon](#)

In your answer to MQ 3303 / 2012 you provided me with a list of the number of road closures in each Borough due to Crossrail works. For each of these road closures could you please tell me the name of the road and the location where the closure has or will take place?

[The Mayor](#)

To respond to this query Crossrail Limited has had to collect information on over 100 road or lane closures that are either in place, or are planned to take place. I understand that Crossrail Limited has corresponded directly with the London Assembly Member's office to provide her with this information.

## **Greenways usage survey (1)**

**Question No: 2012/3819**

[Caroline Pidgeon](#)

Please explain why the results of a survey conducted in August 2011 of 1079 Greenway users was not released until October 2012?

[The Mayor](#)

This regrettable delay arose partly from a change in the way the surveys and the analysis were undertaken and partly from an apparent discrepancy in the results for one of the Greenways sites surveyed.

At Proyers Path in Brent, there was an exceptional increase in usage that exceeded all expectations. Surveys were therefore repeated at this site, though with similar results recorded. As no explanation could be offered for this increase it was considered prudent not to include the figures for Proyers Path as they would distort the figure for overall growth, which stands at 21% as reported on the TfL website:

<http://www.tfl.gov.uk/assets/downloads/businessandpartners/london-greenways-report-2011.pdf>

## **Greenways usage survey (2)**

**Question No: 2012/3820**

[Caroline Pidgeon](#)

Was the Greenways usage survey repeated in August 2012?

[The Mayor](#)

The Greenways Annual Monitoring Report was first published in 2009, and I can confirm that a report for 2012 will be available early next Spring.

Surveys to inform the report were conducted this August and September to cover school holiday and term-time periods, and the findings of these are now being analysed.

## **Fares announcement**

**Question No: 2012/3821**

[Caroline Pidgeon](#)

How much revenue does TfL estimate the increase in the Pay As You Go bus and tram travel cap from £4.20 to £4.40 will raise in 2013/14?

[The Mayor](#)

Please see my response to MQ 3342 / 2012.

## **Fare anomalies**

**Question No: 2012/3822**

[Caroline Pidgeon](#)

Please explain why a non oyster fare from Wapping to Whitechapel costs £4.30 and a fare from Wapping to Canada Water costs £1.90. Both journeys are of a similar length and are both within Zone 2.

[The Mayor](#)

The £4.30 fare is the standard fare for up to 2 zones that applies generally on all TfL rail services - the Tube, DLR, and London Overground. TfL sets the cash fare so as to maximise the benefits of Oyster and, as a result, only around 1 per cent of trips are made using the cash fare. For comparison, the equivalent fare for these journeys, using Oyster, is £1.50 peak and £1.40 off peak.

The £1.90 fare is the National Rail cash fare for a single zone outside Zone 1 that is set by the London Train Operating Companies. London Overground charges National Rail cash fares for certain journeys as a result of agreements with the Department for Transport and the London Train Operating Companies.

Londoners deserve better rail services. I have been making the case to Government for more powers, more accountability from the TOCs, a better service for commuters, more reliable services and cleaner stations for millions of passengers.

## **New Bus for London**

**Question No: 2012/3823**

[Caroline Pidgeon](#)

Please update me with your progress in reducing the weight of the New Bus for London.

[The Mayor](#)

TfL informs me that a series of weight-saving measures will enable production vehicles to achieve the anticipated vehicle weight and be capable of carrying 87 passengers on busy central London routes next year.

## **Waterloo and City Line**

**Question No: 2012/3824**

[Caroline Pidgeon](#)

What plans are there for this line to be open permanently at the weekend?

[The Mayor](#)

TfL is currently reviewing the passenger demand on the line in off-peak hours and will conclude the review in the new year.

## **Twickenham bus stops**

**Question No: 2012/3825**

[Caroline Pidgeon](#)

Will TfL review their decision to support Richmond Council and move so many bus stops in Twickenham following huge opposition from local residents?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

TfL is working closely with Richmond Council on their scheme to significantly improve the whole realm in Twickenham Town Centre. This includes improving cycling and pedestrian provision without having an unacceptable impact on bus users.

## **Electrification of Barking to Gospel Oak Line**

**Question No: 2012/3826**

[Caroline Pidgeon](#)

Will you commit to ensuring that this section of railway is electrified before the end of your Mayoral term?

[The Mayor](#)

I strongly support the electrification of the Gospel Oak to Barking line, which would permit the introduction of longer London Overground passenger trains, and bring significant benefits to the UK rail freight industry.

However the commitment you seek can only be made by the Department for Transport and Network Rail, as the line is part of the National Rail network. TfL has offered a contribution to any funding package, reflecting the benefits for Overground services, but to date the balance of the required funding has not been forthcoming from Government.

TfL continues to make the case for this scheme.

## **Barclays cycle hire**

**Question No: 2012/3827**

[Caroline Pidgeon](#)

Users reported problems with the Barclays Cycle Hire service on 29 November 2012. Please provide details of what happened to the service on and what you have done to fix the problems.

[The Mayor](#)

Some casual users and auto-renew customers were temporarily unable to hire bikes on 29 November due to a problem with Serco's IT operating system. This fault was however rectified on the same day and only affected those attempting to hire a bike. All customers were able to return bikes throughout the day.

I am glad to say that the majority of Barclays Cycle Hire users - those who have annual memberships or had purchased an access period prior to the service issues - were unaffected. In fact, usage on the day was the highest in a fortnight, at more than 26,000 hires which was around 25% higher than the previous day.

## **Step Free access on London Underground**

**Question No: 2012/3828**

[Caroline Pidgeon](#)

Hounslow West station is marked on the tube map as being a fully step free station. However passengers in electric wheelchairs are unable to board trains at this station. Do you agree that it is misleading to designate this station as step free when some wheelchair users are unable to use it?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Hounslow West station is advertised as a step-free station because it is important for wheelchair users to know that it is possible for them to use it.

Step-free access at the station is provided by stair lift between the platforms and the ticket hall level. The maximum operating weight of the stair lift is 225kg which does mean it may not be suitable for certain wheelchair users. However, this is made clear in TfL's Step-free Tube Guide, which allows customers to make an informed choice about whether they will be able to use the station.

My new accessibility action plan, 'Your accessible transport network,' launched on 20th December 2012, sets out a number of measures to continue to make it easier for disabled people to use the transport network. One of the key themes of the plan is to provide clearer, simpler and more personal accessible transport advice. This work involves a review of the standard Tube map to improve the way that step-free advice is displayed and also the publication of Tube accessibility data electronically so that developers, for the first time, will be able to produce smartphone apps to simplify the Step-free Tube Guide.

## **Kings Cross Gyratory study**

**Question No: 2012/3829**

[Caroline Pidgeon](#)

I have been contacted by a constituent who is concerned that the current study into the improvements at King's Cross Gyratory is being conducted behind closed doors and is not properly listening to local residents. Could you please outline the steps that TfL is taking to ensure that local residents and groups are involved in the study?

[The Mayor](#)

One of the key intentions of TfL's feasibility study is to have thoroughly engaged with the local community. This process started with TfL officers meeting with Councillors from both London Boroughs of Islington and Camden in July 2012. Following this focus groups were held on 20th and 27th November with a range of local representatives. The invitees, members of local residents groups, community groups, and businesses, were suggested and agreed with London Boroughs of Camden and Islington officers in advance.

In spring 2013, the same people will be invited to attend another focus group to discuss how the study is progressing. In terms of the wider, general public, there is a feedback mechanism on TfL's website: [www.tfl.gov.uk/kingscrossgyratory](http://www.tfl.gov.uk/kingscrossgyratory).

TfL plans to seek wider input from local residents in summer 2013, once viable options have been distilled through the collaborative process described.

## **Boxing Day rail and underground services**

**Question No: 2012/3830**

[Caroline Pidgeon](#)

What steps are you taking to ensure that Londoners are able to travel by National Rail, Underground and London Overground services on Boxing Day?

[The Mayor](#)

It is, of course, vital that Londoners can get around and enjoy the city on Boxing Day and TfL has scheduled its services accordingly. Full travel information has been published on TfL's website setting out the public transport options available over the Christmas and New Year period, including on Boxing Day.

If the strike goes ahead, TfL will operate the best service possible, but there would be significant disruption to Tube services.

TfL wishes to operate a Tube service on Boxing Day despite the announcement from ASLEF that its members will take strike action. ASLEF has rejected all attempts by TfL to resolve the dispute. What TfL cannot do is use public money to pay drivers twice.

Crucially, all TfL's bus routes will operate on Boxing Day with a Sunday service across London. DLR, Tramlink and the Emirates Air Line will all be operating services on Boxing Day.

## **Belvedere Road**

**Question No: 2012/3831**

[Caroline Pidgeon](#)

Have you discussed with Lambeth Council the value of converting Belvedere Road into an access only vehicle route to improve conditions for cyclists?

[The Mayor](#)

Key considerations in determining what measures should be introduced include the fact that parts of Belvedere Road are privately owned, it is a bus route, it provides coach parking for key attractions (such as the London Eye) and it's a key crossing point between Waterloo and the attractions of the South Bank.

Nevertheless, TfL officers have discussed potential improvements to Belvedere Road and Upper Ground for all modes, including cyclists, with Lambeth Council, the South Bank Employers Group and local property owners.

## **Pedestrian travel at Bow Roundabout**

**Question No: 2012/3832**

[Caroline Pidgeon](#)

What route does TfL advise pedestrians to take to travel between Stratford High Street and Bow Road?

[The Mayor](#)

The provision for pedestrian crossing at Bow Roundabout will be considered under a new study to be commissioned in the New Year. Currently pedestrians are able to use the crossing between Stratford High Street and Bow Road when the traffic is held at red signals.

## **Greenwich and Woolwich foot tunnels**

**Question No: 2012/3833**

[Caroline Pidgeon](#)

In an answer to a parliamentary question Mark Prisk MP stated that: 'Responsibility for these grants then passed to the Greater London Authority on 1 April 2012 as part of the wider transfer of the agency's London responsibilities'. (written questions asked by Simon Hughes MP and answered by the Minister of State for Housing on the 6th November 2012 (Official Report, Column 544W)) In your answer to MQ 3334/2012 you stated that any remaining works were the responsibility of the Royal Borough of Greenwich. Can you tell me who is responsible for the refurbishment of these foot tunnels?

[The Mayor](#)

As stated in the answer to MQ 3334 / 2012 the Royal Borough of Greenwich are responsible for the refurbishment of the Greenwich and Woolwich foot tunnels.



## **Tooting Bec Common**

**Question No: 2012/3834**

[Caroline Pidgeon](#)

What representations have you made to Wandsworth Council to encourage them to make cycling legal on a path on the North East corner of the park to make sure that the LCN5/LCN+219 are continuous routes for cyclists?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 13/03/13

There have been extensive discussions between TfL and the London Borough of Wandsworth on this issue. As you may be aware, there is a long history of opposition to this scheme and it has been through 2 public enquiries without delivering this link. However, as this is a matter for the London Borough of Wandsworth, I suggest you contact them directly about this.

## **Southwark Bridge Road**

**Question No: 2012/3835**

[Caroline Pidgeon](#)

Local residents have contacted me to complain that cyclists' safety on Cycle Superhighway 7 is being endangered because Southwark Bridge Road is being used as a rat run by aggressively driven lorries. What steps will you take to help improve safety on this stretch of road?

[The Mayor](#)

I am concerned to hear about the experience of your local residents. TfL and its delivery partners in the boroughs are working closely with freight operators and freight trade associations to improve safety for cyclists through a range of initiatives.

Actions being taken include providing extra training for lorry drivers to raise their awareness of vulnerable road users; and retrofitting lorries with safety equipment such as extra mirrors, motion sensors and sideguards. Many public sector contracts, including TfL's, now require operators to adhere to this best practice.

## **West Hampstead Station**

**Question No: 2012/3836**

[Caroline Pidgeon](#)

A constituent has informed me that a newsagent was recently moved out of the station so that the space could be used to install a new lift. Could you please confirm if this is the case and if so why the work to install a lift has stalled?

[The Mayor](#)

This is not the case. The newsagent you refer to was removed in 1999 in preparation for the installation of automatic ticket gates and to create more space in the ticket hall for customers. There have been no recent plans to provide a lift at West Hampstead Underground station. As mentioned in my response to MQ 3324 / 2012, there is unfortunately no funding to provide a lift here.

## **Gainsborough Road footbridge**

**Question No: 2012/3837**

[Caroline Pidgeon](#)

Considering that this bridge runs over the strategically important A12 and in light of recent incidents on the bridge does TfL have a view as to whether the sides of this bridge need to be raised to deter pedestrians from jumping off it?

[The Mayor](#)

Unfortunately there are locations on both the road network and the rail and underground network where there have been incidents of suicide or attempted suicide, including, I am aware, at this location.

TfL assures me that their engineers have checked that the height of the parapets and the general layout at the Gainsborough Road footbridge does comply with the requirements of national standards, and therefore they do not have any current plans for physical changes to the structure.

TfL is also working with the Samaritans to ensure that contact information is prominent on all structures with a history of suicide attempts.

## **Pedestrian crossing timings**

**Question No: 2012/3838**

[Caroline Pidgeon](#)

In your answer to MQ 3330/2012 you stated that wait time for pedestrians at traffic lights is not a static measure. Please tell me if maximum and minimum wait times are built into the system and if so what they are?

[The Mayor](#)

There is no minimum wait time for pedestrians built into London's traffic signals. The maximum waiting time is determined by the cycle time of the signals minus the duration of the pedestrian invitation period. In an extreme case, the maximum cycle time could be 120 seconds and the maximum waiting time would then be 114 seconds (120 seconds - 6 second pedestrian green man invitation). However, the 120 second cycle is the upper threshold, and for the vast majority of signals, the cycle time is considerably less than this. At SCOOT controlled sites the cycle time will vary dynamically by time of day depending on traffic demand.

Of course, the actual wait time for a pedestrian at any set of signals is determined by the point in the cycle the pedestrian arrives at the crossing. If the pedestrian arrives at the point in the cycle when the pedestrian phase is green, the wait time is zero seconds.

## **Blackfriars Bridge Road safety audit**

**Question No: 2012/3839**

[Caroline Pidgeon](#)

In your answer to MQ 3461/2012 you stated that the road safety audit at this junction is still being finalised. Please state when you expect the audit to be complete and the results published?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

The Stage 3 Road Safety Audit is completed and TfL is working on a response to its content.

Any actions arising will be incorporated in the design as part of the Better Junctions review for this location.

## **Pedestrian crossing**

**Question No: 2012/3840**

[Caroline Pidgeon](#)

In your answer to MQ 3329/2012 you stated that all crossings in London meet the DfT standards that were in effect at the time of their introduction. Would you agree that Londoners' expect TfL to meet the highest and most up to date standards when dealing with pedestrian safety?

[The Mayor](#)

Pedestrian safety is paramount in TfL's design and implementation of pedestrian crossings at traffic signals across London. Following this ethos, TfL ensures that all Traffic Signal locations are designed and installed to the latest Department for Transport (DfT) guidelines and statutory requirements applicable at the time of installation.

## **Oxford Circus Underground Station**

**Question No: 2012/3841**

[Caroline Pidgeon](#)

Since 1 December 2011, how many times has Oxford Street station had to be closed due to overcrowding and for how long at each closure?

[The Mayor](#)

I have assumed you are referring to the station entrances being temporarily closed to allow passengers already in the station to disperse before allowing more customers to enter. This action, referred to by London Underground (LU) as 'station control', is taken for safety reasons and usually occurs in peak periods with the restriction only lasting for a few minutes each time. These incidents are distinct from recorded station closures, about which data is published in TfL's four weekly Tube performance reports. The station closures recorded there relate to the full closure of all entrances and exits with trains not stopping. This occurred on 11 occasions at Oxford Circus between 1 December 2011 and 30 November 2012, with the most common reasons being activation of the fire control panel and customer related incidents.

Between 1 December 2011 and 30 November 2012, Oxford Circus station implemented 'station control', with a restriction on incoming passengers, on 163 occasions. A month-by-month total is provided below.

Month	Number of incidents	Average duration (minutes)
December 2011	15	7.5
January 2012	19	8.2
February 2012	9	6.9
March 2012	8	7.0
April 2012	15	9.1
May 2012	30	7.7
June 2012	17	6.5
July 2012	7	8.9
August 2012	10	6.5
September 2012	5	7.8
October 2012	12	7.1
November 2012	16	7.6

Overcrowding within the station can happen for a number of reasons including any delays on the lines that serve it. TfL's Tube reliability programme has introduced initiatives to predict and prevent failures and respond more quickly to incidents. To build on the progress so far, this programme is being extended with the aim of achieving a further 30 per cent reduction in Tube delays by 2015.

## TfL - Cost of Consultants

### Question No: 2012/3842

Caroline Pidgeon

Please provide a breakdown of the total spend by TfL on consultants and agency staff for the previous financial year (2011/12) and in the current financial year to date? Please list the number of staff who have been employed in each year.

The Mayor

Officers are drafting a response which will be sent shortly.

The figures below give the 2011/12 full year and 2012/13 year to date spend and headcount for consultants in non-capital areas and agency staff.

Consultants and agency staff are used across TfL, particularly where project based work is being carried out. The main reasons can be categorised as

Unable to recruit (particularly in areas of scarce or specialist skills)

Temporary projects (where there is a short term need for resource)

Covering vacant positions pending the appointment of a permanent employee

Using consultants and agency staff provides a flexible resource. TfL is constantly reviewing its use of consultants and agency staff.

	2011/12	2012/13 year to date		
	Agency	Consultants	Agency	Consultants
Number of staff	1,550	203	1,651	360
Total cost (£)	142,475,000	22,317,000	94,863,000	18,800,000

Note: Costs are net of Olympic recoveries

## TfL Business Plan

### Question No: 2012/3843

Caroline Pidgeon

In your press release about the TfL business plan you highlight an additional £640 million that will be spent on cycling over the next ten years. However this figure is not mentioned in the Business Plan itself. Please explain why this is?

The Mayor

The TfL Business Plan analysis and commitments is all done over ten years, although the document itself focuses on the figures for the spending review period to March 2015.

## Footfall figures for police front counters

### Question No: 2012/3844

Caroline Pidgeon

Please provide the latest footfall figures for each of London's 136 front counters, including total number of visits per day to each front counter.

The Mayor

Appendix 2 provides data from the front counter footfall surveys conducted between 15th and 28th March 2010 and the 15th and 27th June 2010 and shows the average daily callers during that period and the total callers at each location during the whole period.

## Front counter waiting times (1)

**Question No: 2012/3845**

[Caroline Pidgeon](#)

In answer to MQ 3382/2012 you stated that 'There is no data available that would show differences between waiting times at different front counters'. Can you provide any data about current waiting times at police front counters in London? In particular how long do visitors have to wait at peak times to be seen at busy stations such as Lewisham?

[The Mayor](#)

The User Satisfaction Survey (USS) asks victims of crime about their experience of recent contact with police. One question asks how long they had to wait at a front counter. MPS wide data shows 63% of customers waited up to 10 minutes and 37% of customers waited 11 minutes, or over, to be served.

In Lewisham B/OCU 83% of front counter customers waited up to 10 minutes, with 17% waiting 11 minutes or more.

It should be noted that the sample size seen for front counter customers is very small - ranging from 17 to 60 customers each quarter.

A recent Mystery Shopper exercise conducted on 9 B/OCUs revealed that 71% of customers waited up to 10 minutes, and 29% of customers waited 11 minutes or more. Lewisham was not included.

## Front counter waiting times (2)

**Question No: 2012/3846**

[Caroline Pidgeon](#)

Please provide the latest figures from the Police User Satisfaction Survey (USS) with regards to how long respondents had to queue at police stations before speaking to a station reception officer, broken down by time period (did not have to wait; under 5 minutes; 5 to 10 minutes; 11 to 30 minutes; 31 to 60 minutes; over 1 hour).

[The Mayor](#)

The table below shows how long respondents (of the MPS User Satisfaction Survey) reported having to wait at front counters. This data is for the 12 months to September 2012.

\*

## **65 'under-used' front counters**

**Question No: 2012/3847**

[Caroline Pidgeon](#)

What assessment has been done of the impact of implementing the MPS proposals to close 65 under-used police front counters? How will these proposals affect inner and outer London?

[The Mayor](#)

The Metropolitan Police Service (MPS) are in the process of developing the strategy to improve public access to the police. Once complete it will be put before the Deputy Mayor for Policing and Crime for approval.

The strategy, once approved will support the Police and Crime Plan.

No decisions on public access will be made until the strategy is approved by the Deputy Mayor for Policing and Crime.

As part of this review Borough Commanders have engaged with the public and its partners to explain the changes and listen to the community reaction.

Senior officers within the MPS and MOPAC are also meeting with Borough Leaders to improvements to public access in their borough and identify opportunities for co-location.

The MPS is conducting an overarching Equality Impact Assessment (EIA) on the front counter proposals and is supporting this through further EIAs at a borough level to establish the potential impact on local communities and identify any required mitigation. These assessments are on-going and are being updated as the front counter proposals develop.

The MPS is evaluating demand for services individually in each borough and at this time it does not anticipate that inner or outer boroughs will be disproportionately affected.

## **New police contact points (1)**

**Question No: 2012/3848**

[Caroline Pidgeon](#)

Have you considered the possibility of basing some of the new police contact points in Post Offices? If so, what discussions have taken place between your officers and the Post Office?

[The Mayor](#)

The Metropolitan Police Service (MPS) are in the process of developing the strategy to improve public access to the police. Once complete it will be put before the Deputy Mayor for Policing and Crime for approval.

The strategy, once approved will support the Police and Crime Plan.

No decisions on public access will be made until the strategy is approved by the Deputy Mayor for Policing and Crime.

As part of the process options for co-location will be considered in places with high number of visitors, such as supermarkets, council buildings, libraries and other local public services, and we will talk to any and all interested parties including where applicable the Post Office.

## **New police contact points (2)**

**Question No: 2012/3849**

[Caroline Pidgeon](#)

How much will it cost to open a new police contact point? Has the cost of opening 200 new contact points been included in the MOPAC budget submission?

[The Mayor](#)

The Metropolitan Police Service (MPS) are in the process of developing the strategy to improve public access to the police. Once complete it will be put before the Deputy Mayor for Policing and Crime for approval, this will include costs and savings of the proposals.

The strategy, once approved will support the Police and Crime Plan.

No decisions on public access will be made until the strategy is approved by the Deputy Mayor for Policing and Crime.

## **New contact points (3)**

**Question No: 2012/3850**

[Caroline Pidgeon](#)

I have heard that to install one Metropolitan Police computer at a new location costs at least £10,000. Are you working to reduce these costs to enable the opening and co-location of new police contact points where appropriate?

[The Mayor](#)

Yes. I have challenged the Commissioner to deliver savings of 20% by 2016. The focus for these savings will be back office functions. Front- line services must be protected.

The MPS are undertaking a review to ensure they have best value capability that can respond to Met Change, including opportunities to reuse existing assets and negotiating contract savings with existing suppliers.

I have also put in place mechanisms to tighten control on spend in the MPS and have started to work closely with the MPS to put in place robust plans that will deliver these 20% savings by 2016 through reducing unnecessary overheads, releasing surplus assets and reforming the policing model.

## **MOPAC Budget Submission 2013-14 to 2015-16: Property related savings**

**Question No: 2012/3851**

[Caroline Pidgeon](#)

The MOPAC budget submission includes £91million of property related savings in the next 3 years. Please provide a breakdown of where these savings will come from. Which buildings does this assume will close and be sold?

[The Mayor](#)

The Metropolitan Police Service (MPS) are in the process of developing a revised estates strategy that will create a more efficient estate with a smaller headquarters and less costly buildings. Once complete the strategy will be put before the Deputy Mayor for Policing and Crime for approval. The strategy will ensure delivery of the Police and Crime Plan including delivery of the £91M savings that form part of the draft budget submission.



## **MOPAC Budget Submission 2013-14 to 2015-16: Technology related savings**

**Question No: 2012/3852**

[Caroline Pidgeon](#)

The MOPAC budget submission includes £107million of technology related savings in the next 3 years; yet it states that technology savings plans are 'less well developed'. What technology projects and savings are planned? Against what budget lines is it assumed that technology savings will be made?

[The Mayor](#)

The MPS are currently reviewing their technology requirements to ensure they align with the future business requirements of the One Met model, and that they will deliver the Police and Crime Plan. Once identified more detailed plans to deliver the savings will be developed. These plans will draw on recent benchmarking information that indicate that ICT costs are significantly more expensive in the Metropolitan Police Service than in other Police Forces.

## **Cost of Metropolitan Police Support Functions**

**Question No: 2012/3853**

[Caroline Pidgeon](#)

The Deputy Commissioner recently stated that the Metropolitan Police is more expensive than any of the other 42 forces in England and Wales with their support functions costing £93.40 per head compared with £51.50 per head. How much could the Met save if these support costs were brought in line with comparable forces?

[The Mayor](#)

The figures quoted are from the HMIC Valuing the Police report (published in Oct 2012). Using the HMIC methodology the MPS would save £327m if support functions' costs were reduced to the average of most similar forces (MSF). Two areas where the MPS costs are significantly higher than MSF averages are estates and IT, both areas where significant savings are planned across the next 3 years.

## Ending Gang and Youth Violence

**Question No: 2012/3854**

[Caroline Pidgeon](#)

Eighteen London Boroughs received Home Office Ending Gang and Youth Violence funding in 2012-13. Given that tackling youth crime and violence in London are a priority, have you met with government to discuss whether funding for the valuable initiatives started under this programme will be available in 2013-14? Will you look at directly funding work in 2013-14?

[The Mayor](#)

The Home Office Ending Gang and Youth Violence Programme is a one year programme which has allocated funding to priority London Boroughs in 2012/13. MOPAC officers have met with Home Office colleagues to discuss plans for the potential continuation of Ending Gang and Youth Violence activity beyond March 2013.

The Home Office will confirm whether any additional funding will be made available for the Ending Gang and Youth Violence Programme once the Comprehensive Spending Review has been completed.

The Deputy Mayor for Policing and Crime has written to borough Leaders outlining MOPAC's approach to distributing community safety funding across the capital for 2013/14, and beyond. Boroughs will make proposals to a 'challenge fund' in line with Mayoral priorities around both prevention and reducing reoffending, both of which will have a clear focus on reducing gang-associated crime and violence.

## Cost of policing football matches

**Question No: 2012/3855**

[Caroline Pidgeon](#)

How much was spent by policing the areas around London football stadiums in 2011-12 and 2012-13 to date, broken down by team or stadium involved, and how much of these costs were recovered by the police?

[The Mayor](#)

In compliance with the relevant legislation and the High Court ruling in regard to Leeds United Football Club, the MPS cannot charge Football Clubs for the policing of the areas outside of their stadia however are able to recover the costs of policing inside the stadia. The table below details the estimated cost of deploying police services to the 14 London football stadia and the associated recovery of cost for policing services inside the stadia during the 2011/12 season.

Football Club	Cost of Deployment	Cost Recovery
	£	£
Premier League		
Arsenal	1,075,467	943,136
Chelsea	922,553	328,897
Fulham	399,090	190,771
QPR	492,655	138,674
Tottenham Hotspur	617,811	423,486
League Total	3,507,576	2,024,964

Championship		
CrystalPalace	399,084	219,204
Millwall	723,670	171,771
West Ham United	688,394	537,933
League Total	1,811,148	928,908
League Division 1		
Brentford	130,537	19,021
Charlton	258,033	92,035
Leyton Orient	87,296	4,582
League Total	475,866	115,638
League Division 2		
AFC Wimbledon	54,003	35,152
Barnet	56,438	1,296
Dagenham & Redbridge	27,805	6,777
League Total	138,246	43,225
Grand Total	5,932,836	3,112,736

In terms of the 2012/13 season to date, the table below details the estimated cost of police services to the stadia and the associated cost recovery of policing services inside the stadia.

Football Club	Cost of Deployment	Cost Recovery
	£	£
Arsenal	452,690	293,384
Chelsea	348,995	112,558
Fulham	97,328	49,356
QPR	195,545	28,094
Tottenham Hotspur	321,543	161,599
West Ham United	171,947	68,232
League Total	1,588,048	713,223
Championship		
Charlton	157,347	33,536
CrystalPalace	217,011	31,536
Millwall	248,566	21,433
League Total	622,924	86,505
League Division 1		

Brentford	41,963	3,354
Leyton Orient	30,819	0
League Total	72,782	3,354
League Division 2		
AFC Wimbledon	22,736	0
Barnet	28,953	864
Dagenham & Redbridge	10,744	2,671
League Total	62,433	3,535
Grand Total	2,346,187	806,617

It should be noted that a significant number of matches in League 1 and 2 have no deployments inside the stadium particularly those matches where there is believed to be little or no risk of public disorder. Such matches will continue to have a deployment outside the stadia on match days.

## **Local police base - East Dulwich**

### **Question No: 2012/3856**

[Caroline Pidgeon](#)

You have pledged that 'no front counter will be closed until an alternative facility has been opened' [MQ 3384/2012]. Can you provide assurances that not only will a replacement front counter be opened but that a replacement police base will be provided in Dulwich for Safer Neighbourhood Teams, so that they do not have to waste valuable patrolling time crossing the borough?

[The Mayor](#)

The Metropolitan Police Service (MPS) are in the process of developing the strategy to improve public access to the police. Once complete it will be put before the Deputy Mayor for Policing and Crime for approval.

The strategy, once approved will support the Police and Crime Plan.

No decisions on public access will be made until the strategy is approved by the Deputy Mayor for Policing and Crime.

As part of this review Borough Commanders have engaged with the public and its partners to explain the changes and listen to the community reaction.

Senior officers within the MPS and MOPAC are also meeting with Borough Leaders to improvements to public access in their borough and identify opportunities for co-location.

## **Local police - Rotherhithe**

### **Question No: 2012/3857**

[Caroline Pidgeon](#)

You have pledged that 'no front counter will be closed until an alternative facility has been opened' [MQ 3384/2012]. Can you provide assurances that not only will a replacement front counter be opened, if Rotherhithe police station closes, but that a replacement police base will be provided locally for Safer Neighbourhood Teams, so that they do not have to waste valuable patrolling time crossing the borough?

[The Mayor](#)

The Metropolitan Police Service (MPS) are in the process of developing the strategy to improve public access to the police. Once complete it will be put before the Deputy Mayor for Policing and Crime for approval.

The strategy, once approved will support the Police and Crime Plan.

No decisions on public access will be made until the strategy is approved by the Deputy Mayor for Policing and Crime.

As part of this review Borough Commanders have engaged with the public and its partners to explain the changes and listen to the community reaction.

Senior officers within the MPS and MOPAC are also meeting with Borough Leaders to discuss improvements to public access in their borough and identify opportunities for co-location.

## **Cabwise**

### **Question No: 2012/3858**

[Caroline Pidgeon](#)

What steps are TfL taking to promote the Cabwise service over the festive period, and what additional resource is being put in to tackle illegal plying for hire by minicabs?

[The Mayor](#)

Cabwise, the text messaging services that provides three licensed local cab numbers, is being promoted as part of the new Safer Travel at Night (STAN) campaign that launched in November.

The campaign consists of: a new cinema advert; a new Cabwise mobile phone app; posters (on public transport and at late night venues); face-to-face activity; leaflets distributed by police officers, police community support officers and promotional staff; and other material that gives practical advice to raise awareness of the dangers of unbooked minicabs to encourage and make it easier for people, particularly women, to make safer travel choices.

In addition to regular anti-touting enforcement activity, Operation STAN, run by TfL, the Metropolitan Police Safer Transport Command (STC) and the City of London Police, is taking place over the festive period. The operation aims to detect, deter and disrupt illegal cab activity and get people home safely. The operation involves the STC Cab Enforcement Unit, all 32 Safer Transport Teams with some local police support, City of London Police and TfL's Taxi and Private Hire Directorate. The first phase which ran in September resulted in almost 100 arrests for touting and other cab-related offences.

## **Affordable Homes Programme (1)**

**Question No: 2012/3859**

Caroline Pidgeon

How you will meet your target to build 55,000 affordable homes by 2015 when only 425 homes have been started - and just over 1,500 completed - in the first half of this year? Please outline the average time taken to build a new home under the current programme.

The Mayor

I have pledged to deliver 55,000 affordable homes between April 2011 and March 2015 of which just over 17,700 have been delivered. The programme is on track to achieve the remaining completions by March 2015.

The average time taken to build homes is circa 18 months across the programme.

## **Affordable Homes Programme (2)**

**Question No: 2012/3860**

Caroline Pidgeon

Will you consider bringing forward the completion date of affordable homes in your current programme to ensure that the economic benefits of housebuilding are not lost to future years?

The Mayor

As part of ongoing programme management the GLA already encourages partners to bring forward housing completions as early as possible.

## **Build-to-let**

**Question No: 2012/3861**

Caroline Pidgeon

What steps have you taken to encourage greater investment in the build-to-let market following Sir Adrian Montagu's review of the barriers to institutional investment? Have you considered making any GLA-owned sites available to developers on the basis of a pre-determined volume of build-to-let space?

The Mayor

On 13 December, I published 'The Mayor's Housing Covenant: Making the private rented sector work for Londoners', which sets out my plans to encourage greater investment in the build-to-let market. This can be found at: <http://www.london.gov.uk/housingcovenant>.

## **Institutional Investment**

**Question No: 2012/3862**

Caroline Pidgeon

You have previously described the potential for pension funds to boost investment in housing as the "holy grail". Further to your recent meetings, what interest has there been among institutional investors for long term investment in housing?

The Mayor

Recent engagement has revealed a wide range of interest in investment into residential real estate. This interest has the potential to support additional new supply in London.

## **Housing Costs**

**Question No: 2012/3863**

[Caroline Pidgeon](#)

Do you accept that the high cost of housing in London is the single biggest threat to London's international competitiveness?

[The Mayor](#)

There are a number of factors that threaten London's international competitiveness including the rates of tax. The cost of housing is a concern, although it also reflects London's success. I am, however, seeking to tackle this by significantly boosting housing supply, through my London Plan target of over 32,000 homes a year. I am delivering 100,000 affordable homes over two Mayoral terms, including 55,000 completions during this term, and last year was responsible for the highest level of affordable completions since current records began in 1991, with 17,240 homes completed.

## **Overseas Investors (1)**

**Question No: 2012/3864**

[Caroline Pidgeon](#)

Further to a recent assessment of London's private housing market by The Smith Institute, do you accept the need to monitor the effects of overseas investment on the London housing market, including the extent to which properties held by investors domiciled abroad are kept empty?

[The Mayor](#)

Firm evidence is very limited on this issue. For example, statistics on empty homes do not record the nationality or domicile of the owner. The last time this was investigated, in 2006, the stories of large numbers of new homes being bought and then left empty proved to be unfounded.

## **Overseas Investors (2)**

**Question No: 2012/3865**

[Caroline Pidgeon](#)

Do the tax breaks open to offshore buyers - for example through avoiding capital gains tax, inheritance tax or stamp duty - help to explain why the price of prime residential property in London has increased by 49 per cent since March 2009?

[The Mayor](#)

It provides part of the explanation. While an international city such as London should provide investment opportunities to support construction, tax obligations must be met, which is why the Government has sought to address anomalies, including on Stamp Duty Land Tax and Capital Gains Tax

## **Overseas Investors - Battersea Power Station**

**Question No: 2012/3866**

[Caroline Pidgeon](#)

It has been reported that apartments in the Battersea Power Station riverside development will go on sale in Malaysia and Hong Kong before being offered to British buyers in February. Does this risk forcing up the capital's house prices and reducing the availability of homes to buy for local people?

[The Mayor](#)

The ability to sell homes 'off-plan' prior to completion helps developers get housing built in London, and it is not something I would seek to constrain because of the risk of undermining the supply of new housing.

## **National Affordable Housing Programme - Greenwich**

**Question No: 2012/3867**

[Caroline Pidgeon](#)

Further to MQ3364/2012, please list the indicative number of units that were planned for the Greenwich Peninsula but which are not now proceeding due to changes in the phasing of development.

[The Mayor](#)

The 2004 outline planning permission allows for up to 10,010 homes to be provided on the Greenwich Peninsula and it is still intended that all of these homes will be provided. National Affordable Housing Programme funding will enable the delivery of circa 2,850 of these units (circa 646 affordable units) as part of a revised delivery strategy.

Historic NAHP allocations were made against schemes that were indicative (no detailed planning permission in place and without a developer identified). This funding has been reappportioned to deliver the unit numbers set out above, following discussions with Royal Borough Greenwich and the joint venture master developers.

## **Crystal Palace Sports Centre**

**Question No: 2012/3868**

[Caroline Pidgeon](#)

Further to MQ3360/2012, when do you expect your review of the future use of the National Sports Centre to be completed?

[The Mayor](#)

An update on the future of the NSC will be available by the end of March 2013.



## **Shortage of School Places and 'shrinking schools':**

**Question No: 2012/3869**

[Caroline Pidgeon](#)

I am concerned by the recommendation in the Education Inquiry that you should support schools to redesign their buildings and to 'do more with less', essentially reconfiguring the layout of schools in order to fit in more pupils and address the shortage of school places. Do you not agree that this is a step towards 'shrinking schools', which might have inadequate space for activities outside the classroom and could threaten the inclusion of disabled children in mainstream schools? On this basis, will you reject this particular recommendation?

[The Mayor](#)

No. Seeking innovative solutions to address current school place shortages - which is the actual recommendation twelve of the Inquiry Panel - is a sensible approach, when considered alongside recommendations ten (improving pan-London data collection) and eleven (a more strategic role for the GLA in supporting free schools developments). I have accepted all of the Panel's recommendations in their final report.

## **Apprenticeships for Children in Care:**

**Question No: 2012/3870**

[Caroline Pidgeon](#)

One of the recommendations of the Education Inquiry was to target apprenticeships and mentoring opportunities towards children in care and care leavers. How many apprenticeships across the GLA Group have been provided for children in care or care leavers to date?

[The Mayor](#)

We do not collect GLA Group data on this measure. However, across the GLA Group we are committed to increasing the diversity of our apprentices.

## **Mentoring for Children in Care:**

**Question No: 2012/3871**

[Caroline Pidgeon](#)

One of the recommendations in the Education Inquiry was to target apprenticeships and mentoring opportunities towards children in care and care leavers. How many of the young people who have mentored through your programme to date are children in care or care leavers?

[The Mayor](#)

Children in care and care leavers are some of London's most vulnerable young people and need dedicated targeted support to help them achieve their potential. Currently it is not possible to say exactly how many young people on the GLA's mentoring or apprenticeship programmes are Children in Care/Care leavers, as this sensitive information is not always volunteered. However, over the last two years 74 young people who are in care have been mentored through our Near-Peer Mentoring Programme. This group of young people will continue to remain a high priority, particularly as we work towards implementing the recommendations of the Education Inquiry.

## **The Mayor's Mentoring Programme (University of East London)**

**Question No: 2012/3872**

[Caroline Pidgeon](#)

How do you explain the decision to award the University of East London (UEL) a further £51,000 over the next financial year to train and support mentors, when they have failed dramatically to deliver on your original ambition for the establishment of 1,000 mentoring relationships over the initial three year period?

[The Mayor](#)

The GLA has made provision over the next financial year to continue to fund the mentoring relationships started through the University of East London agreement, to ensure that those mentees who have been matched to a mentoring relationship are able to continue receiving mentoring over a 12 month period as originally intended.

## **The Mayor's Mentoring Programme (Appointment of Managing Agents)**

**Question No: 2012/3873**

[Caroline Pidgeon](#)

Now that you have appointed a managing agent, Rocket Science, to administer funds and carry out evaluation of your mentoring programme, will you also direct them to monitor the elements being run by the University of East London (UEL) in order to achieve some consistency across the monitoring process?

[The Mayor](#)

A decision has not yet been taken on whether Rocket Science will take over the contract management of the UEL grant agreement. Rocket Science will not undertake the evaluation. This is currently being procured via TfL procurement to identify a separate experienced research organisation to undertake the evaluation of the whole programme.

## **Flats recycling programme**

**Question No: 2012/3874**

[Stephen Knight](#)

Further to MQ3411/2012, by when do you expect your evaluation of the Flats Recycling Programme to be complete?

[The Mayor](#)

The evaluation of the Flats Recycling Programme will be available from April 2013.

## **Thames Tideway Tunnel - financing**

**Question No: 2012/3875**

[Stephen Knight](#)

Further to MQ3726/2012, will you publish a copy of the letter you have written to the Chancellor of the Exchequer - along with any response received - concerning the costs and funding arrangements of the Thames Tideway Tunnel?

[The Mayor](#)

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

**Written response from the Mayor received 31 January 2014**

Yes.

## **Air quality - vertical roof exhausts**

**Question No: 2012/3876**

[Stephen Knight](#)

Given that pollution levels at ground-level can significantly exceed what is measured by fixed-height monitoring stations, what consideration has TfL given to fitting low-cost vertical roof exhausts to its buses in order to reduce their emissions impact?

[The Mayor](#)

It would be impractical to retrofit this type of exhaust system to existing buses due to the extensive vehicle redesign required. The introduction of ultra-low emission Euro 6 buses from January 2014 onwards and the current programme to retrofit older buses with NOx and PM abatement technology will lead to a step change in emissions reduction at source and will be a more practical and effective solution for London.

TfL intends to look at the feasibility of integrating high exhausts into new bus design provided it works for the latest ultra low-emission vehicles.

## **Mayoral visit to India**

**Question No: 2012/3878**

[Stephen Knight](#)

Please confirm the costs and funding source for your recent trip to India? Please also outline if any funding was provided for journalists to accompany you on the trip?

[The Mayor](#)

The cost of the trip is currently at £20,000 - there may be a slight increase in this as expenses are finalised but these are expected to be minimal. The costs were covered from existing budget within International Relations budget.

No taxpayer funding was provided to journalists on the trip.

## **Very Important Pedestrians (VIP) Day**

**Question No: 2012/3879**

[Stephen Knight](#)

What evaluation will you undertake into the business and environmental benefits of the temporary pedestrianisation that took place in the West End during this year's VIP [Very Important Pedestrians] Day?

[The Mayor](#)

This year's VIP (Very Important Pedestrians) Day was a huge success. The traffic free day has environmental benefits with people switching to public transport, consequently London Underground passengers were up 16% on the previous week. The New West End Company estimates that sales were £17.6m higher than a normal trading Saturday with £100m taken through West End tills in the first three hours of the event.

## **Decentralised Energy (1)**

**Question No: 2012/3880**

[Stephen Knight](#)

Please outline the anticipated energy (GWh) that has been - or will be - produced through projects supported by your Decentralised Energy Project Delivery Unit?

[The Mayor](#)

25 projects are currently being actively supported by the Decentralised Energy Project Delivery Unit. The amount of heat and electricity capacity that is currently being supported is in excess of 300 MW of heat and 45 MW of electricity. We estimate this would result in approximately 750 GWh of heat and 110GWh of electricity per year.

The figures above also include two plants now in operation. The Crystal Palace CHP scheme and the Olympic Park district heating network extension.

## **Decentralised Energy (2)**

**Question No: 2012/3881**

[Stephen Knight](#)

How much funding has been invested in decentralised energy through your Mayoral programmes since May 2008?

[The Mayor](#)

The LDA invested approximately £2 million up to 2011. The GLA is investing £2.8 million (of which £2.4 million is grant funding secured from European Investment Bank) between 2011-2014.

## **Capital Clean-up**

**Question No: 2012/3882**

[Stephen Knight](#)

Can you confirm the future scope and scale of the Capital Clean-up project following a number of successful events held this summer?

[The Mayor](#)

This year was a tremendous success for Capital Clean-up and as such I can confirm that Capital Clean-up will be continuing for the foreseeable future. We have been spending the time since the end of the summer to review the programme and reshape it so it truly builds on the legacy of the Games and continues to deliver a cleaner and greener London.

I am delighted to announce a new programme of activity for Capital Clean-up, due to take place this spring. Working with the Environment Agency, we will be launching a micro grant scheme in January which will allow community groups to apply for support to carry out their own volunteer led initiatives in spring 2013.

We have also been engaging with London's boroughs and small businesses and hope to shortly announce a week of London wide coordinated clean-ups also to take place this spring.

## **London's Energy Consumption**

**Question No: 2012/3883**

[Stephen Knight](#)

Can you confirm if the GLA's datasets of energy consumption within the Greater London area have taken account of the rapid increase in population uncovered in last year's census?

[The Mayor](#)

Our datasets for energy consumption in buildings is based on metered information which is aggregated at the Middle Layer Super Output Area level.

More information on how this data is derived is available on the DECC website [www.decc.gov.uk](http://www.decc.gov.uk).

## **Development land**

**Question No: 2012/3884**

[Stephen Knight](#)

How do you respond to the Planning minister's recent call for the amount of developed land across England to be increased from 9 to 12 per cent in order to tackle the country's housing crisis?

[The Mayor](#)

I can only answer for London. Here, my London Plan sets out a strategy for managing London's growth sustainably, within its existing boundaries and without encroaching on either the Green Belt or London's open spaces. It identifies the capacity for 322,210 new homes over the next ten years within this. I am satisfied that we can address housing need over this period by ensuring we make the most efficient use of London's brownfield land.

## **Shared services (1)**

**Question No: 2012/3885**

[Stephen Knight](#)

Please outline the anticipated saving from shared services for the 2013/14 financial year?

[The Mayor](#)

I have not set an explicit target for shared services savings for 2013-14, except for the following areas: Audit - £1.1m; and Collaborative Procurement - £3.75m. It is anticipated that these targets will be met in full in 2013-14.

## **Shared services (2)**

**Question No: 2012/3886**

[Stephen Knight](#)

Please confirm whether or not you intend to meet your manifesto pledge to achieve £600m savings through sharing services across the GLA, and if so how?

[The Mayor](#)

My commitment is for ongoing recurring annual savings of £600 million by May 2016 from general savings, shared services and collaborative procurement across the Group. The Group is on target to meet this pledge.

## **RE:NEW**

**Question No: 2012/3887**

[Stephen Knight](#)

What measures are in place to check the standard of work carried out through your homes retrofit scheme (RE:NEW) following reports that up to 50 per cent of the UK's 'insulated' housing stock could require remedial work?

[The Mayor](#)

The insulation works under RE:NEW are funded under central funding schemes such as the Carbon Emission Reduction Target (CERT). Under these schemes, Ofgem has the responsibility to ensure that the reduction in carbon emissions estimated in relation to an action has actually been achieved, that measures are being used by recipients and that measured reductions can be attributed to the supplier. In order to deliver this Ofgem established monitoring requirements that include:

- Technical monitoring

- Customer satisfaction monitoring

- Behavioural measures monitoring

The GLA RE:NEW team works with suppliers to ensure that all contracts comply with CERT guidance. Reviews of the initial visits are carried out to ensure measures have been correctly installed and that good quality advice is provided.

We are currently reviewing delivery of RE:NEW Phase I to ensure lessons are learned for future delivery under Green Deal and Energy Company Obligation.

## **Employer Ownership Pilot Scheme**

**Question No: 2012/3888**

[Stephen Knight](#)

How many London employers has the London Enterprise Panel successfully helped to bid for a portion of the £250m national Employer Ownership Pilot scheme funds? Please list these.

[The Mayor](#)

The London Enterprise Panel (LEP) has played no formal role in working with employers to bid into the Employer Ownership Pilot (EOS). The UK Commission for Employment and Skills (UKCES) leads the process for EOS bids. The LEP has supported the UKCES in their employer engagement and information events. The co-chair of the LEP, Harvey McGrath and chair of the Skills and Employment Working Group Grant Hearn both spoke at employer engagement sessions.

The LEP will look to support any future London bids that meet the requirements set out by the UKCES for the recently launched second round of EOS.

## **Growing Places Fund Update (1)**

**Question No: 2012/3889**

[Stephen Knight](#)

In your answer to MQ 2871/2012 you stated that the London Enterprise Panel has agreed in principal to make a contribution of £36.3 million from the Growing Places Fund to a joint GLA/TfL infrastructure fund. Are you able to elaborate on which projects these funds will be spent on and what criteria you will use to ensure that investment is predicated upon job creation and sustainable employment?

[The Mayor](#)

At present, these projects are confidential as the GLA works up the detail with bidders, but a full list will be made available once negotiations have concluded. The reason for confidentiality is that a key requirement of the Round 1 GPF fund was that projects would lever a substantial, quantified amount of additional investment. The Round 1 criteria included measurable growth and private sector employment and are available in the Round 1 prospectus at:

<http://www.london.gov.uk/priorities/business-economy/our-investments/investing-growth>.

## **Growing Places Fund Update (2)**

**Question No: 2012/3890**

[Stephen Knight](#)

In your answer to MQ 2871/2012 you stated that the London Enterprise Panel has agreed in principal to make a contribution of £55 million to sector-based interventions in science and/or technology and SME Business Support. When will details of these payments be made publically available?

[The Mayor](#)

The Round 1 bidding process for the £41 million Growing Places Fund (GPF) ended in May 2012. In the Budget 2012, the Mayor secured an additional £70 million (of which c.£60 million is a capital) via the Growing Places Fund. A prospectus inviting bids as part of a further round of funding will be considered by the LEP at its next meeting on 23 January. Criteria are yet to be developed, but they will be consistent with the priorities of the LEP, which will be around science and tech, SME, skills and employment, as well as infrastructure.

## **Enterprise and Regulatory Reform Bill**

**Question No: 2012/3891**

[Stephen Knight](#)

You have requested the assistance of the London Enterprise Panel in lobbying for London's interests to be reflected in the Enterprise and Regulatory Reform Bill; the minutes of the meeting identify a 'push for further deregulation and for flexible and appropriate immigration policy'. What specific deregulation would you like to see and what do you consider to be 'flexible and appropriate immigration policy' in this context?

[The Mayor](#)

I consider flexible and appropriate immigration policies to be ones that strike the right balance between controlling our borders against abuse while efficiently running a visa system that attracts the world's best talent and facilitates international investment in London.



## **Super-Connected Cities Funding**

**Question No: 2012/3892**

[Stephen Knight](#)

Please identify the projects which it is proposed will receive a share of the Government's £25 million 'super-connected cities' funding to install high-speed broadband infrastructure.

[The Mayor](#)

The London's Connected Cities Plan is based on four pillars. This includes:

Pillar 1: Tech City fibre: this pillar will ensure the provision of affordable ultrafast fibre broadband connectivity to 100% of SMEs and residents in Tech City.

Pillar 2: East London wireless: this pillar will complement existing wireless provision in 'high footfall' areas across West and Central London by extending wireless connectivity east along the Docklands Light Railway.

Pillar 3: Royal Docks gigabit: this pillar will ensure the provision of affordable gigabit fibre broadband connectivity to businesses and institutions in the Royal Docks.

Pillar 4: Digital inclusion: this pillar will develop a model to enable digitally excluded Londoners living in high-density social housing estates to gain access to ultrafast fibre broadband and online services

Given the small size of the budget (£25 million of Urban Broadband Fund) and the scale of the challenge the GLA will ensure that the Plan is successfully delivered.

## **Child Poverty**

**Question No: 2012/3893**

[Stephen Knight](#)

What are you doing to develop co-ordinated Londonwide strategies to tackle child poverty in London, which is at the highest level of any English region?

[The Mayor](#)

The best way to tackle poverty is through employment. I continue to undertake action to tackle child poverty by promoting economic growth and employment, increasing the number of apprenticeships and, by promoting the London Living Wage. I supported the London Child Poverty Commission, along with London Councils, when it published its legacy report, after which it became the statutory duty of government and local authorities to tackle child poverty. I continue to work with London Councils and other partners on specific issues and actions where appropriate.

## **Pay Day Loans**

**Question No: 2012/3894**

[Stephen Knight](#)

Do you support the government's recent decision to examine measures to cap payday loans and give the Financial Conduct Authority powers to regulate lenders? And, given that Londoners are statistically more likely to be in debt arrears as a result of resorting to payday loans, will you co-ordinate an investigation into the extent of payday loan use in London and an examination of alternative lending or grant schemes?

[The Mayor](#)

I support the Government in its decision to enable the Financial Conduct Authority to use its powers to limit the interest charged on payday loans. I have, and will continue to publicise sources of information on alternative sources of finance such as credit unions and free debt advice services in the capital.

## **The Work Programme in London**

**Question No: 2012/3895**

[Stephen Knight](#)

Recent figures on the Work Programme indicate that it is failing to match up to the DWP's targets and that providers in London are also underperforming. Will you suggest that the London Enterprise Panel's Skill and Employment Working Group examines the operation of the Work Programme as a means to help the long term unemployed into work, its pros and cons and its effectiveness in London?

[The Mayor](#)

Yes. The London Enterprise Panel's Skills and Employment Working Group will be working with the Department for Work and Pensions and the Work Programme Prime Contractors to understand how we can collectively improve the effectiveness of the Work Programme in London.

## **Advertising on the TfL Network**

**Question No: 2012/3896**

[Stephen Knight](#)

Please provide details of all of the organisations who have purchased advertising space:

- a) on Underground rolling stock;
- b) at TfL managed stations;
- c) on Overground rolling stock;
- d) on London Buses.
- e) at Bus shelters

[The Mayor](#)

There are tens of thousands of commercial advertisers using TfL's assets every year. For example, on London Underground alone, there were 15,000 different campaigns run last year. It would not be feasible to provide details of all the organisations that have purchased advertising space across all of these contracts.

## Definition of a Job

**Question No: 2012/3897**

[Stephen Knight](#)

Will you now publish your definition of what constitutes a 'job' in the context of your election pledge to create 200,000 new jobs?

### [The Mayor](#)

Please see the table below. These will be published online in due course.

#### 1. Direct Jobs Created

**Definition** The number of new permanent jobs that are created as a direct result of GLA Group investment and associated spend (i.e. levered funding, match funding) in a project or programme.

A new job created represents a new permanent post (a paid position) within a business and can only be counted when the position has been filled.

**Measurement** The unit of measurement is either a full-time or part-time position.

Full-time normally refers to a job of at least 35 hours per week; part time refers to less than 35 hours. Where possible the number of hours worked should be recorded.

The unit of measurement is the post itself, rather than the person who fills the position.

For a created job to be considered permanent, it must be expected to last for at least 26 weeks.

In some instances, a project or programme may result in a number of positions being created (many of which may not last for 26 weeks). For instance, this situation may arise where a project or programme results in a stream of work which requires a number of different roles/specialisms to deliver. In this instance, where possible, the number of person hours worked should be recorded.

Projects which have private sector leverage or match funding should be included here - gross jobs created by the project as a whole is to be recorded as part of this.

For a job to be recorded, it must be located in a London borough.

#### Exclusions

To avoid double counting, a job must not be counted again if it is filled over time by different people.

Safeguarded jobs (i.e. those that may have been lost without the intervention) are not included.

Positions created before the start of the current Mayoral term are not to be included, even if they are recorded as achieved after the start of the Mayoral term (for example referring to outcomes recorded after 26 weeks).

#### 2. Construction jobs facilitated

**Definition** The number of permanent jobs that have resulted through the development or construction phase of a project through GLA Group and associated spend.

Construction jobs relate to employment site acquisition or preparation, physical construction, or procurement, legal and business operations related to a development.

**Measurement** For permanent positions (those that are expected to last longer than 26 weeks), both full and part time positions are to be recorded (using the same criteria as for direct jobs created). The number of hours worked should be recorded where possible.

In some instances, a project or programme may result in a number of positions being created (many of which may not last for 26 weeks). For instance, this situation may arise where a project or programme results in a stream of work which requires a number of different roles/specialisms to deliver. In this instance, where possible, the number of person hours worked should be recorded.

The activities related to the construction must be located within a London borough.

### 3. Other jobs facilitated

**Definition** Permanent jobs that result through the delivery of a project or programme (for example, facilitators in an employability programme paid for out of the programme budget).

**Measurement** For permanent positions (those that are expected to last longer than 26 weeks), both full and part time positions are to be recorded (using the same criteria as for direct jobs created). The number of hours worked should be recorded where possible.

In some instances, a project or programme may result in a number of positions being created (many of which may not last for 26 weeks). For instance, this situation may arise where a project or programme results in a stream of work which requires a number of different roles/specialisms to deliver. In this instance, where possible, the number of person hours worked should be recorded.

These jobs must be located in a London borough.

## **London Living Wage in the Retail Sector**

**Question No: 2012/3898**

[Stephen Knight](#)

Further to your response to MQ 3391/2012, please elaborate on the work you have carried out to improve the take up of the Living Wage in the retail sector. What meetings have you held with major retailers (for example Tesco, Sainsburys, Asda and Morrisons, the Co-Operative Group, Marks and Spencer and John Lewis)? Will you publish any relevant correspondence?

[The Mayor](#)

I am working with London Citizens and the Living Wage Foundation to engage retailers on the London Living Wage.

Over the last two years engagement with the retail sector has involved a number of meetings at officer and stakeholder level with major retailers such as Tesco, Sainsbury, M&S and John Lewis.

Since many of these meetings have been led by the Living Wage Foundation and London Citizens with my support, there is little correspondence available from my office.

I have given public and manifesto commitments to increase the number of employers that pay the London Living Wage.

## **Plain cigarette packaging**

**Question No: 2012/3899**

[Stephen Knight](#)

Given your responsibilities for improving public health, are you in favour of plain cigarette packaging?

[The Mayor](#)

Smoking is the single largest lifestyle cause of preventable death and health inequalities in London, which is why I highlighted this issue as a key concern in my Health Inequalities Strategy. I welcome initiatives that can be shown to reduce levels of smoking overall and, in particular, reduce the number of young people who take up smoking.

## **Shaping a Healthier Future (1)**

**Question No: 2012/3900**

[Stephen Knight](#)

Has the Mayor had any discussions with the clinicians behind the Shaping a Healthier Future plans about the impact that new homes proposed to be built in Earls Court ward and Seagrave Road will have on the new NHS service model?

[The Mayor](#)

As you will be aware, I do not have direct responsibility for NHS services in the capital. I have not discussed this specific matter with the 'Shaping a Healthier Future' clinical team. I have, however, raised the issue of sufficient health provision to cope with an anticipated population growth in the area.

## **Shaping a Healthier Future (2)**

**Question No: 2012/3901**

[Stephen Knight](#)

Are you concerned that the Shaping Healthier Future proposals to close A&E units in North West London may increase ambulance response times?

[The Mayor](#)

As you will be aware, I do not have direct responsibility for NHS services in the capital. However, I have been reassured by the NHS in London that ambulance travel times will not be significantly affected. Using Transport for London's Health Service Travel Analysis Tool, the NHS in London calculated that the current average travel time for patients in North West London to a major hospital by blue light ambulance is 11.4 minutes and that, under the preferred proposal, this average would change to 12.0 minutes, a change of approximately 0.6 minutes (or 36 seconds).

I also understand from the NHS in London that, most importantly when it comes to blue light journeys, paramedics are able to reach patients quickly in order to stabilise and treat them. At the moment, ambulances are based around the community to make sure this happens - and this will not change.

## **Shaping a Healthier Future (3)**

**Question No: 2012/3902**

[Stephen Knight](#)

Will you seek assurances from the London Health Improvement Board that they will assess the effectiveness of Urgent Care Centres compared to A&E services?

[The Mayor](#)

No, the current remit of the London Health Improvement Board is health improvement, which does not cover health services.

## **Shaping a Healthier Future (4)**

**Question No: 2012/3903**

[Stephen Knight](#)

The Shaping a Healthier Future Business case sets out plans to reduce the number of NHS beds by 3449 by 2015. The greatest proportion of these will be in the hospitals that are being expected to pick up the extra emergency caseload from the hospitals that are losing their A and E departments. Do you agree this will have a damaging effect on patient care in this area of London?

[The Mayor](#)

As you will be aware, I do not have direct responsibility for NHS services in the capital. However, I understand that one of the key ambitions of this proposal is to invest in primary care, particularly out-of-hospital care, and deliver coordinated care plans for people, preventing deterioration in health in the first place and reducing admissions to hospital. I have been reassured by the NHS in London that sufficient out-of-hospital care will be in place to meet new demand before major acute services are reconfigured. I have also been informed by the NHS that an 'implementation tracker' for the overall 'Shaping a Healthier Future' programme will be developed; this will include monitoring the impact on beds and the use of beds at both Clinical Commissioning Group and system-wide levels.

## **Private hospital Earls Court and West Kensington Opportunity Area**

**Question No: 2012/3904**

[Stephen Knight](#)

With the proposed A&E department closures and downgrading of services in Ealing, Charing Cross, Hammersmith and Central Middlesex hospitals what do you think of plans to build a private hospital in the Capital & Counties (CapCo) £8 billion redevelopment plans for the Earls Court and West Kensington Opportunity Area (ECO A)?

[The Mayor](#)

My consultation comments on the applications in question (report reference GLA/PDU/2780/01) supported the provision of health uses, which in this case included both public and private health uses, in principle as part of the proposed development of this site.

## **LFEP A Budget**

**Question No: 2012/3905**

[Stephen Knight](#)

What revisions to the overall budget envelope at LFEP A do you expect to make in the light of recent Government announcements including the Chancellor's Autumn Statement?

[The Mayor](#)

The Mayor will not consider making any revisions to the overall budget envelope for LFEP A until the Provisional Local Government Finance Settlement is announced and analysed

## **Richmond - fire cover**

**Question No: 2012/3906**

[Stephen Knight](#)

Do you share concerns that, under proposals modelled to save £50m from the Fire Brigade budget, in Richmond - the location of important buildings like Hampton Court Palace, the National Archives and Laboratory of the Government Chemist - response times for first and second attendance by fire engines will worsen significantly?

[The Mayor](#)

No. The indicative modelling for savings at £50 million, published by LFEPA in November, are illustrative only and are not proposals. This is made clear in the documents published.

## **Fire Stations Closures**

**Question No: 2012/3907**

[Stephen Knight](#)

What concerns do you have now that the London Fire Brigade have published proposals for the closure of up to 31 fire stations across London?

[The Mayor](#)

Please see my response to reply to MQ 3732 / 2012.

## **London Fire Brigade Museum**

**Question No: 2012/3908**

[Stephen Knight](#)

What do you see as the long-term future for the location and funding of the London Fire Brigade Museum?

[The Mayor](#)

LFEPA members have agreed to keep the museum open until a permanent home is found for the collection or the sale of LFB Southwark Training Centre takes place (up to three years) and to fund the museum from existing budgets, or from private funding, if that is available.

A members working group has been set up to look at the museum's future. Potential sites are being investigated including external sites and space within the Brigade's portfolio and research is taking place to see how other small museums are run and funded, to inform this process.

## **ACPO Budget**

**Question No: 2012/3921**

[Tony Arbour](#)

How much does the MPS/MOPAC pay towards ACPO each year?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received 8 January 2013.

In 2012/13 MPS/MOPAC will pay £175,538 towards ACPO.

## **Jobs and Growth**

### **Question No: 2012/3922**

[Tony Arbour](#)

How will investment outlined in TfL's new business plan support jobs and growth in London?

[The Mayor](#)

TfL's proposed Business Plan sets out a ten-year programme of investment that will support the growth of London's economy and population as well as ensuring today's customers get the best possible service. In that sense virtually all of the plan will support jobs and growth.

A reliable, fast, safe and affordable transport network is essential for attracting the jobs and investment as we compete with cities across the world. The proposed investment will make journeys more dependable for all of London's road users and bring a step-change in Tube reliability.

The investment will deliver an upgraded Northern line with 20% additional capacity, more than 25% additional capacity on London's Overground (serving numerous growth areas), and at least 24% more capacity on the District, Circle, Hammersmith & City and Metropolitan lines. Around 80% of journeys in London are made by road and an additional £2.2billion of investment will target congestion as well as making London's local environment a better place to live and work.

The Business Plan also sets out how an estimated £300m is intended to improve the transport infrastructure in key areas of the capital where that work can help accelerate development and provide the catalyst that will lead to thousands more homes and jobs for Londoners. Areas such as Elephant & Castle, Tottenham Hale and Woolwich are just a few of the areas that will be the recipients of funding that will be used to develop local transport networks.

## **Income Tax Rates**

### **Question No: 2012/3923**

[Tony Arbour](#)

You recently reaffirmed your stance on income tax rates and called upon the Chancellor to consider cutting the top rate. What do you believe the benefits would be, for Londoners, of reducing the top rate of tax? How do you think a lower rate of tax would benefit business in London?

[The Mayor](#)

I believe that lower tax rates will encourage more entrepreneurs and businesses to establish and remain in London and the UK and that they provide the strongest signal internationally that the UK is open for business.



## **Bus Route Diversions (1)**

**Question No: 2012/3924**

[Andrew Boff](#)

Where bus routes are diverted because of roadworks, what monitoring takes place to ensure that bus drivers are following the route diversions they are instructed to take?

[The Mayor](#)

When TfL is made aware of reports of drivers not returning to their normal route or following diversions, TfL responds in real time to such operational issues through its centralised control centre, CentreComm.

There are robust arrangements for managing day-to-day issues through established processes and procedures, and liaison with bus operators. Cases of drivers following the wrong route are fortunately rare in relation to the scale of the bus network and number of route alterations implemented each year for both planned and unplanned events. Such instances are usually rectified quickly and as part of normal route management, and this information is consequently not recorded.

## **Bus Route Diversions (2)**

**Question No: 2012/3925**

[Andrew Boff](#)

How many cases have there been in the last 12 months where bus drivers have not obeyed instructions to follow diverted routes?

[The Mayor](#)

Please see my response to MQ 3924 /2012.

## **Bus Route Diversions (3)**

**Question No: 2012/3926**

[Andrew Boff](#)

How many cases have there been in the last 12 months where bus drivers have continued using a diverted route after they have received instructions to return to the original one?

[The Mayor](#)

Please see my response to MQ 3924 /2012.

## **Mayfair 'brothel' raids**

**Question No: 2012/3927**

[Andrew Boff](#)

How many complaints had police received about prostitution around the south of Mayfair in the months leading up to the raid on 5 September 2012 by police and the UKBA?

[The Mayor](#)

Between 4 July and 4 September 2012, the police in Westminster received 12 calls from members of the public about prostitution in the Mayfair area.

## **Operation Stintone 2**

**Question No: 2012/3928**

[Andrew Boff](#)

1. What percentage of time and resources was focused on
  - i) drug dealing
  - ii) trafficking
  - iii) prostitution
2. How many arrests were made in each of the above three categories?

[The Mayor](#)

The MPS has informed me that it would be impossible to accurately calculate the time and resources focused on each area without dedicating a disproportionate amount of officer time to analyse this. I do not feel this would be justifiable or in the interest of Londoners.

12% of the arrests were related to drug production or supply and one person was arrested for child trafficking. No arrests were made for prostitution as an operation linked to brothels was postponed for operational reasons. For a full breakdown of the arrests made please see Appendix 3928.

## **Earls Court Redevelopment (1)**

**Question No: 2012/3929**

[Andrew Boff](#)

What representations have you made with regard to the Earls Court redevelopment and the provision of high quality family housing in the residential portions of the development?

[The Mayor](#)

This matter was addressed in my planning consultation stage comments on these proposals which were issued on 7 December 2011 (report reference PDU/2780/01).

## **Earls Court Redevelopment (2)**

**Question No: 2012/3930**

[Andrew Boff](#)

What representations have you made with regard to the two residential tower blocks that are proposed for the site that are currently planned to be up to 29 stories in height? Are you aware of many 'villages' that contain 29 story tower blocks?

[The Mayor](#)

This matter was addressed in my planning consultation stage comments on these proposals which were issued on 7 December 2011 (report reference PDU/2780/01 & PDU/2781/01). I am not aware of many 'villages' that contain 29 story tower blocks but I am aware that the term 'villages' is often used in many different ways to describe diverse clusters of buildings and communities, both historic and modern, in our growing city and places.

## **Nine Elms Regeneration**

**Question No: 2012/3931**

[Andrew Boff](#)

Do you think the emerging tall building cluster at Vauxhall, currently under construction as part of the Nine Elms regeneration area, is one that represents your vision for London as laid out in the London plan?

[The Mayor](#)

My London Plan Policy 7.7 on the location and design of tall buildings has provided clear common ground to guide the development of tall buildings in the Vauxhall/Nine Elms Battersea (VNEB) Opportunity Area Planning Framework. It has resulted in the production of a tall building strategy which seeks to integrate the development of tall buildings with the delivery of the linear park, whilst protecting key strategic views and views from the Palace of Westminster World Heritage Site.

To keep within the tall building strategy, I have used my powers, through negotiations with the boroughs at Stages 1 and 2 of the planning process to modify the height of some of the proposed tall buildings in VNEB and ensuring the highest quality of design.

## **iCity & small business**

**Question No: 2012/3932**

[Andrew Boff](#)

Mayoral decision MD1081 includes £50,000 to fund the provision by the GLA of an SME engagement programme in the iCity project, 'through the provision of a range of activities.' What will this range of activities involve, and how will this programme engage with the small business communities of Hackney and the other host boroughs?

[The Mayor](#)

The iCity SME Engagement programme will include activities to encourage private sector participation in the project such as app development competitions and providing an API sandbox a test environment where developers can trial their ideas. The iCity programme is open to all businesses who can register their interest at [www.icityproject.com](http://www.icityproject.com). We will be sharing the opportunity through existing networks such as Tech City, London and Partners, Greenwich Digital Peninsular as well as contacting developers who already use the London Datastore and those registered to use TfL's APIs.

## **iCity & BT**

**Question No: 2012/3933**

[Andrew Boff](#)

How will the LLDC ensure that the contract between iCity and BT includes conditions through which new employment opportunities are particularly beneficial to residents in the host boroughs?

[The Mayor](#)

iCITY will create a range of training and apprenticeship opportunities as part of the overall iCITY scheme which will benefit the local community. BT Sport has expressed a strong interest in being part of these ambitions. They will be creating their own ideas to contribute towards local opportunities, and the LLDC will work with local partners to provide a skilled workforce and add value to BT Sport's recruitment processes.

## **Dagenham Science Hub (1)**

**Question No: 2012/3934**

[Andrew Boff](#)

Will you be lobbying to help ensure that Barking and Dagenham council receive the £12m they have bid for, to fund the development of the Dagenham Science hub, as part of the London Growth Fund?

[The Mayor](#)

A bid led by LB Barking & Dagenham was made to the Growing Places Fund (GPF) for the GLA to acquire the Sanofi Pharmaceutical site at Dagenham East. No funding will therefore go to LB Barking & Dagenham. The London Enterprise Panel (LEP), which was set up to advise me on strategic investment to support growth and employment has considered the bid. The principle of the proposal to make use of the wide range of laboratories and buildings to support bioscience, chemistry, forensics, microbiology and other specialist technologies through development into individual units for research, or as the basis for start-up companies, continues to be supported by the LEP. The LEP will now consider the investment proposal, full costs of the investment (including acquisition, refurbishment, reconfiguration, rates, security and other fees) and begin dialogue with Sanofi Pharmaceutical in the New Year.

## **Dagenham Science Hub (2)**

**Question No: 2012/3935**

[Andrew Boff](#)

Would the proposed science hub in Dagenham sufficiently improve the economic case for the DLR extension to Dagenham?

[The Mayor](#)

The Business East Science and Tech hub is located in close proximity to Dagenham East Station. Due to the considerable distance to the proposed DLR extension, the site would not benefit from these links. Therefore the economic case for the DLR extension would not be improved by the proposed Business East hub.

## **Greenwich Peninsula Development (1)**

**Question No: 2012/3936**

[Andrew Boff](#)

How many of the first 500 homes to be built at Greenwich Peninsula, for which the developer recently submitted a detailed planning application, will be family homes?

[The Mayor](#)

The planning applications seek permission for 75 three and four bed home at this phase of development.

## **Greenwich Peninsula Development (2)**

**Question No: 2012/3937**

[Andrew Boff](#)

How many of the first 500 homes to be built at Greenwich Peninsula, for which the developer recently submitted a detailed planning application, will have four bedrooms?

[The Mayor](#)

The planning applications seek permission for 7 four bedroom homes at this phase of development.

## **Greenwich Peninsula Development (3)**

**Question No: 2012/3938**

[Andrew Boff](#)

How many of the first 500 homes to be built at Greenwich Peninsula, for which the developer recently submitted a detailed planning application, will have five bedrooms?

[The Mayor](#)

There are no five bedroom homes proposed as part of this phase of development.

## **Greenwich Peninsula Development (4)**

**Question No: 2012/3939**

[Andrew Boff](#)

How many of the first 500 homes to be built at Greenwich Peninsula, for which the developer recently submitted a detailed planning application, will have gardens?

[The Mayor](#)

Every home proposed under these planning applications will have private amenity space provided through private gardens (e.g lawned, paved or decked area), terraces or balconies. Every home will also have unrestricted access to a large communal podium outdoor space. 65 homes across the three plots have exclusive use of a private garden (e.g lawned, paved or decked area).

## **Greenwich Peninsula Development (5)**

**Question No: 2012/3940**

[Andrew Boff](#)

To what environmental standards will these homes be built? Will a parcel of the development be designated a zero-carbon development, as is planned at Chobham Manor on the Olympic Park?

[The Mayor](#)

All homes as part of this phase of development will be built to Code for Sustainable Homes Level 4. The homes will also be designed to the Mayor's current Housing Design Standards. There will not be a zero-carbon development on the Peninsula, however it is the intention that all plots coming forward on the Peninsula will be required to connect to the proposed site wide Low Carbon Energy Centre for provision of heat and power.

## **Overcrowding in London**

**Question No: 2012/3941**

[Andrew Boff](#)

A new report from the 4in10 Charity argues that overcrowding remains on the rise among London's children and that overcrowding has increased by 18 per cent since 2008. The report recommends that you increase the proportion of family-sized social homes with three or more bedrooms in the HCA's programme to 50 per cent. Will you commit to increasing your target for family homes to 50 per cent?

[The Mayor](#)

I can not now increase the target in the current programme, because all the contracts with affordable housing providers, including the proportion of family sized housing, have already been signed. However, I am consistently striving to increase the number of family homes across London.

## **Cycling Investment**

**Question No: 2012/3942**

[Andrew Boff](#)

The additional £640 million of investment in cycling over 10 years detailed in TfL's latest business plan is hugely welcome. How will this money be spent?

[The Mayor](#)

This is being worked up and details will be published in the coming months.

## Dial-A-Ride

**Question No: 2012/3946**

[Roger Evans](#)

Notwithstanding significant improvements to Dial-A-Ride in the last few years, I recently received a serious complaint with regard to poor customer service and the booking service on behalf of constituents. Would you agree that TfL must do more to improve on customer satisfaction levels to ensure that the vulnerable in our society are treated with dignity?

[The Mayor](#)

I am pleased to hear significant improvements in the Dial-a-Ride service are being recognised and becoming more visible.

The past two years have seen the highest levels of trips recorded in the service's 30-year history. As a result overall customer satisfaction with the service, as measured through independent research commissioned by TfL, stands at 92 out of 100, up one point on the same time last year.

The latest Dial-a-Ride customer satisfaction survey, which since this year includes a survey of those who have not been successful in making a booking, found booking process satisfaction rose two points compared to the same time last year, and now stands at 78 out of 100.

Survey respondents also reported a significant increase in the proportion of calls being answered at the first attempt, and a decrease in both the average number of attempts and average time it took before they got through to the call centre.

Regardless of this, Dial-a-Ride is seeking to raise standards further and to this end has recently enrolled its booking and service delivery staff on an NVQ Level 2 programme in customer service skills.

The Dial-a-Ride Management Control Centre is also working towards accreditation from the Contact Centre Association, which gives an industry recognised framework for delivering levels of customer service excellence within a contact centre environment.

The service will investigate any specific constituents' complaints you have received and respond directly to each customer if more detail can be provided.

## **TfL Staffing**

**Question No: 2012/3947**

[Richard Tracey](#)

Please provide me with the total staffing numbers for Transport for London over the past 8 years (or for as long as held if records cover a shorter period) and a breakdown of numbers by pay grade.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Response received on 19/02/13.

The table below shows the TfL staffing numbers by pay grade, over the last 8 years. All figures are end of financial year figures (31st March), except 2012 which is based on the staffing levels as at the 7th December 2012.

Between 2006 and 2007 the number of employees in the director pay grade increased due to a change in the categorisation of this grade in TfL's HR System

In 2010, previous Metronet employees were included in the TfL headcount, but did not have a pay grade, resulting in an increased headcount between 2009 and 2010. A pay grade was allocated to previous Metronet staff in 2011.

In addition, the level of capital works being undertaken during 2011/12 remained high reflecting the ongoing investment in Crossrail and Tube infrastructure required to increase capacity on the network.

This resulted in efficiencies.

In order to deliver continued savings and efficiencies, TfL launched a review of its organisational structure in 2011/12.

## **HS2**

**Question No: 2012/3948**

[Richard Tracey](#)

If the Government decide not to fund Crossrail 2, would you oppose the building of HS2?

[The Mayor](#)

I have always believed there is a case for investing in a high speed rail network for the UK.

However, my priority has been to ensure that the proposal being put forward by the Government is the right proposal for London both in terms of maximising the benefits for London and minimising the impacts. My support for the current proposal is conditional on a number of issues being addressed, one of which is to ensure there is sufficient onward dispersal capacity at Euston, including provision for Crossrail 2.

## **New Bus For London**

**Question No: 2012/3949**

[Richard Tracey](#)

The TfL Business Plan states there will be 600 New Buses For London on our streets by 2016. When will Londoners know on which routes the 600 new buses will be used?

[The Mayor](#)

Routes planned for conversion during 2013 will be announced in the New Year as operating contracts are agreed with the respective bus operators.



## **Hammersmith Flyover**

**Question No: 2012/3950**

[Richard Tracey](#)

Peter Hendy told the Transport Committee that the recent BBC report on the Hammersmith Flyover was 'mendacious rubbish'. Are you satisfied that TfL acted entirely appropriately and, if so, will you be complaining to the BBC about the report's failings?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Response received on 19/02/13.

I am satisfied TfL acted appropriately and I have no plans to enter into dialogue with the BBC on this subject.

I have included my letter to the MP for Hammersmith on this subject as Appendix 3.

## **Fast Food City**

**Question No: 2012/3953**

[James Cleverly](#)

What work will you be doing with local authorities to help implement the new Takeaway Toolkit?

[The Mayor](#)

The Takeaway Toolkit aims to make London's fast food businesses healthier and more competitive. Over the coming year the Food Board will work with local authorities to:

- Promote the 'Healthier Catering Commitment' awards scheme.

- Encourage schools to adopt a whole school approach to their food offer including promoting the procurement of food with high standards at a reduced cost through the London Procurement Cluster

- Continue to update the online toolkit with the most up to date information on the implementation of relevant planning regulations by boroughs

- Work with wholesalers who supply the fast food sector, encouraging them to promote healthier options to their customers such as healthier cooking oils.

## **Countdown signs at bus stops**

**Question No: 2012/3954**

[Steve O'Connell](#)

When TfL's roll-out of the new Countdown system was completed this summer, several sites were omitted. Are you therefore able to provide a commitment to fund additional Countdown signs in the future and when will this be?

[The Mayor](#)

Having completed the programme of installing 2,500 new Countdown signs in July 2012, TfL is now reviewing how passengers are using real time information for buses including from the TfL website, smartphone apps and from the signs at bus stops. This will include consideration of whether funding can be made available for additional signs and, if so, where they can best be deployed..

## **'Get to know cancer' pop up shop**

**Question No: 2012/3955**

[Steve O'Connell](#)

You recently piloted a 'Get to know cancer' pop up shop in Croydon to raise awareness and support the early diagnosis of cancer. What impact has this had and do you have plans to bring this initiative to other London boroughs?

[The Mayor](#)

Early findings suggest London's first-ever 'Get to know cancer' pop-up shop was successful in raising awareness about cancer amongst local residents. During the five weeks it was open in Croydon, more than 1,300 individuals accessed expert advice and information about preventing cancer and the benefits of getting it diagnosed early. Nearly 300 of these individuals participated in one-to-one nurse consultations about specific signs and symptoms, who were then referred on to appropriate local services. An interim evaluation report is being prepared, which I would be happy to share with you when it is finalised. I plan to pilot and evaluate a second pop-up shop in Enfield in February 2013.

## **London Plan Parking Policy (3)**

**Question No: 2012/3958**

[Steve O'Connell](#)

Will you ensure that all local planning authorities understand that London Plan parking policies should be applied flexibly and taking into account other local circumstances, contrary to the current rigid approach of some authorities?

[The Mayor](#)

The Housing SPG underscores the need for flexibility and having regard to local circumstances in implementing residential parking policies in outer London. It is intended that the consultation draft Town Centres SPG will propose a similar approach to commercial parking there.

## Bus Routes

Question No: 2012/3960

[Victoria Borwick](#)

Which bus routes carry the highest number of passengers per day?

### [The Mayor](#)

In financial year 2011/12 the following 10 routes carried the most passengers:

Route	Passenger Journeys (pa)
25 (Ilford - Oxford Circus)	23.0m
18 (Sudbury - Euston)	17.7m
29 (Wood Green - Trafalgar Square)	15.7m
149 (Edmonton - London Bridge)	14.9m
38 (Hackney/Clapton - Victoria)	14.9m
73 (Stoke Newington - Victoria)	13.9m
207 (Hayes - White City)	13.2m
86 (Stratford - Romford)	13.0m
243 (Wood Green - Waterloo)	12.6m
12 (Dulwich - Oxford Circus)	12.5m

## **Bus Routes (2)**

**Question No: 2012/3961**

[Victoria Borwick](#)

Which bus routes have the highest frequency per day?

### [The Mayor](#)

The frequency of routes is set to provide sufficient capacity at the busiest points, and takes account of parallel services and all other relevant factors. There are a number of ways to represent frequency. In the financial year 2011/12, the 10 routes with the highest frequency (operating at 15 buses per hour or more in the peak) were as follows:

- 12 (Dulwich - Oxford Circus)
- 18 (Sudbury - Euston)
- 25 (Ilford - Oxford Circus)
- 29 (Wood Green - Trafalgar Square)
- 38 (Hackney/Clapton - Victoria)
- 73 (Stoke Newington - Victoria)
- 94 (Acton Green - Piccadilly Circus)
- 209 (Mortlake - Hammersmith)
- 507 (Waterloo - Victoria)
- 521 (Waterloo - London Bridge)

In the financial year 2011/12, the 10 routes with the highest scheduled mileage were as follows:

- 25 (Ilford - Oxford Circus)
- 38 (Hackney/Clapton - Victoria)
- 18 (Sudbury - Euston)
- 73 (Stoke Newington - Victoria)
- 159 (Streatham - Paddington)
- 140 (Heathrow - Harrow Weald)
- 111 (Heathrow - Kingston)
- 53 (Plumstead - Whitehall)
- 83 (Ealing - Golders Green)
- 36 (Queens Park - New Cross)

## **Bus fatalities**

**Question No: 2012/3962**

[Victoria Borwick](#)

Would you consider investigating why nearly 30 percent of the 69 fatalities involving TfL buses between April 2006 and March 2011 involved elderly pedestrians?

[The Mayor](#)

All fatal accidents on the bus network are thoroughly investigated to ascertain the full circumstances of each incident. In the case of fatalities, TfL monitors the progress of operator investigations from start to finish and the conclusions drawn as this offers the best form of analysis for understanding how these can be minimised.

Improving road safety for pedestrians is a key priority for me. TfL informs me that around 30 per cent of all fatally injured pedestrians involved in collisions with any vehicle between April 2006 and March 2011 were aged over 70. The statistics you quote, while distressing, demonstrate that the proportion of older pedestrians fatally injured in collisions with buses or coaches is not out of line with the proportions injured in collisions with other modes.

To reflect the priority of pedestrian safety in London, a Pedestrian Safety Action Plan, informed by the knowledge of stakeholder groups representing pedestrians, is being produced. The safety of elderly pedestrians with respect to bus and coach collisions will be a key priority in this plan which will be informed by recently published research investigating collisions resulting in pedestrian fatalities (<http://www.tfl.gov.uk/assets/downloads/corporate/pedestrian-fatalities-in-london.pdf>).

## **Bus CCTV**

**Question No: 2012/3963**

[Victoria Borwick](#)

Would you consider instructing any bus present within 100 feet of a collision to be required to preserve and present its CCTV recordings for police investigators?

[The Mayor](#)

There are already established protocols in place for police to obtain on-bus CCTV pictures for investigations after incidents. They are well understood and followed by the respective parties involved.

## **Ten-highest KSI hotspots**

**Question No: 2012/3964**

[Victoria Borwick](#)

Would you consider publishing monthly KSI statistics involving all pedestrian and cyclist collisions with any motor vehicle from the ten-highest KSI hotspots within London?

[The Mayor](#)

Collision data in London is collected by the Metropolitan and City of London Police and passed to Transport for London on a monthly basis for input into the ACCSTATS database. There is always a delay of up to three months between a collision occurring and the police supplying the details to TfL. All collision data in the current processing year remains provisional and subject to change up to the point when the year is finalised and closed (usually in May of the following year). As a result, data is only published annually once it has been finalised. Only finalised data, based on the previous three full years, is used to identify collision hotspots.

## **Children in prisons under the Mental Health Act**

**Question No: 2012/3965**

[Victoria Borwick](#)

How many children under the age of 16 have been placed in prison cells under mental health laws in the last year in London?

[The Mayor](#)

Neither MOPAC nor the MPS hold this information. Please contact the Youth Justice Board for specific information relating to young people in custody under the age of 16.

## **Mobile phone/Data coverage on Tube (1)**

**Question No: 2012/3966**

[Gareth Bacon](#)

With major world cities such as Paris and New York, and other UK cities such as Glasgow implementing mobile phone/data coverage on their underground services, shouldn't it be an imperative for London to do the same?

[The Mayor](#)

Yes. We will have WiFi at 120 stations by the end of March 2013, giving data connectivity in stations. WiFi has proven to be hugely popular with over 800,000 passengers signing up to use the service. I have asked TfL to investigate how connectivity for voice and data can be delivered on our rail services. TfL will be examining the feasibility including undertaking technical trials.

Mobile phone on the Underground has been tried a number of times over the past 15 years and failed for different reasons on each occasion. I want it to work - and work correctly.

There is a need to make sure that any system can cope with the potential demand. With hundreds of people on an Underground train - most having one or more mobile devices - the required data feed is substantial. We need to ensure customers are given a good experience both in terms of quality and affordability. At the same time I don't want to use fare income to deliver this.

## **London Rivers Action Plan**

### **Question No: 2012/3969**

[Jenny Jones](#)

In your answer to question 0986/2010 you confirmed that between 2004 and 2009 almost 10km of the 15km river restoration target of the London Rivers Action Plan had been completed. What progress has been made since 2009?

[The Mayor](#)

The Environment Agency have confirmed that between 2009 to September 2011, 5.5 km of river have been restored and 6.9km have been enhanced. Figures for 2012 will be available in early 2013. It should be noted these figures do not include the restoration and enhancement of the waterways in the Olympic Park.

## **London River Restoration to tackle flood threat**

### **Question No: 2012/3970**

[Jenny Jones](#)

Looking beyond the 15km target of the London Rivers Action Plan, what action will the Mayor be taking to ensure that the 100s of kilometres of London's rivers (River Thames tributaries) have a plan for restoration and increased flood storage capacity to help meet the future threats from climate change?

[The Mayor](#)

The Environment Agency has the lead responsibility for managing flood risk from main rivers and has produced long-term Catchment Flood Management Plans for the Thames and tributaries to the Thames.

## **Health Impact Assessment on major developments**

### **Question No: 2012/3971**

[Jenny Jones](#)

Of the 250 major developments that have gone to the Greater London Authority for planning approval in the last year, how many have had a formal Health Impact Assessment?

[The Mayor](#)

Health Impact Assessments (HIA) were carried out this year on planning applications and planning frameworks such as the Legacy Community scheme, Vauxhall Nine Elms OAPF, the Earls Court proposal, Sugar House Lane, however specific data on the number of Health Impact Assessments received is not collected.

My London Plan Policy 3.2C on Improving Health and Addressing Health Inequalities encourages the use of HIAs for major development proposals. To help with the implementation of the policy, I have made commitment in my London Plan to give further guidance on a methodology for carrying out HIAs as part of the review of the Best Practice Guidance on Health Issues in Planning. This is currently work in progress.

## **New York's drive to tackle obesity - Edward Lister's visit**

**Question No: 2012/3972**

[Jenny Jones](#)

In answer to question 3486/2012 you provided generic information, but did not address the specific question, 'Did Edward Lister learn about any specific plans or policies (currently or proposed) that Mayor Bloomberg has introduced to tackle fast food advertising?' Please will you do so now?

[The Mayor](#)

Sir Edward learned about the range of work that Mayor Bloomberg has instigated to tackle obesity in New York. For example the recent proposal to prohibit the sale of fizzy drinks in large portion sizes, the banning of artificial trans fats, and the provision of calorie information in restaurants.

## **Academies - National Nutritional Standards compliance**

**Question No: 2012/3973**

[Jenny Jones](#)

What checks have you put in place to ensure that all the Academies you support comply with, and will continue to comply with, the same national nutritional standards that apply to state schools?

[The Mayor](#)

Department for Education guidance notes that Academies and Free Schools are not required to comply with the school food standards, but they are encouraged to do so, to promote healthy eating and good nutrition in their school. All of my Academies comply with this standard.

## **Quality of Service Indicators reports**

**Question No: 2012/3974**

[Jenny Jones](#)

Please will you include statistics showing the number of pedestrians and cyclists killed and seriously injured from collisions with Transport for London buses in the quarterly Quality of Service Indicators reports, so that particularly unsafe routes can be identified in order to allow for safety improvements to be made when they are needed?

[The Mayor](#)

TfL already publishes yearly statistics on the number of people killed or seriously injured following collisions with buses. As the number is very low in relation to the number of kilometres operated, this can vary significantly from quarter to quarter, making annual analysis a better form of monitoring.

The best method of understanding the circumstances and underlying causes of incidents remains bus operator investigations which take account of all factors including the actions of third parties which can often be the cause. It also recognises that no two routes are the same.



## **Children held in police custody (1)**

**Question No: 2012/3975**

[Jenny Jones](#)

Please could you let me know how many children under the age of eighteen were detained under the Mental Health Act by the Metropolitan Police Service in police custody suites in the last year?

[The Mayor](#)

For the period 1 December 2011 to 30 November 2012, two individuals under the age of 18 are recorded as being detained under Section 136 Mental Health Act.

## **Children held in police custody (2)**

**Question No: 2012/3976**

[Jenny Jones](#)

Please could you let me know what was the age of the youngest detained child in the last year?

[The Mayor](#)

The youngest person recorded as detained during the period 1 December 2011 to 30 November 2012 was 8 years 10 months.

## **Children held in police custody (3)**

**Question No: 2012/3977**

[Jenny Jones](#)

Please could you let me know the longest period of time that a child was detained in the last year?

[The Mayor](#)

For the period 1 December 2011 to 30 November 2012, the longest period of time a person under the age of 18 (17 at the time of arrest) spent in police detention was 60 hours and 40minutes.

## **Work experience pilot results**

**Question No: 2012/3978**

[Jenny Jones](#)

When will the results of your work experience pilot be published?

[The Mayor](#)

I am working directly with the Department for Work and Pensions on the Day One Support for Young People pilot. The decision has not yet been taken on when to publish the full statistics. We will work to guidelines set by the UK Statistics Authority to ensure we publish statistics that meet high quality standards at the earliest opportunity. However, we will undertake a full evaluation of the Day One Support for Young People Trailblazer and I expect the impact assessment looking at 6 months post participation outcomes for the full cohort to be available around late-2014. However, if possible hope to publish interim results based on a smaller cohort in 2013.

## **Work experience pilot employers**

**Question No: 2012/3979**

Jenny Jones

When will you publish the list of employers that the two work programme providers have placed young people with?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response received on 3 May 2013.

I will endeavour to ensure that a complete list of employers that have offered placements is made publicly available upon completion of the project. The range of opportunities and organisations providing the placements will change over the lifetime of the project.

It is also important to note that a wide range of organisations have offered work experience placements from the public, private and voluntary community sectors. All placements have to be of benefit to the community.

All publicly available information regarding the project can be found at:

<http://www.contractsfinder.businesslink.gov.uk/Common/View%20Notice.aspx?site=1000&lang=en&Noticeld=744579>

## **Work experience pilot targets**

**Question No: 2012/3980**

Jenny Jones

What is your target for job outcomes in your work experience pilot?

The Mayor

As DOSfYP is a trailblazer DWP had no historical or past performance on which to base job outcome targets. However, the payment model attributes 40% of the contract price as job outcome payments, and so acts as an incentive to strive to achieve them. The specification states that bidders should set themselves challenging but realistic targets.

The effectiveness of this approach will be determined through the evaluation process.

For completeness I include details below of the payment model used in the Day One Support for Young People trailblazer. It comprises three separate payments:

- A start fee (30% of the contract value, paid when a claimant starts work placement)

- A completion fee (30% of the contract value, paid when a claimant has been either in employment or on placement for 13 weeks)

- A job outcome fee (40% of the contract value, paid when a claimant has been in work for 26 out of 30 weeks).

More detail can be found in the Day One Support for Young People Trailblazer Specification at the following link:

<http://www.contractsfinder.businesslink.gov.uk/Common/View%20Notice.aspx?site=1000&lang=en&Noticeld=744579>

## **Work experience pilot budget**

**Question No: 2012/3981**

[Jenny Jones](#)

What is the GLA's budget for the work experience pilot broken down by financial year?

[The Mayor](#)

The Day One Support for Young People pilot has been developed jointly by the GLA and the Department for Work and Pensions (DWP). The project is funded through the London 2007-13 European Social Fund (ESF) Programme allocation which falls under my strategic direction. Upon agreement of the project with DWP I transferred £12.3m (ESF) to the DWP to procure the project.

Therefore there is no GLA budget for the work experience pilot. The project started in November 2012 and will run for up to 11 months with an eight month referral period.

## **Mayor's Office for Policing and Crime updates (1)**

**Question No: 2012/3982**

[Jenny Jones](#)

Please could you list all the methods used by the Mayor's Office for Policing and Crime to advertise its MOPAC Challenge meetings?

[The Mayor](#)

Meetings are advertised via the London.gov.uk website, CPEGs, emails to interested parties, and in the local and national media.

## **Mayor's Office for Policing and Crime updates (2)**

**Question No: 2012/3983**

[Jenny Jones](#)

Please could you list the number of people who have signed up to receive updates from the Mayor's Office for Policing and Crime website, and the dates of all updates sent?

[The Mayor](#)

781 people have signed up for updates. Updates will sent, beginning in the new year.

## **Mayor's Office for Policing and Crime updates (3)**

**Question No: 2012/3984**

[Jenny Jones](#)

Please will you ensure that (a) all Londoners registering for updates from the Mayor's Office for Policing and Crime receive an email publicising MOPAC Challenge meetings at least seven working days ahead of the meeting? (b) The Mayor's Office for Policing and Crime places the agenda and meeting papers online prior to its MOPAC Challenge meetings?

[The Mayor](#)

MOPAC will publish dates of Challenge Meetings as soon as they are known. In addition they will send out updates at least 7 days before hand, reminding people. Where there are papers, MOPAC will follow this protocol.

## **Safer London Foundation pilot training scheme**

**Question No: 2012/3985**

[Jenny Jones](#)

Please could you let me know what the budget is for the Safer London Foundation pilot scheme to train police officers, broken down by financial year?

[The Mayor](#)

The Safer London Foundation is delivering a pilot scheme in three London boroughs through which young people will be developing and running training with the police aimed at building better relations between young people and officers in local communities. The pilot scheme is being delivered by the Safer London Foundation, which holds the budget.

## **Territorial Support Group Budget**

**Question No: 2012/3986**

[Jenny Jones](#)

In the Mayor's Office for Policing and Crime's budget submission 2013/14 to 2015/16 published on 19 November 2012, what is the assumed budget for the Territorial Support Group for 2013/14?

[The Mayor](#)

The budget for the Territorial Support Group for 2013/14 will be confirmed when the Policing London Business Plan 2013-16 and structure for Specialist Crime and Operations has been agreed as part of the Met Change proposals.

## **Taser training (1)**

**Question No: 2012/3987**

[Jenny Jones](#)

Please could you let me know what the Taser training budget was prior to the roll out to Bromley, Kingston, Harrow, Barking and Dagenham and Enfield?

[The Mayor](#)

Prior to the BOCU rollout, Taser training was delivered by TSG officers on an occasional basis; it is therefore not possible to provide a separate budget for the Taser training.

## **Taser training (2)**

**Question No: 2012/3988**

[Jenny Jones](#)

Please could you let me know the current Taser training budget after the roll out to Bromley, Kingston, Harrow, Barking and Dagenham and Enfield?

[The Mayor](#)

The budget for the Taser Training will be £817,864 per year after the roll out to Bromley, Kingston, Harrow, Barking and Dagenham and Enfield.

## **Metropolitan Police Service - cars and drivers (1)**

**Question No: 2012/3989**

[Jenny Jones](#)

What is the forecast spend in 2012/13 on cars and drivers for senior officers?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received 8 January 2013.

The forecast spend on drivers for senior officers in 2012/13 is £980,000.

The forecast capital spend on cars for senior officers in 2012/13 is £410,000 which is based on the purchase and equipping of the 15 vehicles due for replacement this financial year.

The forecast revenue spend on maintenance of the vehicle fleet for senior officers in 2012/13 is £177,000.

## **Metropolitan Police Service flights and hotels (1)**

**Question No: 2012/3990**

[Jenny Jones](#)

What is the forecast spend in 2012/13 on flights and hotels?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received 8 January 2013.

Forecast expenditure on flights for 2012/13 is £3,582,677.

Forecast expenditure on hotel accommodation for 2012/13 is £2,672,571.

## **Metropolitan Police Service - cars and drivers (2)**

**Question No: 2012/3991**

[Jenny Jones](#)

In the Mayor's Office for Policing and Crime's budget submission 2013/14 to 2015/16 published on 19 November 2012, what is the assumed budget for 2013/14 on cars and drivers for senior officers?

[The Mayor](#)

The budget for 2013/14 and 2015/16 has not yet been analysed at this level of detail.

## **Metropolitan Police Service flights and hotels (2)**

**Question No: 2012/3992**

[Jenny Jones](#)

In the Mayor's Office for Policing and Crime's budget submission 2013/14 to 2015/16 published on 19 November 2012, what is the assumed budget for 2013/14 on flights and hotels?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received 8 January 2013.

The budget for 2013/14 has not yet been analysed at this level of detail. However, there is a savings target of 10 per cent on all MPS running costs so it is expected that the revenue budget will be in the region of 10 per cent less than expenditure in 2012/13.

## Outstanding answers (1)

### Question No: 2012/3993

[Jenny Jones](#)

In October, in response to my questions 2920/2012 and 2921/2012, you said that your Deputy Mayor for Policing and Crime, Stephen Greenhalgh, wrote to the Commissioner and would share the information with me once MOPAC received it. Please could you let me know if MOPAC has received the information?

[The Mayor](#)

My Office for Policing and Crime will maintain its focus on the MPS's management and delivery of prevention activity to ensure an intelligence-led approach, based on demand.

MOPAC has received the following information in respect of MPS-led prevention / diversion schemes for 2012/13:

Scheme	Lead Organisation	Funding 2012/13
Kickz	Premiership/Active Change	£600,000
Met Track	British Athletics Charitable Trust	£25,000
Met Row	London Young Rowers	None
Street Chance	Barclays - Spaces for Sport	£20,000
Street Elite	Lord Taverners	£20,000
Urban Slam	Active Communities	£20,000
Hitz	Rugby Football Foundation	None
Volunteer Police Cadets	MPS	£160,000
Prince's Trust XL	Prince's Trust	£40,000
London YOU	MPS	£57,360
Growing Against Gangs	Growing against Gangs and Violence	£60,000 (3 grants)
Safe & Secure	MPS/Safer London Foundation	£5,000
HEART	MPS	(EU funded)
Gang Mediation	MPS/CCM	£200,000 p.a.
Act Now	MPS	None
Channel	MPS	£218,000 (Home Office)
Youth Question Time	MPS	£2,000 (Home Office)

You will note that there are a relatively small number of centrally managed schemes which the MPS has commissioned and / or is a key delivery partner. The majority of prevention and diversion opportunities that the MPS is engaged with are through local partnerships.

## Outstanding answers (2)

### Question No: 2012/3994

[Jenny Jones](#)

Please could you let me know when I can expect a response the question I asked you in September, 2457/2012, about the number fully fit officers in support roles within the Metropolitan Police Service?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received 26/07/13:

Please see my response to MQ 2377 /2013.

## **Banking contracts**

### **Question No: 2012/3995**

[Jenny Jones](#)

Please tell me when each of the contracts referred to in the answer to question 2421/2012 come up for renewal or review?

[The Mayor](#)

The GLA's rolling contract has a review point in 2013. All TfL's contracts have review points in 2014. MOPAC's contracts both expire in 2014. LFEPA's contract expires in 2016.

## **Definition of recycling - Recycling Protocol (1)**

### **Question No: 2012/3996**

[Jenny Jones](#)

With reference to your answer 3500/2012, do you have any further information about the Recycling Protocol which you state will be published by the Environment Agency in 2013. Is this open to public consultation?

[The Mayor](#)

Please see my response to MQ 3997 / 2012.

## **Definition of recycling - Recycling Protocol (2)**

### **Question No: 2012/3997**

[Jenny Jones](#)

With reference to your answer 3500/2012 and the Recycling Protocol, have you been consulted by the Environment Agency about any proposed changes to the definition of 'recycling'? Have you expressed any views?

[The Mayor](#)

The protocol being referred to in my answer to MQ 3500 /2012 is the End of Waste Quality Protocol for Incinerator Bottom Ash that is being considered by the Environment Agency as set out in a regulatory position statement of September 2012. This in itself is not expected to change the definition of recycling but may inform any future revision that Defra consider. My officers have not expressed any views on this consideration.

As set out in MQ 3499 /2012 I believe reported recycling rates should reflect the definition of recycling that Defra use in reporting quarterly and annual recycling rates as this is the definition I used to calculate the targets in my municipal waste management strategy 2011.



## **Lambeth and Wandsworth Council's drive to redefine recycling**

**Question No: 2012/3998**

[Jenny Jones](#)

Lambeth Council was quoted in Material Recycling Week on the 29th November 2012 as saying "it's time for the government to change its guidance so that all recycled materials are counted in national recycling figures". In my opinion this is an attempt by Lambeth and Wandsworth Councils to muddle the definition of recycling by pushing for the inclusion of the products of incineration and thereby disguising their failure on recycling and composting activity. Given your environmental responsibilities, do you agree with this view?

[The Mayor](#)

My views on waste reduction, reuse, recycling, composting, pre-treatment, energy recovery and disposal are set out in my municipal waste management strategy published in November 2011.

## **Mandatory charge on all single use carrier bags**

**Question No: 2012/3999**

[Jenny Jones](#)

Can you confirm whether, in your correspondence with Government Ministers to reduce the number of carrier bags in circulation, you have at any time explicitly called for the enactment of powers contained in the Climate Change Act to introduce a mandatory charge on all single use carrier bags? If you have, please provide details of the correspondence.

[The Mayor](#)

I have been very clear to Government that I wish to see them use their powers effectively to find a solution to help minimise plastic bag use.

In January 2012, I wrote to the Rt Hon Caroline Spelman MP, then Secretary of State for the Department of Environment, Food and Rural Affairs, to urge Ministers to consider how they could use their powers to best reduce the number of these bags in circulation. I followed this up again in June, and, subsequent to the Cabinet reshuffle, I repeated my request to The Rt Hon Owen Paterson MP, reminding him that Government are in a unique position to minimise the use of single use plastic bags.

In addition, this issue has been raised Defra officials and senior officers in the Environment Team are frequently engaging with Government on this matter. \*

## **Anaerobic Digestion - TEG**

**Question No: 2012/4000**

[Jenny Jones](#)

What is the London Waste and Recycling Board's total financial contribution towards the TEG Anaerobic Digester in Dagenham, broken down by financial year?

[The Mayor](#)

The total investment for LWARB is £4.4 million. The drawdown profile is commercially confidential.

## **Anaerobic Digestion - future plants**

**Question No: 2012/4001**

[Jenny Jones](#)

Are there any further Anaerobic Digester plants in the London Waste and Recycling Board pipeline of projects. What are their projected costs, broken down by financial year?

[The Mayor](#)

There are two further anaerobic digestion projects in the LWARB pipeline. The details of these projects, included projected costs, are commercially confidential. Public information about LWARBs projects is available at [www.lwarb.gov.uk](http://www.lwarb.gov.uk).

## **Ash Trees - Street Trees Programme 2008-12**

**Question No: 2012/4002**

[Jenny Jones](#)

In the delivery of your Street Tree Programme during your first term of office, how many ash trees were planted?

[The Mayor](#)

We estimate that around 5 per cent of the initial 10,000 street trees planted were ash - approximately 500 trees.

## **Air Pollution and Europe**

**Question No: 2012/4003**

[Jenny Jones](#)

Can you confirm, in your role as Mayor of London, that your preference for the United Kingdom's relationship with the European Union is a single market, which would not include any of environmental regulations such as those covering air pollution which are referred to in your strategies?

[The Mayor](#)

Yes, I can confirm that I believe the UK's relationship with the EU should be boiled down to the Single Market. However, I cannot confirm that that would mean the UK would no longer have to comply with European environmental regulations. As part of the functioning of the Single Market and in order to maintain fair competition some environmental regulations would clearly still need to be enforced.

## **Air Pollution and European limit values**

**Question No: 2012/4004**

[Jenny Jones](#)

Will you oppose any watering down of the current European limit values for reducing air pollution as this would have a negative impact on the health of Londoners?

[The Mayor](#)

Yes.

## **Clean Air Fund 2013/14**

### **Question No: 2012/4005**

[Jenny Jones](#)

How much of the proposed Clean Air Fund for 2013/14 will be allocated for schools and campaign days? Can you give an estimate as to how many schools this fund is likely to accommodate?

[The Mayor](#)

In the Clean Air Fund for 2012/13 £100,000 has been allocated for the Schools Clean Air Zones project, with additional match funding of £160,000 from partnering boroughs and Defra. This will enable four London boroughs to work with seven schools to test new approaches to teaching students about air pollution, reducing the school's own air pollution footprint and tackling pollution sources in the surrounding area.

From 2013/14 funding will be available from the new Mayor's Air Quality Fund to help roll out similar projects in other boroughs and at other schools.

£25,000 has been allocated for the Air Quality Campaign Days project with £120,000 match funding from Defra and partnering boroughs.

## **Cycle Parking at Stop and Shop bays**

### **Question No: 2012/4006**

[Darren Johnson](#)

Will you encourage TfL to carry out an audit of all 'Stop and Shop' car parking bays on its roads with a view to installing cycle parking where it does not already exist?

[The Mayor](#)

Please see my response to MQ 2930 /2012.

## **Cycle Parking on the Carriageway**

**Question No: 2012/4007**

[Darren Johnson](#)

In locations where footway space is limited, will you urge Transport for London to install cycle parking on the carriageway as per its own guidelines as contained within Chapter 8 of London Cycling Design Standards?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 31 May 2013

I am supportive of reallocating carriageway space to cycle parking where it is safe and appropriate to do so.

TfL acknowledges that the existing London Cycle Design Standards include guidance on locating cycle stands on carriageway. However in practice, TfL has found it difficult to identify appropriate locations on the TLRN. As such, TfL has worked hard to identify alternative locations on adjacent footways. TfL will be revising the London Cycle Design Standards this year, and this issue will be reflected in that.

95 per cent of London's roads are the responsibility of the London boroughs as the relevant highway authorities and there are likely to be a number of locations where it is possible to consider the installation of cycle parking on the carriageway. This has successfully taken place in a number of locations. TfL provides funding as part of its comprehensive cycle parking programme to the boroughs to install cycle parking in areas of high demand.

## **Bike Hire Scheme - extension to Hampstead**

**Question No: 2012/4008**

[Darren Johnson](#)

Given the Mayor stated "Every Londoner should be able to take advantage of our hugely popular and iconic Barclays Cycle Hire scheme which has already brought untold benefits to London's commuters, businesses and visitors alike" what is the Mayor's response to the petition signed by hundreds of people calling for the scheme to be extended a mile and a half from Camden to one of London's most popular sites, Hampstead Heath?

[The Mayor](#)

I view the Barclays Cycle Hire scheme as an expanding programme subject to topography, operational considerations and available funding. As part of the recent expansion of the cycle hire network, the scheme saw an extension to Camden Town, with the northernmost docking station on Castlehaven Road towards Chalk Farm. Any further extension of the scheme would be dependent on the factors listed above.

In the meantime, I continue to encourage those with financial backing and strong proposals to contact TfL directly so that they are able to investigate the possibility of expanding the scheme.

## **Cycle Superhighway 5**

**Question No: 2012/4009**

[Darren Johnson](#)

The proposed Cycle Superhighway 5 going east stops at New Cross Gate, when the roads get very squashed and dangerous for cyclists. Is this a definite choice by you to leave cyclists unprotected along the most congested section of this road, because you don't want to disadvantage other road users?

[The Mayor](#)

Barclays Cycle Superhighway (CS5) was originally planned to run from Victoria to Lewisham town centre. As the design progressed, it became increasingly apparent that in order to fulfil my commitment to ensure the Cycle Superhighway is of sufficient high quality, physical constraints along this stretch would limit TfL's ability to complete the route to these top standards.

TfL is still very much committed to delivering significant cycling improvements on the section of the A20, East of New Cross. Although they will not be formally branded as part of CS5, the route will still benefit from better cycling facilities, with 0.7km of new mandatory cycle lanes and substantial resurfacing of the roads.

## **Cycle Hire Charges**

**Question No: 2012/4010**

[Darren Johnson](#)

Will the Mayor guarantee that any revenue from the large increases in cycle hire charges are ploughed back into the scheme's improvement and not simply used to fund other forms of transport?

[The Mayor](#)

I can confirm that all additional revenue generated from the increase in the tariff will be put towards the cost of operating the scheme and to developing improvements for customers.

## **Campaign For Safer Roads at the Elephant & Castle**

**Question No: 2012/4011**

[Darren Johnson](#)

Given the alarming number of deaths and injuries at Elephant & Castle in recent years and that well over 2,000 people have now signed a petition demanding safer roads at this location, will you agree to the four demands of the campaigners, namely:

- 1) introduce enforced 20mph speed limits on all of the roads in and around Elephant & Castle,
- 2) improve cycle safety on the Northern Roundabout,
- 3) create more pedestrian crossings and
- 4) narrow carriageways on St George's Road and Newington Causeway.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

The major development at Elephant & Castle is already happening. I am clear that it is essential that we use this once in a generation opportunity to improve the road network at this location. Active discussions are under way between the GLA, the London Borough of Southwark and TfL, and this includes discussions with local groups.

## **Illegal Minicab - prosecutions**

**Question No: 2012/4012**

[Darren Johnson](#)

TfL took over responsibility for prosecuting minicabs illegally plying for hire from the Metropolitan Police Service over a decade ago. Can you confirm how many such prosecutions TfL has pursued, broken down by year?

[The Mayor](#)

I am aware that local authorities outside London prosecute Taxis and Private Hire drivers for plying for hire, however this is due to the fact the legislation outside London differs from London. In basic terms, outside London, under the Local Government (Miscellaneous Provisions) Act 1976, a licensed vehicle is always considered licensed and is, in most cases, clearly identifiable as a private hire vehicle due to its colour or identifiers. This makes the offence of 'plying for hire' clearer and has many stated cases. In London, a licensed private hire vehicle is only considered licensed if driven by a London licensed private hire driver undertaking a booking for a London licensed private hire operator. Therefore a licensed vehicle parked may not be considered plying for hire as it may not be working.

For this reason in London, touting and associated problems are addressed by intelligence led enforcement activities involving the 68 TfL funded police officers in the Metropolitan Police Safer Transport Command (STC) and City of London Police as part of the Safer Travel at Night (STAN) initiative. STAN involves a programme of activities including industry regulation and licensing, enforcement and education.

The Mayor, TfL and its police partners are always pushing for the strongest penalties for touting and other cab-related offences to provide a more effective deterrent. It is for this reason that licensed private hire drivers convicted or cautioned for touting lose their TfL licence for a minimum of one year. Since the policy was introduced in August 2008, almost 1,000 drivers have had their licences revoked for touting.

Tactics and sanctions are kept under regular review to determine what is the most effective and appropriate action and/or sanction in given situations. TfL is currently reviewing its approach to illegal playing for hire offences as part of the joint TfL/MPS cab enforcement strategy.

## **Illegal Minicabs - Regent Street**

**Question No: 2012/4013**

[Darren Johnson](#)

What measures are being taken to combat illegal minicabs touting for custom on both sides of Regent Street, opposite Swallow Street, W1B 4QR?

[The Mayor](#)

Transport for London (TfL) and the TfL-funded Safer Transport Command (STC) in the Metropolitan Police Service are aware of touting on Regent and Swallow Streets. As a result the area receives regular attention from the Cab Enforcement Unit and the Westminster Safer Transport Team in the STC and from TfL's enforcement officers as part of their activity in the West End to deter, detect and disrupt illegal cab activity. The West End is the predominant hotspot for touting. Both plain clothes and uniformed officers are regularly deployed to the area.

While TfL and the STC are unable to enforce parking restrictions, as the bus lane on Regent Street as well as Swallow Street are Borough roads (double yellow lines) and are the responsibility of the local authority, they liaise with Westminster about the illegal parking by touts in the area. Westminster Council is aware of the issues in the area and deploy appropriately to deal with this. The location has been incorporated into their intelligence led enforcement which increases the number of visits to the area. Westminster enforce the area through a combination of on-street enforcement officers, mobile CCTV cameras and Automatic Number Plate Recognition.

## **Illegal Minicab - penalties**

**Question No: 2012/4014**

[Darren Johnson](#)

Will you encourage TFL to follow the example set by other licensing authorities throughout the UK, such as Cambridge, where last month an illegal minicab driver was fined £110 for illegally plying for hire, and fined £150 and given six penalty points for driving without insurance?

[The Mayor](#)

TfL itself has not routinely prosecuted or collated information on illegal plying for hire offences given the reasons set out in MQT4012/2012.

In London, touting and associated problems are addressed by intelligence led enforcement activities involving the 68 TfL funded police officers in the Metropolitan Police Safer Transport Command (STC) and City of London Police. This forms part of the Safer Travel at Night (STAN) initiative which involves a programme of activities including industry regulation and licensing, enforcement and education. Sanctions are kept under regular review to determine what is the most effective and appropriate action and/or sanction in given situations. TfL is currently reviewing its approach to illegal plying for hire offences as part of the joint TfL/MPS cab enforcement strategy.

## **Congestion on A2**

**Question No: 2012/4015**

[Darren Johnson](#)

Given that in your answer to 2412/2012 you refused to consider the idea of trams running through east London, what measures are you taking to ease congestion on the A2?

[The Mayor](#)

To date, a number of measures have been implemented to relieve congestion, reduce delay and improve journey time reliability on the A2.

A red route parking bay was identified for removal in order to reduce delay and congestion across Blackheath on the east bound carriageway of the A2 Shooters Hill Road. This was removed in September 2012.

Over the past few years, gaps in the network where SCOOT did not exist have been filled and SCOOT has been installed on all traffic signal junctions on the A2, between Sun-in-the-Sands and the Bricklayers Roundabout. This has reduced vehicle delays.

In 2012, Urban Traffic Control SCOOT was installed at the Kidbrooke Interchange, which has been is a major congestion hotspot. This has resulted in a significant reduction in the average westbound AM peak journey times between the Black Prince Interchange and the Sun-in-the-Sands Roundabout of 23.5% (from 17 minutes to 13 minutes) when compared to this time last year.

Also at the Kidbrooke Interchange, to try and reduce accidents which cause delay and congestion, tall (6m) poles have been installed to give drivers improved advance visibility of this traffic signal junction on the west bound approach. An Automatic queue detection system is also currently being installed on the westbound approach, to advise drivers if there are queues ahead.

Further measures are also being taken forward via TfL's Corridor Improvement Programme and these will be implemented once that work is completed.



## **Considerate Travel**

**Question No: 2012/4016**

[Darren Johnson](#)

TfL's "Considerate Travel" campaign was launched in response to passengers' concerns, including inconsiderate mobile phone use and eating hot food on public transport. Given this was launched several years ago, will you ask TfL to step up its work in this area and do more to promote public awareness of considerate travel?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

TfL's research indicates that the Considerate Travel campaigns continue to be successful in addressing a range of passenger concerns about travel on the network, but it will continue to keep the issue under review.

In the meantime, TfL will continue with regular campaigns to encourage customers to take care when travelling and to be more considerate to fellow travellers. Recent campaigns have focused on:

- o Taking care on escalators
- o Asking people to allow others off the train before they board
- o Not holding doors open or rushing for trains and getting caught in doors
- o Moving down the platforms and carriages to create more space
- o Properly disposing of litter.

## **Junction of Ruckholt Road and Eastway (1)**

**Question No: 2012/4017**

[Darren Johnson](#)

Will you urge TfL, as part of its ongoing junction review, to urgently re-design the junction of Ruckholt Road and Eastway, so that cyclists and pedestrians are not so endangered by construction lorries gaining access to the Olympic Park?

[The Mayor](#)

The Ruckholt Road/ Eastway junction is in the highway ownership of the London Borough of Hackney. TfL own and manage the A12 and the entry and exit slip roads to/from the junction. The layout of the junction was modified in the creation of the Olympic Park, led by the Olympic Delivery Authority (ODA), with the consent of the London Borough of Hackney for their road network and TfL's for the A12 slip roads and traffic signal modifications.

To modify the junction arrangement would need the agreement of the London Legacy Development Corporation (LLDC) and the London Borough of Hackney. TfL's Surface Planning Directorate are working with the LLDC on how best to ensure the Olympic Park and associated infrastructure is fit for post London 2012 purpose. Discussions concerning the Ruckholt Road/Eastway junction will form a part of this.

## **Junction of Ruckholt Road and Eastway (2)**

### **Question No: 2012/4018**

[Darren Johnson](#)

In your response to Question No. 2469/2012 you state that 'one of the Stage 2 safety audits was for additional measures that were not implemented'. Will you review the procedures for safety audits to ensure that nothing slips between the gaps when on-site visits are looking at actual measures which have been put in place?

[The Mayor](#)

The note 'one of the Stage 2 Safety Audits was for additional measures that were not implemented', was referencing an alternative design solution not taken forward, not additional measures.

## **Junction of Ruckholt Road and Eastway (3)**

### **Question No: 2012/4019**

[Darren Johnson](#)

According to TfL's report 'Olympic Route Network - Revision E Proposals (Feb 2012)' the 'absence of pedestrian, cyclist and signal phasing details' at this junction which had been identified as an issue in the first audit was deemed 'no longer relevant' in the second audit. Why?

[The Mayor](#)

The commentary in the Safety Audit was specific in referring to a section of the A106 Ruckholt Road in the vicinity of Sherrin Road. When a subsequent Audit referred to the issue as being no longer relevant, it is with reference to the Ruckholt Road/ Sherrin Road location which had been resolved.

## **Junction of Ruckholt Road and Eastway (4)**

### **Question No: 2012/4020**

[Darren Johnson](#)

Will you oblige TfL to revise its Safety Audit procedures so that audit guidelines always include a checklist for cycling safety issues and so that auditors are informed when a design falls short of government standards?

[The Mayor](#)

TfL has its own specific separate Safety Audit procedure which builds upon the National Standard HD 19/03 and is tailored to meet the specific needs of London. In accordance with Road Safety Auditing procedure in general, issues that the Road Safety Auditor considers could pose a hazard to any road user including cyclists, are highlighted and submitted to the designer for their consideration. The Auditor will raise problems relevant to a departure from standards when, in their view, the departure could result in a reduction in safety for any road users.

## **Dangerous junction - Trundley's Road New Cross**

**Question No: 2012/4021**

[Darren Johnson](#)

Lewisham Cyclists have been calling for the Trundley's Road/Surrey Canal Road junction to be made safer for both cyclists and pedestrians without success. Given this is a key location on the London Cycle Network, will TfL work with the local authority to review this junction in order to help create a safer environment?

[The Mayor](#)

Lewisham Council is aware that the junction of Trundley's Road/Surrey Canal Road is heavily trafficked, with large goods vehicles using the junction to access nearby industrial sites, which can impede pedestrian and cycle movements. The Council is therefore proposing to undertake a study at the junction, in the next financial year, to identify the improvements which can be made.

TfL will work with Lewisham on this study to ensure the points you have highlighted are considered.

## **Tooting Bec Gardens/Streatham High Road/Mitcham Lane junction safety review**

**Question No: 2012/4022**

[Darren Johnson](#)

Although TfL's decision to implement a new signal strategy at the junction of Tooting Bec Gardens/Streatham High Road/Mitcham Lane is welcome, in light of another recent collision here, will TfL now urgently bring forward its safety review of this junction, currently scheduled for April 2013?

[The Mayor](#)

TfL will commence this study early in the New Year.

## **Residential Moorings (1)**

**Question No: 2012/4023**

[Darren Johnson](#)

Is the Mayor aware of the issues continuous cruisers on London's canals face in finding appropriate long term residential moorings and will he commit to using his powers and influence to help secure appropriate sites for residential moorings?

[The Mayor](#)

I am aware of the issues relating to residential moorings on London's waterways, both in terms of ensuring sufficient moorings, and ensuring their appropriate use.

I will be considering these issues in conjunction with the Canal and River Trust and other stakeholders in preparing further alterations to the London Plan.

## **Residential Moorings (2)**

**Question No: 2012/4024**

[Darren Johnson](#)

Does the Mayor see an opportunity to provide low cost housing by supporting the development of appropriate long term mooring sites?

[The Mayor](#)

This is an issue I am going to consider as part of the process of preparing further alterations to the London Plan.

## **Residential Moorings (3)**

**Question No: 2012/4025**

[Darren Johnson](#)

Does the Mayor know about innovative approaches to residential moorings like CHUG in Kingsland Basin and Hermitage Wharf on the Thames, both of which are cooperative communities that provide a valuable sense of place to the communities they touch?

[The Mayor](#)

I will be considering this and other examples as part of the process of examining the issues surrounding residential use of London's waterways as part of the process leading up to further alterations to the London Plan over the next twelve months.

## **Residential Moorings (4)**

**Question No: 2012/4026**

[Darren Johnson](#)

Does the Mayor see value in the opportunity to support the growth of sustainable, cohesive communities on and around London's waterways by leveraging in the skills of those who live on them?

[The Mayor](#)

I do intend looking at the scope for greater residential use of London's waterways as part of the process of preparing further alterations to the London Plan. There are a number of issues involved which I would want to ensure are properly considered before I make formal proposals, and I intend taking these matters forward in conjunction with the Canal and River Trust and other stakeholders.

## **Barnet Outsourcing Programme**

**Question No: 2012/4027**

[Darren Johnson](#)

Does the Mayor share the concerns of former Assembly Member, Brian Coleman about the outsourcing programme being pursued by the London Borough of Barnet which, in my opinion, has no mandate, given as I believe no mention of it was made during the Local Council elections and for which there has been no consent from the electorate, given consultation has not taken place and little information has been provided to residents over such a radical privatisation programme? Are you concerned about the wider implications for Londoners should other local authorities choose to go down a similar route?

[The Mayor](#)

No.

## **NICE public health guidance PH41 on Walking and Cycling (1)**

**Question No: 2012/4028**

[Darren Johnson](#)

What does the Mayor see as the number one barrier in London to implementing the recently published NICE Guidance on Walking and Cycling?

[The Mayor](#)

I welcome the new NICE public health guidance PH41 on walking and cycling. Increasing walking and cycling can deliver significant health benefits for Londoners as well as improve the liveability of the city and benefit the economy and environment. My Transport Strategy sets out my plans to increase walking and cycling and this is underpinned by a wide range of activities. There are a number of challenges, not least the need to ensure that London's road network is fit for the 21st century including the health needs of Londoners to be able to travel in a physically active way. Transport for London (TfL) is now preparing its new Roads Strategy, and the Roads Task Force, which includes high level representatives of walking and cycling user groups, is advising me on the design, management and operational options for London's roads, with a final report expected in Spring 2013.

## **NICE public health guidance PH41 on Walking and Cycling (2)**

**Question No: 2012/4029**

[Darren Johnson](#)

What steps are the Mayor and TfL taking to implement the recently published NICE Guidance on Walking and Cycling?

[The Mayor](#)

I welcome the new NICE public health guidance PH41 on walking and cycling. There are major health benefits for Londoners from increasing walking and cycling which I support through a wide range of activities delivered by TfL and partners within London. The NICE guidance recognises that a range of stakeholders must be involved to effectively promote walking and cycling and I have been and continue to work with stakeholders to increase walking and cycling in London.

TfL is investing in high-quality streets and roads, and using innovative solutions to create better environments for people on foot and on bicycles. For example, over the next 18 months TfL will rebuild Euston Circus' busy junction to improve the area for pedestrians and cyclists and reduce congestion.

## **NICE public health guidance PH41 on Walking and Cycling (3)**

**Question No: 2012/4030**

[Darren Johnson](#)

Does the Mayor see any conflict between his 'Smoothing Traffic Flow' initiative and NICE's statement in its 'Walking and Cycling' guidance, under Recommendation 3, that Pedestrians and cyclists should be given priority over motorised transport, in line with the Department for Transport's 'Manual for Streets' and 'Manual for Streets 2 - wider application of the principles' from the Chartered Institution of Highways and Transportation?

[The Mayor](#)

Smoothing traffic flow is about improving the reliability of the road network for all road users. This benefits all road users, including pedestrians and cyclists.

For example pedestrian countdown is very popular with pedestrians and is being extended across the road network. Pedestrian scoot is also being developed so that more time can be given to pedestrians when needed.

I recognise that, beyond running the network reliably, more needs to be done to meet London's needs, including the need to travel actively for health benefits. I have asked a road task force to report to me on what needs to be done to better meet the needs of road users recognising the different types of roads in London. I have doubled the funding for roads over the next ten years to improve asset condition, junctions, streets and road safety measures. I fully expect these measures to improve network reliability and conditions for pedestrians and cyclists.

## **NICE public health guidance PH41 on Walking and Cycling (4)**

**Question No: 2012/4031**

[Darren Johnson](#)

Is the Mayor aware that achieving the health benefits of increased walking and cycling set out in the NICE guidance will require the active support of the Metropolitan Police and the City of London Police? Will he ensure that the Police pay attention to this guidance, in order to ensure that its impact is maximised for the benefit of Londoners?

[The Mayor](#)

The Mayor's strategy to improve transport safety and security in London sets out the objectives, priorities and key actions for TfL and its policing partners to promote cycling and walking in London. TfL and the police undertake a range of activities as part of this including proactive, high visibility traffic enforcement operations to reduce road danger and cycle safety and security operations to reduce barriers to cycling.

## **No Space at Home**

**Question No: 2012/4032**

[Darren Johnson](#)

Will you support the 4in10 initiative <http://www.4in10.org.uk/> which has launched a new campaign 'No Space At Home' calling for a commitment from the Mayor to halve the number of children growing up in overcrowded housing in the capital? Will you agree to make this a firm pledge?

[The Mayor](#)

No. The GLA already has targets on reducing overcrowding.

## **School places shortfall**

**Question No: 2012/4033**

[Darren Johnson](#)

Your Education Inquiry report recommended that the GLA work with boroughs on pan-London collection and analysis of school place data. Has that work begun and when will it be able to report?

[The Mayor](#)

This work is in its initial stages. Further information will be available in early 2013.

## **Green Enterprise District**

### **Question No: 2012/4034**

[Darren Johnson](#)

Thank you for your answer to question 3475/2012. I agree that the London Sustainable Industrials Park is an excellent example, one I hope you will replicate given the land requirements for low carbon industries in London. In that vein, will the asset strategy specifically identify further sites suitable for low carbon industrial use?

[The Mayor](#)

Much of the GLA land assets are already committed to development. A development and planning brief would form the basis of the marketing of remaining sites. That brief would reflect both the development objectives of the GLA in relationship to the specific location and character of the site and the particular planning context set by the local authority. There are few remaining sites which are industrial in nature. The Asset Strategy will set out the development objectives for those remaining sites which may, if appropriate, include ambitions for low carbon industrial development.

## **TfL and Crossrail - blacklisting (1)**

### **Question No: 2012/4035**

[Darren Johnson](#)

Can you provide a guarantee that neither TfL nor Crossrail make use of a blacklist to stop construction workers from being employed?

[The Mayor](#)

Neither Transport for London or Crossrail use a blacklist to stop construction workers from being employed.

Further information regarding Crossrail's activities can be found in their response to MQ 4127 / 2012.



## **TfL and Crossrail - blacklisting (2)**

**Question No: 2012/4036**

[Darren Johnson](#)

Will you ask TfL and Crossrail to contact their contractors to ensure that none of them use a blacklist?

[The Mayor](#)

Transport for London (TfL) and Crossrail conduct their procurement activities in accordance with the Greater London Authority (GLA) Group Responsible Procurement Policy. This policy requires that procurement activity including supplier and contractor appointment is conducted in a non-discriminatory manner and blacklisting would contravene that policy. In this instance I do not feel it is necessary or appropriate for TfL to contact their contractors (who number in their thousands) for further assurance as these requirements are embedded in contractor selection processes.

Crossrail Limited has advised me that they are writing to their contractors to seek written reassurances that they are not engaged in any form of blacklisting, in light of recent allegations made against their western tunnels contractors. They have made me aware that any evidence of blacklisting would result in an immediate breach of contract, as well as being actionable as a breach of the Employment Relations Act 1999 (Blacklists) Regulations 2010.

## **Black cabs and cycle training**

**Question No: 2012/4037**

[Darren Johnson](#)

Thank you for your answer to 3463/2012 stating that you think the Addison Lee scheme of training drivers as a result of complaints from cyclists is 'excellent'. So, I will ask again, will you apply it to black cab drivers?

[The Mayor](#)

All licensed London Taxi drivers already have to pass what is considered to be the hardest knowledge examination in the world, as well as an advanced Driving Standards Agency (DSA) taxi driving test which assesses their ability to drive a taxi in an urban environment.

TfL also provides taxi drivers in London with cycle awareness information relating to safety when driving, stopping and opening doors near cyclists. In addition, the booklet supplied to every licensed taxi driver ahead of the 2012 Olympics contained cycle safety information to help keep cyclists, taxi drivers and passengers safe. I have nonetheless asked TfL to consider what additional skills training would benefit taxi and private hire drivers, their passengers and other road users.

## **Cable Car - passenger numbers**

**Question No: 2012/4038**

[Darren Johnson](#)

For each day since the cable car operated since the week commencing the 11th November please provide the numbers of passengers travelling on the cable car and the number of Multi Journey Boarding Passes sold?

[The Mayor](#)

The daily usage figures are included in Appendix 4. The numbers of Multi Journey Boarding Passes sold daily for the period in question are in Appendix 5.

## **Lewisham Hospital**

**Question No: 2012/4039**

[Darren Johnson](#)

Following your meeting with the South London Health Trust Administrator will you now oppose the closure of Lewisham Accident and Emergency and maternity services?

[The Mayor](#)

As you will be aware, I have no direct responsibility for NHS services in the capital. However, following my helpful meeting with the Trust Special Administrator on 6th December I wrote to him formally to ask for assurance that his final report to the Secretary of State would take into account the following issues:

- Clinical evidence and clinical leadership
- Health inequalities
- The views of the public
- Travel times via public transport
- Blue light/ambulance journeys
- Capacity of other local A&E and maternity services

I am happy to share this letter with you now and the TSA's response in due course.

## **Cycling Budget**

**Question No: 2012/4040**

[Darren Johnson](#)

Your business plan press release says that the Mayor intends to invest £913m in cycling in the next ten years. How much is being spent on cycling each year up to 2014/15? How much of this expenditure is for the junction review?

[The Mayor](#)

The spend is still being profiled and the exact breakdown finalised.

## **New Bus for London**

**Question No: 2012/4041**

[Darren Johnson](#)

In the Transport for London business plan there is a new item called Bus Capital Expenditure - it is in Table 9, on page 55. Can you provide a breakdown of how much of this will be spent on bus infrastructure such as shelters and garages and how much, if any, on the New Bus for London?

[The Mayor](#)

The item you refer to includes proposed expenditure on bus stops, stations, shelters, upgrades to bus garages and the New Bus for London. Until negotiations over the cost of production vehicles with WrightBus are concluded, it would not be appropriate for me to specify capital expenditure figures on the new bus for London. These will be made public in due course as I have indicated.

## **Police Front Counter Closures**

**Question No: 2012/4049**

[Joanne McCartney](#)

Are you satisfied that the MPS Borough plans currently being 'consulted' on with stakeholders over the future of police front counter provision fulfil your promise that any replacement front counter will be of equivalent or better quality?

[The Mayor](#)

*A response to this question has not been recorded. In view of the timescales involved, no further action to identify a response is being taken.*

## **Equality in Legacy**

**Question No: 2012/4050**

[Jennette Arnold](#)

How can the Mayor ensure the sporting legacy of the Olympic Games is equally felt by women?

[The Mayor](#)

My Sports Legacy Programme has made increasing participation amongst women and girls a key priority. I have invested in projects such as Dare2Dance that are specifically focused on engaging girls and young women; and my Freesport programme requires that at least 50% of all participants engaged are female. Last week's national participation data released by Sport England shows an encouraging increase in participation amongst women both nationally and in London, which suggests that our efforts are bearing fruit. Moving forward, I have committed an additional £7 million for investment in community sport over the next two years. I fully expect that this investment will lead to a further increase in participation rates amongst women in London.

## **Police and Fire Cuts**

**Question No: 2012/4051**

[Jennette Arnold](#)

Should the proposed cuts of the Fire and Police Services be implemented, what monitoring will be carried out to evaluate their impact on the safety of Londoners?

[The Mayor](#)

For the first time in recent history the Metropolitan Police budget is balanced for the next three years, delivering savings in excess of £500M whilst maintaining police numbers at or around 32,000.

I have also challenged the Commissioner to cut crime by 20% on 7 key neighbourhood crimes and improve confidence by 20% by 2016.

Therefore by the end of 2016 there will be a more effective and efficient metropolitan police service in place than there is now delivering value for money to the taxpayer.

A wide range of London Fire Brigade performance information is published on a quarterly basis as part of submissions to LFEPA committees, this includes performance against performance indicators in the London Safety Plan.

## **Waltham Forest Community Safety Board (1)**

**Question No: 2012/4052**

[Jennette Arnold](#)

Waltham Forest Community Safety Board have recently contacted me regarding your plans for new Safer Neighbourhood Boards. They ask that you answer the following question in detail:

On what date will the proposed new model of Safer Neighbourhood Boards be presented to the existing Community Engagement Groups?

[The Mayor](#)

The proposals for Safer Neighbourhood Boards were laid out in my manifesto and will be reflected in my Police and Crime Plan that will go out for consultation in January 2013. The specific details of each borough Board will be subject to consultation beginning in Spring 2013. I appreciate the Community Safety Board's keen interest in this matter and would suggest they make contact with MOPAC officers to begin that dialogue now.

## **Waltham Forest Community Safety Board (2)**

**Question No: 2012/4053**

[Jennette Arnold](#)

Waltham Forest Community Safety Board have recently contacted me regarding your plans for new Safer Neighbourhood Boards. They ask that you answer the following question in detail:

Can you provide a copy of MOPAC Equality Impact Assessment relating to the Safer Neighbourhood Board proposals for Waltham Forest?

[The Mayor](#)

There are no proposals specifically relating to Waltham Forest at this time.

### **Waltham Forest Community Safety Board (3)**

#### **Question No: 2012/4054**

[Jennette Arnold](#)

Waltham Forest Community Safety Board have recently contacted me regarding your plans for new Safer Neighbourhood Boards. They ask that you answer the following question in detail:

When is it envisaged that the Safer Neighbourhood Boards will be implemented?

[The Mayor](#)

I have committed to having identified the way forward with Safer Neighbourhood Boards by the autumn of 2013. Specific local implementation dates will be a matter for discussion following the consultation beginning in Spring 2013.

### **Waltham Forest Community Safety Board (4)**

#### **Question No: 2012/4055**

[Jennette Arnold](#)

Waltham Forest Community Safety Board have recently contacted me regarding your plans for new Safer Neighbourhood Boards. They ask that you answer the following question in detail:

When will Waltham Forest Community Safety Board be advised as to funding for our existing work from 1st April until the Safer Neighbourhood Boards come into existence?

[The Mayor](#)

My draft budget for MOPAC has yet to be approved. However, I will notify Groups of the funding available for 2013/14 at the very earliest opportunity. In the meantime, I would welcome an opportunity for my Deputy Mayor for Policing and Crime to enter into discussions about how we might all work together – MOPAC, Waltham Forest Community Safety Board and local partners – in moving towards the implementation of a Safer Neighbourhood Board in Waltham Forest.

### **Waltham Forest Community Safety Board (5)**

#### **Question No: 2012/4056**

[Jennette Arnold](#)

Waltham Forest Community Safety Board have recently contacted me regarding your plans for new Safer Neighbourhood Boards. They ask that you answer the following question in detail:

What genuine community engagement will be incorporated in the new model of Safer Neighbourhood Boards?

[The Mayor](#)

This is a matter for the consultation process, which will begin in spring 2013. However, I am open to dialogue on any matter related to Safer Neighbourhood Boards with any interested party and would welcome any suggestions the Community Safety Board might wish to put forward to my Deputy Mayor for Policing and Crime.

## **Waltham Forest Community Safety Board (6)**

**Question No: 2012/4057**

[Jennette Arnold](#)

Waltham Forest Community Safety Board have recently contacted me regarding your plans for new Safer Neighbourhood Boards. They ask that you answer the following question in detail:

How will the Safer Neighbourhood Boards be administered?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 13/03/13

MOPAC will begin formal consultation on the constitution and role of Safer Neighbourhood Boards in spring 2013. These will be local boards and how they are to be administered will be a matter for local consultation and discussion. I would be happy for the Waltham Forest Community Safety Board to contact MOPAC officers to being informal discussions about what arrangements would be suitable for Waltham Forest.

## **Waltham Forest Community Safety Board (7)**

**Question No: 2012/4058**

[Jennette Arnold](#)

Waltham Forest Community Safety Board have recently contacted me regarding your plans for new Safer Neighbourhood Boards. They ask that you answer the following question in detail:

How will Independent Advisory Groups (who are individuals who provide impartial advice to the police) retain their independence under the current proposals for Safer Neighbourhood Boards?

[The Mayor](#)

Independent Advisory Groups (IAGs) provide independent advice to the police and the creation of Safer Neighbourhood Boards will not preclude IAGs from doing so.

## **Waltham Forest Community Safety Board (8)**

**Question No: 2012/4059**

[Jennette Arnold](#)

Waltham Forest Community Safety Board have recently contacted me regarding your plans for new Safer Neighbourhood Boards. They ask that you answer the following question in detail:

What arrangements are MOPAC to put in place to ensure the new structure of Safer Neighbourhood Boards is fully accessible to all members of the community?

[The Mayor](#)

This matter will be the subject of consultation and discussions that will take place in Spring 2013.

## **Waltham Forest Community Safety Board (9)**

**Question No: 2012/4060**

[Jennette Arnold](#)

Waltham Forest Community Safety Board have recently contacted me regarding your plans for new Safer Neighbourhood Boards. They ask that you answer the following question in detail:

Community Engagement Groups currently hold meetings which are fully open to members of the public. How will the Safer Neighbourhood Boards be able to do this if they are considering complaints against police officers, details of custody visitors and issues arising from them, etc?

[The Mayor](#)

Safer Neighbourhood Boards will provide an important mechanism through which to bring greater transparency and confidence in the police.

## **Waltham Forest Community Safety Board (10)**

**Question No: 2012/4061**

[Jennette Arnold](#)

Waltham Forest Community Safety Board have recently contacted me regarding your plans for new Safer Neighbourhood Boards. They ask that you answer the following question in detail:

Do you accept that the role of Independent Advisory Groups and Community Engagement Groups are totally different and therefore should not be merged into one single body?

[The Mayor](#)

There will be local flexibility on how Safer Neighbourhood Boards (SNBs) are implemented and this is likely to be covered within corporate guidelines. Although the two roles are very different, they are very often filled by the same local members of the community. You raise a very important point therefore and we need to find a way to make the various groups work together.

## **Affordable Housing**

**Question No: 2012/4062**

[John Biggs](#)

What proportion of the Olympic Village will be 'affordable' under your definition? What proportion of the 'affordable housing' element of the former Olympic Village will be available, for rent? And what proportion of former Olympic housing will be 'social rented' and will be available, on nomination, to households who will need housing benefit towards their rent?

[The Mayor](#)

Forty nine per cent or 1,379 homes in the former Olympic Village will be affordable. Of these:

675 or 49 per cent will be social rent (charged at social or target rent rates);

356 or 26 per cent will be intermediate rent (charged at c70-80 per cent market rate)

and;

348 or 25 per cent will be shared ownership and shared equity.

## **Affordable Housing nominations**

**Question No: 2012/4063**

[John Biggs](#)

Following the precedent of the Olympic Village, for what other housing schemes in London have you secured rights of nomination for the GLA? And can you publish the 'protocol' or policy framework that guides these nominations? With who was there consultation in drawing up this protocol/policy and over what period did this consultation take place?

[The Mayor](#)

Please see my response to MQ 2746 / 2012.

The GLA's nomination rights are enshrined in a nomination agreement with Triathlon Homes and the London Borough of Newham. The GLA has also adopted a policy for the distribution of its nominations, which we will shortly publish on our website as an appendix to the Housing Moves policy framework.

Before the policy was adopted, the GLA consulted with boroughs, housing associations and London Councils through my London Housing Mobility Group and through writing individually to each borough.

## **Who is on the 8th Floor at City Hall?**

**Question No: 2012/4064**

[John Biggs](#)

In answer to 2581/2012 you advised that a restructure was underway, with the plans to be finalised. Can you now answer the question?

[The Mayor](#)

Please see Appendix 6 which lists the individuals on the 8th Floor. In addition, 5 hotdesks are available for use by MOPAC officers.

## **School Funding**

**Question No: 2012/4065**

[John Biggs](#)

What steps have you taken to secure the funding needed for extra school places in London? What further steps will you be taking to address this vital need?

[The Mayor](#)

London is facing a shortage of school places and I am grateful that the Government has doubled its funding for basic need, addressing the severe shortfall left by the previous Government. I have continued to make the case for London to the Treasury and am doing what I can to ensure we address this crisis properly. This will build on successful joint lobbying with London Councils last year resulting in an extra £260 million being allocated by the Government to the capital. The Autumn Statement this month included £1 billion to expand 'good' schools and build 100 new free schools and academies, of which a large portion will be allocated to London. The Mayor had written to the Chancellor urging him to allocate this funding, in support of the Department for Education's case.



## **Barking Station**

**Question No: 2012/4066**

[John Biggs](#)

Will you join me, and the local authority, in pursuing avenues for funding improvements to Barking Station, a Network Rail station, also housing Underground and Overground services, and where crowding and access issues remain unresolved?

[The Mayor](#)

I know that you recently discussed Barking station with representatives from TfL and C2C. I would, of course, welcome any improvements that can be made at Barking. As it is a National Rail station, the best way for improvements to be delivered is through the new Essex Thameside franchise. I was therefore very pleased that the Department for Transport included the redevelopment of Barking station as a priced option in its Invitation to Tender earlier this year. I would strongly encourage the DfT to take up this option when it recommences its refranchising programme.

## **UCL**

**Question No: 2012/4067**

[John Biggs](#)

Do you support UCL's plans for a new campus at Stratford? Will you join me in supporting the view that if this proceeds, promises made to residents should be honoured?

[The Mayor](#)

UCL's aspirations offer great promise for east London and the city as a whole but we have yet to see the detailed plans. They will be independently judged on planning grounds by the Legacy Corporation's Planning Decisions Committee. I do believe promises made should be honoured and Newham Borough Council's residents' charter clearly sets out the borough's commitments in matters such as these.

## **Low Pay**

**Question No: 2012/4068**

[John Biggs](#)

What steps are you taking to address and highlight problems of Low Pay in London? Which of your strategies seeks to address this issue?

[The Mayor](#)

A number of policies and programmes that I champion are directly or indirectly related to tackling the problem of low pay in the capital, including the Living Wage, my housing strategies, and programmes on improving Londoners' education attainments and skills.

## **Accessible Transport (1)**

**Question No: 2012/4069**

[John Biggs](#)

I recently travelled around East London with some visually impaired and disabled constituents. It is clear that in order to provide equal access to the public transport system to all Londoners, the installation of ramps at tube and DLR stations is an absolute necessity. Will you pledge to implement a programme to roll out ramps to all stations?

[The Mayor](#)

I am determined that we do more to make our transport network more accessible. As set out in 'Your Accessible Transport Network', by 2016, a third of the Tube network will have level access platforms, up from 15 per cent at present. Thirty-five additional platforms across the Jubilee and Northern lines will have platform humps by the end of 2013. In addition the manual boarding ramps which proved very popular when they were used at 16 Tube stations during the Games will remain permanently. We are also looking to introduce them more widely at other stations in 2013. All DLR stations already have step-free access between the street and the platform, and level access between the platform and the train.

## **Accessible Transport (2)**

**Question No: 2012/4070**

[John Biggs](#)

I recently travelled around East London with some visually impaired and disabled constituents. It is clear that in order to provide equal access to the public transport system to all Londoners, the installation of ramps at tube and DLR stations is an absolute necessity. Will you pledge to implement a programme to roll out ramps to all stations which are step free to station but not on to the train? What is your current schedule for rolling these out?

[The Mayor](#)

Please see my response to MQ 4069 / 2012.

## **Accessible Transport (3)**

**Question No: 2012/4071**

[John Biggs](#)

The disabled and visually impaired constituents whom I travelled with on the transport network recently brought to my attention the problems they are now experiencing in arranging to be met at the station by a member of staff when assistance is needed. I believe this is related to cuts in staffing at TfL stations. Can you assure my constituents that you will ensure that the correct level of staffing is in place so that assistance is on hand when needed?

[The Mayor](#)

TfL and I are committed ensuring stations are appropriately staffed at all times. Every station on the London Underground is staffed at all times. If your constituents can provide details of any problems experienced I will ensure TfL follow these up to see what the causes were and what action needs to be taken.

## **Accessible Transport (4)**

### **Question No: 2012/4072**

[John Biggs](#)

30% of TLRN bus stops are not fully accessible. Will you give a commitment that all bus stops will be fully accessible by 2014? And where a defect, such as in the road camber, kerb build-outs, dangerous inclines or incompatibility of certain roadside treatments with vehicle ramp types, occurs will you pledge to an urgent response to address such failures?

[The Mayor](#)

As of September 2012, the proportion of Bus Stops on the Transport for London Road Network that were compliant with accessibility criteria was 80% of 2,157 stops. This leaves work to be completed at approximately 400 bus stops.

TfL's target is to bring that level of compliance to 95% by the end of 2015. I recently announced £18m of addition funding to deliver this.

## **Sanofi Laboratories**

### **Question No: 2012/4073**

[John Biggs](#)

Do you support the bid for TEC funding for the reuse of the laboratory space at Sanofi's plant in Dagenham? If so, what is the delay in agreeing the funding package for this?

[The Mayor](#)

A bid led by LB Barking & Dagenham was made to the Growing Places Fund (GPF) for the GLA to acquire the Sanofi Pharmaceutical site at Dagenham East. The London Enterprise Panel (LEP), which was set up to advise me on strategic investment to support growth and employment has considered the bid. The principle of the proposal to make use of the wide range of laboratories and buildings are available to support bioscience, chemistry, forensics, microbiology and other specialist technologies through development into individual units for research, or as the basis for start-up companies, continues to be supported by the LEP. The LEP will now consider the investment proposal, full costs of the investment (including acquisition, refurbishment, reconfiguration, rates, security and other fees) and begin dialogue with Sanofi Pharmaceutical in the New Year. Following this, further valuation, business case and marketing strategy, due diligence and legal implications will need to be considered.

## **Your answer to 3031/2012 re Free Travel for 60 year olds 1**

### **Question No: 2012/4074**

[John Biggs](#)

Who was Mayor of London in 2010, when London Councils, or the Mayor, could have implemented a local scheme?

[The Mayor](#)

I have nothing to add to MQ 3031 /2012.

## **Your answer to 3031/2012 re Free Travel for 60 year olds 2**

**Question No: 2012/4075**

[John Biggs](#)

In 2010, when London Councils, or the Mayor, could have implemented a local scheme, what consideration did your office give to implementing a local scheme?

[The Mayor](#)

I refer you to the answer I gave to MQ 3031/2012.

## **Your answer to 3031/2012 re Free Travel for 60 year olds 3**

**Question No: 2012/4076**

[John Biggs](#)

As the elections approached in 2012, and having chosen not to implement a local scheme in 2010, when you were Mayor, what political event, other than the election, led you to reconsider your failure to introduce a local scheme?

[The Mayor](#)

I refer you to the answer I gave to MQ 3031/2012.

## **Eurostar at Stratford**

**Question No: 2012/4077**

[John Biggs](#)

What steps are you taking to progress the desire for Eurostar or other International services to stop at Stratford International?

[The Mayor](#)

I remain convinced that Eurostar is missing a trick in not calling at Stratford International, given the amount of existing and new activity in the area. I have made repeated representations at a senior level on this subject. Most recently in October I wrote jointly with Sir Robin Wales, Mayor of Newham, to Nicolas Petrovic, CEO of Eurostar, to set out the case.

Mr Petrovic's reply indicates that he does not believe the commercial case is sufficiently strong but he did commit to his staff meeting with mine to share their views and analysis.

As you know, Deutsche Bahn has stated an intention to commence services through the Channel Tunnel. I have written to and met with the head of Deutsche Bahn to reinforce in person that I believe they should stop at Stratford. I will continue to call on them, or any other international operator, to give serious consideration to stopping at Stratford International.

## **Tottenham Court Road Bus Turning Facilities**

**Question No: 2012/4078**

[John Biggs](#)

In order to maintain options for reducing bus flows in Oxford Street, what steps are you taking to ensure there is provision for adequate bus turning capacity at Tottenham Court Road Station, given the opportunity presented by building works there?

[The Mayor](#)

TfL is discussing additional space around Tottenham Court Road with the London Borough of Camden, as it understands a number of schemes are to be submitted for planning approval which may affect wider bus operations. There are no concrete proposals at this stage.

## **Blacklisting in the Construction Industry (1)**

**Question No: 2012/4079**

[John Biggs](#)

Are you aware of the current Select Committee investigation into blacklisting in the construction industry, as most recently reported in Wednesday's FT and Independent and Thursday's Mirror newspapers?

[The Mayor](#)

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

## **Blacklisting in the Construction Industry (2)**

**Question No: 2012/4080**

[John Biggs](#)

It was reported in the Financial Times on 28th November that construction companies like Carillion, Sir Robert McAlpine and Balfour Beatty were using the services of an organisation called The Consulting Association (TCA), run by an Ian Kerr, to vet workers in construction. The FT report says, Mr Kerr "told MPs that Sir Robert McAlpine and Balfour Beatty had both used the vetting services for contracts they had for work on Olympic projects. He added that monitoring of the Crossrail project had also been discussed by companies". The FT also reports, "In written evidence to the committee, Mr Kerr listed a string of big public sector construction projects for which businesses used his services. These included the Millennium Dome, road and rail contracts, 2012 Olympics sites, NHS hospitals, GCHQ buildings and the Ministry of Defence's facilities in Whitehall." Do you have any comments to make about the apparent blacklisting of Londoners seeking work on projects in the capital paid for by public money?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.  
If there are any allegations about the breaking of the law then these should be investigated by the relevant authorities.

### **Blacklisting in the Construction Industry (3)**

**Question No: 2012/4081**

[John Biggs](#)

Carillion is widely reported to have been one of the companies heavily involved in blacklisting, can you state (a) which contracts Carillion currently runs for the GLA, when they are due to end and their financial value; (b) whether Carillion are currently involved, at any stage, in the procurement process for any contract?

[The Mayor](#)

The GLA has no current contracts with Carillion. They are bidding to join the London Development Panel (Framework) and the ITT submission date closed on 10 December. It is too early to provide any further comments in respect of the LDP tender evaluation.

### **Blacklisting in the Construction Industry (4)**

**Question No: 2012/4082**

[John Biggs](#)

The GMB Union has called for companies like Carillion - who have admitted to blacklisting Londoners, or those working on projects in London - not to be given anymore public work until they both apologise to, and compensate, the victims and their families whose lives they blighted. Does the Mayor agree that this is a reasonable position for the Assembly to take?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.  
Please see my response to MQ 4080/ 2012.

### **Blacklisting in the Construction Industry (5)**

**Question No: 2012/4083**

[John Biggs](#)

Are companies guilty of blacklisting able to procure work for/from the GLA, directly or indirectly?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.  
Please see my response to MQ 4080/ 2012.

### **Blacklisting in the Construction Industry (6)**

**Question No: 2012/4084**

[John Biggs](#)

What actions are you prepared to take with Companies who have admitted to Blacklisting people in London?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.  
Please see my response to MQ 4080/ 2012.

## **Blacklisting in the Construction Industry (7)**

**Question No: 2012/4085**

[John Biggs](#)

What actions are you prepared to take with any Blacklisting companies that have been found guilty of racism and discrimination in other parts of the country, who tender for contracts with the GLA?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.  
Please see my response to MQ 4080/ 2012.

## **Olympic Stadium**

**Question No: 2012/4086**

[John Biggs](#)

Please update us as to the progress on securing a tenant for the Olympic Stadium.

[The Mayor](#)

Following the LLDC Board's unanimous selection of West Ham as the preferred bidder at the start of December officers have begun negotiations with the club on final commercial terms for a concession at the Stadium. LLDC also hopes to accommodate the University College of Football and Business in the Stadium, subject to space requirements and finalisation of commercial terms.

The LLDC recognises that West Ham and other parties may not be able to meet the necessary conditions, so alongside these negotiations it is progressing a detailed design for a non-football option.

Finally, LLDC will now procure a stadium operator to manage the venue.

## **Olympic Stadium Seating**

**Question No: 2012/4087**

[John Biggs](#)

What is the projected cost of retractable seating for the Olympic Stadium?

[The Mayor](#)

I cannot comment on this issue because it is still subject to commercial negotiations.

## **Olympic Stadium Options**

**Question No: 2012/4088**

[John Biggs](#)

Once the decision regarding a tenant has been made, will the LLDC be releasing an options analysis, publicly detailing alternative options and costings?

[The Mayor](#)

Any disclosure by LLDC of options analysis etc must be subject to it having no impact on future commercial discussions.

## **Carpenters Estate**

**Question No: 2012/4089**

[John Biggs](#)

Does the Mayor welcome University College London's plans for the Carpenters Estate?

[The Mayor](#)

Please see my response to MQ 4067 /2012.

## **Dagenham Ford Taskforce**

**Question No: 2012/4090**

[John Biggs](#)

What progress has been made with Ford, since you wrote to them in late October?

[The Mayor](#)

My Deputy Mayor for Business and Enterprise met with Ford's Executive Director of Government Affairs on the 12 December 2012 to discuss the impact of the proposed closure of the Dagenham Ford & Stamping Plant.

It was agreed that the GLA will reconvene the Task Force, with Ford at the end of February or beginning of March 2013 when the full consultation on the closure of the Stamping & Tooling Plant will have been completed and total job losses will be established.

## **Greenway Diversion**

**Question No: 2012/4091**

[John Biggs](#)

A section of the Greenway at Pudding Mill is closed until late 2014 for Crossrail. The Crossrail helpdesk advises pedestrians and cyclists to take an alternative route via Marshgate Lane and Stratford High Street. What role did TfL play in suggesting and mapping this alternative route and do TfL project an increase in accidents along this busy stretch?

[The Mayor](#)

The delivery of the Crossrail Project is managed by Crossrail Limited under delegated authority from its Sponsors, Transport for London and the Department for Transport.

I understand that it was necessary to close part of the Greenway following the 2012 Olympics to enable the tunnel portal construction works at Pudding Mill Lane to progress safely. I gather that this was discussed with the London Borough of Newham and Transport for London, along with other local stakeholders before it was formally accepted following the review of Crossrail Limited's highways application (Schedule 3) for the Pudding Mill Lane construction site.

Crossrail Limited does not expect there to be an increase in accidents from this closure and has installed signage to help pedestrians and cyclists use the new route.



## **Tax Dodgers**

**Question No: 2012/4092**

[John Biggs](#)

What is your position on dealings with firms who minimise their tax liabilities by devices such as those used by Starbucks? Do you agree with the public opinion that such firms should be condemned?

[The Mayor](#)

I have made my views on Starbucks clear. One cannot blame finance directors of such companies for doing their jobs, which is to minimise the tax exposure obligations for their employers. The Government should seek to try to change the arrangements where international corporations could be argued to have a competitive advantage with domestically based ones through such tax structures.

It's important that if companies are going to show corporate responsibility then we should not sneer at them. It is companies such as these that provide and will continue to provide the jobs and wealth this country so dearly needs.

## **Re-housing Outside London**

**Question No: 2012/4093**

[John Biggs](#)

If, for example, families with a local connection in the East End face re-housing in Suffolk, because supply and rent levels prohibit local re-housing with recent benefit changes, would you agree with me that this appears to highlight a problem with the interaction of the housing and benefit systems in London?

[The Mayor](#)

No.

## **Dog Attacks and postal Workers**

**Question No: 2012/4094**

[John Biggs](#)

Will you agree with me that the law regarding responsibility for out of control animals on private land needs to be changed?

[The Mayor](#)

Yes. I believe that the offence of allowing a dog to be dangerously out of control should be extended to include private property.

Figures reveal that the majority of dog assaults and injuries are sustained either in the family home, private gardens or on private land. Extending the current law would provide legal redress and some form of protection for service workers, family members, children, and invited guests from being attacked by dogs on private property. Please see my submission to the Department for Environment, Food and Rural Affairs (DEFRA) which sets out my views regarding this issue attached as Appendix 7.

## **Social Impact Bonds, Rough Sleeping (1)**

**Question No: 2012/4095**

[Tom Copley](#)

What targets will lead organisations have to meet in order for investors to receive payment from the Greater London Authority?

[The Mayor](#)

Please see the October 2012 Housing Investment Group report on the SIB at:  
<http://www.london.gov.uk/who-runs-london/greater-london-authority/ipb/housing-investment-group/21-october-2011>

## **Social Impact Bonds, Rough Sleeping (2)**

**Question No: 2012/4096**

[Tom Copley](#)

What financial risks have being taken on by rough sleeping charities involved in the Social Impact Bond funded programme?

[The Mayor](#)

Please see my answer to MQ 4095 / 2012

## **Social Impact Bonds, Rough Sleeping (3)**

**Question No: 2012/4097**

[Tom Copley](#)

Could rough sleeping charities lose money as a result of participation in the Social Impact Bond funded programme?

[The Mayor](#)

Please see my answer to MQ 4095 / 2012.

## **Social Impact Bonds, Rough Sleeping (4)**

**Question No: 2012/4098**

[Tom Copley](#)

Please provide details of the financing structure for the Social Impact Bond funded programme.

[The Mayor](#)

Please see my answer to MQ 4095 / 2012.

## **Social Impact Bonds, Rough Sleeping (5)**

**Question No: 2012/4099**

[Tom Copley](#)

What transaction costs are involved in the Social Impact Bond funded programme?

[The Mayor](#)

Please see my answer to MQ 4095 / 2012.

## **Social Impact Bonds, Rough Sleeping (6)**

**Question No: 2012/4100**

[Tom Copley](#)

Please provide information on the reporting process for charities participating in the Social Impact Bond funded programme.

[The Mayor](#)

Please see my answer to MQ 4095 / 2012.

## **Social Impact Bonds, Rough Sleeping (7)**

**Question No: 2012/4101**

[Tom Copley](#)

Do you expect the new financing model to improve the outcomes delivered by rough sleeping charities? If so why?

[The Mayor](#)

Please see my answer to MQ 4095 / 2012.

## **Social Impact Bonds, Rough Sleeping (8)**

**Question No: 2012/4102**

[Tom Copley](#)

A similar financial model used in the government's Work Programme. 70 per cent of charities involved in delivering the Work Programme warned that it was not financially viable, while many others had to close as a result of the financing mechanism. Can you outline:

- a) How your financing model differs from that used for the Work Programme?
- b) What steps you have taken to avoid similar financing problems?

[The Mayor](#)

Please see my answer to MQ 4095 / 2012.

## **Social Impact Bonds, Rough Sleeping (9)**

**Question No: 2012/4103**

[Tom Copley](#)

Is this scheme a one-off or a pilot for a new way of financing services that are commissioned through the Greater London Authority?

[The Mayor](#)

Please see my answer to MQ 4095 / 2012.

## **Social Impact Bonds, Rough Sleeping (10)**

**Question No: 2012/4104**

[Tom Copley](#)

Your 2011/15 Rough Sleeping Commissioning Framework outlines that the Social Impact Bond 'programme is intended to achieve overall savings to the public purse'. Can you outline how this will deliver savings to the public purse given the 12 per cent return investors can expect if delivery targets are met?

[The Mayor](#)

Please see my answer to MQ 4095 / 2012.

## **Supporting People**

**Question No: 2012/4105**

[Tom Copley](#)

Given your dedication to eradicating rough sleeping in London, did you make any representations to the government encouraging them not to cut the Supporting People budget by an estimated 11 per cent? If so, who did you make representations to and what was there response to your representations?

[The Mayor](#)

The government has allocated £6.5 billion of investment for Supporting People (SP) in the last Spending Review. This equates to an average annual reduction over the 4 years of the Spending Review of less than 1% in cash terms.

## **Rough Sleeping (1)**

**Question No: 2012/4106**

[Tom Copley](#)

Please provide an annual breakdown of the total number of people spending more than one night on London's streets since 2008. Please state your source.

[The Mayor](#)

Year    Total people seen rough sleeping    all rough sleepers spending more than one night out    % of all rough sleepers spending more than one night out

2007/2008    3035    1792    59%

2008/2009    3471    1953    56%

2009/2010    3708    1991    54%

2010/2011    3933    2066    53%

2011/2012    5673    2499    44%

Source: Combined Homeless and Information Network (CHAIN) published by Broadway

## **Rough Sleeping (2)**

**Question No: 2012/4107**

[Tom Copley](#)

The 2011/15 Rough Sleeping Commissioning Framework notes that 'there will be legal consequences if offers of reconnection or accommodation are not taken up' by rough sleepers. What are these legal consequences?

[The Mayor](#)

Local authorities use a variety of enforcement methods to encourage take up of services. These can include legally enforceable approaches such as Anti-Social Behaviour Orders to disrupt lifestyles, such as aggressive begging, that can sustain people on the streets.

## **Rough Sleeping (3)**

**Question No: 2012/4108**

[Tom Copley](#)

What is your revised target date for ensuring no new rough sleepers spend more than one night on London's streets?

[The Mayor](#)

This is an on-going commitment.

## **Olympic Community Land Trusts (1)**

**Question No: 2012/4109**

[Tom Copley](#)

How many community land trust properties do you estimate will be delivered on the Olympic Park beyond Chobham Manor?

[The Mayor](#)

It is too early to predict future numbers. The Legacy Corporation has commissioned a set-up strategy and implementation plan for a potential Community Land Trust as a pilot for its first development on the Park in Chobham Manor. If successful, the pilot model could be rolled out in other developments across the Park.

## **Olympic Community Land Trusts (2)**

**Question No: 2012/4110**

[Tom Copley](#)

How many community land trust properties being delivered on the Olympic Park would you consider to be the benchmark for success?

[The Mayor](#)

The LLDC will need to learn the lessons from the pilot model I referred to in my answer to MQ 4109 /2012 before we can set benchmarks for other developments across the Park.

### **Olympic Community Land Trusts (3)**

**Question No: 2012/4111**

[Tom Copley](#)

How is the London Legacy Development Corporation progressing in delivering the thousands of community land trust homes promised before the Games?

[The Mayor](#)

Please see my response to MQ 4109 /2012.

### **Olympic Community Land Trusts (4)**

**Question No: 2012/4112**

[Tom Copley](#)

What practical steps have been taken to ensure the Chobham Manor community land trust is a genuine community land trust rather than a government-imposed community land trust?

[The Mayor](#)

Please see my response to answers to questions MQ 2712/2012, MQ 3521/2012 and MQ 4109/2012.

### **Olympic Community Land Trusts (5)**

**Question No: 2012/4113**

[Tom Copley](#)

Do community land trusts form a central part of the planning work being undertaken by the London Legacy Development Corporation for development sites beyond Chobham Manor?

[The Mayor](#)

There are no detailed plans for development sites beyond Chobham Manor. If the Chobham Manor pilot is successful it could be rolled out in other developments across the Park.

### **Affordable Housing**

**Question No: 2012/4114**

[Tom Copley](#)

What is the average build cost for an affordable housing unit in London funded through the 2011/15 funding programme controlled by the Mayor? If no average is available, please provide an indicative figure. If figures are available on a borough level, please provide these.

[The Mayor](#)

The average build cost per affordable home to be funded through the Affordable Homes Programme in London is £187,913. This information is based on total scheme costs provided by partners in contract schedules at the time allocations were made. The information is not broken down to a borough level.

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

**Question No: 2012/4115**

[Tom Copley](#)

How many London households do you estimate will take up the opportunity to buy their council home as a result of the revised Right to Buy scheme? Please provide a timeframe for this estimate.

[The Mayor](#)

DCLG's impact assessment for the revised scheme can be found here:

[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/8422/2053617.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/8422/2053617.pdf).

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

**Question No: 2012/4116**

[Tom Copley](#)

How could Right to Buy be improved to reflect the unique circumstances of London's housing market?

[The Mayor](#)

I am keen to see the impact of the increased discount levels and one-for-one replacement model that came into effect on 1 April 2012 before considering further reforms to the Right to Buy.

## **Right to Buy (3)**

**Question No: 2012/4117**

[Tom Copley](#)

Does the loss of council housing to the private sector as a result of Right to Buy impact on the deliverability of the affordable housing elements of your Draft Housing Strategy?

[The Mayor](#)

No.

## **Right to Buy (4)**

**Question No: 2012/4118**

[Tom Copley](#)

Is it a positive outcome if council housing is bought by council tenants and then let out as private rented housing?

[The Mayor](#)

All outcomes which help to meet a range of housing need are positive.

## **Right to Buy (5)**

**Question No: 2012/4119**

[Tom Copley](#)

Did you submit a response to the government's recent Right to Buy consultation? If so, what were the main points of your response?

[The Mayor](#)

Please see my response to MQ 1835 / 2012, Appendix B (pages 9-12)

<http://www.london.gov.uk/moderngov/documents/b6620/Written%20Answers%20-%20Appendices%20A-D%20Wednes.pdf?T=9>.

## **Free schools (1)**

**Question No: 2012/4120**

[Tom Copley](#)

Will you ensure that any free schools opened in buildings that are currently the property of the Greater London Authority or its functional bodies do not discriminate in their admissions procedures on grounds of faith?

[The Mayor](#)

Policy on free school admissions is set nationally by the Department for Education. More information can be found by visiting:

<http://www.education.gov.uk/schools/leadership/typesofschools/freeschools>

## **Free schools (2)**

**Question No: 2012/4121**

[Tom Copley](#)

Noting your duty to promote equality of opportunity, will you oppose the establishment in London of free schools run by the Exclusive Brethren and other religious groups whose views on homosexuality and women's rights are outside the realms of what is acceptable in a state-funded school?

[The Mayor](#)

The Department for Education has made clear that free schools have a duty to ensure that principles are promoted which support fundamental British values, including: respect for the basis on which the law is made and applied in England; respect for democracy and support for participation in the democratic processes; support for equality of opportunity for all; support and respect for the liberties of all within the law; and respect for and tolerance of different faiths and religious and other beliefs. More information can be found by visiting:

<http://www.education.gov.uk/schools/leadership/typesofschools/freeschools>



## **Emirates Airline (1)**

**Question No: 2012/4122**

[Tom Copley](#)

What action are you taking to increase ridership on the Emirates Airline and what projections have TfL made with regards to passenger numbers on the service up to 2016?

[The Mayor](#)

Initial projections for future years are included in TfL's recently published draft Business Plan. These may be reviewed as a clearer picture of regular travel patterns and volumes emerges, following the end of the exceptional Olympic and Paralympic period.

As with all new transport links, the number of regular users will build over time as people become familiar with new journey possibilities, and as the link promotes regeneration in the surrounding area.

TfL is supporting the Emirates Air Line through marketing and PR, engagement with many different local communities and by seeking promotional links with the main venues nearby.

## **Emirates Airline (2)**

**Question No: 2012/4123**

[Tom Copley](#)

How does TfL define 'adverse weather conditions' which result in the Emirates Airline being taken out of service?

[The Mayor](#)

The Emirates Air Line can operate in most conditions. For safety, and reasons of passenger comfort, the two forms of extreme weather most likely to cause disruption to the service are:

Threat of lightning and thunder to the immediate area

Very strong winds

In both circumstances operating procedures are in place to close the system safely, and to advise passengers.

## **Emirates Airline (3)**

**Question No: 2012/4124**

[Tom Copley](#)

How many times has the Emirates Airline been taken out of service due to 'adverse weather conditions'? How long on average has it been out of service on each occasion?

[The Mayor](#)

There have been 21 such instances, with an average closure time of 201 minutes.

## **Police Numbers (1)**

### **Question No: 2012/4125**

[Tom Copley](#)

How many a. Full Time Equivalent Police Officers; b. PCSOs were there in Redbridge on 31st October 2012?

[The Mayor](#)

As of the end of October 2012, in Redbridge, the number of:

1. Full Time Equivalent Police Officers was 474.04
2. PCSOs was 80.75

## **Police Numbers (2)**

### **Question No: 2012/4126**

[Tom Copley](#)

How many a. Full Time Equivalent Police Officers; b. PCSOs were there in Havering on 31st October 2012?

[The Mayor](#)

As of the end of October 2012, in Havering, the number of:

1. Full Time Equivalent Police Officers was 379.72
2. PCSOs was 67.52

## **Blacklisting**

### **Question No: 2012/4127**

[Tom Copley](#)

Will you urgently look into allegations of the blacklisting of trade union members on the Crossrail project, including the allegation that 28 union members employed by EIS Electrical were dismissed under the instructions of the Bam Ferrovial Kier consortium?

[The Mayor](#)

All contractors working on the Crossrail project and any other Transport for London construction project must comply with the Employment Relations Act 1999 (Blacklists) Regulations 2010 which explicitly outlaw the blacklisting of construction workers.

I understand from Crossrail Limited that its western tunnels contractor, BAM Ferrovial Kier (BFK) ended a contract with EIS Electrical in September 2012 as the work they were carrying out to commission the first two tunnel boring machines had been completed. EIS Electrical subsequently made 28 workers redundant. Crossrail Limited understands that the majority of these former EIS workers have already found alternative employment, some on the Crossrail project.

Crossrail Limited has also advised me that it is not aware of, nor has seen any evidence of blacklisting in connection with the delivery of the Crossrail project.

## **British press (1)**

**Question No: 2012/4128**

[Tom Copley](#)

You have praised the 'feral fearlessness and ferocity' of the British press. Do you feel that this ferocity is undermined when politicians accept gifts of trips abroad from newspaper proprietors?

[The Mayor](#)

No.

## **British press (2)**

**Question No: 2012/4129**

[Tom Copley](#)

Would you say that the Evening Standard covers stories about your administration with 'feral fearlessness and ferocity'?

[The Mayor](#)

Yes.

## **European Union**

**Question No: 2012/4130**

[Tom Copley](#)

Do you believe that the interests of London are best served by the United Kingdom remaining a member of the European Union?

[The Mayor](#)

At the moment the problems in the Eurozone are taking up so much of the political and economic energy of the European Union elite on a project that has been proven to be an absolute disaster. I am mystified as to why they seek to continue on that path with the calamitous effect it is having on many of their countries - but that is their choice. We have made our choice - we are never going to join the Euro.

Therefore the UK needs to form a new relationship based on the Single Market, which is what we signed up for in the first point. I see no reason as to why that is not negotiable.

## **Frontline police officers**

**Question No: 2012/4131**

[Tom Copley](#)

How many frontline police officers will have to be moved into backroom roles to replace the 3,500 staff that the Met proposes to cut?

[The Mayor](#)

None. The principle objective of the change programme is maximise the number of police officers undertaking front-line roles. The reductions in police staff will be achieved by improved efficiency and more rigorous prioritisation of work.

## **Private rented sector**

### **Question No: 2012/4132**

Tom Copley

With reference to your response to MQ 3544/2012, what are you doing to encourage boroughs to ensure that standards in the private rented sector are being met?

The Mayor

See my recently published housing covenant paper - [www.london.gov.uk/housingcovenant](http://www.london.gov.uk/housingcovenant).

## **Dagenham Road, Romford**

### **Question No: 2012/4133**

Tom Copley

I have been contacted by a constituent concerned with the safety of Dagenham Road in Romford. I would like to know how many accidents and KSIs have been recorded at this junction and what plans have Transport for London got to improve the safety for pedestrians and road users at this junction?

The Mayor

Within your question you make reference to a junction on Dagenham Road in Romford, but do not specify which junction this is. The casualty records for the full length of Dagenham Road have therefore been provided.

The London Borough of Havering is the Traffic and Highway Authority for Dagenham Road. Whilst they do not have any plans at present for safety improvements on Dagenham Road, they are prepared to look at any specific issues your constituent wishes to raise.

Dagenham Road casualties from 37 collisions - 36 months to end August 2012 (provisional)

No. of Casualties

Serious	Slight	Total
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4	43	47
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## **Cedar Road, Romford**

**Question No: 2012/4134**

[Tom Copley](#)

I have been contacted by a constituent concerned with the safety of Cedar Road in Romford. I would like to know how many accidents and KSIs have been recorded at this junction and what plans have Transport for London got to improve the safety for pedestrians and road users at this junction?

[The Mayor](#)

Within your question you make reference to a junction on Cedar Road in Romford, but do not specify which junction this is. The casualty records for the full length of Cedar Road have therefore been provided.

The London Borough of Havering is the Traffic and Highway Authority for Cedar Road. Whilst they do not have any plans at present for safety improvements on Cedar Road, they are prepared to look at any specific issues your constituent wishes to raise.

Cedar Road casualties from 3 collisions - 36 months to end August 2012 (provisional)

No. of Casualties		
Serious	Slight	Total
0	4	4

## Police Numbers (1)

### Question No: 2012/4135

[Andrew Dismore](#)

As of 31st October 2012, how many full time sworn police officers were there in Barnet; how many special constables; how many PCSOs; how many sergeants; what were the strength of each of the SNTs, broken down by officer ranks and types; how many non PCSO civilian staff were there; what were the comparable figures for 1st May 2010; and what he expects the figures to be on 30th September 2013?

### [The Mayor](#)

The strengths for the relevant dates in Barnet are set out in the table below: Please note that the number of PCSOs include the Local Authority funded ones.

<b>Employee Group</b>	<b>30 October 2010</b>	<b>30 October 2011</b>	<b>30 October 2012</b>
Police Officers	595.23	553.98	520.40
Sergeants	110.77	104.28	85.68
PCSOs	161.10	145.21	99.56
MSC	165.00	175.00	158.00
Police Staff	101.16	87.04	75.82

The basic structure of the SNTs remains the same. Borough Commanders may occasionally move resources between teams in order to cover vacancies and sickness, based on operational necessity.

In addition to these officers, the MPS has a range of specialist units that provide policing services across the whole of the MPS area, and so will also provide support in Barnet. Staffing projections for 2013 at borough level have not yet been determined. However, the MPS is expecting to recruit round 2,000 new police constables in 2013.

## Police Numbers (2)

### Question No: 2012/4136

[Andrew Dismore](#)

As of 31st October 2012, how many full time sworn police officers were there in Camden; how many special constables; how many PCSOs; how many sergeants; what were the strength of each of the SNTs, broken down by officer ranks and types; how many non PCSO civilian staff were there; what were the comparable figures for 1st May 2010; and what he expects the figures to be on 30th September 2013?

### [The Mayor](#)

The strengths for the relevant dates in Camden are set out in the table below. Please note the PCSO numbers include Local Authority funded ones.

Employee Group	30 October 2010	30 October 2011	30 October 2012
Police Officers	853.22	796.33	759.63
Sergeants	146.59	134.69	114.79
PCSOs	114.32	120.34	74.61
MSC	286.00	275.00	248.00
Police Staff	158.06	140.31	85.81

The basic structure of the SNTs remains the same. Borough Commanders may occasionally move resources between teams in order to cover vacancies and sickness, based on operational necessity.

In addition to these officers, the MPS has a range of specialists units that provide policing services across the whole of the MPS area, and so will also provide support in Camden. Staffing projections for 2013 at Borough level have not yet been determined. However, the MPS is expecting to recruit around 2,000 new police constables in 2013.

## Police contact points (1)

### Question No: 2012/4137

[Andrew Dismore](#)

What locations do you propose be used for police contact points in Camden?

### [The Mayor](#)

The Metropolitan Police Service (MPS) are in the process of developing the strategy to improve public access to the police. Once complete it will be put before the Deputy Mayor for Policing and Crime for approval. The strategy, once approved will support the Police and Crime Plan. As part of this review Borough Commanders have engaged with the public and its partners to explain the changes and listen to the community reaction. Senior officers within the MPS and MOPAC are also meeting with Borough Leaders to discuss improvements to public access in their borough and identify opportunities for co-location.

## **Police contact points (2)**

**Question No: 2012/4138**

[Andrew Dismore](#)

What locations do you propose be used for police contact points in Barnet?

[The Mayor](#)

The Metropolitan Police Service (MPS) are in the process of developing the strategy to improve public access to the police. Once complete it will be put before the Deputy Mayor for Policing and Crime for approval. The strategy, once approved will support the Police and Crime Plan. As part of this review Borough Commanders have engaged with the public and its partners to explain the changes and listen to the community reaction.

Senior officers within the MPS and MOPAC are also meeting with Borough Leaders to discuss improvements to public access in their borough and identify opportunities for co-location.

## **Police Station closures (1)**

**Question No: 2012/4139**

[Andrew Dismore](#)

Which police stations do you propose no longer to be open to the public a) at all and b) for reduced hours in Barnet?

[The Mayor](#)

The Metropolitan Police Service (MPS) are in the process of developing the strategy to improve public access to the police. Once complete it will be put before the Deputy Mayor for Policing and Crime for approval. The strategy, once approved will support the Police and Crime Plan. As part of this review Borough Commanders have engaged with the public and its partners to explain the changes and listen to the community reaction.

Senior officers within the MPS and MOPAC are also meeting with Borough Leaders to discuss improvements to public access in their borough and identify opportunities for co-location.

## **Police Station closures (2)**

**Question No: 2012/4140**

[Andrew Dismore](#)

Which police stations do you propose no longer to be open to the public a) at all and b) for reduced hours in Camden?

[The Mayor](#)

The Metropolitan Police Service (MPS) are in the process of developing the strategy to improve public access to the police. Once complete it will be put before the Deputy Mayor for Policing and Crime for approval. The strategy, once approved will support the Police and Crime Plan. As part of this review Borough Commanders have engaged with the public and its partners to explain the changes and listen to the community reaction.

Senior officers within the MPS and MOPAC are also meeting with Borough Leaders to discuss improvements to public access in their borough and identify opportunities for co-location.



### **Police Station closures (3)**

**Question No: 2012/4141**

[Andrew Dismore](#)

Which police stations in London are currently proposed to remain open 24/7 after the closures to the public or shorter hours proposals are implemented?

[The Mayor](#)

The Metropolitan Police Service (MPS) are in the process of developing the strategy to improve public access to the police. Once complete it will be put before the Deputy Mayor for Policing and Crime for approval.

The strategy, once approved will support the Police and Crime Plan. I am clear that every borough will have at least one 24 hour police station.

### **Police Station closures (4)**

**Question No: 2012/4142**

[Andrew Dismore](#)

Which police stations in London are a) currently proposed to close to the public and b) open only for shorter hours?

[The Mayor](#)

The Metropolitan Police Service (MPS) are in the process of developing the strategy to improve public access to the police. Once complete it will be put before the Deputy Mayor for Policing and Crime for approval.

The strategy, once approved will support the Police and Crime Plan.

No decisions on public access will be made until the strategy is approved by the Deputy Mayor for Policing and Crime.

As part of this review Borough Commanders have engaged with the public and its partners to explain the changes and listen to the community reaction.

Senior officers within the MPS and MOPAC are also meeting with Borough Leaders to discuss improvements to public access in their borough and identify opportunities for co-location.

### **Police Station tenure (1)**

**Question No: 2012/4143**

[Andrew Dismore](#)

What is the legal basis of tenure by the police of each police station in Camden?

[The Mayor](#)

There are five police stations in Camden. Three are held on a freehold tenure and two are held on a long lease tenure.

Freehold

West Hampstead police station

Hampstead police station

Kentish Town police station

Long Lease

Albany Street police station

Holborn police station

## **Police Station tenure (2)**

**Question No: 2012/4144**

[Andrew Dismore](#)

What is the legal basis of tenure by the police of each police station in Barnet?

[The Mayor](#)

There are 5 police stations in Barnet all of which are held on a freehold tenure.

## **Police Consultations (1)**

**Question No: 2012/4145**

[Andrew Dismore](#)

What are your plans to consult with the public over the proposed closures to the public of police stations, and in particular

- What is the start date and the duration of the consultation.
- Who will be consulted and especially whether the Safer Neighbourhood Panels affected be consulted.
- Whether the consultation will have options in addition to the recommended option.
- Whether an independent body would conduct and/or audit the consultation and if so what would that body be.
- Who will make the final decision following the consultation.

[The Mayor](#)

MOPAC will be consulting on its Police and Crime Plan in the new year. This will include consulting on the local policing model and public access. The consultation will start on 7 January and run to 4 March. This will include a 'town hall' meeting in every borough. MOPAC officers are working to publicise the consultation and encourage feedback. This will include inviting safer neighbourhood panels to contribute to the process.

## **Police Consultations (2)**

**Question No: 2012/4146**

[Andrew Dismore](#)

What are your plans to consult with the public over the proposed Local Policing Model, and in particular:

- What is the start date and the duration of the consultation.
- Who will be consulted and especially whether the Safer Neighbourhood Panels affected be consulted.
- Whether the consultation will have options in addition to the recommended option.
- Whether an independent body would conduct and/or audit the consultation and if so what would that body be.
- Who will make the final decision following the consultation.

[The Mayor](#)

As explained in the response to MQ 4145 / 2012 the consultations on the Police and Crime Plan will include the Local Policing Model.

## **Local Policing Model (1)**

**Question No: 2012/4147**

[Andrew Dismore](#)

In relation to the 'local policing model', why are Camden police guaranteeing the maintenance of ward based SNTs; whilst Barnet is proposing 'clusters' which do not do so?

[The Mayor](#)

Neighbourhood policing remains my priority and SNTs will continue to be ward based. Borough commanders will have flexibility in how teams are organised and resources are deployed.

## **Local Policing Model (2)**

**Question No: 2012/4148**

[Andrew Dismore](#)

Under the local policing model, how many extra officers will be allocated to Barnet?

[The Mayor](#)

MOPAC is currently preparing a police and crime plan, an important element of which is the local policing model. This will outline how many officers will be allocated to Barnet.

## **Local Policing Model (3)**

**Question No: 2012/4149**

[Andrew Dismore](#)

Under the local policing model, how many extra officers will be allocated to Camden?

[The Mayor](#)

MOPAC is currently preparing a police and crime plan, an important element of which is the local policing model. This will outline how many officers will be allocated to Camden.

## **Local Policing Model (4)**

**Question No: 2012/4150**

[Andrew Dismore](#)

Under the local policing model, how many extra PCSOs will be allocated to Barnet?

[The Mayor](#)

MOPAC is currently preparing a police and crime plan, an important element of which is the local policing model. This will outline how many officers will be allocated to Barnet.

## **Local Policing Model (5)**

**Question No: 2012/4151**

[Andrew Dismore](#)

Under the local policing model, how many extra PCSOs will be allocated to Camden?

[The Mayor](#)

MOPAC is currently preparing a police and crime plan, an important element of which is the local policing model. This will outline how many officers will be allocated to Camden.

## **Hate Crime**

**Question No: 2012/4152**

[Andrew Dismore](#)

Further to answer to Question No: 3576 / 2012, what specific concerns have been raised and explored by the Deputy Mayor in working with existing networks and forums regarding Hate Crime, such as the GLA Lesbian, Gay, Bisexual Transgender Network, which he recently attended?

[The Mayor](#)

The Lesbian, Gay, Bi-sexual & Transgender (LGBT) Network is an extremely useful engagement mechanism. The matters raised at the meeting attended by my Deputy included the availability of LGBT hate crime data to the public and the importance of having high quality police LGBT Liaison Officers. I will continue to engage with these networks and my Deputy Mayor has already arranged to attend the Disability Network in January 2013 to consult on the Police and Crime Plan. MOPAC officers will be engaging with a range of groups to feed into that process also.

## **Fire Station Consultation**

**Question No: 2012/4153**

[Andrew Dismore](#)

What are your plans to consult with the public over the closures of fire stations, and in particular

- what is the start date and the duration of the consultation.
- Who will be consulted and how
- Whether the consultation will have options in addition to the recommended option.
- Whether an independent body will conduct and/or audit the consultation and if so what would that body be.
- Who will make the final decision following the consultation.

[The Mayor](#)

All of these questions are for LFEPA. However, There are no planned closures of fire stations at this time. If any such proposals are needed in order to meet the requirements of the budget settlement, then these will be put to the London Fire and Emergency Planning Authority (LFEPA), of which you are a member, in January.

The London Fire Brigade is currently developing the fifth London Safety Plan (LSP5) which will go through full public consultation. Any proposals for the closure of fire stations would be covered within the LSP5 consultation, the details of which will also be discussed at your LFEPA meeting in January. In order to ensure it undertakes a full and thorough consultation that gathers and considers a wide range of views, LFEPA is working with The Consultation Institute, which is widely recognised as the authoritative voice on best practice in the field of public consultations. The final decision on the LSP5 is expected to be made on 20 June 2013 by LFEPA.

## **Tempelhof Avenue Bridge (1)**

**Question No: 2012/4154**

[Andrew Dismore](#)

When was Tempelhof Avenue bridge last fully painted?

[The Mayor](#)

I believe you are referring to the Brent Cross bridge at Templehof Avenue.

The most recent inspection of the bridge was in August 2011, when the structure was found to be in adequately serviceable condition for its age and type of construction.

No major maintenance of the structure is currently in the forward plan by TfL and indeed it may be replaced as part of the multi-million pound regeneration of the Brent Cross area, which is currently at the planning stage.

The structural condition of the bridge will continue to be monitored by TfL in accordance with their best practice regime.

## **Tempelhof Avenue Bridge (2)**

**Question No: 2012/4155**

[Andrew Dismore](#)

When was Tempelhof bridge last fully inspected for safety?

[The Mayor](#)

Please see my response to MQ 4154 / 2012.

## **Templehof Avenue Bridge (3)**

**Question No: 2012/4156**

[Andrew Dismore](#)

Are you satisfied about the appearance and condition of Tempelhof bridge ?

[The Mayor](#)

Please see my response to MQ 4154 / 2012.

## **Brent Cross Shopping Centre (1)**

**Question No: 2012/4157**

[Andrew Dismore](#)

Will you work with Brent Cross shopping centre to improve the direction signage to the centre on TfL roads?

[The Mayor](#)

I will ask TfL officers to contact Brent Cross to better understand what improvements they have in mind.

## **Brent Cross Shopping Centre (2)**

**Question No: 2012/4158**

[Andrew Dismore](#)

Will you install 'Countdown' at bus stops at Brent Cross shopping centre bus station?

[The Mayor](#)

TfL is reviewing the opportunities for further roll-out of Countdown signs at stops and will hold discussions with stakeholders in the spring. Brent Cross will be included in this process.

## **Brent Cross Shopping Centre (3)**

**Question No: 2012/4159**

[Andrew Dismore](#)

Will you arrange for Oystercard top ups to be able to be purchased at Brent Cross shopping centre?

[The Mayor](#)

Yes, TfL is looking into the possibility of arranging this facility and hopes to appoint an Oyster Ticket Stop agency in the New Year.

## **Stirling Corner (1)**

**Question No: 2012/4160**

[Andrew Dismore](#)

In view of the change of policy by LB Barnet re Stirling Corner, will you now review safety at this junction, especially for cyclists, pedestrians, and traffic entering the junction from the north and south side roads?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

The roundabout at Stirling Corner is partially signalised, and the signals are operated for part of the day only. Various local stakeholders have called for an extension of the operating time of the existing signals and the full signalisation of the roundabout. We are aware the London Borough of Barnet is considering its position on this issue but we are not aware of a formal change in policy in favour of full signalisation at this location.

TfL recently revisited the arrangements at Stirling Corner. In response to a pattern of collisions, TfL brought forward a safety scheme, completed in March 2012, which included new antiskid road surface, refreshed lane markings and 'high view' traffic signal heads. The success of these measures in terms of reducing personal injury collisions is now being closely monitored.

## **Stirling Corner (2)**

**Question No: 2012/4161**

[Andrew Dismore](#)

Will you accept my invitation to attempt to go round Stirling Corner on your bike?

[The Mayor](#)

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

## **Cycle Safety**

**Question No: 2012/4162**

[Andrew Dismore](#)

In relation to cycle safety, what is the meaning of "off street trials of more innovative junction designs", why do you think they may make cycling safer, and what innovative junction designs are being considered?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

TfL is seeking to understand the implications of introducing innovative measures by testing them in a controlled environment. These measures are outlined on TfL's Better Junctions for Cyclists webpage at the following URL: [www.tfl.gov.uk/betterjunctions](http://www.tfl.gov.uk/betterjunctions).

## HS2 (1)

**Question No: 2012/4163**

[Andrew Dismore](#)

Do you consider the proposed HS2 compensation arrangements for leaseholders who exercised their right to buy a council property and live in that home to be fair?

[The Mayor](#)

While the proposed HS2 compensation arrangements address a number of the concerns of the people and businesses affected by the HS2 proposals, there are also a number of shortcomings. In particular, unlike statutory blight, the HS2 long term hardship scheme appears to be confined to owner occupiers of freehold interests and do not include tenants, leaseholders (including Right to Buy leaseholders) or owners of non-residential properties, notably small businesses. Therefore, the proposals do not reflect the pattern of home ownership in London where half of the owner occupiers have a leasehold title.

I will be pressing HS2 Ltd and their sponsors, the DfT to look at these shortcomings and will be including this concern in my consultation response to the proposals due at the end of January 2013.

## HS2 (2)

**Question No: 2012/4164**

[Andrew Dismore](#)

Will you work with Camden council to ensure that the Temperance Hospital site is made available for local people's housing for those facing displacement by HS2?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Please accept my apologies for the delay in responding to you. The GLA Planning Team is working closely with officers in Camden in the development of the Euston Area Plan and whilst the Temperance Hospital site falls outside of the Plan, the future of the hospital is likely to form part of those discussions.

## Colindale Developments

**Question No: 2012/4165**

[Andrew Dismore](#)

Will you rethink the London plan, in light of the impact on Colindale of the enormous growth in housing under way and anticipated in such a comparatively small area, beyond what local services and the existing community can absorb?

[The Mayor](#)

I have no plans to rethink the London Plan in this regard.

Colindale is an Opportunity Area as set out in the London Plan with an aspiration for 12,500 new homes and 2,000 new jobs. The Colindale Area Action Plan sets out a framework for the achievement of this aspiration. The need for additional supporting infrastructure has been identified in the plan, including the need for new schools and health and transport provision, and these will be delivered as part of the plan. The developments that are currently being implemented and which are in the planning system are in line with the Area Action Plan.



## **Planning Consent**

### **Question No: 2012/4166**

[Len Duvall](#)

What assessment has the Mayor undertaken on the Government's proposals to allow residents to build on up to 50% of their gardens without securing planning consent, and is this compatible with the objective of preventing 'inappropriate and undesirable' development in gardens?

[The Mayor](#)

The London Development Database provides information on actual planning consents, not permitted development. It shows that between 2007/8 and 2011/12 new residential approvals on garden land across London reduced by a third.

While supporting the principle of encouraging the construction sector to contribute more to recovery from the recession, I am not convinced that the economic benefits of government's proposals to extend permitted development rights for rear extensions outweigh their impact on local amenity, including the potential loss of garden land or their potential effects on neighbours in ways which might constitute inappropriate or undesirable development. I have made strong representations to government to this effect.

## **CS5**

### **Question No: 2012/4167**

[Len Duvall](#)

Will TfL reconsider the scaling back of the CS5 from Victoria to Lewisham and seek alternative through-routes for cyclists around New Cross to reach Lewisham town centre?

[The Mayor](#)

TfL is providing funding to London Borough of Lewisham for further improvements for cyclists in the New Cross and Lewisham area. This will include new sections of mandatory cycle lane on Lewisham Way and a range of other measures to improve access to CS5 and Lewisham town centre for local cyclists. TfL is working with the London Borough of Lewisham and local cycling groups to develop proposals for improvements and are seeking suggestions as part of the CS5 public consultation.

Further details on the proposals and the public consultation can be found here: [www.tfl.gov.uk/cs5](http://www.tfl.gov.uk/cs5).

## **CS4**

### **Question No: 2012/4168**

[Len Duvall](#)

Will the Mayor confirm his commitment to CS4 Woolwich to London Bridge and ensure that the scheme is not scrapped?

[The Mayor](#)

CS4 from Woolwich to London Bridge is in TfL's programme to be opened in 2015. In collaboration with the London boroughs, early design work has started and TfL plans to consult on proposals later in 2013.

## **Lewisham A&E**

**Question No: 2012/4169**

[Len Duvall](#)

What conversations has the Mayor had with a) community groups and b) the South London Health Trust regarding the merger of Lewisham A&E and maternity services?

[The Mayor](#)

Please see my response to MQ 4039/ 2012

In addition, one of my officers attended the public consultation meeting held in Bexleyheath on 7th December.

## **Lewisham A&E 2**

**Question No: 2012/4170**

[Len Duvall](#)

Will the Mayor offer his support to the Save Lewisham A&E Campaign?

[The Mayor](#)

Please see my response to MQ 4039 /2012.

## **Lewisham A&E 3**

**Question No: 2012/4171**

[Len Duvall](#)

Will the Mayor press the Secretary of State for Health for an extension to the TSA consultation on the South London Health Trust?

[The Mayor](#)

I understand that this process is set in statute and would require legislative change. My understanding is that the Trust Special Administrator and his colleagues organised a comprehensive programme of public engagement meetings and that the events were extremely well attended. In addition there were 15,000 unique visitors to the consultation website and over 5,000 people have already downloaded a copy of the consultation document or the draft report.

I look forward to hearing from the Trust Special Administrator the results of the public consultation and how they will be taken into account in his final report.

## **Greenbelt (1)**

**Question No: 2012/4172**

[Len Duvall](#)

What assessment have you made of the impact of the government's proposed changes to greenbelt protection on London?

[The Mayor](#)

I am not aware that the government is proposing any change to green belt policy and so there will not be any impact to assess. Policy in the NPPF is consistent with policy in previous national planning guidance and hence consistent with my London Plan policies.

## **Greenbelt (2)**

**Question No: 2012/4173**

[Len Duvall](#)

What would be the implications of the government's proposals to allow building development on the green belt for development on the GLA's brownfield landholdings?

[The Mayor](#)

As the government is not proposing to change its policy on green belt to allow building development on green belt land, there will be no implications for GLA landholdings.

## **Greenbelt (3)**

**Question No: 2012/4174**

[Len Duvall](#)

Do you agree with the government's proposal to make more greenbelt land available for housing development?

[The Mayor](#)

The government is not proposing change its policy on the green belt and so is not proposing to make any more green belt land in London available for development.

## **Greenbelt (4)**

**Question No: 2012/4175**

[Len Duvall](#)

What discussions did the Mayor have with Nick Boles ahead of his recent announcement on greenbelt development?

[The Mayor](#)

As far as I am aware, Nick Boles has not made a statement on green belt development that relates to London. As my answer to question 4172 set out, the government has not changed its green belt policy.

## London's Skyline

**Question No: 2012/4176**

[Len Duvall](#)

What steps are you taking to ensure high quality design/buildings for London's skyline?

[The Mayor](#)

My London Plan has clear design policies to ensure that buildings in London meet the highest design standards. These are Policies 7.4 Local character, 7.5 Public Realm, 7.6 Architecture and 5.3 Sustainable Design and Construction which all contribute to achieving my ambition that London is the best big city in the world.

I have also special policies on strategic views (Policies 7.11 and 7.12), a London View Management Framework (LVMF SPG) that protects 27 designated views across London, and a special policy on tall and large buildings (Policy 7.7) which sets out criteria on location and design of these buildings.

I have used my powers, through negotiations with the boroughs at Stages 1 and 2 of the planning process to influence the design of buildings and ensure that they are of exceptional quality, especially tall buildings.

## Planning

**Question No: 2012/4177**

[Nicky Gavron](#)

Do you agree with Planning Minister Nick Boles that everyone has 'a basic moral right ... to a home with a little bit of ground around it'?

[The Mayor](#)

Putting morality to one side, the revised London Plan has already taken forward my manifesto commitment and added a new qualitative dimension to development in our city. The housing standards associated with the Plan have been extended to all tenures and will ensure that, among the other components of the decent residential environment which Mr Boles talks about, new housing development will have at least a balcony - the minimum equivalent of his 'little bit of ground' in the unique circumstances of London. As one of my 'baseline' standards, developers will have to have very compelling reasons not to provide them.

## Eileen House

**Question No: 2012/4178**

[Nicky Gavron](#)

Why has it taken over a year to schedule a hearing on Eileen House in Southwark (GLA Ref. No PDU/1100a)?

[The Mayor](#)

I resolved to take over this application for my own determination on 1 December 2011. A hearing was initially scheduled for 12 March 2012 but was postponed when it became apparent that a further round of public consultation was necessary.

Since that time the applicant has been reviewing the proposal and the supporting documents to take account of subsequent changes in planning policy and guidance.

That process is now concluding and a hearing is scheduled for 26 February 2013.

## **New Planning Powers (1)**

**Question No: 2012/4179**

[Nicky Gavron](#)

Under criteria released by the government earlier this month, four London councils would come under the special planning measures proposed by the Growth and Infrastructure Bill. The bill gives the Mayor of London powers to make decisions on planning applications submitted in areas where the local authority has been identified as consistently underperforming. Do you plan on making most of the decisions on planning applications for projects in Haringey, Kensington and Chelsea, Hounslow, Barking and Dagenham?

[The Mayor](#)

As things stand, the Government is actually proposing that developers would have the right to apply to the Planning Inspectorate for planning permission in underperforming boroughs. I am pressing for Government to enable me to make these decisions instead, given my democratic accountability for decisions and the resources and expertise the GLA already has in dealing with major planning applications. Whatever the outcome, I hope that these powers will only be a last resort, and that all planning authorities will improve their performance to avoid designation.

## **New Planning Powers (2)**

**Question No: 2012/4180**

[Nicky Gavron](#)

Under criteria released by the government earlier this month, four London councils would come under the special planning measures proposed by the Growth and Infrastructure Bill. The bill gives the Mayor of London powers to make decisions on planning applications submitted in areas where the local authority has been identified as consistently underperforming. Do you think the government's criteria are an accurate reflection of a planning authority's performance?

[The Mayor](#)

At the moment the Government propose that this will be a role for the Planning Inspectorate, rather than for me. I consider that giving me a wider role would be a fast and effective way of delivering the Government's objectives that protects the principle of democratic accountability. I am considering the Government's proposals carefully and will comment on them in due course.

## **Community Infrastructure Levy**

**Question No: 2012/4181**

[Nicky Gavron](#)

Are you concerned that the government's Valuation Office Agency (VOA) decision regarding Christ Apostolic Church Mount Zion International's Mayoral CIL liability threatens your CIL revenue?

[The Mayor](#)

No. Our income estimates did not take account of cases like the one that was the subject of this appeal.

## **Heseltine Report**

**Question No: 2012/4182**

[Nicky Gavron](#)

Lord Heseltine has argued Local Enterprise Partnerships should play a larger role in planning and economic development. What specific roles do you think LEPs should play in Greater London?

[The Mayor](#)

The London Enterprise Panel is currently reviewing the recommendations outlined in the Heseltine review as well as drafting their Jobs and Growth Plan. This plan will set out the LEP's priorities and specific roles that they will pursue.

## **Total Benefit Cap**

**Question No: 2012/4183**

[Nicky Gavron](#)

Given the high cost of living in London, do you consider the total benefit cap of £500 a week for families immoral?

[The Mayor](#)

No.

## **London Rental Standard**

**Question No: 2012/4184**

[Nicky Gavron](#)

In what ways will the London Rental Standard differ from the London Landlord Accreditation Scheme?

[The Mayor](#)

Please see my response to MQ1814 / 2012.

## **Institutional Investment**

**Question No: 2012/4185**

[Nicky Gavron](#)

How many rented housing developments funded through institutional investment have been delivered by the Mayor as either Chair of the London Region Homes and Communities Agency or since the devolution of housing powers to the Greater London Authority

[The Mayor](#)

The GLA does not collect this information.

## **Olympic Park Housing (1)**

**Question No: 2012/4186**

[Nicky Gavron](#)

Will social rented housing be included in developments on the Olympic Park beyond the Chobham Manor site?

[The Mayor](#)

The Legacy Corporation has secured outline planning permission for approximately 6,800 homes as part of the Legacy Communities Scheme. The LCS has a site-wide target of 35 percent affordable homes which is subject to viability. 30 percent of all affordable housing will be social rent and 30 percent will be affordable rent.

## **Olympic Park Housing (2)**

**Question No: 2012/4187**

[Nicky Gavron](#)

What proportion of the 8,000 new homes being built on the Olympic Park will be for social rented housing?

[The Mayor](#)

Please see my response to MQ 4186 /2012.

## **Road Safety**

**Question No: 2012/4188**

[Nicky Gavron](#)

I have been contacted by a constituent concerned with the safety of Stratford High Street at the junction with Warton and Rick Roberts Roads, E15. I would like to know how many accidents and KSIs have been recorded at this junction and what plans have Transport for London got to improve the safety for pedestrians and road users at this junction?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

The London Borough of Newham is the Traffic and Highway Authority for this junction.

Nevertheless, the casualty data requested is provided below.

There are proposals to invest in this junction as part of the Cycle Superhighway scheme. TfL will be undertaking public consultation in conjunction with Newham early this year.

Stratford High Street junction with Warton Road and Rick Roberts Way - 36 months to end August 2012 (provisional). There were a total of 14 casualties: two involved pedestrians and three involved cyclists.

Number of casualties

Serious	Slight	Total
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2	12	14
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## **Papers for MOPAC Challenge**

**Question No: 2012/4189**

[Joanne McCartney](#)

Do you plan to make the papers for MOPAC Challenge sessions available to the public in good time before the meeting, as is the practice of Committees of London Assembly?

[The Mayor](#)

MOPAC Challenge is not a decision making meeting. However, MOPAC intends to publicise sessions in advance and where appropriate make papers available on the website.

## **Updates from MOPAC**

**Question No: 2012/4190**

[Joanne McCartney](#)

Why have Londoners who have signed up for email updates from MOPAC received no updates about MOPAC's work to date? Do you expect this to change?

[The Mayor](#)

MOPAC will start to send out updates in the New Year.

## **2000 Extra Constables**

**Question No: 2012/4191**

[Joanne McCartney](#)

In MOPAC's Draft Budget Proposals you outline plans for 2,000 extra constables by 2015/16. What baseline figure are you using to calculate these 2,000 extra officers

[The Mayor](#)

The baseline figure used in our Draft Budget Proposal is 23,357 at 31 March 2013.

## **2000 Extra Officers on the Front Line from the Back Office**

**Question No: 2012/4192**

[Joanne McCartney](#)

During your election campaign you promised Londoners that you would take 2,000 officers out of the back office and put them out on the frontline. Will you please provide a detailed breakdown of exactly which units and roles these officers will come from across the Met and where they are likely to be redeployed to?

[The Mayor](#)

MOPAC is currently preparing a police and crime plan, an important element of which is the local policing model, which will document how this commitment is being met.



## **Merging Borough Commanders**

**Question No: 2012/4193**

[Joanne McCartney](#)

In your Deputy Mayor for Policing's letter to me on 28th of November he stated 'I have discussed and discounted the merging of Borough Commanders [ ... ] every borough will retain a dedicated senior police officer.' Will every borough have a senior officer of Chief Superintendent rank or above?

[The Mayor](#)

As my DMPC said in my letter to you on 28 November 2012, every borough will be led by an identified Borough Commander. The rank of Borough Commanders is not the same in every borough and is a matter for the Commissioner.

## **Special Constables**

**Question No: 2012/4194**

[Joanne McCartney](#)

In your 212 Election Manifesto you pledged to increase the number of Special Constables (MSCs) to 10,000, this promise is repeated in the Police and Crime Plan headline document. However, MOPAC's budget proposals plan for numbers of Specials to remain at 6,667 through to 2015/16. Why is this?

[The Mayor](#)

The original pledge for 10,000 Special Constables was part of the delivery plan to ensure a safe and secure Olympics. It was based on Special Constables working an average of 16 hours month (the minimum requirement). In practice Special Constables have worked in excess of the 16 hours minimum this year.

To date, this year we have recruited some 525 MSCs with a further 975 scheduled to join by 31 March 2013.

I intend to keep the target number of Special Constables under regular review. I also intend to work with the MPS to increase the opportunities for the people of London to volunteer in a much wider range of roles as part of our overarching volunteer strategy.

## **Public Consultations on Policing**

**Question No: 2012/4195**

[Joanne McCartney](#)

What involvement have you had in directing how both public consultations on the Local Policing Model and the Estate Strategy have been conducted to date?

[The Mayor](#)

I have been very clear with the Deputy Mayor for Policing and Crime that I expect him to take his consultation to the widest possible audience. Throughout January and February there will be public meetings on the Local Policing Model and the Estate Strategy as it forms part of the Policing and Crime Plan consultations. The time and location of these public consultations will be published in local papers, london.gov website, some local council websites and the Evening Standard.

## **Rape Crisis Funding (1)**

**Question No: 2012/4196**

[Joanne McCartney](#)

Will you guarantee that you will not reduce your contribution to Rape Crisis Funding in London during this Mayoral Term?

[The Mayor](#)

Yes.

## **Rape Crisis Funding (2)**

**Question No: 2012/4197**

[Joanne McCartney](#)

On 17th Sept your Deputy Mayor for Policing and Crime, Stephen Greenhalgh wrote to Boroughs regarding Rape Crisis Funding. The letter stated: 'These are transitional arrangements to allow MOPAC time to develop a more sustainable funding model for sexual violence service provision from 2014/15 onwards.'

What kind of funding model are you considering for Rape Crisis in London for 2014/15 onward?

[The Mayor](#)

I will ensure that MOPAC Rape Crisis funding remains consistent over the next three years.

I would also like to see all London boroughs allocating a standard, minimum level of funding for Rape Crisis provision.

In addition to this, I have asked MOPAC to pursue funding from alternative sources such as the National Health Service to create a more diverse and sustainable funding model.

## **PCSO strength**

**Question No: 2012/4198**

[Joanne McCartney](#)

Can you please provide London's PCSO strength by Borough for Nov 2012?

[The Mayor](#)

The table attached as Appendix 8 shows the total PCSO strength in the MPS area at the end of November 2012 broken down by borough.

The numbers provided include the Local Authority funded PCSOs.

## **Police front counters/police stations (1)**

**Question No: 2012/4199**

[Joanne McCartney](#)

Can you please provide a list, broken down by London Borough, of police front counters and police stations that the MPS are proposing for closure, in order to meet your budget cuts, in the current Estate consultation process?

[The Mayor](#)

The Metropolitan Police Service (MPS) are in the process of developing the strategy to improve public access to the police. Once complete it will be put before the Deputy Mayor for Policing and Crime for approval.

The strategy, once approved will support the Police and Crime Plan.

No decisions on public access will be made until the strategy is approved by the Deputy Mayor for Policing and Crime.

As part of this review Borough Commanders have engaged with the public and its partners to explain the changes and listen to the community reaction.

Senior officers within the MPS and MOPAC are also meeting with Borough Leaders to improvements to public access in their borough and identify opportunities for co-location.

## **Police front counters/police stations (2)**

**Question No: 2012/4200**

[Joanne McCartney](#)

Can you please provide a list, broken down by London Borough of the police front counters and stations that have been identified for a reduction or increase in hours, noting both the hours that they are currently open and the hours that are proposed for opening in the current Estate consultation process?

[The Mayor](#)

The Metropolitan Police Service (MPS) are in the process of developing the strategy to improve public access to the police. Once complete it will be put before the Deputy Mayor for Policing and Crime for approval.

The strategy, once approved will support the Police and Crime Plan.

No decisions on public access will be made until the strategy is approved by the Deputy Mayor for Policing and Crime.

As part of this review Borough Commanders have engaged with the public and its partners to explain the changes and listen to the community reaction.

Senior officers within the MPS and MOPAC are also meeting with Borough Leaders to improvements to public access in their borough and identify opportunities for co-location.

## **Police front Counters/police stations (3)**

**Question No: 2012/4201**

[Joanne McCartney](#)

Can you please provide a list of police front counters and stations that have been proposed as the 24/7 stations that will be open to the public in each London Borough in the current Estate consultation process?

[The Mayor](#)

The Metropolitan Police Service (MPS) are in the process of developing the strategy to improve public access to the police. Once complete it will be put before the Deputy Mayor for Policing and Crime for approval.

The strategy, once approved will support the Police and Crime Plan.

No decisions on public access will be made until the strategy is approved by the Deputy Mayor for Policing and Crime.

As part of this review Borough Commanders have engaged with the public and its partners to explain the changes and listen to the community reaction.

Senior officers within the MPS and MOPAC are also meeting with Borough Leaders to discuss improvements to public access in their borough and identify opportunities for co-location.

## **Police Recruits**

**Question No: 2012/4202**

[Joanne McCartney](#)

How many police recruits were in the Met's intake in November 2012?

[The Mayor](#)

147 were recruited in October and commenced their training in November 2012.

## **Diplomatic Protection**

**Question No: 2012/4203**

[Joanne McCartney](#)

What veracity is there in the claim that you are advocating for the Metropolitan Police to be stripped of it's duties to provide diplomatic protection across the UK?

[The Mayor](#)

Please see my response to Oral MQ 3945/ 2012.

## **Announcements on Piccadilly Line trains (1)**

**Question No: 2012/4204**

[Joanne McCartney](#)

A constituent has contacted me regarding over-loud announcements made by the PA systems on the Piccadilly Line trains. The constituent has already written into TfL who have acknowledged that in general the messages are broadcast at a set volume, but that there are sometimes failures. As these failures appear to be frequent on the Piccadilly Line, could you please investigate these failures and inform me what remedial action will be taken?

[The Mayor](#)

The volume of the automated announcements on board Piccadilly line trains, as on all Tube lines, is set at a level so as to be audible above the volume of moving trains and general background noise. A sensor in each car detects any rise in the volume on board the train and adjusts the volume of the audio system accordingly.

TfL regularly inspects and tests the audio system in every carriage to ensure the system is in full working order and the volume levels are set correctly.

While failures of the PA system on Piccadilly line trains are rare, with over 500 carriages in the total fleet, there will be occasions when minor faults occur while in service or between inspections causing fluctuations in the volume of announcements. If customers find themselves on board a train with a problem with the PA system they should note down the number of that carriage (which can be found above the inter-connecting door at the end of each car) and report it to TfL so that it can be investigated and any necessary repairs or adjustments can be undertaken at the earliest opportunity.

## **Announcements on Piccadilly Line trains (2)**

**Question No: 2012/4205**

[Joanne McCartney](#)

How many failures of the PA system have there been on the Piccadilly Line since January 2012?

[The Mayor](#)

To ensure customer safety no train will enter into, nor remain in service if the public address (PA) system has failed to the extent that announcements cannot be heard. Since January this year there have been seven incidents on the Piccadilly line where PA failure has caused a train to be withdrawn from service.

## **Disruption to the TfL network**

### **Question No: 2012/4206**

[Joanne McCartney](#)

A constituent has written in to express her distress and frustration over the lack of organisation when travelling home from Victoria station to Muswell Hill on the 20th October 2012. Despite planning in advance knowing that there was going to be disruptions, she was informed by TfL by telephone on the 20th October to get the 73 bus to Golders Green after 11am. When my constituent arrived, the 73 was not running and when she asked police officers and stewards in high visibility jackets she was directed to get the 24 bus from the bus stop along Victoria Street opposite Westminster Cathedral, which was too full to let passengers on. Can you tell me:

(a) How much information and training is given to staff when there will be known disruptions to the network?

(b) Do you think TfL planned alternative routes to a satisfactory standard on 20th October 2012?

[The Mayor](#)

I'm disappointed to hear of the difficulties your constituent faced on 20th October when a TUC march brought disruption to part of central London, including Victoria.

Her bus pass or bus ticket would have been valid on the underground around this time and that might have been her best option for getting to Muswell Hill unless she preferred to travel overland.

Buses on route 73 were diverted around Victoria, but at the time she telephoned for advice that alteration might not have been in place. If she wanted to travel by bus, then route 24 would have taken her towards Tottenham Court Road where she could have changed for Muswell Hill but some services would have been more busy than usual due to displaced passengers.

TfL adopts an integrated approach to providing travel information to the public. Operational staff receive the most up-to-date information on disruption and changes to bus routes, and these are forwarded as soon as diversions are confirmed.

I am satisfied that the diversions in place that day were necessary and worked effectively to keep London moving, and that the general public were assisted by the extra operational staff deployed.

## **Overnight Roadworks**

### **Question No: 2012/4207**

Joanne McCartney

My constituents in Enfield have experienced disturbance by overnight roadworks on Southbury/Great Cambridge Road on 22nd October 2012. Can you tell me what advance warnings and information was provided to affected residents?

The Mayor

The works at this location on the night of 22 October were to replace a small number of drainage gully gratings and inspection covers. The works are part of the final stage of the carriageway renewal that was carried out much earlier in the year, for which advance warning and information about the main works was provided at the time.

The process controlling highway works carried out by all highways contractors and statutory undertakers within Greater London does not require works of short duration, such as those on the 22 October, to be notified by specific publicity. However, details were published on the TfL website at <http://public.londonworks.gov.uk/roadworks/home>, and were arranged to cause minimal disruption to traffic, taking into account the location, and effect on residents.

There will be one further night of finishing works to install a specially sourced large inspection cover, which is currently planned to take place on or before 23 December.

## **Dial-a-Ride**

### **Question No: 2012/4208**

Joanne McCartney

My constituents are having difficulty in accessing Dial-a-Ride and making regular bookings due to the lack of capacity. This service is important as it prevents isolation those less able to use public transport. What action are you taking to increase capacity for those who rely on Dial-a-Ride for regular activities?

The Mayor

I fully recognise the importance that the Dial-a-Ride service has in the lives of older and disabled Londoners who rely on it to enable them to live independent lives, particularly in respect of regular bookings which are used for shopping and other social activities.

I am pleased to be able to reassure you that Dial-a-Ride is taking measures to help customers identify 'off peak' times, when they are more likely to be able to successful in a request for a regular booking arrangement, and to increase available capacity for regular bookings by reducing the number of empty seats on buses that represent last minute cancellations and booking suspensions made by passengers themselves.

Unfortunately due to the popularity of the service, demand for regular booking arrangements with Dial-a-Ride often outstrips available resources at the most popular times of day, which usually relate to the common start and finish times of many organised social activities such as luncheon clubs.

Dial-a-Ride makes efforts to communicate these service limitations to organisers of activities and hold regular briefing sessions with such organisers to discuss issues they may be experiencing with accessing journeys for participants of their activities. One of the key messages given to organisers during these sessions, and through direct mailing communications is that Dial-a-Ride can offer advice on how to best co-ordinate the start and finish times of activities, where this is possible, so that those wishing to attend can be accommodated at the times when Dial-a-Ride does have the capacity to provide them with a regular booking

arrangement.

Dial-a-Ride also offers advice in relation to individual, rather than group oriented requests for regular arrangements. If Dial-a-Ride is unable accommodate the exact times initially requested, they now contact applicants to offer them alternative times where capacity does exist. This is a particularly successful strategy where activities are not time critical, such as regular shopping trips.

Dial-a-Ride is focussing considerable efforts on making more efficient use of the capacity that it has by reducing the number of empty seats of buses created by passengers' late cancellation of bookings, through a campaign of customer awareness about the effects of such late cancellations. In cases where passengers request regular bookings be de-activated for a period before being reinstated, Dial-a-Ride is consulting through its Local Area Meetings about placing a time limit on how long these can be put on hold. This would make it easier to reallocate capacity held free for passengers not currently travelling to others who are waiting for vacancies in schedules.

Although these initiatives are expected to make some improvements to Dial-a-Ride's ability to accommodate regular booking requests, it must also be borne in mind that there will always be some regular journeys that Dial-a-Ride will not be able to accommodate as its resources are necessarily finite.

## **Travel Concession for Police Officers**

**Question No: 2012/4209**

[Joanne McCartney](#)

Can you please detail the annual cost of travel concessions for serving MPS personnel for the past 3 years, and projected cost for the forthcoming 3 years?

[The Mayor](#)

TfL does not consider there is a cost associated with this concession, which provides a welcome additional security measure for users of TfL services.

TfL does not keep records of the trips made by officers who travel by showing their warrant cards to station staff. No forecasts for future years are made.

## **MPS Alternative Front Counter Provision - Southgate Police Station**

**Question No: 2012/4210**

[Joanne McCartney](#)

Does your plan to close Southgate Police Station (which currently offers front counter provision for 60 hours per week) and replace it with 4 hours per week at the nearby Asda supermarket fulfil your promise that any replacement would be of equivalent or better quality, and be for at least the same number of hours? Will you please reconsider this proposition?

[The Mayor](#)

The Metropolitan Police Service (MPS) are in the process of developing the strategy to improve public access to the police. Once complete it will be put before the Deputy Mayor for Policing and Crime for approval.

The strategy, once approved will support the Police and Crime Plan.

No decisions on public access will be made until the strategy is approved by the Deputy Mayor for Policing and Crime.



## **MPS Alternative Front Counter Provision - Winchmore Hill Police Station**

**Question No: 2012/4211**

[Joanne McCartney](#)

Does your plan to close Winchmore Hill Police Station (which currently offers front counter provision for 12 hours per week) and replace it with 4 hours per week at the Morrisons supermarket in Palmers Green fulfil your promise that any replacement would be of equivalent or better quality, and be for at least the same number of hours? Will you please reconsider this proposition?

[The Mayor](#)

The Metropolitan Police Service (MPS) are in the process of developing the strategy to improve public access to the police. Once complete it will be put before the Deputy Mayor for Policing and Crime for approval.

The strategy, once approved will support the Police and Crime Plan.

No decisions on public access will be made until the strategy is approved by the Deputy Mayor for Policing and Crime.

## **MPS Alternative Front Counter Provision - Muswell Hill Police Station**

**Question No: 2012/4212**

[Joanne McCartney](#)

You plan to close Muswell Hill Police Station (which currently offers front counter provision for 12 hours per week). Previously we have been promised that if this station were to close an alternative site closer to the Broadway would be found. What alternative site are you proposing, and for what hours are you planning to open this new site? Will it fulfil your promise that any replacement would be of equivalent or better quality, and be for at least the same number of hours?

[The Mayor](#)

The Metropolitan Police Service (MPS) are in the process of developing the strategy to improve public access to the police. Once complete it will be put before the Deputy Mayor for Policing and Crime for approval.

The strategy, once approved will support the Police and Crime Plan.

No decisions on public access will be made until the strategy is approved by the Deputy Mayor for Policing and Crime.

## **Hornsey Police Station**

### **Question No: 2012/4213**

[Joanne McCartney](#)

Will your plan to reduce drastically the front counter hours at Hornsey Police Station (from 24 hours 7 days per week) meet the need of Hornsey/Haringey residents? Will you please reconsider this proposition?

[The Mayor](#)

The Metropolitan Police Service (MPS) are in the process of developing the strategy to improve public access to the police. This will involve examining the opening hours of all front counters. Once complete it will be put before the Deputy Mayor for Policing and Crime for approval.

The strategy, once approved will support the Police and Crime Plan.

No decisions on public access will be made until the strategy is approved by the Deputy Mayor for Policing and Crime.

## **Tottenham Police Station - cutting night-time front counter cover**

### **Question No: 2012/4214**

[Joanne McCartney](#)

Why on earth are you proposing cutting the night-time front counter cover at Tottenham Police Station?

[The Mayor](#)

I have committed to Tottenham having a front counter.

The Metropolitan Police Service (MPS) are in the process of developing the strategy to improve public access to the police. This will include a review of opening hours of all front counters.

No decisions on public access including opening hours will be made until the strategy is approved by the Deputy Mayor for Policing and Crime.

## **Police Front Counter Provision 24/7**

### **Question No: 2012/4215**

[Joanne McCartney](#)

Do you recognise that there are some areas of London where a standard one 24/7 police front counter per Borough will not meet the needs of that Borough, and that two such facilities may be required?

[The Mayor](#)

The Metropolitan Police Service (MPS) are in the process of developing the strategy to improve public access to the police. Once complete it will be put before the Deputy Mayor for Policing and Crime for approval.

The strategy, once approved will support the Police and Crime Plan.

No decisions on public access will be made until the strategy is approved by the Deputy Mayor for Policing and Crime.

## **Police Front Counter Provision - Equality Impact Assessments**

### **Question No: 2012/4216**

[Joanne McCartney](#)

What Equality Impact Assessment has MOPAC and/or the MPS made in deciding where to reduce or remove police front counter provision? Please can these be provided?

[The Mayor](#)

The MPS is conducting an overarching Equality Impact Assessment (EIA) on the front counter proposals and is supporting this through further EIAs at a borough level to establish the potential impact on local communities and identify any required mitigation. These assessments are on-going and are being updated as the front counter proposals develop.

## **Enfield Town Police Station**

### **Question No: 2012/4217**

[Joanne McCartney](#)

Will your plan to reduce drastically the front counter hours at Enfield Town Police Station (from 24 hours 7 days per week to 40 hours over 5 days per week) meet the need of Enfield residents? Will you please reconsider this proposition?

[The Mayor](#)

No decisions on public access have yet been made.

The Metropolitan Police Service (MPS) are in the process of developing the strategy to improve public access to the police. Once complete it will be put before the Deputy Mayor for Policing and Crime for approval.

The strategy, once approved will support the Police and Crime Plan.

No decisions on public access will be made until the strategy is approved by the Deputy Mayor for Policing and Crime.

## **Enfield Safer Neighbourhood Bases**

### **Question No: 2012/4218**

[Joanne McCartney](#)

What plans do you have in respect of maintaining Enfield's police safer neighbourhood bases? Are you planning to close any as part of, or following, your police station/front counter review?

[The Mayor](#)

The Metropolitan Police Service (MPS) are in the process of developing the strategy to improve public access to the police. Once complete it will be put before the Deputy Mayor for Policing and Crime for approval.

The strategy, once approved will support the Police and Crime Plan.

No decisions on public access will be made until the strategy is approved by the Deputy Mayor for Policing and Crime.

## **Haringey Safer Neighbourhood Bases**

**Question No: 2012/4219**

[Joanne McCartney](#)

What plans do you have in respect of maintaining Haringey's police safer neighbourhood bases? Are you planning to close any as part of, or following, your police station/front counter review?

[The Mayor](#)

The Metropolitan Police Service (MPS) are in the process of developing the strategy to improve public access to the police. Once complete it will be put before the Deputy Mayor for Policing and Crime for approval.

The strategy, once approved will support the Police and Crime Plan.

No decisions on public access will be made until the strategy is approved by the Deputy Mayor for Policing and Crime.

## **Fire Station Cuts in Haringey**

**Question No: 2012/4220**

[Joanne McCartney](#)

I was very alarmed at possible options in a recent LFEPA document that the closure of Tottenham fire station is being considered, which would lead to an unacceptably increased response time for residents in Haringey. Please can you guarantee that no fire stations/appliances will be cut in Enfield & Haringey? Please can you guarantee that in any re-organisation the emergency response of the London Fire Brigade will not suffer, but will improve, to my constituents in Haringey?

[The Mayor](#)

Please see my response to MQ 3732/ 2012.

## **Fire Station Cuts in Enfield**

**Question No: 2012/4221**

[Joanne McCartney](#)

I was very alarmed at possible options in a recent LFEPA document that the closure of Tottenham fire station is being considered, which would lead to an increased response time for residents in Enfield who already have one of the poorest response times in London. Please can you guarantee that no fire stations/appliances will be cut in Enfield & Haringey? Please can you guarantee that in any re-organisation the emergency response of the London Fire Brigade will not suffer, but will improve, to my constituents in Enfield?

[The Mayor](#)

Please see my response to MQ 3732/ 2012.

## **Thames Water (1)**

**Question No: 2012/4222**

[Murad Qureshi](#)

Is it acceptable that Thames Water paid no corporation tax on the profits made from their utility businesses last year?

[The Mayor](#)

I am aware of recent press articles regarding the tax position of Thames Water. I would certainly encourage Ofwat and other competent authorities to investigate this and related matters thoroughly. I have publicly stated that large companies should make a greater contribution to society and no company, including privatised utilities, should avoid their obligations in this regard.

## **Thames Water (2)**

**Question No: 2012/4223**

[Murad Qureshi](#)

Has Thames Water received funding from the Greater London Authority and/or its functional bodies since 2008?

[The Mayor](#)

In July 2008, the Greater London Authority provided £43,000 to Thames Water towards the cost of the Drain London scoping study on surface water flooding. The £43,000 included £15,000 of Environment Agency funding. The total cost of the project was £73,000, with £30,000 funded by Thames Water. As far as we are aware there has been no funding from functional bodies to Thames Water.

## **2018 Energy Standards (1)**

**Question No: 2012/4224**

[Murad Qureshi](#)

Are you confident there will not be a significant number of homes in the private rented sector that fail to meet the new energy standards due to be introduced in 2018?

[The Mayor](#)

Delivering domestic energy efficiency retrofit at the scale required in London is challenging. I welcome the Government's proposal to regulate the energy efficiency standards of private rented homes, which I expect will motivate landlords to improve the quality of their stock - an objective that I share.

My RE:NEW programme aims to maximise domestic retrofit activity across London and private rented housing is a critical sector to the programme. Please see my response to MQ 4223/2012 on how I am supporting private rented landlords to improve the energy efficiency of London's homes.

## **2018 Energy Standards (2)**

**Question No: 2012/4225**

[Murad Qureshi](#)

What steps have you taken to target energy efficiency programmes operating in London at private landlords?

[The Mayor](#)

My programmes are already working to improve the energy efficiency of private rented properties in both the commercial and residential sectors. My RE:NEW programme is an area-based model, retrofitting homes with energy efficiency and water efficiency measures in all tenures, including the private rented sector. The Better Buildings Partnership is also working with London's largest commercial landlords to improve the energy efficiency of commercial private rented properties.

I have also engaged private landlords as part of my work on Green Deal, and they will be a key target audience as we move forward into Green Deal and the Energy Company Obligation.

## **Energy Efficiency**

**Question No: 2012/4226**

[Murad Qureshi](#)

Would you support regulations requiring property owners to carry out energy efficiency measures to their properties when carrying out major renovation works such as loft conversions?

[The Mayor](#)

If these are appropriate.

## **Green Deal (1)**

**Question No: 2012/4227**

[Murad Qureshi](#)

Are you concerned by the poor take up of the Green Deal?

[The Mayor](#)

I am not concerned by and indeed I expect a slow and steady uptake of Green Deal over the coming year. Green Deal is a long-term project spanning two decades and financing will not be available to consumers until 28 January 2013. I expect 2013 to be a year of growth while markets, homeowners and tenants gain confidence.

To maximise uptake of Green Deal in London, I am taking the following action:

Through RE:NEW, I am establishing interest from homeowners with properties that could benefit from Green Deal in order to approach them as soon as Green Deal finance becomes available.

Working with London boroughs, I have submitted an application to DECC's Local Authority Fund, one aspect of which is would finance programmes in London to increase demand and develop delivery plans for Green Deal.

I am working with London boroughs to address barriers to domestic retrofit - such as parking, storage space and planning consent - that can be overcome using local powers.

I am working with London's social housing providers to develop a pipeline of energy efficiency works that qualify for available funding streams.

## **Green Deal (2)**

**Question No: 2012/4228**

[Murad Qureshi](#)

Will a pan-London Green Deal programme be in place when the Green Deal gets its full launch by Government on January 28 2013?

[The Mayor](#)

The current contractors delivering my RE:NEW programme are working pan-London and can enable the delivery of Green Deal and the Energy Company Obligation (ECO) as soon as it is available. The RE:NEW framework is available through until October 2014 and can therefore enable long term delivery across London.

I am in the process of developing a strategic sector-based approach to delivery which will enable London to transition from Carbon Emissions Reduction Target (CERT) and Community Energy Saving Programme (CESP) funding through to ECO and Green Deal.

## **Green Deal (3)**

**Question No: 2012/4229**

[Murad Qureshi](#)

Did your office discuss with the Department for Energy and Climate Change the possibility of the department's £12m Green Deal Low Carbon Cities programme, announced in September, being expanded to bidders beyond the Core Cities group so that London could make a bid for funding?

[The Mayor](#)

Following the Department for Energy and Climate Change's (DECC) announcement of the £12m Green Deal funding to the Core Cities, my office wrote to Greg Barker requesting funding for London. We were subsequently invited to bid for DECC's Local Authority Funding and submitted a bid on behalf of a number of local authorities for both the Fuel Poverty funding and the Green Deal Pioneer Places fund.

## **Green Deal (4)**

**Question No: 2012/4230**

[Murad Qureshi](#)

Is the Mayor anticipating any direct funding from Department for Energy and Climate Change to support his pan-London Green Deal initiative?

[The Mayor](#)

I have submitted a bid on behalf of a number of local authorities for both the Fuel Poverty funding and the Green Deal Pioneer Places funding available under Department for Energy and Climate Change's (DECC) Local Authority Funding. An announcement by DECC is expected shortly.

My office also holds regular discussions with DECC regarding retrofit and retrofit funding.

## **Job Losses in the Insulation Industry (1)**

**Question No: 2012/4231**

[Murad Qureshi](#)

The Insulation Industry Forum estimate that 625 jobs will be lost as a result of 'the gap between the ending of the existing subsidy schemes ... and the Green Deal and Energy Company Obligation (ECO) becoming fully functional'. By reducing the scope of RE:NEW this year, are you not exacerbating the problems in the insulation industry?

[The Mayor](#)

The scope of RE:NEW has expanded this year from the initial focus on Carbon Emission Reduction Target (CERT) and Community Energy Saving Programme (CESP) funded measures, through to enabling the delivery of ECO and Green Deal. We are looking at how to expand the programme further next year as we engage with the Energy Suppliers with ECO commitments, boroughs, social housing providers and DECC to ensure a successful transition from the CESP and CERT schemes.

To this end I have also submitted a bid to DECC for additional funding from January to April to support development of RE:NEW next year and into the future.

## **Job Losses in the Insulation Industry (2)**

**Question No: 2012/4232**

[Murad Qureshi](#)

What is the Mayor's response to the Insulation Industry Forum's recent announcement that 625 jobs will be lost in the insulation industry directly in London as a result of the introduction of the Government's Green Deal and Energy Company Obligation? Will the Mayor be meeting representatives of the Insulation Industry Forum to follow up these concerns?

[The Mayor](#)

Please see my response to MQ 4231 / 2012. I have already been engaging with members of the Insulation Industry Forum and will continue to do so as we transition from Carbon Emission Reduction Target (CERT) and Community Energy Saving Programme (CESP) schemes to the Energy Company Obligation and Green Deal. We have submitted a bid to DECC for funding to ensure retrofitting work continues during the transition period which will create jobs in the insulation and other associated industries.



## **Energy Company Obligation**

**Question No: 2012/4233**

[Murad Qureshi](#)

Have you asked the government to include regional delivery targets for developers within the Energy Company Obligation?

[The Mayor](#)

I have repeatedly asked Government to include regional targets for energy suppliers to deliver Energy Company Obligations (ECO), most recently in my response last month to Government's consultation on the proposed change to the definition of fuel poverty.

The DECC ECO Brokerage Consultation document states that the Department expects ECO to be delivered in areas which may not have previously received ECO support and commits to actively monitoring ECO on a regular basis to ensure this is the case.

Please see my response to MQ 4227/2012 for an outline of the actions I am taking to maximise investment for homes energy efficiency retrofit in London.

## **Fuel Pricing**

**Question No: 2012/4234**

[Murad Qureshi](#)

Have you held discussions with energy companies regarding price hikes? If so, when?

[The Mayor](#)

Fuel affordability is an important issue. Last month I wrote to the Government supporting a thorough investigation into claims of energy price rigging. The letter also included:

Call for a fair share of Green Deal and ECO investment in London.

A welcome to the inclusion of housing prices in DECC's proposed change to the definition of fuel poverty.

Call for the OfGEM to make regulatory reforms to ensure small energy suppliers can access the energy retail market, which will support delivery of decentralised energy at scale in London and provide affordable energy.

Richard Blakeway, my Deputy Mayor for Housing, Land and Property, has been in discussions with the largest energy suppliers regarding delivery of ECO in London at a scale that matches London's fair share of qualifying households.

## **Clean Energy**

**Question No: 2012/4235**

[Murad Qureshi](#)

Since 2010 the UK has fallen to seventh in the world for investment in clean energy. What impact does this reduced standing have on the deliverability of your climate change mitigation and energy strategy?

[The Mayor](#)

It has a very limited impact on the deliverability of my Climate Change Mitigation and Energy Strategy. Achieving my 60 per cent reduction target does not rely on the development of new technologies. It is based on the large-scale delivery of programmes and projects at a national and regional level that use technologies and approaches that are already developed and being actively deployed in the market place.

## **London Energy Efficiency Fund**

**Question No: 2012/4236**

[Murad Qureshi](#)

The Mayor's London Energy Efficiency Fund has been operating for over one year.

- a) How many applications to London Energy Efficiency Fund are currently being considered,
- b) Over what time scale does the £100m fund need to be spent, and
- c) When are announcements of the first projects to be funded to be made?

[The Mayor](#)

The London Energy Efficiency Fund currently has a pipeline of over 20 projects which are at different stages of the investment approval process. LEEF also consults regularly with the 'RE:FIT' team, who have a pipeline of over 400 sites.

The funding must be invested by 31 December 2015.

The first investment, relating to energy efficiency improvements at a cultural institution, was concluded in September 2012. An announcement regarding this will be made in the near future.

## **Anaerobic Digestion**

**Question No: 2012/4237**

[Murad Qureshi](#)

What is the potential for anaerobic digestion heat and power production in London? How many anaerobic digestion schemes is this equivalent to?

[The Mayor](#)

The GLA estimates that London's businesses and householders send approximately 645,000 tonnes of food waste to landfill every year. If all of this food waste was sent to anaerobic digestion we estimate it could provide enough electricity for 32,000 homes and heat for 8,000 homes, however reduction and redistribution of this food waste should always be maximised before recovery.

The scale of anaerobic digestion facilities varies significantly from small scale/micro plants that manage up to thousands of tonnes to facilities that manage 120,000 tonnes per annum, however around 25,000 - 30,000 tonnes per year is generally considered optimal for a single digester.

## **TfL Energy Costs (1)**

**Question No: 2012/4238**

[Murad Qureshi](#)

Can the Mayor report on progress by Transport for London in pursuing local solutions to source energy from renewable and low carbon sources?

[The Mayor](#)

TfL has been developing strategic partnerships with local power suppliers in London to directly source low-carbon electricity. These discussions are currently commercially confidential.

## TfL Energy Costs (2)

Question No: 2012/4239

Murad Qureshi

Can you provide details of Transport for London's total annual electricity bill and electricity use for the last five years, and projections for both to 2015?

The Mayor

Officers are drafting a response which will be sent shortly.

This is set out in the table below. The cost of supply figures exclude the Docklands Light Railway and London Overground networks, as these costs are met by the service operators. The increase reflected in these figures is largely due to the fact that TfL is now carrying more passengers and running more services, with further increase to come as the extra capacity provided by TfL's upgrades is realised.

	08/09	09/10	10/11	11/12	12/13	13/14	14/15
<b>Cost of supply £M</b>	86.0	87.4	103.9	96.0	104.9	125.5	130.2
<b>Power requirement GWh</b>	1,322	1,298	1,316	1,360	1,448	1,503	1,554

## TfL Energy Supply

Question No: 2012/4240

Murad Qureshi

Does Transport for London have a strategy in place in relation to increasing concerns about reduced levels of electricity supply margin, as highlighted recently by electricity regulator Ofgem? What provisions are in place to ensure that secure electricity suppliers are in place for the tube system?

The Mayor

Yes. TfL's strategy recognises the need to diversify its energy supply to reduce exposure to potential risks from the market. TfL is working on three broad areas:

- Procuring flexibly via the National Grid, using the Government Procurement Service framework

- Using local, directly sourced electricity from low carbon generators in London

- Utilising Power Purchase Agreements to source energy directly from low carbon generators outside of London.

TfL is engaged with the Government Procurement Service on its Energy for Growth agenda which will provide a mechanism for offering long term contracts directly to new renewable generators.

## **Combined Heat and Power**

**Question No: 2012/4241**

[Murad Qureshi](#)

Can the Mayor comment on the 10 per cent reduction in combined heat and power capacity in London as reported in the latest statistics published by the Department of Energy and Climate Change (DECC)?

[The Mayor](#)

The latest trend data from DECC shows a slight increase in London's electrical capacity of CHP of just over 3 per cent between 2010 and 2011 from 122 to 126MWe. There is a decrease when 2011 is compared to 2009 of just over 10 per cent. However over that same period the number of schemes has increased from 152 to 212.

London has comparatively few large (10MWe or greater) CHP plants compared with other regions, due to the nature of its economic activity. The closure of one or two larger scale plant in London therefore can have a disproportionate effect and this may have caused this reduction. Plants may close for a number of reasons including reaching the end of their life. In addition, I have used my planning powers to secure a further CHP electrical capacity of 45MWe during 2010 and 2011. This capacity will not yet be reflected in DECC's figures above as most will not yet be operational.

## **Decentralised Energy (1)**

**Question No: 2012/4242**

[Murad Qureshi](#)

Can the Mayor report on the latest progress in achieving his 25 per cent decentralised energy target in London? How much decentralised energy capacity will be operational in London as at the end of 2012?

[The Mayor](#)

The last estimated assessment of decentralised energy (DE) is set out in the Mayor's Climate Change Mitigation & Energy Strategy. DE supplied around one per cent of London's energy consumption and 2.5 per cent of energy use in buildings.

Data is not available to give an assessment of DE capacity by the end of 2012. However I can confirm that the Decentralised Energy Programme Delivery Unit is currently working to deliver projects with installed thermal capacity of 300 MW of heat and 45 MW of electricity.

In addition the Mayor has approved a further 45 MW CHP electricity capacity through the planning process during 2010 and 2011.

## **Decentralised Energy (2)**

**Question No: 2012/4243**

[Murad Qureshi](#)

Does the Mayor believe that the Government's recently announced proposals under the Energy Bill will support the achievement of his 25 per cent decentralised energy?

[The Mayor](#)

The Energy Bill proposals are directed at supporting large scale low and zero carbon electricity generation. Their effect on smaller decentralised energy schemes is neutral. However, there is need to improve access for smaller decentralised energy schemes to the electricity market so that they can optimise the revenue earned from electricity sales and the Mayor is working with the Department of Energy and Climate Change and Ofgem towards that objective.

## **High-Level Electricity Working Group (1)**

**Question No: 2012/4244**

[Murad Qureshi](#)

How will the Mayor's High-level Electricity Working Group represent the interests of smaller decentralised energy and community-led energy schemes in London? Will a renewable energy generator representative be included on the Group?

[The Mayor](#)

The High Level Electricity Working Group will include parties who have a strong interest in renewables. These include the Chief Executive of the Combined Heat & Power Association and amongst the developers, one with a long track record of investment in low and zero carbon heat and electricity generation and the electricity network issues involved. An officer from the GLA's Decentralised Energy Project Development Unit will also be in the Group.

## **High-Level Electricity Working Group (2)**

**Question No: 2012/4245**

[Murad Qureshi](#)

Can the Mayor ensure that all papers presented at his High-level Electricity Working Group, including agenda and minutes, are made available in the public domain via the Greater London Authority website?

[The Mayor](#)

The agenda and minutes will be made available, excluding any matters which would be exempt from disclosure under the Freedom of Information Act. Other papers will be placed in the public domain where appropriate also excluding those which would be exempt from disclosure as above.

## **Renewable Energy Priorities**

**Question No: 2012/4246**

[Murad Qureshi](#)

Does the Mayor agree with his Deputy Mayor and Chief of Staff's recent comments to Euromoney magazine that renewable energy is not a priority for London and that "development with green energy comes at too much of a cost right now"? Considering these views, is it appropriate for the Deputy Mayor to be appointed the Chair of the High-level Electricity Working Group?

[The Mayor](#)

The Deputy Mayor said was that 'the most important thing for our economy right now is a steady and reliable supply of energy'. No one wanting investment and jobs in London would disagree with that.

It is also right that renewable energy needs to be cheaper but there is no question of it being off the agenda. The Deputy Mayor made that clear.

The terms of reference of the working party include the contribution of decentralised energy (which includes renewables) to the resilience and cost competitiveness of London's electricity network. So renewables are at the heart of the working group's agenda.

The Deputy Mayor drew up those terms of reference and is plainly the appropriate person to chair the group.

## **Energy Policy Chaos**

**Question No: 2012/4247**

[Murad Qureshi](#)

Has the Mayor conveyed to the Prime Minister and the Secretary of State for Energy and Climate Change that he believes, as stated in last month's question time session, 'that the energy policy of this country is in chaos at the moment and we need to sort it out' and that 'the current strategy is incoherent'?

[The Mayor](#)

My view on the UK's energy policy has been made loud and clear through a variety of fora.

## **Responses to Government Consultations**

**Question No: 2012/4248**

[Murad Qureshi](#)

Further to the disappointing response to MQ 3165/2012, in line with most other public sector organisations (and many private sector businesses) will the Mayor support the greater transparency in his work by ensuring that all responses to Government departments, select committee and regulator consultations by the GLA group are posted on the respective websites of the appropriate functional body?

[The Mayor](#)

I continue to make the GLA more transparent to Londoners and I will therefore ensure that GLA and Mayoral responses to government and regulator consultations and select committee inquiries are published on the 'Latest Publications' page of the GLA website from now on.

## **Renewable Energy Installations**

**Question No: 2012/4249**

[Murad Qureshi](#)

Can the Mayor list all renewable and low carbon technologies installed, along with their year of installation, at all fire stations currently threatened with closure?

[The Mayor](#)

There are no planned closures of fire stations at this time. If any such proposals are needed in order to meet the requirements of the budget settlement, then these will be put to the Fire Authority in January.

In the last five years 54 fire stations (out of the 113 in London) have been fitted with energy schemes such as photovoltaic arrays, combined heat and power units, biomass power units and ground source heat pumps.

All party groups on LFEPA have been invited by the Commissioner to contribute thoughts on the factors that should be taken into account in the consideration of any station closures. If you feel strongly that these technologies and installations should be one of the factors, you should speak to the Commissioner.

## **Excess Winter Mortality**

**Question No: 2012/4250**

[Murad Qureshi](#)

The Office for National Statistics' latest report on Excess Winter Mortality in England and Wales shows London experienced the highest increase in mortality rates of any region in the past year, and that London now has the highest levels for excess winter mortality of any region. What action are you proposing to take in light of these troubling findings?

[The Mayor](#)

Excess winter mortalities are a serious concern. The causes of excess winter mortality are complex and could include a number of issues, including the energy efficiency of the housing stock and flu vaccination uptake.

As such I am taking action in a number of ways, including:

My RE:NEW programme has offered home insulation where appropriate, simple energy and water efficiency measures and benefit referrals to maximise income. The first phase of RE:NEW was rolled out to all London boroughs, and the current second phase is being delivered in 11 targeted ward-sized areas chosen specifically for their likelihood to include low-income and vulnerable households. More than 67,000 homes have been benefitted from RE:NEW to date and the current phase aims to visit in excess of 20,000 homes before the end of the year.

My officers are helping facilitate an Affordable Warmth and Health Forum, established at the recommendation of the Assembly. The Forum convenes borough health and sustainability officers with the aim of achieving better coordination across public health and fuel poverty initiatives.

My Know Your Rights campaign aims to ensure that vulnerable groups and those on low incomes receive financial help and advice when they need it, and get the benefits they are entitled to, including the Warm Homes Discount.

## **Transparency**

**Question No: 2012/4251**

[Murad Qureshi](#)

Can the Mayor publish on the GLA website a list of all meetings with external organisations his advisors meet with on a monthly basis?

[The Mayor](#)

It would be a disproportionate use of resources for officers to go through my senior team's diaries to redact the personal and confidential information necessary before publication every month.

## **Review of RE:NEW**

**Question No: 2012/4252**

[Murad Qureshi](#)

In response to previous questions, you said that a major review of your RE:NEW programme will have been undertaken by the end of November. What has delayed publication? Can you inform me if the review has been completed?

[The Mayor](#)

The purpose of the review is to ensure that lessons learned from early stages of RE:NEW can benefit future delivery. Due to the timelines in clarifying the details of the Green Deal and ECO schemes which come into place next year, it has been necessary to request more detail from the delivery agents responsible for phase I of RE:NEW. We are reviewing the data and details of the new schemes to ensure that we are able to draw out the most relevant information and lessons learnt to inform the challenging transition from Carbon Emission Reduction Target (CERT) and Community Energy Saving Programme (CESP) schemes to the Energy Company Obligation and Green Deal. The report will be published in the new year as soon as final details of the scheme are available and relevant recommendations can then be included in the report.



## **Safety improvements at priority junctions (1)**

**Question No: 2012/4253**

[Murad Qureshi](#)

TfL's better junctions review has identified 100 junctions at priority locations which require changes to improve cyclist and pedestrian safety.

What is the timetable for making safety improvements to the junction of Cromwell Road and Gloucester Road in Kensington and Chelsea, and what safety measures will be implemented there?

[The Mayor](#)

You have asked a number of questions (MQs 4253 / 2012 - 4275 / 2012) about specific junctions that are part of TfL's Junction Review programme.

TfL has committed to reviewing the 100 priority junctions by December 2013, working closely with user groups representing a range of stakeholder interests. In addition, TfL has committed to delivering improvement schemes at 50 junctions by December 2013, 35 of which will be at the priority 100 locations.

Progress updates on specific junctions and consultations will be available on the TfL website at: [www.tfl.gov.uk/betterjunctions](http://www.tfl.gov.uk/betterjunctions).

TfL would be happy to meet you to discuss the detail of any location if you wish.

## **Safety improvements at priority junctions (2)**

**Question No: 2012/4254**

[Murad Qureshi](#)

TfL's better junctions review has identified 100 junctions at priority locations which require changes to improve cyclist and pedestrian safety.

What is the timetable for making safety improvements to the junction of Edith Grove and the King's Road in Kensington and Chelsea, and what safety measures will be implemented there?

[The Mayor](#)

Please see my response to MQ 4253 / 2012.

## **Safety improvements at priority junctions (3)**

**Question No: 2012/4255**

[Murad Qureshi](#)

TfL's better junctions review has identified 100 junctions at priority locations which require changes to improve cyclist and pedestrian safety.

What is the timetable for making safety improvements to the junction of Great West Road and Chiswick High Road in Hounslow, and what safety measures will be implemented there?

[The Mayor](#)

Please see my response to MQ 4253 / 2012.

## **Safety improvements at priority junctions (4)**

**Question No: 2012/4256**

[Murad Qureshi](#)

TfL's better junctions review has identified 100 junctions at priority locations which require changes to improve cyclist and pedestrian safety.

What is the timetable for making safety improvements to the junction of Great West Road and Shield Drive in Hounslow, and what safety measures will be implemented there?

[The Mayor](#)

Please see my response to MQ 4253 / 2012.

## **Safety improvements at priority junctions (5)**

**Question No: 2012/4257**

[Murad Qureshi](#)

TfL's better junctions review has identified 100 junctions at priority locations which require changes to improve cyclist and pedestrian safety.

What is the timetable for making safety improvements to the junction of Grosvenor Road and Chelsea Bridge in the City of Westminster / Kensington and Chelsea, and what safety measures will be implemented there?

[The Mayor](#)

Please see my response to MQ 4253 /2012.

## **Safety improvements at priority junctions (6)**

**Question No: 2012/4258**

[Murad Qureshi](#)

TfL's better junctions review has identified 100 junctions at priority locations which require changes to improve cyclist and pedestrian safety.

What is the timetable for making safety improvements to the junction of Grosvenor Road and Lupus Street in the City of Westminster, and what safety measures will be implemented there?

[The Mayor](#)

Please see my response to MQ 4253 / 2012.

## **Safety improvements at priority junctions (7)**

**Question No: 2012/4259**

[Murad Qureshi](#)

TfL's better junctions review has identified 100 junctions at priority locations which require changes to improve cyclist and pedestrian safety.

What is the timetable for making safety improvements to the North West corner of Hyde Park Corner in the City of Westminster, and what safety measures will be implemented there?

[The Mayor](#)

Please see my response to MQ 4253 / 2012.

## **Safety improvements at priority junctions (8)**

**Question No: 2012/4260**

[Murad Qureshi](#)

TfL's better junctions review has identified 100 junctions at priority locations which require changes to improve cyclist and pedestrian safety.

What is the timetable for making safety improvements to the junction of Hyde Park Corner and Knightsbridge Slip in the City of Westminster, and what safety measures will be implemented there?

[The Mayor](#)

Please see my response to MQ 4253 / 2012.

## **Safety improvements at priority junctions (9)**

**Question No: 2012/4261**

[Murad Qureshi](#)

TfL's better junctions review has identified 100 junctions at priority locations which require changes to improve cyclist and pedestrian safety.

What is the timetable for making safety improvements to the Marble Arch Gyratory in the City of Westminster, and what safety measures will be implemented there?

[The Mayor](#)

Please see my response to MQ 4253 / 2012.

## **Safety improvements at priority junctions (10)**

**Question No: 2012/4262**

[Murad Qureshi](#)

TfL's better junctions review has identified 100 junctions at priority locations which require changes to improve cyclist and pedestrian safety.

What is the timetable for making safety improvements to the junction of Marylebone Road and Marylebone High Street in the City of Westminster, and what safety measures will be implemented there?

[The Mayor](#)

Please see my response to MQ 4253 / 2012.

## **Safety improvements at priority junctions (11)**

**Question No: 2012/4263**

[Murad Qureshi](#)

TfL's better junctions review has identified 100 junctions at priority locations which require changes to improve cyclist and pedestrian safety.

What is the timetable for making safety improvements to the Lambeth Bridge Northern roundabout in the City of Westminster, and what safety measures will be implemented there?

[The Mayor](#)

Please see my response to MQ 4253 / 2012.

## **Safety improvements at priority junctions (12)**

**Question No: 2012/4264**

[Murad Qureshi](#)

TfL's better junctions review has identified 100 junctions at priority locations which require changes to improve cyclist and pedestrian safety.

What is the timetable for making safety improvements to the junction of Vauxhall Bridge Road and Drummond Gate in the City of Westminster, and what safety measures will be implemented there?

[The Mayor](#)

Please see my response to MQ 4253 / 2012.

## **Safety improvements at priority junctions (13)**

**Question No: 2012/4265**

[Murad Qureshi](#)

TfL's better junctions review has identified 100 junctions at priority locations which require changes to improve cyclist and pedestrian safety.

What is the timetable for making safety improvements to the junction of Vauxhall Bridge Road, Millbank and Grosvenor Road in the City of Westminster, and what safety measures will be implemented there?

[The Mayor](#)

Please see my response to MQ 4253 / 2012.

## **Safety improvements at priority junctions (14)**

**Question No: 2012/4266**

[Murad Qureshi](#)

TfL's better junctions review has identified 100 junctions at priority locations which require changes to improve cyclist and pedestrian safety.

What is the timetable for making safety improvements to the junction of Victoria Embankment and Bridge Street in the City of Westminster, and what safety measures will be implemented there?

[The Mayor](#)

Please see my response to MQ 4253 / 2012.

## **Safety improvements at priority junctions (15)**

**Question No: 2012/4267**

[Murad Qureshi](#)

TfL's better junctions review has identified 100 junctions at priority locations which require changes to improve cyclist and pedestrian safety.

What is the timetable for making safety improvements to the junction of Victoria Embankment and Savoy Place in the City of Westminster, and what safety measures will be implemented there?

[The Mayor](#)

Please see my response to MQ 4253 / 2012.

## **Safety improvements at priority junctions (16)**

**Question No: 2012/4268**

[Murad Qureshi](#)

TfL's better junctions review has identified 100 junctions at priority locations which require changes to improve cyclist and pedestrian safety.

What is the timetable for making safety improvements to the Victoria Gyratory in the City of Westminster, and what safety measures will be implemented there?

[The Mayor](#)

Please see my response to MQ 4253 / 2012.

## **Safety improvements at priority junctions (17)**

**Question No: 2012/4269**

[Murad Qureshi](#)

TfL's better junctions review has identified 100 junctions at priority locations which require changes to improve cyclist and pedestrian safety.

What is the timetable for making safety improvements to the junction of Talgarth Road and Giddon Road in Hammersmith and Fulham, and what safety measures will be implemented there?

[The Mayor](#)

Please see my response to MQ 4253 / 2012.

## **Safety improvements at priority junctions (18)**

**Question No: 2012/4270**

[Murad Qureshi](#)

TfL's better junctions review has identified 100 junctions at priority locations which require changes to improve cyclist and pedestrian safety.

What is the timetable for making safety improvements to the junction of Upper Richmond Road West and Sheen Lane in Richmond-upon-Thames, and what safety measures will be implemented there?

[The Mayor](#)

Please see my response to MQ 4253 / 2012.

## **Safety improvements at priority junctions (19)**

**Question No: 2012/4271**

[Murad Qureshi](#)

TfL's better junctions review has identified 100 junctions at priority locations which require changes to improve cyclist and pedestrian safety.

What is the timetable for making safety improvements to the junction of Upper Richmond Road West and Clifford Avenue in Richmond-upon-Thames, and what safety measures will be implemented there?

[The Mayor](#)

Please see my response to MQ 4253 / 2012.

## **Safety improvements at priority junctions (20)**

**Question No: 2012/4272**

[Murad Qureshi](#)

TfL's better junctions review has identified 100 junctions at priority locations which require changes to improve cyclist and pedestrian safety.

What is the timetable for making safety improvements to the London Road Roundabout (Chertsey Road / London Road) in Richmond-upon-Thames, and what safety measures will be implemented there?

[The Mayor](#)

Please see my response to MQ 4253 / 2012.

## **Safety improvements at priority junctions (21)**

**Question No: 2012/4273**

[Murad Qureshi](#)

TfL's better junctions review has identified 100 junctions at priority locations which require changes to improve cyclist and pedestrian safety.

What is the timetable for making safety improvements to the junction of Hook Road and Bridge Road in Kingston-upon-Thames, and what safety measures will be implemented there?

[The Mayor](#)

Please see my response to MQ 4253 / 2012.

## **Safety improvements at priority junctions (22)**

**Question No: 2012/4274**

[Murad Qureshi](#)

TfL's better junctions review has identified 100 junctions at priority locations which require changes to improve cyclist and pedestrian safety.

What is the timetable for making safety improvements to the junction of Apex Corner and Hampton Road West in Hounslow, and what safety measures will be implemented there?

[The Mayor](#)

Please see my response to MQ 4253 / 2012.

## **Safety improvements at priority junctions (23)**

**Question No: 2012/4275**

[Murad Qureshi](#)

TfL's better junctions review has identified 100 junctions at priority locations which require changes to improve cyclist and pedestrian safety.

What is the timetable for making safety improvements to the junction of Kew Bridge, Spring Grove and Kew Bridge Road in Hounslow, and what safety measures will be implemented there?

[The Mayor](#)

Please see my response to MQ 4253 / 2012.

## **Pedestrian crossing - A4 Haymarket**

**Question No: 2012/4276**

[Murad Qureshi](#)

In answer to question 3746 / 2012 you provided a list of 70 sites in London where the pedestrian crossing timings do not meet the latest DfT standards introduced in 2007.

When exactly will the crossing time at the A4 Haymarket - Panton Street in the City of Westminster be brought in line with the DfT standard?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Implementation is scheduled for the end of the 12/13 financial year, at which point the site will be brought in line with current DfT standards.

## **Pedestrian crossing - Park Street**

**Question No: 2012/4277**

[Murad Qureshi](#)

In answer to question 3746 / 2012 you provided a list of 70 sites in London where the pedestrian crossing timings do not meet the latest DfT standards introduced in 2007.

When exactly will the crossing times at Park Street - Upper Brook Street and Park Street - Green Street in the City of Westminster be brought in line with the DfT standard?

[The Mayor](#)

This site was brought in line with current DfT standards on 2 December.

## **Pedestrian crossing - Sussex Gardens**

**Question No: 2012/4278**

[Murad Qureshi](#)

In answer to question 3746 / 2012 you provided a list of 70 sites in London where the pedestrian crossing timings do not meet the latest DfT standards introduced in 2007. When exactly will the crossing times at Sussex Gardens - London Street - Sussex Place and Sussex Gardens - Lancaster Terrace - Westbourne Street in the City of Westminster be brought in line with the DfT standard?

[The Mayor](#)

This site was brought in line with current DfT standards on 5 December.

## **Pedestrian crossing - Oxford Street**

**Question No: 2012/4279**

[Murad Qureshi](#)

In answer to question 3746 / 2012 you provided a list of 70 sites in London where the pedestrian crossing timings do not meet the latest DfT standards introduced in 2007. When exactly will the crossing time at Oxford Street - Rathbone Place - Soho Street in the City of Westminster be brought in line with the DfT standard?

[The Mayor](#)

This site was brought in line with current DfT standards on 6 December.

## **Pedestrian crossing - Maida Vale**

**Question No: 2012/4280**

[Murad Qureshi](#)

In answer to question 3746 / 2012 you provided a list of 70 sites in London where the pedestrian crossing timings do not meet the latest DfT standards introduced in 2007. When exactly will the crossing time at Maida Vale - Hall Road - Sutherland Avenue in the City of Westminster be brought in line with the DfT standard?

[The Mayor](#)

This site will be brought in line with current DfT standards by the end of the 2012/2013 financial year.

## **Pedestrian crossing - Cavendish Square**

**Question No: 2012/4281**

[Murad Qureshi](#)

In answer to question 3746 / 2012 you provided a list of 70 sites in London where the pedestrian crossing timings do not meet the latest DfT standards introduced in 2007. When exactly will the crossing time at Cavendish Square - Holles Street in the City of Westminster be brought in line with the DfT standard?

[The Mayor](#)

This site was brought in line with current DfT standards on 28 November.



## **Pedestrian crossing - St George Street**

**Question No: 2012/4282**

[Murad Qureshi](#)

In answer to question 3746 / 2012 you provided a list of 70 sites in London where the pedestrian crossing timings do not meet the latest DfT standards introduced in 2007. When exactly will the crossing time at St George Street - Maddox Street in the City of Westminster be brought in line with the DfT standard?

[The Mayor](#)

This site was brought in line with current DfT standards on 18 November.

## **Pedestrian crossing - A219 Fulham High Street**

**Question No: 2012/4283**

[Murad Qureshi](#)

In answer to question 3746 / 2012 you provided a list of 70 sites in London where the pedestrian crossing timings do not meet the latest DfT standards introduced in 2007. When exactly will the crossing time at the A219 Fulham High Street - New King's Road - Putney Bridge approach Churchgate in Hammersmith and Fulham be brought in line with the DfT standard?

[The Mayor](#)

This site will be brought in line with current DfT standards by the end of this financial year.

## **Pedestrian crossing - Warwick Gardens**

**Question No: 2012/4284**

[Murad Qureshi](#)

In answer to question 3746 / 2012 you provided a list of 70 sites in London where the pedestrian crossing timings do not meet the latest DfT standards introduced in 2007. When exactly will the crossing time at Warwick Gardens - Pembroke Road - Cromwell Crescent in Kensington and Chelsea be brought in line with the DfT standard?

[The Mayor](#)

This site will be brought in line with current DfT standards by the end of this financial year.

## **Pedestrian crossing - Earls Court Road**

**Question No: 2012/4285**

[Murad Qureshi](#)

In answer to question 3746 / 2012 you provided a list of 70 sites in London where the pedestrian crossing timings do not meet the latest DfT standards introduced in 2007. When exactly will the crossing times at Earls Court Road - Bramham Gardens - Earls Court Square and Earls Court Road - Stratford Road - Pembroke Road in Kensington and Chelsea be brought in line with the DfT standard?

[The Mayor](#)

This site will be brought in line with current DfT standards by the end of this financial year.

## **Pedestrian crossing - A205 Upper Richmond Road**

**Question No: 2012/4286**

[Murad Qureshi](#)

In answer to question 3746 / 2012 you provided a list of 70 sites in London where the pedestrian crossing timings do not meet the latest DfT standards introduced in 2007. When exactly will the crossing time at the A205 Upper Richmond Road - Vine Road - Priory Lane in Richmond upon Thames be brought in line with the DfT standard?

[The Mayor](#)

This site will be brought in line with current DfT standards by the end of this financial year.

## **Pedestrian crossing - A315 Kew Bridge Road**

**Question No: 2012/4287**

[Murad Qureshi](#)

In answer to question 3746 / 2012 you provided a list of 70 sites in London where the pedestrian crossing timings do not meet the latest DfT standards introduced in 2007. When exactly will the crossing time at the A315 Kew Bridge Road - Chiswick High Road - Kew Bridge in Hounslow be brought in line with the DfT standard?

[The Mayor](#)

This site was brought in line with current DfT standards on 9 December.

## **Pedestrian crossing - A315 Chiswick High Road**

**Question No: 2012/4288**

[Murad Qureshi](#)

In answer to question 3746 / 2012 you provided a list of 70 sites in London where the pedestrian crossing timings do not meet the latest DfT standards introduced in 2007. When exactly will the crossing times at the A315 Chiswick High Road - B491 Turnham Green Terrace - Annandale Road and the A315 Chiswick High Road - Heathfield Terrace in Hounslow be brought in line with the DfT standard?

[The Mayor](#)

The proposals for these sites are in the final stages of detailed design with TfL. Implementation is scheduled for the end of the 12/13 financial year, at which point the sites will be brought in line with current DfT standards.

## **Courtesy card**

**Question No: 2012/4289**

[Murad Qureshi](#)

Your 2012 manifesto promised a courtesy card for young people on public transport. Can you please provide details of the scheme?

[The Mayor](#)

The existing behaviour code, along with accompanying information, associated with the 'Zip' free travel concession has now been updated to explicitly reflect the manifesto commitments. Among other things the code requires young people to act in a considerate and responsible manner and to:

- Act safely

- Cooperate with our staff and treat them and other passengers with respect

- Use language that does not cause offence to others

- Ensure that you are the only person that can hear your music

- Ensure you pick up all your litter

- Keep your feet off the seats

- Give up your seat for others

In future all issued Zip cards will carry a statement on the rear reminding the holder of the need to be aware of, and comply with, the requirements of the code. These revised cards will be available to TfL's contractor from February 2013.

## **Taxi age limit exemptions I**

**Question No: 2012/4290**

[Murad Qureshi](#)

What are the criteria for granting exemption to a black cab that is over the 15 year age limit?

[The Mayor](#)

Following the launch of my Air Quality Strategy in December 2010, TfL undertook an additional stakeholder consultation to identify what exemptions to the age limits for taxis and private hire vehicles should be applied.

These exemptions were announced in the Taxi and Private Hire Notice 09/11

([http://www.tfl.gov.uk/assets/downloads/businessandpartners/09-11-maqs-taxi-and-private-hire-age-limit-\\_consultation-on-exemptions.pdf](http://www.tfl.gov.uk/assets/downloads/businessandpartners/09-11-maqs-taxi-and-private-hire-age-limit-_consultation-on-exemptions.pdf)) and full details of this consultation

and the exemptions can be found on the TfL website at:

<http://www.tfl.gov.uk/businessandpartners/taxisandprivatehire/21358.aspx>.

## Taxi age limit exemptions II

**Question No: 2012/4291**

[Murad Qureshi](#)

How many taxis over the 15 year age limit have been granted exemption to date? Please also provide the reason for each exemption.

[The Mayor](#)

The table below summarises the total number of exemptions granted up to 12 December along with the reasons for the exemption being granted:

<b>Exemption Type</b>	<b>No of Applications</b>	<b>No of Vehicles</b>
Alternative Fuel Conversions	12	12
Classic/Niche Vehicles	2	2
Disabled Driver	1	1
Exceptional Circumstances - 1 Year Exemption	17	17
Exceptional Circumstances - 3 Month Exemption	10	27
<b>Total Approved</b>	<b>42</b>	<b>59</b>

## Mental Health problems in London

**Question No: 2012/4292**

[Murad Qureshi](#)

Do you see mental health as a priority issue for London? How many Londoners are affected by mental health problems and how much does this cost each year?

[The Mayor](#)

Like you, I believe mental health is a key health issue for London. I have highlighted this through my Health Inequalities Strategy.

It is estimated that roughly one in four people will experience mental ill health at some point in their lives. The NHS in London have recently commissioned a piece of work to identify the current spend on mental health services in London, including by each organisation in London working on this issue, by borough and by each Clinical Commissioning Group. The report is expected to be available in early 2013. I would be happy to share the report with you when it is finalised.

## South London Healthcare Trust consultation

**Question No: 2012/4293**

[Murad Qureshi](#)

Will you publish your response to the consultation on the South London Healthcare Trust?

[The Mayor](#)

Yes.

## **Lewisham A&E**

**Question No: 2012/4294**

[Murad Qureshi](#)

Considering Lewisham hospital A&E has only just re-opened after a £12 million re-fit, do you think it makes good financial sense now to close it down? What value for money does this represent?

[The Mayor](#)

I understand that the £12 million re-fit will be utilised by the Urgent Care Centre. However the scale of the overall financial challenge in south east London is such that difficult decisions may need to be made in order to provide safe and sustainable healthcare now and in the future.

## **Hospital admissions and smog episodes**

**Question No: 2012/4295**

[Murad Qureshi](#)

How many additional people were admitted to hospital with respiratory problems at or just after each London smog episode in the last five years?

[The Mayor](#)

Kings College Environment Research Group has carried out preliminary research into air pollution and hospital admissions. Kings compared the total number of emergency respiratory hospital admissions in Greater London between 2006 and 2011 when air pollution was high or very high to an average benchmark of hospital admissions when air pollution was low (as defined by the Defra Air Quality Index).

Their findings show that over the five-year period the total number of additional admissions when ozone was high or very high was 118. There were 641 additional admissions when PM10 was high or very high and 49 admissions when NO2 levels were high or very high. It is important to note that the hospital admissions have been counted separately for each pollutant, however they may have occurred at the same time (ie if ozone and PM10 concentrations were high at the same time) and so they may not be mutually exclusive.

## **Life expectancy in Westminster I**

**Question No: 2012/4296**

[Murad Qureshi](#)

Are you able to offer any analysis as to why Westminster has the largest disparity in life expectancy in the UK? This has been growing over the last five years and has now reached 17 years for men?

[The Mayor](#)

The causes of health inequalities are complex, predominantly arising through the social conditions in which we live (such as employment and housing) in addition to the influence of lifestyle factors such as smoking rates and access to preventative healthcare services. Analysis in Westminster's Joint Strategic Needs Assessment identifies the disparity in life expectancy as owing to improvements in health in the most affluent areas of the borough but with life expectancy in the most deprived areas staying the same.

## **Life expectancy in Westminster II**

**Question No: 2012/4297**

[Murad Qureshi](#)

In answer to my question 3714 / 2012 on Life expectancy in Westminster you advised that you are offering tailored consultancy support to local health and wellbeing boards. Presumably this will be available from April 2013. What have you done in the previous five years - since you were elected in 2008 - to address this specific and growing health inequality in Westminster?

[The Mayor](#)

Reducing health inequalities requires coordinated action across a range of areas. I have led and supported a number of activities that help to address health inequalities in Westminster. For example, the Well London programme that worked in one of its most deprived wards Queen's Park, the establishment of the London Delivery Board that identifies sustainable solutions to rough sleeping and coordinating skills and employment agencies to address long term unemployment.

The support to local health and well-being boards to reduce health inequalities through the Institute of Health Equity (the Marmot team) has been available since April 2012 and has been widely publicised.

## **Impact of closing A&E departments in North West London**

**Question No: 2012/4298**

[Murad Qureshi](#)

In response to my question 3727 / 2012 you refer to an assessment done by Mott MacDonald for NHS NW London.

As Mayor of London you have a responsibility to promote the reduction of health inequalities in London. The NW hospital restructure proposes reducing nine A&E departments down to just five, which will affect nearly 2 million people - a quarter of London's population. As you haven't seen fit to do your own assessment, could you please let me have your analysis of Mott MacDonald's work?

[The Mayor](#)

I have asked my health team to review the Equalities Impact Assessment.

## **Fizzy drinks**

**Question No: 2012/4299**

[Murad Qureshi](#)

Given the rising tide of obesity and associated health problems in London, do you think 500ml is too large a portion size to sell sweet, fizzy drinks?

[The Mayor](#)

I do not believe that 500ml is necessarily too large a portion in which to sell a sugary fizzy drink.

It is clear that frequently drinking sugary fizzy drinks in those quantities is unlikely to be part of a healthy diet. It is important therefore that food manufacturers and retailers provide a wide choice of healthy options, with the information to help Londoners make informed choices.

## **Lynton Crosby reference to Muslims**

**Question No: 2012/4300**

[Murad Qureshi](#)

It is widely reported that your former campaign advisor, Lynton Crosby used the term 'f\*\*\*\*\* Muslims' whilst working on your recent Mayoral campaign. It is also reported that he made offensive remarks concerning the tradition of wearing the Muslim head scarf. Given your duty to promote good relations between persons of different racial groups, are you concerned by these allegations?

[The Mayor](#)

Mr Crosby has made clear that he has no memory of making these statements. I also have never heard Mr Crosby saying such things or anything that could be interpreted as being racist. He is an outstanding campaign manager and I am delighted that he will be helping the Conservatives in the fight, which I am absolutely sure will be successful, to prevent the return to power of the party which crashed so spectacularly the UK economy.

## **Hammersmith Flyover Collapse warning**

**Question No: 2012/4301**

[Murad Qureshi](#)

Recent reports suggest that TFL kept Hammersmith Flyover open for 2 months despite a report (The Emergency Preparedness Plan) suggesting that it could have experienced a 'sudden and catastrophic collapse'. Can you confirm what measures TFL put into place to safeguard against such a disaster prior to the closure of the road on the 23rd of December 2011?

[The Mayor](#)

The 'recent reports' you mention are nonsense and a case of poor journalism. The Emergency Preparedness Plan is exactly what it suggests, a plan, in the event of a sudden closure of the flyover and not about the integrity of the structure. The Emergency Preparedness Plan was consequently one of a number of measures TfL undertook to prepare itself for the potential loss of load bearing capacity on Hammersmith Flyover last year.

## **Closure of Dial-a-ride depot in Paddington (1)**

**Question No: 2012/4302**

[Murad Qureshi](#)

Were you aware of plans to close the Dial-a-ride Depot in Woodfield Road, Paddington, W9 and what is your message to the disabled and senior citizens of Central London who rely on this critical service but will now have to endure longer waiting and travelling times?

[The Mayor](#)

Closure of Dial-a-Ride's small depot in Woodfield Road, Paddington, is a minor change to the operational arrangements of the Dial-a-Ride service.

This closure will not have any impact on the service to customers, as it represents a change to the place where drivers sign on in the morning, not a change to the level of service provided.

## **Closure of Dial-a-ride depot in Paddington (2)**

**Question No: 2012/4303**

[Murad Qureshi](#)

Why was there no public consultation prior to the closure of the Paddington Dial-a-ride depot?

[The Mayor](#)

As closure of Dial-a-Ride's Paddington depot and subsequent relocation of the drivers' operating base to North Wembley and Bermondsey would not result in any changes to the level of service, there has not been external public consultation. TfL is committed to providing a pan-London Dial-a-Ride service to consistent standards across all 33 boroughs served by the five main depots and four sub depots.

## **Closure of Dial-a-ride depot in Paddington (3)**

**Question No: 2012/4304**

[Murad Qureshi](#)

What appraisal was undertaken of the impact on Central London residents as a result of the closure of the Dial-a-ride depot in Paddington?

[The Mayor](#)

Dial-a-Ride conducted a detailed appraisal of the pattern of journeys provided to central London residents previously served by the Paddington depot to ensure all regular journeys could be accommodated under the new arrangements.

An Equality Impact Assessment was also carried out which involved an appraisal of any particular impacts related to gender, ethnicity, disability, sexual orientation, age, faith or belief. No negative impacts were identified.

However, a positive impact in the form of a transfer of resources to direct service delivery rather than administration and overhead costs was identified for older and disabled Londoners who use the Dial-a-Ride service.

## **Cycling accidents by vehicle type**

**Question No: 2012/4305**

[Murad Qureshi](#)

How many cyclists have been killed, seriously injured or injured this year broken down by vehicle type?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

These figures are not yet available for the year.



## **Cycling accidents caused by vehicles turning left**

**Question No: 2012/4306**

[Murad Qureshi](#)

How many cyclists have been killed, seriously injured or injured this year as a result of vehicles turning left? Can you please categorise these incidents by vehicle type.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

This analysis is not available yet for the year.

## **District line service to Richmond**

**Question No: 2012/4307**

[Murad Qureshi](#)

Please confirm how many trains were cancelled on the District line service to Richmond during the week commencing 24th of November?

[The Mayor](#)

There were five train cancellations on the Richmond branch of the District line during the week commencing 24 November. Two of these occurred on 24 November, with one cancellation each on 25, 28 and 30 November.

These cancellations were due either to the train becoming faulty or an absence of staff. During an average weekday, there are 119 District line departures from Richmond.

## **India Trip**

**Question No: 2012/4308**

[Murad Qureshi](#)

Given the apparent bottoming out of the Indian economy, was this the optimum time to visit India and do you think an earlier visit would have been more timely?

[The Mayor](#)

Whilst the Indian economy's growth has slowed it is still forecast to be 5-6% this year and next, and as such still represents strong potential for increasing trade links and attracting investment. I have not previously visited India, or indeed any other country, on such a promotional trip as my attention was focused on delivering key policies here in London - for example transport, policing and of course the Olympic and Paralympic Games.

I feel on the back of the incredible success of the Olympics London is now recognised as a city that can deliver on the biggest of projects and we must utilise this global recognition to its fullest potential.

## **Welfare Reforms**

**Question No: 2012/4309**

[Onkar Sahota](#)

Has the Mayor made any assessment of the impact of welfare reforms on the availability of Temporary Accommodation for homeless households in the capital?

[The Mayor](#)

My Deputy Mayor for Housing, Land and Property, as well as my officials, regularly meet with London boroughs and government. In addition, the GLA is represented on the advisory group of the DWP's independent evaluation of the impacts of the Local Housing Allowance Changes and on the DWP Local Authority Association group. My officials also routinely review a range of relevant data.

## **Growth and Infrastructure Bill**

**Question No: 2012/4310**

[Onkar Sahota](#)

What representations has the Mayor made to Government about the proposed changes to Section 106 as outlined in the Growth and Infrastructure Bill?

[The Mayor](#)

I have written to the Secretary of State for Communities and Local Government noting my commitment to delivering around 55,000 new affordable homes in London by 2015, and the important role Section 106 agreements will have in achieving this ambition. I understand that in some cases previously negotiated S106 agreements may need to be renegotiated to take into account changes in the economy and to ensure that developments remain viable and on track. I have suggested that in cases in which a developer submits an application for renegotiation of their S106 agreement with their local planning authority within London then my office should be automatically informed, and that I then have the power to call in the application should I deem it to be necessary for London's overall strategic development.

## **Overcrowded Housing**

**Question No: 2012/4311**

[Onkar Sahota](#)

With over 391,000 children growing up in overcrowded housing in London, will you agree to the call in 4in10's No Space at Home campaign to establish a target to halve the number of children living in overcrowded housing by 2020 and increase the proportion of family-sized social homes in the HCA's programme to 50 per cent?

[The Mayor](#)

Please see my response to MQ 3941 / 2012.

## **NWL NHS**

### **Question No: 2012/4312**

[Onkar Sahota](#)

The Mayor wrote to North West London NHS after receiving a delegation from Ealing regarding the closure of four A&E Departments and service reconfiguration. What has been the response from NWL NHS ?

[The Mayor](#)

I received a detailed response from the NHS to my letter in which I set out the concerns you raised with me at our recent meeting on this matter. I have shared this response with you.

## **Shaping a Healthier Future**

### **Question No: 2012/4313**

[Onkar Sahota](#)

What has been the Mayor's Equality impact assessment of the proposals in the consultation document , Shaping a Healthier Future (SaHF)?

[The Mayor](#)

Please see my response to MQ 4298 / 2012.

## **Shaping a Healthier Future #2**

### **Question No: 2012/4314**

[Onkar Sahota](#)

What is the Mayor's assessment of the Ipsos MORI Final Reported dated 28 November 2012 on the Shaping a Healthier Future (SaHF) consultation by North West London NHS?

[The Mayor](#)

I welcome Ipsos MORI's independent analysis of the consultation responses, and understand that the NHS in London is now reviewing concerns raised by respondents as they refine their proposals.

## **Shaping a Healthier Future #3**

### **Question No: 2012/4315**

[Onkar Sahota](#)

Will the Mayor now add his voice to the concerns that his constituents in North West London feel about the unprecedented and untested proposals outlined in the consultation document , Shaping a Healthier Future (SaHF)?

[The Mayor](#)

As you know I raised the concerns you and your delegation expressed with the NHS in London. I received assurances from the NHS on these points, which I have shared with you. I am confident that whichever option the Secretary of State approves next year will be based on what is ultimately best for the people of North West London.

## **Shaping a Healthier Future #4**

**Question No: 2012/4316**

[Onkar Sahota](#)

The Mayor asked TfL to assess the travel time impact of the proposals outlined in the consultation document, Shaping a Healthier Future (SaHF), after meeting the delegation from Ealing. What is the assessment of TfL?

[The Mayor](#)

NHS NW London and its consultants undertook travel time analysis using data provided by TfL from its Health Service Travel Analysis Toolkit (HSTAT).

However, the analysis they undertook and the presentation of the data was not deemed adequate. Therefore NHS NW London have committed to preparing a fuller presentation of the data. TfL will then assess this.

## **Shaping a Healthier Future #5**

**Question No: 2012/4317**

[Onkar Sahota](#)

The Mayor will have noted the 80,000-strong petition handed to the Prime Minister by campaigners against the proposals outlined in the consultation document, Shaping a Healthier Future (SaHF). Subsequent to this, Ms Angie Bray MP (Conservative -Ealing Central) had a meeting with the Prime Minister on the same subject. Will the Mayor now add his voice to those of constituents in North West London who are deeply concerned by the unprecedented and untested proposals outlined in Shaping a Healthier Future (SaHF)?

[The Mayor](#)

Please see my response to MQ 4315 / 2012.

## **Indian Offices**

**Question No: 2012/4318**

[Onkar Sahota](#)

The Mayor has had a successful visit to India. Does he intend to build on it and open a Trade Office in Delhi and Mumbai to promote London for future investments and knowledge exchange?

[The Mayor](#)

I currently have no plans to open offices in Delhi or Mumbai. We already have London and Partners representatives on the ground in India working to promote the opportunities that exist in London. I believe by working closely with colleagues in UKTI we can effectively build on our already good standing with Indian businesses and continue to effectively promote London.

## **GLA offices in India**

**Question No: 2012/4319**

[Onkar Sahota](#)

Mr Mayor, you have visited India recognising it as an important trading partner for London. Do you now regret closing/mothballing the GLA Offices in Delhi and Mumbai in your first term?

[The Mayor](#)

No. The rationale for closing the offices was that they did not offer good value for money, and this still stands. London and Partners representatives are working hard to promote London and I believe working with colleagues in UKTI is the most effective and efficient way to take this work forward.

## **Trade with emerging economies**

**Question No: 2012/4320**

[Navin Shah](#)

What are your plans to boost London's economy through work with the emerging economies?

[The Mayor](#)

I am planning further trips over the next 3 years. The aim of these trips will be to promote London as a place to invest, visit and study, and to increase trading links.

## **India Visit**

**Question No: 2012/4321**

[Navin Shah](#)

What steps did you take to contact London Boroughs in connection with your recent visit to India and ensure that you could represent them properly?

[The Mayor](#)

I speak with the boroughs regularly and represent the whole of London in everything I do.

## **India Visit #2**

**Question No: 2012/4322**

[Navin Shah](#)

Are you aware that Harrow has the largest number of SMEs of any London Borough mostly run by people with links to the Indian subcontinent? What steps have you taken to promote these businesses on your visit to India?

[The Mayor](#)

I would be interested to see the research that contains this fact.

When I was in India I was very happy to support a trade mission organised by the London Chamber of Commerce and Industry that was organised in parallel with my visit.

The LCCI took 11 SMEs to Hyderabad and Chennai to promote their wares and more generally make links between London and India. I spoke to the delegation and then at a networking reception organised to promote these links.

## **India Visit #3**

**Question No: 2012/4323**

[Navin Shah](#)

Are you aware that Harrow Council has helped to set up an organisation called Gateway Asia which aims to promote business opportunities between Harrow and the Indian subcontinent. Will you agree to arrange a meeting with Gateway Asia and Harrow Council to see how your visit to India can help promote opportunities for businesses on the Indian subcontinent?

[The Mayor](#)

I would be very happy for my officers to meet with Gateway Asia and Harrow Council to discuss what more we can do to promote business opportunities. Please pass on contact details of Christine Matambo email [christine.matambo@london.gov.uk](mailto:christine.matambo@london.gov.uk).

## **Bus Services to Civic Centre/Wembley City and Hospitals**

**Question No: 2012/4324**

[Navin Shah](#)

I would like to bring to your attention two matters of concern to Brent Council regarding the bus network in the borough:

- \* The first relates to Brent's new Civic Centre being built at Wembley Park and the surrounding commercial and residential development known colloquially as "Wembley City".

- \* The second concerns access to hospital services at the two main sites in the Brent, Northwick Park Hospital and Central Middlesex Hospital.

Will you arrange for Peter Hendy to meet with the Leader of Brent Council and me urgently to discuss Brent's proposals for improving the bus routes and services to these areas?

[The Mayor](#)

TfL are currently working with LB Brent officers and their consultants to provide data and other input to the Wembley Area Action Plan, which includes the Civic Centre and the whole Wembley City area.

As part of TfL's ongoing engagement with the NHS, they have asked to be provided with expected trip rates of people travelling to and from the health sites. This data will inform subsequent review of bus services to health services in north-west London.

Once these reviews are completed, TfL will organise a meeting with LB Brent.

## **LFEPA: Fire Station Closures**

**Question No: 2012/4325**

[Navin Shah](#)

How will the additional 11,000 homes on the Olympic Site affect the response standards of the London Fire Brigade, especially with the plan to close 31 stations across London?

[The Mayor](#)

There are no planned closures of fire stations at this time. If any such proposals are needed in order to meet the requirements of the budget settlement, then these will be put to the Fire Authority in January. The London Fire Commissioner is on record as saying that he is committed to maintaining the current attendance targets for the time it takes fire engines to get to incidents, targets which are believed to be amongst some of the best in the country. Members of LFEPA have received a very full report from LFEPA officers about likely future incident demand and this is publically available on the London Fire Brigade website.

## **Planning: Energy Recovery Centre (REF PP/20123267)**

**Question No: 2012/4326**

[Navin Shah](#)

I have been contacted by concerned individuals in Brent regarding the proposed giant incinerator in Harlesden, which Brent Council objects to. It's clear the proposed waste facility will cause traffic congestion and pollute our local environment. Can you please urge Ealing Council to address Brent council's concerns before they make their decision on the planning application for an 'energy recovery centre', in the industrial park at Willesden Junction? Also, can you let me know what your views are on this?

[The Mayor](#)

I would expect Ealing to have regard to all local objections, including those from residents in Brent and from Brent Council itself.

My initial comments on this application were set out in report PDU/2937/01

I will consider any representations made to the local planning authority and those made directly to myself when the application is referred back to me at Stage II following the Council's decision on the application

It should be noted that the proposals is not for a 'giant incinerator', it is for a waste management facility incorporating anaerobic digestion and advanced conversion technology (pyrolysis) and an education/visitor centre on a site within an existing industrial area. Such sites are generally considered suitable for the location of waste facilities.

## **Planning: Amendment to the Growth and Infrastructure Bill**

**Question No: 2012/4327**

[Navin Shah](#)

I understand you are pressing for an amendment to the Growth and Infrastructure Bill which would enable developers to ask him to validate applications and conclude section 106 planning gain agreements where there was unreasonable delay by councils. I would like to know what the definition of "unreasonable delay" is and how this abrogating of local councils' powers fits with National Government's commitment to localism?

[The Mayor](#)

I am indeed pressing for changes to the Growth and Infrastructure Bill that would enable me to take on the roles currently envisaged for the Planning Inspectorate for dealing with applications from underperforming boroughs and varying section 106 agreements. I consider that this would be more in keeping with the principles of localism and of democratic accountability than having decisions taken by an unelected QUANGO like the Inspectorate. The Government is currently consulting about the grounds on which boroughs would be designated for the purposes of the new legislation, and I will be commenting on these in due course.

## **Mayor of London's Outer London Fund**

**Question No: 2012/4328**

[Navin Shah](#)

Following the success of Harrow Council's bid to win £1.8m funding for regenerating Harrow Town Centre are there any plans for a further round of funding to benefit outer London borough like Brent and Harrow?

[The Mayor](#)

The Outer London fund is a major package of investment which aims to boost local high streets, deliver growth, new jobs and improve quality of life. There have been 2 rounds of funding with £50m invested by the Mayor. Projects have been chosen against key criteria. First round projects are now all complete, second round projects will complete in March 2014. At this stage there are no plans for a third round of funding, however the evaluation of OLF projects will lead to a series of recommendations regarding future Mayoral Regeneration activity.



## **Police: Youth Violence in Brent**

**Question No: 2012/4329**

[Navin Shah](#)

What work have you done to reduce youth violence in Brent, following your visit in March 2011 to host a programme of Community Conversations; a series of events designed to work? Furthermore how many black boys aged 10-16 did you sign up to your Mentoring Programme?

[The Mayor](#)

Work to tackle youth violence is largely co-ordinated and commissioned by local authorities. In the two financial years since March 2011, MOPAC has allocated a total of £532,000 to support crime reduction activity in Brent through the Community Safety Fund. MOPAC has also allocated an additional £147,000 to support joint work by Westminster and Brent through the Communities Against Guns Gangs and Knives (CAGGK) programme in 2011/12 and 2012/13. Under the existing Mentoring Programme 122 boys have been matched in mentoring relationships. My officers have recently revised the programme to deliver better value for money and enable swifter delivery of mentoring relationships and are in the process of appointing additional mentoring organisations to deliver the programme in Brent.

## **Police: Harlesden Police station**

**Question No: 2012/4330**

[Navin Shah](#)

Do you plan to close the Harlesden Police station in Craven Park?

[The Mayor](#)

The Metropolitan Police Service (MPS) are in the process of developing the strategy to improve public access to the police. Once complete it will be put before the Deputy Mayor for Policing and Crime for approval.

The strategy, once approved will support the Police and Crime Plan.

No decisions on public access will be made until the strategy is approved by the Deputy Mayor for Policing and Crime.

As part of this review Borough Commanders have engaged with the public and its partners to explain the changes and listen to the community reaction.

Senior officers within the MPS and MOPAC are also meeting with Borough Leaders to discuss the improvements to public access in their borough and identify opportunities for co-location.

## **Police: Front counters**

### **Question No: 2012/4331**

[Navin Shah](#)

What plans do you have to provide a local replacement front counter provision before closing Harlesden front counter?

[The Mayor](#)

The Metropolitan Police Service (MPS) are in the process of developing the strategy to improve public access to the police. Once complete it will be put before the Deputy Mayor for Policing and Crime for approval.

The strategy, once approved will support the Police and Crime Plan.

No decisions on public access will be made until the strategy is approved by the Deputy Mayor for Policing and Crime.

As part of this review Borough Commanders have engaged with the public and its partners to explain the changes and listen to the community reaction.

Senior officers within the MPS and MOPAC are also meeting with Borough Leaders to improvements to public access in their borough and identify opportunities for co-location.

## **Police: Your reply to Question No 3733/2012**

### **Question No: 2012/4332**

[Navin Shah](#)

I have not come across any organisations or individuals who received consultation notices or seen any advert(s) from Harrow Council. I was informed about the meeting just over a week before the meeting by MOPAC. Can you please confirm the details of how, where and when Harrow Council advertised the consultation meeting?

[The Mayor](#)

The October meeting at the Sangat Centre was advertised in the weeks prior to the meeting via the local authority through various community groups. The police informed all their ward panel members, the independent Advisory Group and other key individual networks. The MOPAC hosted meeting held in Harrow on 11 December was advertised in a local newspaper, by mail and email to organisations and individuals within the borough. This meeting attracted 40 members of the public.

## **Police and Fire: Emergency Services. Question No. 3736/2012**

### **Question No: 2012/4333**

[Navin Shah](#)

In my opinion you have dodged the question. May I ask again please, 'What is the Mayor doing for a meaningful consultation of London's communities ... '?

[The Mayor](#)

Please see my response to MQs 4153/ 2012 and 4145/ 2012.

## **Police: Communication**

### **Question No: 2012/4334**

[Navin Shah](#)

The Chairman of Canons Park Ward Safer Neighbourhoods Panel (SNT) wrote to the Met Commissioner months ago expressing concerns about the local SNT and is still waiting for a response. Can you give me a date when the Commissioner will be sending a response?

[The Mayor](#)

The delay in responding to this letter is regrettable. A reply to this letter will be sent to the correspondent this week.

## **Transport: Bus Stops**

### **Question No: 2012/4335**

[Navin Shah](#)

There is NO lighting provision at the first two Bus Stops coming from the North Circular Road towards Blackbird Hill (Outside Ballogie Avenue and Verney Street/West Way). This has been reported several times to TfL who have been dragging their feet on it. Both bus stops are without lighting and are creating an unsafe environment for local residents. Please can you press to get this problem resolved as a matter of priority?

[The Mayor](#)

TfL is working as quickly as possible to resolve the unfortunate coincidence of two shelters on the same road having no lighting.

The north bound shelter at stop BQ has not had power to date, but TfL is looking to connect mains power or, if this is prohibitively expensive, install solar power as a less costly option.

There will be a solution soon and it will entail the best overall option as the public would expect.

On the other side of the road, lighting at shelter BK was found to be out during routine checks on December 4. Contractors have rectified the issue since and it is now illuminated again.

## **Transport: Stanmore Station Access**

### **Question No: 2012/4336**

[Navin Shah](#)

Since a few months vehicular access to the forecourt of the station for private vehicles (cars etc) has been completely stopped by the TfL - preventing easy access to the elderly, infirm, disable and children etc. This is also causing chaos and congestion in Kerry Court opposite the station. Will you ask TfL to remove the ban and redesign the forecourt to allow access for all?

[The Mayor](#)

Access to Stanmore Station forecourt has always been restricted to authorised vehicles only.

There is no new ban in place on private vehicles using the underground station forecourt, but it has been necessary to direct motorists to move from the forecourt area where passengers board and alight buses so it remains accessible and minimises safety risks.

The forecourt area was redesigned in 2010 to allow for an additional bus route, and all options were looked at and considered during that process.

The tube station has a very large car park with disabled parking and accessible access into the station.

## **Neasden Underpass:**

**Question No: 2012/4337**

[Navin Shah](#)

There are reports of Japanese Knotweed growing around the Neasden underpass, can we please get this removed as soon as possible?

[The Mayor](#)

TfL is aware of the presence of Japanese knotweed at Neasden Underpass at the top of the westbound off slip and is taking measures to treat it. In most cases this would involve a deep level excavation to remove all roots; however, in this case, doing so would undermine the adjacent retaining wall and hence at this location it is being treated with frequent applications of herbicide. TfL will continue to inspect the site and apply further treatments until it is satisfied that it has been eradicated.

## **Transport: Manual Boarding Ramps:**

**Question No: 2012/4338**

[Navin Shah](#)

What is the current situation with the manual boarding ramps installed during Olympics? How long are you planning to retain these? Do you have plans for a more permanent solution to provide better and improved form of access?

[The Mayor](#)

During the Games manual boarding ramps proved very popular when they were used at 16 stations on the Tube. TfL and I decided they should remain once the Games ended so we could evaluate their long term potential. We have now decided we should keep them permanently and we are also discussing plans to introduce them more widely at other stations in 2013.

## **Housing: Lack of Rent Control**

**Question No: 2012/4339**

[Navin Shah](#)

Outer London Boroughs have no choice but to offer accommodation away from the borough due to housing benefit cap, high rents and the situation is likely to be made worse with the introduction of universal credits. The real problem is the high cost of rents. Don't you agree that we require some form of relief from housing benefit cap in London and also regulation over rent levels to avoid more homeless people and greater social unrest?

[The Mayor](#)

No.

## **Emirates Airline- Cable car**

**Question No: 2012/4340**

[Navin Shah](#)

During the Olympic period how many people used the Emirates Airline, and at what times of day?

After the Olympics, how many people currently use the Emirates Airline, and at what times of day?

[The Mayor](#)

The daily usage figures since the start of the Olympic Games are attached in Appendix 9.

In general, the number of passengers is greatest in the afternoon.

## **Welfare Reform**

**Question No: 2012/4341**

[Navin Shah](#)

Have you read the Child Poverty Action Group's report "Between a rock and a hard place: the early impacts of reform on London?" They have stated that while you have delivered some work around benefit take-up and related issues such as fuel poverty, you have not undertaken any activity to coordinate the response of local authorities at a regional level in City Hall. Do you not think as Mayor of London you should coordinate with the London Councils ways of conducting strategic engagement between you and other agencies and coordinate Londonwide responses? Would you give an undertaking to do this?

[The Mayor](#)

The report fails to take into account the action I have already taken with partners, including London Councils and boroughs, to put into place transitional arrangements to help people in London affected by changes. I will continue to work with London Councils and other partners on specific issues and actions where appropriate.

## **Safer Neighbourhood Teams in Lambeth & Southwark**

**Question No: 2012/4342**

[Valerie Shawcross](#)

I am concerned at the prospect that some SNT's in my constituency may potentially have no 'base' of any kind for them to use in the wards they patrol, following the implementation of the new policing model. I believe these officers will need somewhere to use for 'comfort' and refreshment breaks or somewhere where they can conduct confidential interviews or work - e.g. if a resident's home cannot be used for any reason. Will you give an undertaking that you will ensure that MOPAC work with partners such as local authorities, other emergency services and local stakeholders to explore possibly co-locating facilities to ensure all SNT have appropriate amenities available to them in their own ward?

[The Mayor](#)

The Metropolitan Police Service (MPS) are in the process of developing the strategy to improve public access to the police. Once complete it will be put before the Deputy Mayor for Policing and Crime for approval.

The strategy, once approved will support the Police and Crime Plan and will provide both comfort and interview facilities for the SNTs.

No decisions on public access will be made until the strategy is approved by the Deputy Mayor for Policing and Crime.

As part of this review Borough Commanders have engaged with the public and its partners to explain the changes and listen to the community reaction.

Senior officers within the MPS and MOPAC are also meeting with Borough Leaders to improvements to public access in their borough and identify opportunities for co-location.

As part of the process options for co-location will be considered in places with high number of visitors, such as supermarkets, council buildings, libraries and other local public services.

## **Gipsy Hill Safer Neighbourhood Team location**

**Question No: 2012/4343**

[Valerie Shawcross](#)

Will you ask MOPAC to explore the possibility of basing Gipsy Hill Safer Neighbourhood officers in the nearby Croydon police shop in Upper Norwood should Gipsy Hill police station eventually be decommissioned?

[The Mayor](#)

The Metropolitan Police Service (MPS) are in the process of developing the strategy to improve public access to the police.

As part of this process senior officers within the MPS and MOPAC are also meeting with Boroughs to discuss improvements to public access in their borough and identify opportunities for co-location.

The strategy, once approved will support the Police and Crime Plan.

No decisions on public access will be made until the strategy is approved by the Deputy Mayor for Policing and Crime.

## **Tooley Street pedestrian crossings**

**Question No: 2012/4344**

[Valerie Shawcross](#)

I have noticed that all the pedestrian crossings along Tooley Street appear to have been re-phased, and now pedestrians seem to have an exceptionally long wait for the 'green man' phase to cross the road. I see people taking risks on these crossings on a daily basis. Can the situation be reviewed?

[The Mayor](#)

The traffic signals at this junction were re-phased to enable the BT diversionary works associated with the London Bridge station development. These works require the closure of the southern footway and westbound lane closure on Tooley Street near its junction with Stainer Street. To ensure general traffic was not significantly adversely affected, the signals were re-phased, but neither the cycle nor pedestrian green times were altered.

Cognisant that these works would cause inconvenience to pedestrians, and to ensure safety is maintained and reduce the risk of people walking on the road, TfL insisted on 24hr marshalling of the site, encouraging pedestrians to use the crossing points. There have been instances when marshals have been ignored/abused in their attempt to encourage people to use the crossing.

TfL will review the signal timings to see if the waiting time for pedestrians can be reduced.

## **South London Line closure publicity**

**Question No: 2012/4345**

[Valerie Shawcross](#)

I was very concerned with the apparent lack of publicity prior to the removal of the South London Line. Please outline Transport for London's strategy for dealing with this service change.

[The Mayor](#)

As you know, I have opposed the way these changes have been made by the DfT and the lack of mitigation. I do not agree there was a lack of publicity, however.

In addition to the operator's activity, TfL emailed almost one million Oyster users to explain the service change, held drop in sessions at King's College Hospital and the Maudsley NHS Foundation Trust, and wrote to over 400 stakeholders along the line. The withdrawal of the service was also widely reported in local media, and explained on the TfL website.

It is unfortunate that your campaign did not publicise the better, more useful new Overground line.

I am confident that Londoners will welcome the more frequent services to new destinations, refurbished stations and cleaner, more modern trains that London Overground is now delivering.

## **Greyhound Lane Bridge Closure**

**Question No: 2012/4346**

[Valerie Shawcross](#)

I am supportive of the works being undertaken by Network Rail at Streatham Common station but concerned that local residents and businesses feel they are being compromised during the closure of the rail bridge at Streatham Vale/Greyhound Lane. What consideration has TfL given to temporarily extending or altering any bus routes during this period?

[The Mayor](#)

A shuttle bus (route 560) is in operation linking Streatham Vale and Streatham which serves as much of the suspended section of routes 60 and 118 as possible for the duration of the road closure.

## **Tulse Hill gyratory**

**Question No: 2012/4347**

[Valerie Shawcross](#)

In answer to my question 3228/2012 you said you were going to ask TfL 'to gather information on Tulse Hill Gyratory to ascertain if there are any issues that may be detrimental to road safety.' What findings have been made as part of this work? Will TfL consider adding Tulse Hill to their gyratory review programme?

[The Mayor](#)

TfL is exploring a range of options at this location.

These will be explored during 2013, with conclusions being drawn towards the end of the year.



## Driving with Mobiles (1)

**Question No: 2012/4348**

[Valerie Shawcross](#)

How many accidents were caused by drivers using a phone while driving? Please break down the figures by financial year from 2000/1 to date.

[The Mayor](#)

Please see attached table which give details of personal injury collisions where using a mobile phone was regarded as a contributory factor. Mobile phone use wasn't recorded before 2005. MPS data only covers personal injury collisions.

N.B. It is not possible to say that these collisions can be absolutely attributed to a driver using a mobile phone, just that it may have been a contributory factor. All 2012 data is provisional and maybe subject to change.

Collisions where one or more driver was coded with contributory factor 508 (driver using mobile phone) in MPS area.

	<b>No. of Accidents</b>			
	<b>1 Fatal</b>	<b>2 Serious</b>	<b>3 Slight</b>	<b>Sum</b>
<b>2005/2006</b>	0	4	35	39
<b>2006/2007</b>	0	9	42	51
<b>2007/2008</b>	1	4	43	48
<b>2008/2009</b>	2	4	40	46
<b>2009/2010</b>	0	4	57	61
<b>2010/2011</b>	0	8	50	58
<b>2011/2012</b>	0	5	68	73
<b>April to August 2012</b>	1	5	12	18

## Driving with Mobiles (2)

**Question No: 2012/4349**

[Valerie Shawcross](#)

How many drivers were arrested, cautioned or issued with a PCN for using a mobile phone?  
Please break down the figures by financial year from 2000/1 to date.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 13/03/13

Offences involving the use of a mobile device while driving are enforced using Fixed Penalty Notices (FPNs).

Using a hand held mobile device while in control of a vehicle became a specific offence on 1 December 2003. Initially, these were non-endorseable offences enforceable by way of a £30 fixed penalty. In February 2007 a change in legislation made the offence endorseable and the fixed penalty became £60 plus three driving licence penalty points.

Accordingly, the statistics for 2006/7 represents a combined figure for both types of FPN. The computer system which records FPNs automatically weeds records after six and half years, so statistics are provided below for financial years 2006/07 to 2011/12.

The legislation provides two offences:

1. driving while using a hand held mobile device and
2. supervising a learner driver while using a hand held mobile device.

In practice, very few notices are issued for the "supervising" offence (around 60 per year); the figures below are a combined total of the FPNs issued for both offence types.

FPNs issued for driving or supervising a learner driver while using a hand held mobile device.

2006/07 - 19,969

2007/08 - 28,913

2008/09 - 30,327

2009/10 - 35,126

2010/11 - 35,892

2011/12 - 30,920

## Industrial Action (1)

**Question No: 2012/4350**

[Valerie Shawcross](#)

How many person days have been lost to London because of strikes in each of the following services?

London Underground

London Buses (including employees of bus companies with service contracts with TfL)

TfL Surface Transport (excluding buses)

TfL Overground

Please break down the figures by calendar year from 2000 to date.

[The Mayor](#)

The table below provides the data requested above, for London Underground, TfL Surface Transport and TfL Overground. Records are not available from 2000 for all years (notated with

a n/a) or for London buses due to the following reasons.

1. Surface Transport (excluding buses), only recorded from 2003
2. London Overground was only recorded from the date of the concession which started on the 11 November 2007.
3. London Buses (Bus Operators) - TfL does not hold data on staff days lost for the bus operating companies. One of the ways TfL measures bus operator performance is by scheduled miles that are operated, and bus operators are not paid for services disrupted by industrial action.

Year	Surface Transport (employed by TfL)	London Underground (employed by LU)	London Overground (not employed by TfL)
2000	n/a	0	n/a
2001	n/a	4932	n/a
2002	n/a	12 802	n/a
2003	0	80	n/a
2004	0	2693	n/a
2005	14	935	n/a
2006	7	1238	n/a
2007	0	120	0 From 11/11
2008	0	209	0
2009	206	5547	0
2010	0	17 560	0
2011	0	652	0
2012	0 to date	0 to date	0 to date

## Industrial Action (2)

**Question No: 2012/4351**

[Valerie Shawcross](#)

You have promised to, 'seek to negotiate, in good faith, no strike deals with the Tube unions.'  
Can you update us on your progress including what meetings you have held with Trade Union's since you took office in 2008?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

I remain of the view that this is a worthwhile objective that would bring great benefits to Londoners.

Unfortunately it is clear that the leadership of the trades unions have no interest in giving Londoners the peace of mind that a no strike deal would bring - despite offers via London Underground's management to enter into negotiations on this point, they have refused. I will continue to lobby Government for changes in strike laws to introduce 50 per cent minimum turnout on ballots.

## **Daniel Moylan**

### **Question No: 2012/4352**

[Valerie Shawcross](#)

Please provide details of the current remuneration package for Daniel Moylan.

[The Mayor](#)

Daniel Moylan receives remuneration of £24,000 per annum as a Board Member of TfL and £75,000 per annum for the additional aviation related duties which he is undertaking.

## **Over 60's free travel scheme 1**

### **Question No: 2012/4353**

[Valerie Shawcross](#)

Please provide details of the number of successful applications TfL has received for the 60+ freedom pass, broken down by calendar month and by method of application.

[The Mayor](#)

Some 10,000 60+ Oyster cards were issued in October, 21,000 in November; and some 2,000 in the first week of December.

Nearly 80 per cent of applications were made online, with 12 per cent of applicants visiting the Post Office to confirm their personal details - address, age etc - and four per cent requesting a pre-addressed envelope to post their photograph.

Just over 20 per cent of applications were made by phone, with around a half of these applicants visiting the Post Office to confirm their personal details.

## **Over 60's free travel scheme 2**

### **Question No: 2012/4354**

[Valerie Shawcross](#)

In reply to my question 1611/2012 you stated 'I am happy to confirm that I do not expect the boroughs to make any contribution to the new scheme.' Please confirm a) how much TfL have contributed to the new card scheme and b) how much the boroughs and London Councils have contributed.

[The Mayor](#)

a) TfL anticipates paying the Train Operating Companies some £4m in 2013/14 as compensation for participating in the scheme.

TfL estimates that its own loss of revenue in 2013/14 will be nearly £20m.

b) London Boroughs and London Councils have not contributed to the cost of the scheme.

## **Cable Car**

**Question No: 2012/4355**

[Valerie Shawcross](#)

Please provide any estimates TfL made about the expected usage of the cable car as well as the actual usage figures. Please then provide a commentary on any difference between the two figures.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

The projected ridership for the full financial year 2012/13 was 1.3 million journeys. Since its opening in June, the Emirates Air Line has already surpassed this, having carried over 1.6 million passengers. I am delighted by this success.

Initial projections for future years are included in TfL's recently published draft Business Plan. These may be reviewed as a clearer picture of regular travel patterns and volumes emerges, following the end of the exceptional Olympic and Paralympic period.

## **Cable Car & Cycle Hire**

**Question No: 2012/4356**

[Valerie Shawcross](#)

In response to an FOI Mayorwatch submitted last month, Transport for London has released the schedule of payments and sums paid by Emirates for their £36m cable car sponsorship deal, including the sums paid so far and due in future years. However, you have not released a schedule of payments for the cycle hire scheme and Barclays sponsorship. Why?

[The Mayor](#)

This information cannot be released without the agreement of Barclays. TfL is however in discussion with Barclays in order to agree the release of further information.

## **Courtesy Card**

**Question No: 2012/4357**

[Valerie Shawcross](#)

What work has TfL done to monitor the effects on behaviour following the launch of your new courtesy card? What does the data reveal?

[The Mayor](#)

TfL undertakes in depth analysis to understand and monitor the nature of crime and anti-social behaviour on the bus network. While it is difficult to assess the impact of specific initiatives on overall crime levels, the latest figures show that bus-related crime is continuing to fall. Crime on the bus network is at its lowest level in over eight years, including significant reductions in crime involving young people.

Youth behaviour, and breaches of the revised Behaviour Code associated with my manifesto commitment (see MQT4289/2012), remain at an incredibly low level when considered in the context of the vast numbers of young people benefitting from the free travel concession.

Anecdotal and public perception data collated by TfL clearly suggests Londoners are less worried about crime and anti-social behaviour on the network compared to previous years.

## **South London line**

**Question No: 2012/4358**

[Valerie Shawcross](#)

Can you update us on your answer to MQT 0140/2011? Specifically influencing the new Southeastern franchise in 2014 & getting additional stops in existing services to Victoria put in the timetable from December 2012

[The Mayor](#)

My response to MQ 3753 / 2012, explained the latest situation on this matter.

I will continue to make the case for these improvements as part of the Thameslink and Southeastern franchise renewals, and also to push for more Mayoral control over London's suburban rail network.

## **Tramlink Extensions**

**Question No: 2012/4359**

[Valerie Shawcross](#)

When do you expect the funding for Croydon Tramlink extensions to be in place?

[The Mayor](#)

I have asked TfL to undertake further work to better understand the contribution tram extensions could make towards jobs and growth in south London, and also to identify what potential funding could be available from this additional development to help fund the schemes. In the case of both tram extensions to Crystal Palace and Sutton, TfL is working with the local boroughs to carry out a more detailed economic assessment of the projects, which will identify the potential uplift in development and consequently the potential for funding to be prioritised through, for example, future community infrastructure levies and business rate contributions.

## **Hybrid Bus Fleet (1)**

**Question No: 2012/4360**

[Valerie Shawcross](#)

Please provide the unit cost of each hybrid bus in London. Please provide the data in purchase date order.

[The Mayor](#)

TfL does not hold prices for each hybrid bus purchased in London as these are procured directly by operators; however, it is aware that the headline prices have reduced over the past few years. The cost will vary with: the order size; vehicle model and layout; maintenance and after-sales support; and warranty period. The average cost of a double deck is in the range of £290k - £325k.

## Hybrid Bus Fleet (2)

**Question No: 2012/4361**

[Valerie Shawcross](#)

What estimations have TfL made about the likely reduction in cost of buying hybrid buses in the future? Do they expect the unit cost to drop? If so, by how much?

[The Mayor](#)

TfL is on course to raise the number of hybrid buses in the fleet to 480 in the first half of next year, and lift that total past the 1,600 mark by 2016 to cut emissions of all types from the fleet. It is currently applying for a further award from the DfT's Green Bus Fund.

It is expected the scale and pace of introduction along with demand outside London will encourage bus manufacturers to produce diesel-electric hybrid vehicles in increasingly large numbers so the benefits of economies of scale can be passed on to bus operators in lower prices.

## Delay Busting Plan

**Question No: 2012/4362**

[Valerie Shawcross](#)

Can we have a detailed update on your plans to reduce tube delays by 30%?

[The Mayor](#)

Tube performance is at an all time high with record-breaking figures for the last financial year 2011/12 - thanks to the reliability programme that was introduced. These levels of performance have continued to improve this year with latest figures published on the TfL website at:

<http://www.tfl.gov.uk/corporate/modesoftransport/londonunderground/1592.aspx>.

Clearly there is more to do and TfL is continuing work to identify and implement initiatives that are most likely to deliver a further 30 per cent improvement by 2015. This involves examining every aspect of the operation of the London Underground network and includes incorporating some of the elements that helped deliver the record levels of reliability achieved during the 2012 Games.

A detailed update is expected to be provided at the next TfL Board meeting.

## Crossrail Rolling Stock Procurement

**Question No: 2012/4363**

[Valerie Shawcross](#)

What action are you taking to ensure that the GLA Responsible Procurement Strategy is followed by Crossrail Ltd?

[The Mayor](#)

Crossrail Limited's Procurement Strategy was developed in line with the principles and objectives of the GLA Group Responsible Procurement Policy, and was reviewed and approved by both TfL and DfT. The approach followed by Crossrail Limited for evaluating tender submissions, for awarding contracts and monitoring its contracts is therefore consistent with TfL and the GLA expectations regarding responsible procurement.

## **Thameslink Rolling Stock**

**Question No: 2012/4364**

[Valerie Shawcross](#)

On 16 June 2011 Siemens was selected as the preferred bidder for the Thameslink Rolling Stock Procurement Programme. The deadline for Siemens to secure the finance to deliver the project keeps slipping and the latest date for it to be resolved in Spring 2013. What discussions, if any, have you had with the DfT about this matter?

[The Mayor](#)

This is a commercial matter between the Government and Siemens. I continue to offer strategic support for the Thameslink Programme, in line with my Transport Strategy.

## **Tube Lines Cleaning and Security Services Contract**

**Question No: 2012/4365**

[Valerie Shawcross](#)

What consideration did TfL give to retaining in house cleaning and security services rather than outsourcing it?

[The Mayor](#)

Both London Underground and Tube Lines use third party contractors to provide some services as this is often more efficient than providing an in-house capability, whilst preserving all the same passenger benefits. However, all contracts must comply with TfL's policies and guidelines.

As part of the procurement planning process consideration was given to bringing Tube Lines' cleaning and security services in-house after expiry of the existing contracts. The conclusion was that specialist external contractors are best placed to manage the delivery of these services and will provide the most economically advantageous solution through efficient management.

## **Stansted Rail Link**

**Question No: 2012/4366**

[Valerie Shawcross](#)

Do you support four-tracking the line from Liverpool Street to Stansted Airport? If you do support it, what action have you taken to make it a reality?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

I strongly support upgrading the West Anglia Main Line corridor, and included proposals to do just that in my Rail Vision document, published in February. Additional tracks on sections of this route would enable a much more frequent 'turn up and go' service at the inner-suburban stations - supporting local regeneration - and may also enable longer distance services, such as those to Stansted Airport, to be speeded up.

TfL has been working closely with the Department for Transport, Network Rail, local authorities and other parties to develop a plan for the upgrade of this corridor, and I wrote in October to the Secretary of State for Transport to lend my support to this.



## **Port of London Authority**

### **Question No: 2012/4367**

[Valerie Shawcross](#)

Please let me have your thoughts on the proposals by the PLA to reduce the number of people working on the night crews in London and Gravesend by four.

[The Mayor](#)

As you know, I am passionate about the important role the River Thames plays in London's economy and I am soon to publish my River Strategy, setting out my vision for the next ten years.

Any proposal to reduce the number of people working on duty on the river over night falls outside TfL's jurisdiction. It would be a PLA decision.

There would be no impact on the current staffing on London River Service (LRS) piers and it is not considered that this will directly affect anything that falls within TfL's sphere of activity.

## **Tube Lines cleaning contract I**

### **Question No: 2012/4368**

[Valerie Shawcross](#)

What assessment has been made as to the economic benefits of taking the Tube Lines Cleaning Contract, currently operated by ISS, in - house under the direct control of either London Underground or Tube Lines?

[The Mayor](#)

Please see my response to MQ 4365 / 2012.

## **Tube Lines cleaning contract II**

### **Question No: 2012/4369**

[Valerie Shawcross](#)

What assessment has been made as to the benefits to the passenger of taking the Tube Lines Cleaning Contract, currently operated by ISS, in - house under the direct control of either London Underground or Tube Lines?

[The Mayor](#)

Please see my response to MQ 4365 / 2012.

## **Tube Lines security contract**

### **Question No: 2012/4370**

[Valerie Shawcross](#)

What assessment has been made as to the security benefits of taking the Tube Lines Security Contract, currently operated by Carlisle, in - house under the direct control of either London Underground or Tube Lines?

[The Mayor](#)

Please see my response to MQ 4365 / 2012.

## **LU external contracts conditions of employment**

**Question No: 2012/4371**

[Valerie Shawcross](#)

Do you think that it is acceptable and conducive to good industrial relations for staff working under external contracts to have inferior basic conditions of employment to staff who are directly employed by London Underground?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Goods and services procured by LUL are delivered by suppliers' employees and these individuals are therefore not employees of LUL.

LUL act in accordance with all statutory requirements, LUL operational guidelines and the Mayor's Responsible Procurement (RP) Policy.

## **TfL contract requirements**

**Question No: 2012/4372**

[Valerie Shawcross](#)

What discussions will TfL be holding with bidders for contracts to ensure that each bidder will,

- a) Pay the London Living Wage
- b) Recognise trade unions
- c) Promote the Mayor's Equalities agenda
- d) Comply with the GLA's sustainable procurement policy

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Response received on 19/02/13.

Within TfL it is a mandatory part of the procurement process that all requirements consider the Mayor's Responsible Procurement Policy. TfL has been at the forefront of delivery of this policy since its inception and has dedicated resource in place to support the programme. TfL has won various awards and accolades for its delivery in this area including; the National Government Opportunities for Excellence in Public Procurement and most recently the Race for Opportunities Awards for diversity in the workplace. TfL has been assessed as 'Excellent' against the national Equality Framework for Local Government and has had its sustainable procurement work commended by the Chartered Institute of Purchasing and Supply.

To ensure compliance with European legislation, each procurement is considered individually and the relevant parts of the Responsible Procurement policy are inserted into the tender documentation e.g. London Living Wage in cleaning contracts. If any aspect of the documentation is unclear or, if a bidder's response is unclear, TfL may carry out clarification discussions with the bidders.

TfL also holds a number of non contract specific discussions with suppliers promoting and explaining the Responsible Procurement Policy. Recent events have included an event to help suppliers access funds to create apprenticeships and round table feedback sessions to enable TfL to continually improve its approach and effectiveness in delivery of the Responsible Procurement Policy.

## **Crossrail rolling stock contract I**

**Question No: 2012/4373**

[Valerie Shawcross](#)

What discussions have you had with Crossrail and the Department for Transport in respect of the Crossrail Rolling Stock train manufacturing contract and what has been the subject of those discussions?

[The Mayor](#)

The new rolling stock for the Crossrail project will be procured as part of a rolling stock and depot services contract. The contract scope includes the manufacture of the new trains and the delivery of a new rolling stock maintenance depot at Old Oak Common.

The procurement of the rolling stock and depot services contract is managed by Crossrail Limited under delegated authority from the Transport for London (TfL) and the Department for Transport (DfT) who jointly sponsor the project. The governance arrangements established between Crossrail Limited, and TfL and DfT provide for there to be formal discussions across a range of topics to ensure the procurement can progress: a number of discussions have therefore taken place since 2008 when the Crossrail project was approved.

Over the past year the main subjects for discussion between Crossrail Limited, TfL and DfT have been the technical specification for the new rolling stock, the timing of the procurement and the financing structure for the contract.

## **Crossrail rolling stock contract II**

**Question No: 2012/4374**

[Valerie Shawcross](#)

What representations have you made to Crossrail and the Department for Transport in respect of the Crossrail Rolling Stock train manufacturing contract to ensure that the successful bidder supports UK employment and training opportunities?

[The Mayor](#)

As mentioned in my reply to your Mayoral Question 'Crossrail rolling stock contract I', the new rolling stock for the Crossrail project will be procured as part of a rolling stock and depot services contract the procurement of which is being managed by Crossrail Limited.

In accordance with the GLA Group Responsible Procurement Policy, Crossrail Limited has developed the tender documents for the procurement of the rolling stock and depot services contract to request that bidders set out how they will engage with the wider supply chain and provide opportunities for training, apprenticeships, and for small and medium size businesses. Bidders are also required to establish an appropriate local presence to manage the delivery of the contract, and to provide information on how they expect their bid to benefit the UK economy.

These are not an assessment criterion for the procurement process as this would not be consistent with procurement regulations, the principles of which apply to the activities of public authorities throughout all member states of the European Union. The successful bidder will however be expected to report against how these activities once the contract has been awarded.

### **Crossrail rolling stock contract III**

**Question No: 2012/4375**

[Valerie Shawcross](#)

What representations have you made to Crossrail and the Department for Transport in respect of the Crossrail Rolling Stock train manufacturing contract to ensure that bids are in line with the GLA's procurement policy?

[The Mayor](#)

I would refer the London Assembly Member to the answer I have provided to her question entitled 'Crossrail Rolling Stock Procurement'.

### **Crossrail rolling stock contract IV**

**Question No: 2012/4376**

[Valerie Shawcross](#)

Have you or your representatives held discussions with any of the bidders in respect of the Crossrail Rolling Stock train manufacturing contract?

[The Mayor](#)

No, I have not held discussions with any of the bidders for the Crossrail rolling stock and depot services contract.

### **Pedestrian casualties**

**Question No: 2012/4377**

[Valerie Shawcross](#)

For the latest available annual figures, which are the 10 worst junctions for pedestrian casualties in London, both KSI and injured.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 31 May 2013

It is not possible to produce a list of the 'worst' junctions (in terms of the number of pedestrians killed and injured relative to pedestrian traffic levels) as consistent data on pedestrian volumes has not been collected for every junction in London. However, the junctions listed below are the ten junctions with the highest absolute number of casualties, but they may not be the worst relative to total pedestrian traffic.

The list represents the top 10 junctions in London with the highest casualty record for pedestrians in 2011 (the latest available annual figures), presented in alphabetical order. The data is obtained from TfL's ACCSTATS collision database, and includes the junctions with the highest number of pedestrian casualties, including pedestrian KSI casualties. It should be noted that there were no fatal pedestrian casualties at these junctions during the reported period.

**Junction of Balls Pond Road and Kingsland Road**

This junction is located within the London Borough of Hackney, and TfL is the statutory Highway Authority. In 2011 there were a total of 5 pedestrian casualties. These comprised of 1 serious casualty and 4 slight casualties. Pedestrian improvements were made as part of the Kingsland High Street major project completed in June 2012. A Better Junction review has also commenced at this junction and will report in 2013 considering whether any further improvements are appropriate.

#### Junction of Brixton Road/Stockwell/Gresham Road

This junction is located within the London Borough of Lambeth, and TfL is the statutory Highway Authority. In 2011 there were a total of 7 pedestrian casualties. These comprised of 2 serious and 5 slight casualties. TfL is planning to improve the lighting at this location and it will also be included as part of the adjacent Brixton Road road safety study.

#### Junction of Charing Cross Road and Irvine Street

This junction is located within the London Borough of Westminster, which is also the statutory Highway Authority. In 2011 there were a total of 5 pedestrian casualties. These comprised of 2 serious and 3 slight casualties.

#### Junction of High Road (N22) and Turnpike Lane

This junction is located within the London Borough of Haringey, which is also the statutory Highway Authority. In 2011 there were a total of 6 pedestrian casualties. These comprised of 1 serious casualty and 5 slight casualties.

#### Junction of Homerton High Street/ Brooksbys Walk/Barnabus Road

This junction is located within the London Borough of Hackney, and TfL is the statutory Highway Authority. Within the reporting year there were a total of 5 pedestrian casualties. These comprised of 2 serious and 3 slight casualties. TfL is designing a scheme to provide a refuge to assist pedestrians which is scheduled for implementation later in 2013.

#### Junction of Oxford Street and Great Portland Street

This junction is located within the London Borough of Westminster, which is also the statutory Highway Authority. In 2011 there were a total of 5 pedestrian casualties. These comprised of 2 serious and 3 slight casualties.

#### Junction of Oxford Street and Park Street

This junction is located within the London Borough of Westminster, which is also the statutory Highway Authority. In 2011 there were a total of 6 pedestrian casualties. These comprised of 1 serious casualty and 5 slight casualties.

#### Junction of Oxford Street and Regent Street (Oxford Circus)

This junction is located within the London Borough of Westminster, which is also the statutory Highway Authority. In 2011 there were a total of 6 pedestrian casualties. These comprised of 1 serious casualty and 5 slight casualties.

#### Junction of Piccadilly Circus and Coventry Street

This junction is located within the London Borough of Westminster, which is also the statutory Highway Authority. In 2011 there were a total of 6 pedestrian casualties. These comprised of 2 serious and 4 slight casualties.

#### Junction of Seven Sisters Road/Green Lanes

This junction is located on the boundary of the London Boroughs of Hackney and Haringey, and TfL is the statutory Highway Authority. In 2011 there were a total of 7 pedestrian casualties. These comprised of 1 serious casualty and 6 slight casualties. TfL is progressing a preliminary design as part of proposals to improve pedestrian safety. TfL's current estimate is that works will complete during 2014.

TfL's Better Junction Review is looking at a number of junctions in London specifically to improve conditions for vulnerable road users, and full details are available on their website at: [www.tfl.gov.uk/betterjunctions](http://www.tfl.gov.uk/betterjunctions).

## **Cyclist casualties**

### **Question No: 2012/4378**

[Valerie Shawcross](#)

For the latest available annual figures, which are the 10 worst junctions for cyclist casualties in London, both KSI and injured.

## The Mayor

Officers are drafting a response which will be sent shortly.

Written response received on 31 May 2013

It is not possible to produce a list of the 'worst' junctions (in terms of the number of cyclists killed and injured relative to cycle traffic levels) - because consistent data on cyclist volumes has not been collected for every junction in London. However, the junctions listed below are the ten junctions with the highest absolute number of casualties, but they may not be the worst relative to total cycle traffic.

The list of junctions represents the top 10 junctions in London with the highest casualty record for cyclists in 2011 (the latest available annual figures), presented in alphabetical order. The data is obtained from TfL's ACCSTATS collision database, and includes the junctions with the highest number of cyclist casualties, including cyclist KSI casualties. It should be noted that there were no fatal cyclist casualties at these junctions during the reported period.

Junction of Camberwell New Road and Brixton Road

This junction is located within the London Borough of Lambeth, and TfL is the statutory Highway Authority. In 2011 there were a total of 11 pedal cycle casualties. These comprised of 1 serious casualty and 10 slight casualties. TfL is planning to complete Barclays Cycle Superhighway Route 5 (CS5) through this junction along Camberwell New Road. Proposals for CS5 were recently consulted on, with implementation due in late 2013.

Junction of Cheyne Walk/Cremorne Road/Lots Road

This junction is located within the Royal Borough of Kensington and Chelsea, and TfL is the statutory Highway Authority. In 2011 there were a total of 7 pedal cycle casualties. These comprised of 1 serious casualty and 6 slight casualties. TfL completed a collision study for this location in December 2012, with recommendations for a side road entry treatment on Lots Road, carriageway narrowing of the junction and new road markings. The feasibility of this is being reviewed and a design and build planned for the 2013/2014 financial year.

Junction of Dalston Lane/Amhurst Road/Pembury Road

This junction is located within the London Borough of Hackney, which is also the statutory Highway Authority. In 2011 there were a total of 6 pedal cycle casualties. These comprised of 2 serious and 4 slight casualties.

Elephant and Castle (North Roundabout)

This junction is located within the London Borough of Southwark, and TfL is the statutory Highway Authority. In 2011 there were a total of 17 pedal cycle casualties. These comprised of 4 serious and 13 slight casualties. A transformative proposal related to the local development proposals is currently at concept design. A western by-pass for cyclists via Churchyard Row was completed in 2010 as part of Barclays Cycle Superhighway Route 7 (CS7) and a further eastern bypass forms part of the development proposal.

Junction of Farringdon Road and Clerkenwell Road

This junction is located within the London Borough of Islington, and TfL is the statutory Highway Authority. In 2011 there were a total of 8 pedal cycle casualties. These comprised of 1 serious injury and 7 slight casualties. TfL has commenced a Better Junction review for this location; and design work is due to start shortly on a modified layout to assist cyclists.

Highbury Corner

This junction is located within the London Borough of Islington, and TfL is the statutory Highway Authority. In 2011 there were a total of 6 pedal cycle casualties, comprising 3 serious and 3 slight casualties. TfL is currently at the feasibility stage for a major scheme for this location. This consists of converting one of the arms of the current gyratory into a bus interchange outside the station and the potential for a segregated contra-flow cycle lane, with 2-way traffic on the remaining arms. The project will also deliver considerable public realm

improvements. TfL is working closely with London Borough of Islington on this.

#### Holborn Circus

This junction is located within the City of London, which is also the statutory Highway Authority. This junction does not form part of the TfL Road Network. In 2011 there were a total of 6 pedal cycle casualties. These comprised of 1 serious casualty and 5 slight casualties. TfL is working with the City of London on a £2.5m scheme, which is being planned to be delivered in 2013, to improve safety for all road users at Holborn Circus. The scheme will include a number of safety, cyclist, pedestrian and public realm improvements.

#### Stamford Street/Waterloo Road (Roundabout)

This junction is located within the London Borough of Lambeth, and TfL is the statutory Highway Authority. In 2011 there were a total of 8 pedal cycle casualties. These comprised of 2 serious and 6 slight casualties. Following a Better Junction review by TfL in 2012, a scheme to modify the Stamford Street approach and roundabout lane markings was completed in January 2013 (with green cycle surfacing to be laid down shortly). TfL has also completed consultation on the introduction of a 20mph speed limit through this junction.

#### Vauxhall Cross

This junction is located within the London Borough of Lambeth, and TfL is the statutory Highway Authority. In 2011 there were a total of 8 pedal cycle casualties. These comprised of 2 serious and 6 slight casualties. TfL is proposing modifications at the Vauxhall Bridge/Albert Embankment/Haryleford Road/Wandsworth Road junction to assist cyclists as part of Barclays Cycle Superhighway Route 5, which TfL recently consulted on. TfL is working closely with London Borough of Lambeth on the longer term designs for the junction coupled with significant developments planned in the Vauxhall Nine Elms area.

#### Junction of Whitechapel Road and Cambridge Heath Road

This junction is located within the London Borough of Tower Hamlets, and TfL is the statutory Highway Authority. In 2011 there were a total of 11 pedal cycle casualties. These comprised of 1 serious injury 10 slight casualties. TfL has undertaken a signal timing review at this location and adjustments were implemented in December 2012. This followed a Better Junction review in 2012. A major junction improvement was also implemented here as part of Barclays Cycle Superhighway Route 2 that opened in June 2011.

TfL's Better Junction Review is looking at a number of junctions in London specifically to improve conditions for vulnerable road users, and full details are available on their website at: [www.tfl.gov.uk/betterjunctions](http://www.tfl.gov.uk/betterjunctions).

## Accident blackspots (1)

### Question No: 2012/4379

[Valerie Shawcross](#)

For the latest available annual figures, which are the 10 worst accident blackspots for pedestrian accidents in London, both for KSI and injured.

[The Mayor](#)

Please see my responses to MQs 4377 / 2012 and 4378 / 2012 for details of worst junctions for pedestrian and pedal cyclist casualties in London in 2011.

## **Accident blackspots (2)**

**Question No: 2012/4380**

[Valerie Shawcross](#)

For the latest available annual figures, which are the 10 worst accident blackspots for cycling accidents in London, both for KSI and injured.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 31 May 2013

Please see my response to MQ 4378/ 2012

## **Junction traffic lights**

**Question No: 2012/4381**

[Fiona Twycross](#)

A constituent has raised concerns about the traffic lights at the A328 road/Wimbledon to Croydon tramlink, noting that the traffic light durations on this road could be better set to avoid long traffic queues. What will the Mayor ask TfL to address these concerns?

[The Mayor](#)

To ensure the tram timetable is maintained, all junctions that signal both trams and vehicles are required to have an absolute priority system which, when a tram is detected, immediately moves the signals to the tram phase. This requirement is laid down in the Croydon Tramlink Act, which can be found through the following weblink:

<http://www.legislation.gov.uk/ukla/1994/11/contents/enacted>.

TfL seeks to reach a balance between the needs of all road users, including vehicular traffic and public transport passengers. TfL will however look at any minor changes that can be made to assist traffic on the A238 within the constraints of the requirements for the tram signals.

## **Plastic glasses**

**Question No: 2012/4382**

[Fiona Twycross](#)

The Bottle Stop campaign is a campaign to make plastic glasses and bottles mandatory in clubs and pubs that have had an unacceptable number of attacks involving the glass containers that drinks are served in. Do you agree that this action could save lives, and that, though it is not the only step to be taken, it should be supported? If so, what action will the Mayor take to ensure this measure is introduced by the relevant authorities?

[The Mayor](#)

The Metropolitan Police Service already encourages the use of glassware alternatives and, where glass is used, makes sure that premises make arrangements for regular glass collection by staff and the prevention of removal from the premises.

The Bottle Stop campaign is a good voluntary initiative.



## **Putney High Street/Putney Hill Lights**

**Question No: 2012/4383**

[Fiona Twycross](#)

I have received a number of letters from concerned constituents regarding the danger of turning right at Putney High Street on to Upper Richmond Road. The reason this is so dangerous is that there is no right filter lane, meaning that drivers take risks to turn right, especially during rush hour. This is preventing a danger to drivers, pedestrians and cyclists alike. What will the Mayor do to ensure that this junction is safe for all local residents to use?

[The Mayor](#)

The current design and operation of the signals at this junction is in accordance with design standards which ensure safe operation; and is similar to the operation of many other junctions across London.

The accident record at this location over last three years does not place it in the list of 100 priority junctions that are currently being reviewed.

The timing of the signals is determined by the relevant design factors and standards which take into account the traffic flows and pedestrian demand. These timings were last reviewed in February 2012 and found to be compliant with safety standards.

There is however a planned modernisation of the site in the near future which will review the design; and this will take your constituents' concerns into account.

## **Pedestrian crossings on Putney High Street**

**Question No: 2012/4384**

[Fiona Twycross](#)

I have been asked to raise concerns about the pedestrian crossings on Putney High Street. My constituent feels that vehicles blocking the crossing and short pedestrian crossing times are a real danger to residents. What will the Mayor do to resolve this problem?

[The Mayor](#)

This matter will be referred again to the London Borough of Wandsworth, which is the highway authority for this borough road.

The timings in Putney High Street were last reviewed as of the end of December 2010. As part of this review SCOOT, a computer controlled system to optimise the traffic signal timings to reduce delays, was implemented, which meant that the signal timings can adjust dynamically in response to fluctuations in traffic flow, leading to better use of available green time at each junction. During the timing review there were instances where vehicles were observed to block pedestrian crossings at the junction of Putney High Street/Putney Hill/ Upper Richmond Road during the AM and PM peak periods when vehicle demand was at its highest. This was mainly due to poor driver behaviour and non-compliance with the yellow box junction which is in operation at this site.

There were also instances where the pedestrian crossing at the junction of Putney High Street/Lacy Road is demanded and again the yellow box junction was not obeyed. This was again during the AM and PM peaks when vehicle demand was at its highest.

All pedestrian crossings on Putney High Street have timings that are in accordance with national guidelines, which provide a safe period of time to cross the road.

The London Borough of Wandsworth are currently implementing a £500k TfL-funded Urban Realm scheme on Putney High St, which aims to widen footways and improve conditions in general for pedestrians. This is due for completion in April 2013.

## **20mph on residential roads**

**Question No: 2012/4385**

[Fiona Twycross](#)

Do you agree that where possible, and in line with the Go 20 road safety campaign, drivers on residential roads should comply with a 20mph speed limit? In particular, a constituent has asked me to raise the issue of Werter Road, Putney, as an example of a residential road that could benefit from encouraging drivers to drive at less than 20 miles per hour. What will you do about the issue of this specific road and the broader issue of speed limits?

[The Mayor](#)

Werter Road in Putney is the responsibility of the London Borough of Wandsworth. TfL support the installation of 20mph zones and speed limits on borough roads and in fact have funded many 20mph zones across the city's residential zones.

## **Bridge safety**

**Question No: 2012/4386**

[Fiona Twycross](#)

I have had emails raising concerns about the safety of both Battersea and Putney Bridge for cyclists. Problems include potholes in the road and no space for cyclists to get over the bridge safely. What work will the Mayor do to promote safety in these areas?

[The Mayor](#)

Putney Bridge is owned and maintained by the London Borough of Wandsworth and TfL has advised the borough of the concerns raised.

Battersea Bridge is owned and maintained by TfL and its carriageway is in good condition and was resurfaced prior to the 2012 Games.

The bridge has two quite narrow traffic lanes and the footways are not wide, meaning that the scope to reallocate more space to cyclists is extremely constrained. There is an extensive programme of work underway looking at enhanced provision for cyclists at many locations across the network, including consideration of a new pedestrian cycle bridge across the Thames between Fulham and Battersea.

## **Financial barriers to post-16 education**

**Question No: 2012/4387**

[Fiona Twycross](#)

Further to MQT 374/2012, when will data on the operation in London of the Bursary Fund be provided to the Mayor? Will this be provided to the London Assembly? Does, or will, this data include details of the amount per head paid to eligible students and will the Mayor provide figures as to the number of students assisted and the average, maximum and minimum amounts paid out to students as well as the numbers who would previously have been eligible for EMA who are no longer receiving financial support?

[The Mayor](#)

The Department for Education has agreed to share with me initial data and findings on the Bursary Fund's national evaluation before publication, to ensure that we can feed into any local, London data and monitor its impact on young Londoners. [The precise data being collected and to be published is matter for DfE and the Education Funding Agency, based on the evaluation specification for the national evaluation]

## **Financial barriers to University education**

**Question No: 2012/4388**

[Fiona Twycross](#)

Given the fall in the number of students applying to go on to University nationally, does the Mayor have any concerns that students in London may be put off by the rise in fees and other costs, such as rent, from going on to university? What is he doing to address any concerns he may have on this matter?

[The Mayor](#)

I hope students will take advantage of the loan system the Government has put in place, with an appreciation of the longer term benefits a degree can bring.

## **Taxis**

**Question No: 2012/4389**

[Fiona Twycross](#)

Does the Mayor consider it important to save the Black cab? Does he support those campaigning to save the iconic vehicle and what has he done to ensure cab production remains viable in the UK? What is the Mayor doing to ensure those cab drivers currently and potentially affected by issues with the supply of vehicles are not put in a position where they are left without vehicles thereby threatening their livelihood?

[The Mayor](#)

I am, of course, committed to the iconic London Black taxi and will do everything in my power to help ensure a secure future for cab drivers in London.

Specifically with regard to the London Taxi Company (LTC) going into receivership, my team and TfL have been in regular contact with LTC and the administrator. I understand from the administrator that they are confident a buyer will be found and that the production of the TX style taxi will recommence in the near future.

With regards to drivers who have experienced difficulty in finding suitable taxis for rent, TfL, with my full approval, has allowed Euro IV taxis previously registered outside of London to be licensed in London. I am also continuing to apply pressure to the administrators to accelerate the process; and to ensure that 700 or so new and second-hand unsold cabs held in stock by the administrator pending the sale of the company are also released to the London market as soon as possible.

## **Public Mental Health**

**Question No: 2012/4390**

[Fiona Twycross](#)

Further to MQT 3760/2012 when in 2013 does the Mayor expect a work plan to be available and will the plan have the status of a publicly available strategy which includes details of how the obstacles identified by the health team will be overcome and where responsibility for dealing with the issues lie? Which stakeholders form the 'much wider professional stakeholder' group with whom the plan will be launched and how will users be engaged in the process of developing a work plan?

[The Mayor](#)

Last month, my health team hosted a roundtable with experts from health, public health and social care to agree initial priorities around mental health. These are now being worked up into a project plan, which is expected to be finalised by the first quarter of 2013. I would be happy to share this work plan with you when it is completed.

## **Welfare Reforms (2)**

**Question No: 2012/4391**

[Onkar Sahota](#)

What steps is the Mayor taking to monitor the movements of people in and around London as a consequence of welfare reforms?

[The Mayor](#)

My Deputy Mayor for Housing, Land and Property, as well as my officials, regularly meet with London boroughs and Government. In addition, the GLA is represented on the advisory group of the DWP's independent evaluation of the impacts of the Local Housing Allowance Changes and on the DWP Local Authority Association group. My officials also routinely review a range of relevant data.

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