

## Written Answers to Questions Not Answered at Mayor's Question Time on 19 June 2013

### Wave and Pay (1)

**Question No: 2013/1805**

[Caroline Pidgeon](#)

Will Oyster users have access to the new weekly Pay As You Go cap at the same time as Wave and Pay users?

**Oral response**

### Youth engagement training for police recruits

**Question No: 2013/1879**

[Jenny Jones](#)

Will you introduce a compulsory youth engagement training module for all new police recruits?

**Oral response**

### High Rise

**Question No: 2013/1935**

[Andrew Boff](#)

Do you agree with the chief executive of the Prince of Wales's design charity, the Prince's Foundation for Building Community, who recently said that the preference in London for 'steel and glass' high rise towers will fail to solve London's housing crisis?

**Oral response**

### Aircraft Diversion

**Question No: 2013/1946**

[Richard Tracey](#)

With your role in emergency planning are you comfortable with the procedure that led to an aircraft with an engine on fire flying over Slough, Watford, and parts of Essex, before returning over the Thames Estuary and crossing south London to return to Heathrow?

**Oral response**

### DfT Grant

**Question No: 2013/1947**

[Richard Tracey](#)

In an article in the Evening Standard on the 4th June, the Evening Standard's editor Sarah Sands suggested that TfL might see a cut in their grant from the DfT of "around 50 per cent, excluding capital projects such as Crossrail." What effect would such a cut have on TfL's ability to run London's public transport?

**Oral response**

## **Victims' right of appeal**

**Question No: 2013/1958**

[Victoria Borwick](#)

In light of the proposal to allow victims to appeal against decisions not to charge suspects, what changes do you foresee for victims of crime whose crimes are 'screened out' by the Met?

**Oral response**

## **A&E Crisis**

**Question No: 2013/1964**

[Onkar Sahota](#)

Is the Mayor concerned about the growing A&E crisis in London?

**Oral response**

## **MPS Diversity**

**Question No: 2013/1965**

[Joanne McCartney](#)

What policies are you putting in place to ensure that London's police force better reflects London's population?

**Oral response**

## **Tackling Extremism**

**Question No: 2013/1966**

[Joanne McCartney](#)

What changes as Mayor of London would you like to see to the government's strategy to tackle extremism?

**Oral response**

## **Free schools permitted development rights**

**Question No: 2013/1967**

[Andrew Dismore](#)

Do you support the recent relaxation of planning controls for free schools?

**Oral response**

## **Rough sleeping**

**Question No: 2013/1971**

[Jennette Arnold](#)

In 2009 you pledged to end rough sleeping in London by 2012, but the housing crisis, high unemployment and changes to the welfare system are leading to more people sleeping rough, not less. How is your approach going to change so that we tackle this problem?

**Oral response**

## **Aviation noise**

**Question No: 2013/1972**

[Murad Qureshi](#)

What have you done to reduce the noise disturbance experienced by residents affected by the Heathrow flight paths?

**Oral response**

## **South London Incinerator**

**Question No: 2013/1973**

[Fiona Twycross](#)

Will you take action to stop the building of the proposed South London Incinerator on the Sutton/Croydon Border?

**Oral response**

## **Mayor's Oral Update**

**Question No: 2013/2250**

[Darren Johnson](#)

Darren Johnson (Chair): The Mayor [of London, Boris Johnson] will provide an oral update of up to five minutes on matters occurring since the publication of his report and once the Mayor has provided the update - and I note two groups have submitted requests of matters that they would like the Mayor to raise - we will then take supplementary questions on the update before we move on to the other questions on the Priority Order Paper.

**Oral response**

## **Wave and Pay (2)**

**Question No: 2013/1806**

[Caroline Pidgeon](#)

What advice are you offering to customers to ensure that their bank details are kept safe when using wave and pay on TfL services?

[The Mayor](#)

TfL's procedures have been fully accredited with the Banking and Payments Industry Standards agencies.

Customers are advised that care should be taken to protect bank details in the same way as when other forms of purchases are being made, e.g. in retail outlets and so on.

TfL's standard procedures should automatically ensure customers details are held securely.

## **Investment of lane rental revenue**

**Question No: 2013/1807**

[Caroline Pidgeon](#)

Please state how much money has been invested in innovative methods to reduce disruption caused by street works in London? Please list the specific initiatives.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor 04 September 2013.

I am delighted with the success of the lane rental scheme, the first of its kind in the UK, which has seen serious and severe disruption from roadworks in the lane rental areas cut by more than a third compared to the same period the previous year. There is a clear economic gain for local businesses and the city from cutting this disruption.

The net proceeds for the Lane Rental scheme, less operating costs, are £259,000. These funds are ring fenced for measures towards mitigating the effects of roadworks on the traffic network. This includes exploring the use of rapid cure concrete, 'core and vac' technology and the use of larger road plating.

TfL continues to work with the industry to promote new technologies with utility companies and other partners to identify, and potentially trial, further innovative products to reduce the length of time roadworks take. The major gas companies will be implementing 'core and vac' techniques where appropriate, which are estimated to reduce the average duration of gas leak repairs by approximately three days. Furthermore, all the main utility companies have signed up to the use of rapid setting materials, which are estimated to reduce disruption across London by approximately 2,700 days.

Please see: <http://www.tfl.gov.uk/corporate/media/newscentre/archive/27816.aspx#> for further detail.

## **Manual boarding ramps on the Underground**

**Question No: 2013/1808**

[Caroline Pidgeon](#)

Key to the success of the manual boarding ramps is their operation by London Underground staff. Please state how you are monitoring staff performance in assisting disabled people to use these ramps?

[The Mayor](#)

I am delighted that TfL has been able to extend the use of manual boarding ramps to an extra 19 Underground stations - bringing the total to 35.

All staff at locations with ramps are briefed on how to deploy the ramps safely, including practice in the live station environment. Monitoring the way that staff deploy boarding ramps is then incorporated into regular performance management activities undertaken by London Underground's operational managers.

## **Mayor's Vision for Cycling (1)**

**Question No: 2013/1809**

[Caroline Pidgeon](#)

Further to MQ 1218/2013 will you consider setting an absolute target for reducing cyclist KSIs as a measure of success for your cycling vision?

[The Mayor](#)

The Road Safety Action Plan, published this month, sets a target of reducing all KSIs by 40 per cent by 2020, which I feel is a challenging goal. I do not intend to set a specific target for cyclists alone, as my desire is to improve road safety for all road users. Progress will need to be made in reducing cycling casualties in order to achieve the casualty reduction target. TfL will continue to report casualty numbers by road user group, and where data is significantly robust they will report rate-based indicators for different road user groups, including cyclists.

## **Mayor's Vision for Cycling (2)**

**Question No: 2013/1810**

[Caroline Pidgeon](#)

In your answer to MQ 1219/2013 you stated that 'all boroughs were invited'. Are you taking steps to bring the boroughs that refused your invitation on board with your vision?

[The Mayor](#)

I have an active programme for engagement with London Boroughs on the issue of cycling, which is led by my Cycling Commissioner. As you state, all boroughs were invited to the stakeholder event on the 22 May 2013 where my Vision for Cycling was presented and 24 attended.

Following the event, the Borough Cycling Programme Funding Guidance was sent to every borough alongside LIP guidance for 2014/15 - 2016/17 and is also available to download on the Boroughs Extranet.

Further, all boroughs, including those not at the stakeholder event, have also been offered advice and support through TfL attendance at sub regional meetings and one-to-one support from TfL's Borough Projects and Programmes team. Contact details for sub regional contacts at TfL are listed for boroughs in the LIPs guidance document.

## Mayor's Vision for Cycling (3)

**Question No: 2013/1811**

[Caroline Pidgeon](#)

In your answers to MQs: 1221/2013, 1226/2013, 1228/2013 you state that more details will be available soon. By what date can we expect full answers to these questions?

[The Mayor](#)

As was the case when I answered the questions you mention, TfL is currently re-evaluating the delivery schedule for its Better Junctions programme to reflect the priorities outlined in my Vision for Cycling in London.

Works have already started at some of London's key junctions, including a 20mph limit at Waterloo Roundabout and the next phase of improvements at Bow Roundabout, including cycle early-start and bus stop bypass facilities, will be starting later this month. Construction of the next two Barclays Cycle Superhighways, the extension of CS2 to Stratford town centre and the first phase of CS5 from New Cross gate to Oval, will also commence in late June. Both routes will be open later this year.

## TfL customer surveys

**Question No: 2013/1812**

[Caroline Pidgeon](#)

Please state how much TfL has spent on customer surveys on the cycle hire scheme and the Cable Car?

[The Mayor](#)

Customer research provides a detailed understanding about what our customers think and need so that we can and improve the services we deliver.

Spend in 2012/13 on customer surveys conducted for the Barclays Cycle Hire scheme and the Emirate's Air Line is as follows:

	Value	No. of studies
Barclays Cycle Hire	£112,945	3
Emirates Air Line	£150,961	4

This is in line with the approach used across all transport modes.

## Thames Clippers

**Question No: 2013/1813**

[Caroline Pidgeon](#)

Will you ask the operators to reconsider their policy which prevents people who use mobility scooters from boarding Thames Clippers, so that it is in line with bus service policy?

[The Mayor](#)

Thames Clippers' vessels are subject to certification by the Maritime Coastguard Agency (MCA) and are classified as high-speed craft. This MCA certification does not currently permit carriage of mobility scooters.

However, Thames Clippers is in active dialogue with the MCA with a view to adopting a scheme that is in line with TfL's bus service Mobility Aid Recognition Scheme.

## **West End Commission: Traffic Free Days**

**Question No: 2013/1814**

[Caroline Pidgeon](#)

Do you support the West End Commission's recommendation that Oxford Street should be pedestrianised for 15 days a year?

[The Mayor](#)

I have been an active and passionate supporter of a 'Summer Streets' for London for several years. We have been in discussions with NWECC, Westminster Council, and Westminster businesses for a long time to try and get this off the ground.

I welcome the West End Commission's report and I support a number of their recommendations, including:

- Prioritising work on post-Crossrail planning;
- A one hour extension of tube operation on Friday and Saturday nights; and
- A new West End partnership to conduct analysis to assess low carbon generation and greening measures, such as the Ultra Low Emission Zone that I announced on 13 February this year.

One of the challenges has been getting the retailers to support this as many of them are not sure about it. Regent Street traders are very positive which is why we are now doing 4 Sundays this summer where Regent Street will be closed.

My understanding is that the Oxford Street traders have a more mixed view and 'the jury is still out'. Any traffic free days would need local business support.

## **The Tower Subway**

**Question No: 2013/1815**

[Caroline Pidgeon](#)

Do you agree that this important heritage site should be added to the List of Buildings of Special Architectural or Historic Interest?

[The Mayor](#)

The Tower Subway is a fascinating piece of London's infrastructure and the tunnelling method used in its construction is of engineering interest. However, I note that English Heritage has recently assessed the tunnel and concluded that it does not meet the criteria for Listing.

## **Tramlink to Sutton town centre (1)**

**Question No: 2013/1816**

[Caroline Pidgeon](#)

Please set out the process and timeline for consideration of the preferred options for extensions to the tram, following detailed submissions in June?

[The Mayor](#)

Last year TfL produced a Tramlink Strategy which identified 3 potential extensions; to Crystal Palace, to Bromley town centre and to Sutton. Since then TfL has been liaising closely with the relevant boroughs to develop the case for these options and options for funding.

It is unrealistic to assume that the costs of these extensions can be met by TfL, and alternative sources of funding, as for the Northern line extension, are required if any of these extension are to progress to construction.

For the extensions to Sutton and Crystal Palace, an assessment of development potential is underway to assess the uplift in jobs and homes. This will enable TfL and the relevant boroughs to assess the potential funding contribution to support these extensions. This work will conclude in the summer.

## **Tramlink to Sutton town centre (2)**

**Question No: 2013/1817**

[Caroline Pidgeon](#)

Will you consider a similar financing model for the extension of the Tramlink as that adopted for the extension of the Northern Line to Nine Elms?

[The Mayor](#)

Several funding options are being considered which include Business Rates Supplement and Community Infrastructure Levy contributions, which capture the potential land value uplift. TfL is undertaking an assessment of development potential to ascertain the uplift in jobs and homes that could occur as a result of a Tramlink extension to Sutton. This will enable TfL and the relevant boroughs to assess the potential funding contribution to support these extensions.

## **Tramlink to Sutton town centre (3)**

**Question No: 2013/1818**

[Caroline Pidgeon](#)

Are you aware of the strong local support from businesses in the Sutton area for the extension of the Tramlink to Sutton town centre and that this proposal has been welcomed by the Under Secretary of State for Transport - Norman Baker MP?

[The Mayor](#)

I am aware of the support for this Tramlink extension and I am also supportive. However, it is unrealistic to assume that the costs of these extensions can be met by TfL's Business Plan and alternative sources of funding are required if this extension is to progress to construction. To this end, an assessment of development potential is underway to assess the uplift in jobs and homes. This will enable TfL and the relevant boroughs to assess the potential funding contribution to support these extensions.



## **Pedestrian and cyclist safety around London Business School**

**Question No: 2013/1819**

[Caroline Pidgeon](#)

As you may be aware London Business School is planning to double in size at its campus in NW1. Will you ensure that the surrounding roads are safe for the large numbers of pedestrians and cyclists who will be travelling around this area?

[The Mayor](#)

The London Business School is located on Park Road (A41), which forms part of the Transport for London Road Network. We are planning a Cycle Superhighway (CS11) near it. As such any proposals will be reviewed by TfL to assess the impact they may have on the surrounding road network and to consider any safety implications. This would include a review of the Transport Assessment carried out by the developer of the Business School. Any elements of the development that involve alterations to the public highway will also undergo a road safety audit. This will identify measures that may be required to ensure safety for both pedestrians and cyclists.

## **West Brompton Train Shelter**

**Question No: 2013/1820**

[Caroline Pidgeon](#)

Further to your answer to MQ 1573/2010 and in light of recent increases in passengers at West Brompton station will you reconsider providing shelters for passengers waiting at West Brompton Station?

[The Mayor](#)

TfL is planning to install additional benches on the London Overground platforms and is currently looking at what other affordable improvements can be made to these platforms. I have asked TfL to keep you updated.

## **Holborn Underground Station**

**Question No: 2013/1821**

[Caroline Pidgeon](#)

Will you look again at plans to upgrade Holborn station given the fact that 150,000 people move through it every day?

[The Mayor](#)

TfL has identified Holborn as one of the highest priorities for the next tranche of proposed major Tube station upgrades.

## **Taxi and Private Hire checks**

### **Question No: 2013/1822**

[Caroline Pidgeon](#)

For each month since May 2008 please state how many Taxi Drivers and Private Hire Drivers were subject to badge and bill checks?

[The Mayor](#)

Both taxi driver and private hire driver licences are checked regularly through on-street activity. However, the figures were not recorded until the start of the 2011/12 financial year.

The current systems and processes in place within TfL's Taxi and Private Hire Directorate (TPH) do not allow for the gathering of this statistical information as most information is paper based and held on individual files rather than electronically. TfL has therefore embarked on a modernisation programme, and new systems will be introduced in the latter part of 2013 which will significantly improve data management.

## **A3 Cycle/Pedestrian Improvement to South Lane Subway**

### **Question No: 2013/1823**

[Caroline Pidgeon](#)

Do you agree that the barrier that has been installed as part of these works has made cyclists less safe by forcing them to make a sharper turn off the carriageway. Will you reassess this intervention?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 7 August 2013

No. On the contrary, TfL has been complimented on the layout by members of the Kingston Cycling Campaign (KCC). During June 2013, a joint cycle ride with KCC and Royal Borough of Kingston officers took place and TfL were asked that where possible, similar facilities should be provided in other subways along the A3.

The dropped kerb at the South Lane segregated use subway entrance is wide enough to accommodate a comfortable turning circle for cyclists which enables them to safely and responsibly access the subway. The railing was replaced following a road safety audit, to improve safety and to encourage cyclists exiting the subway to look right towards approaching vehicles.

For the same reason, the cycle lane exiting the north side of the subway has been designed to enter South Lane at a right angle. TfL will monitor the performance of this new facility.

## **Highbury and Islington escalator replacement**

**Question No: 2013/1824**

[Caroline Pidgeon](#)

Did TfL consider installing an additional escalator at Highbury and Islington station to cope with rising passenger demand and to overcome the problems of the current refurbishment?

[The Mayor](#)

Replacing the existing staircase with an escalator would be expensive and complex and would in itself be likely to cause significant customer disruption during any works.

TfL has taken all feasible steps to reduce impact of the current escalator refurbishment - a tight work programme, comprehensive customer communications, repositioning signage and equipment in the station to facilitate movement and carrying out the works at the best time of year in terms of customer demand.

## **DMPC Decision 2013-72: Disposals**

**Question No: 2013/1825**

[Caroline Pidgeon](#)

The Deputy Mayor for Policing and Crime signed off a decision on the disposal of 26 properties, including several police stations, on 17 May before the publication of the final MOPAC/MPS Estate Strategy. Why was the information about these disposals not included in the final Estate Strategy? Will you commit to publishing a full list of the intended disposals from the MOPAC estate, and proposed timescales, in one document which is clearly linked to the Estate Strategy?

[The Mayor](#)

The Estates Strategy is a strategic document that does not name all properties. However, details of all disposals are published on our website once they are agreed by the Deputy Mayor for Policing and Crime. All properties that are intended for disposal and which have public access were included in the public access documents linked to the Police and Crime Plan consultation.

## **Impact of Front Counter Closures**

**Question No: 2013/1826**

[Caroline Pidgeon](#)

How will you be monitoring the impact of your Police Front Counter Closures, including the waiting times at remaining Front Counters?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 1 July 2013.

My Public Access Strategy reflects the trend that Londoners are already overwhelmingly choosing to contact the police by phone and online, rather than visiting front counters in person to report a crime.

MOPAC will oversee the monitoring of each remaining front counter in relation to waiting times and user satisfaction. Waiting times and satisfaction information is collected as part of the MPS User Satisfaction Survey monitors with results monitored on a quarterly basis.

The Commissioner has also pledged that every victim of crime will be guaranteed the offer of a visit by an officer to see them at a convenient time and place.

## **MOPAC/MPS Estate Strategy - Affordable Housing (1)**

**Question No: 2013/1827**

[Caroline Pidgeon](#)

Given the significant changes planned to the police estate have you had discussions regarding whether this GLA land could be prioritised for affordable housing use? If so, what was the outcome of those discussions?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 7 August 2013

MOPAC/MPS are working closely with the GLA and the Single Property Unit to ensure that, where commercially viable, wider GLA priorities can be reflected in disposals.

## **MOPAC/MPS Estate Strategy - Affordable Housing (2)**

**Question No: 2013/1828**

[Caroline Pidgeon](#)

The MOPAC/MPS Estate Strategy plans to reduce the police estate by around 300,000 square metres over the next three years, with the sale of 200 buildings. If these buildings, and associated land, were used to provide affordable housing how many housing units and bedspaces could be provided?

[The Mayor](#)

The buildings and associated land that will be disposed of will likely comprised of a huge range of different sites that are fit for different functions and purposes. Some of these may be suitable for affordable housing.

MOPAC/MPS are working closely with the GLA and the Single Property Unit to ensure that, where commercially viable, wider GLA priorities can be reflected in disposals.

## **MOPAC/MPS Estate Strategy - Uplift in value**

**Question No: 2013/1829**

[Caroline Pidgeon](#)

DMPC Decision 72 refers to the fact that MOPAC has a five year forward sale clause to claw back potential uplift in value on property sales. Are you content that this is sufficient to ensure value for money from the Estate Strategy in the long term? Are there instances where MOPAC would be financially better off letting some of the buildings on long term leases; and are there any sites for which you are planning on keeping the freehold?

[The Mayor](#)

Written response from the Mayor

In some cases the five year forward sale clause may not be sufficient to ensure value for money. Long term leases or simply keeping the freehold for disposal at a later date may provide better value for money for MOPAC and the taxpayer in the long term. For this reason the most appropriate method for disposal is judged on a case by case basis.

The Estates Strategy aims to deliver a more efficient and higher quality estate which meets the operational needs of the MPS and is significantly lower in cost to run.

## **MOPAC/MPS Estate Strategy - Vehicle parking**

**Question No: 2013/1830**

[Caroline Pidgeon](#)

A constituent has raised with me that several of the police stations which you are selling off (e.g. Golders Green and Hampstead) also provide parking for police vehicles, including large vehicles needed for demonstrations. How have you ensured that there will be adequate replacement parking provision, which will not incur additional costs?

[The Mayor](#)

User requirements are obtained before relocation plans are agreed. This ensures that suitable accommodation is provided for all operational teams that are being relocated. The MPS is confident that, following the changes to the police estate, they will still have adequate provision for the storage and deployment of vehicles within existing budgets, including specifically those currently located at Golders Green and Hampstead.

## **Police Front Counter Closures - Westminster**

### **Question No: 2013/1831**

[Caroline Pidgeon](#)

You have confirmed that "front counter closures will be effective by 24 June 2013 in the first 16 boroughs" [MQ1217/2013]. Can you confirm the date on which Harrow Road; St John's Wood and Marylebone Front Counters will close? Can you also confirm when the Contact Points at Pavilion Road SNT Base and Royalty Studios SNT Base will open, and whether there are plans to open a Contact Point at St John's Wood Library and/or the Beethoven Centre?

[The Mayor](#)

In all of the 16 boroughs in which the Local Policing Model is rolled out on 24 June the changes already announced to front counters will take place on this date. Where Contact Points have been identified and announced in the Borough Public Access documents, the intention is that these will open by the end of June.

MOPAC/MPS are continuing to work with local authorities and others to finalise arrangements for those 'potential Contact Points', which will be established as soon as possible.

## **Contact Points - Islington**

### **Question No: 2013/1832**

[Caroline Pidgeon](#)

Can you confirm the date on which the Contact Points at Goswell Road SNT Base; Blackstock Road SNT base and International House SNT base will open, and whether there are plans to open a Contact Point at Whittington Hospital?

[The Mayor](#)

Please see my response to MQ 1831 / 2013.

## **Police Front Counter Closures - Camden**

### **Question No: 2013/1833**

[Caroline Pidgeon](#)

You have confirmed that "front counter closures will be effective by 24 June 2013 in the first 16 boroughs" [MQ1217/2013]. Can you confirm the date on which Albany Street; West Hampstead and Hampstead Front Counters will close? Can you also confirm when the Contact Points at Camden Town with Primrose Hill SNT Base; Swiss Cottage SNT Base; West Hampstead SNT Base and Highgate SNT Base will open and whether there are plans to open a Contact Point at the Royal Free Hospital?

[The Mayor](#)

Please see my response to MQ 1831 / 2013.

## **Police Front Counter Closures - Barnet**

**Question No: 2013/1834**

[Caroline Pidgeon](#)

You have confirmed that "front counter closures will be effective by 24 June 2013 in the first 16 boroughs" [MQ1217/2013]. Can you confirm the date on which Whetstone and Golders Green Front Counters will close? Can you also confirm when the Contact Points at Golders Green SNT base; East Finchley SNT base; Brunswick Park SNT base and Cat Hill will open?

[The Mayor](#)

Please see my response to MQ 1831 / 2013.

## **Police Front Counter Closure - Hammersmith and Fulham**

**Question No: 2013/1835**

[Caroline Pidgeon](#)

You have confirmed that "front counter closures will be effective by 24 June 2013 in the first 16 boroughs" [MQ1217/2013]. Can you confirm the date on which Shepherds Bush Front Counter will close? Can you also confirm where the additional Contact Points will be, whether there are plans to open Contact Points at Westfield Shopping Centre and the Bush Theatre and when they will open?

[The Mayor](#)

Please see my response to MQ 1831 / 2013.

## **Police Front Counter Closure - Kensington and Chelsea**

**Question No: 2013/1836**

[Caroline Pidgeon](#)

You have confirmed that "front counter closures will be effective by 24 June 2013 in the first 16 boroughs" [MQ1217/2013]. Can you confirm the date on which Chelsea Police Station Front Counter will close? Can you also confirm when the Contact Points at Kenway Road; Chelsea Police Station; Royalty Studios Units and Pavilion Road will open, and whether any progress has been made on identifying alternative facilities to Chelsea Police Station?

[The Mayor](#)

Please see my response to MQ 1831 / 2013.

## **Police Front Counter Closures - Merton**

**Question No: 2013/1837**

[Caroline Pidgeon](#)

You have confirmed that "front counter closures will be effective by 24 June 2013 in the first 16 boroughs" [MQ1217/2013]. Can you confirm the date on which Morden Police Office and Tooting Police Station Front Counters will close? Can you also confirm when the Contact Points at Aberconway Road; Alliance House; One O'Clock Club; 70 South Lodge Avenue and Tooting Police Station will open, and whether any progress has been made on identifying alternative facilities to Tooting Police Station?

[The Mayor](#)

Please see my response to MQ 1831 / 2013.

## **Police Front Counter Closures - Hillingdon**

**Question No: 2013/1838**

[Caroline Pidgeon](#)

You have confirmed that "front counter closures will be effective by 24 June 2013 in the first 16 boroughs" [MQ1217/2013]. Can you confirm the date on which Northwood and Ruislip Front Counters will close? Can you also confirm when the Contact Points at Colham House; Polar Park and Ruislip Police Station will open?

[The Mayor](#)

Please see my response to MQ 1831 / 2013.

## **Police Front Counter Closure - Sutton**

**Question No: 2013/1839**

[Caroline Pidgeon](#)

You have confirmed that "front counter closures will be effective by 24 June 2013 in the first 16 boroughs" [MQ1217/2013]. Can you confirm the date on which Crosspoint House Front Counter will close and can you also confirm when it will open as a Contact Point?

[The Mayor](#)

Please see my response to MQ 1831 / 2013.

## **Police Front Counter Closures - Southwark**

**Question No: 2013/1840**

[Caroline Pidgeon](#)

You have confirmed that "front counter closures will be effective by 24 June 2013 in the first 16 boroughs" [MQ1217/2013]. Can you confirm the date on which East Dulwich; Camberwell and Rotherhithe Front Counters will close? Can you also confirm when the Contact Points at Kingswood Office and Bellenden Road will open and whether there are plans to open a Contact Point at Canada Water Library and Dulwich Library and if so when they will open?

[The Mayor](#)

Please see my response to MQ 1831 / 2013.



## **Police Front Counter Closure - Bexley**

**Question No: 2013/1841**

[Caroline Pidgeon](#)

You have confirmed that "front counter closures will be effective by 24 June 2013 in the first 16 boroughs" [MQ1217/2013]. Can you confirm the date on which Belvedere Front Counter will close? Can you also confirm when the Contact Points at Belvedere Police Station; Kale Road SNT base and Pier Road SNT base will open, and whether there are plans to open Contact Points at Tesco (Embassy Court) and/or B&Q (Crittalls Corner)?

[The Mayor](#)

Please see my response to MQ 1831 / 2013.

## **Police Front Counter Closures - Lambeth**

**Question No: 2013/1842**

[Caroline Pidgeon](#)

You have confirmed that "front counter closures will be effective by 24 June 2013 in the first 16 boroughs" [MQ1217/2013]. Can you confirm the date on which Cavendish Road; Gipsy Hill and Clapham Front Counters will close? Can you also confirm when the Contact Points at Loughborough Junction Police Office; Gipsy Hill Police Station and Cavendish Road Police Station will open? Additionally can you indicate when Streatham Police Station Front Counter will close and the replacement facilities at Streatham High Road will open, and whether any progress has been made on identifying alternative facilities to Cavendish Road?

[The Mayor](#)

Please see my response to MQ 1831 / 2013.

## **Police Front Counter Closure - Haringey**

**Question No: 2013/1843**

[Caroline Pidgeon](#)

You have confirmed that "front counter closures will be effective by 24 June 2013 in the first 16 boroughs" [MQ1217/2013]. Can you confirm the date on which Muswell Hill Front Counter will close? Can you also confirm when the contact points at Turnpike Parade; The Collection Point (Crouch End) and Grove Business Centre will open, and whether there are plans to open a Contact Point at Muswell Hill Library and if so when it will open? Additionally can you provide an update on when Tottenham Police Station will close and whether any progress has been made on developing a new site for it?

[The Mayor](#)

Please see my response to MQ 1831 / 2013.

## **Police Front Counter Closures - Tower Hamlets**

### **Question No: 2013/1844**

[Caroline Pidgeon](#)

You have confirmed that "front counter closures will be effective by 24 June 2013 in the first 16 boroughs" [MQ1217/2013]. Can you confirm the date on which Bow; Isle of Dogs and Poplar Front Counters will close? Can you also confirm when the Contact Points at St. George's Town Hall; Poplar Police Office; Isle of Dogs Police Station and Bow Police Station will open?

[The Mayor](#)

Please see my response to MQ 1831 / 2013.

## **Police Front Counter Closure - Hackney**

### **Question No: 2013/1845**

[Caroline Pidgeon](#)

You have confirmed that "front counter closures will be effective by 24 June 2013 in the first 16 boroughs" [MQ1217/2013]. Can you confirm the date on which Hackney Front Counter will close? Can you also confirm when the Contact Points at Shacklewell Lane; Homerton University Hospital; 70 Blackstock Road and Haggerston Road will open?

[The Mayor](#)

Please see my response to MQ 1831 / 2013.

## **Police Front Counter Closures - Havering**

### **Question No: 2013/1846**

[Caroline Pidgeon](#)

You have confirmed that "front counter closures will be effective by 24 June 2013 in the first 16 boroughs" [MQ1217/2013]. Can you confirm the date on which Havering PASC; Hornchurch; Rainham; Upminster and Straight Road Front Counters will close? Can you also confirm when the Contact Points at Collier Row Road; Upminster Police Office; Tadworth Parade; Rainham Police Office and Hornchurch Police Station will open?

[The Mayor](#)

Please see my response to MQ 1831 / 2013.

## **New Contact Points - Accessibility**

**Question No: 2013/1847**

[Caroline Pidgeon](#)

In answer to MQ1215/2013 you stated that it is important that new contact points "provide suitable access for all in our communities and that effective signage and information is in place"; that "suitable access and adjustments will be made as appropriate" and that "the MPS is currently reviewing the locations which have been identified at a local level, to ensure suitable provision is in place". What is the outcome of the MPS's review? How many of the proposed new contact points are fully accessible? Please list those that are currently not and the changes proposed to ensure they are fully accessible.

[The Mayor](#)

The review is still on-going, but the large majority of Contact Points that will open by the end of June will meet accessibility requirements. For those that do not yet meet requirements, arrangements will be in place as soon as possible thereafter to enable appropriate access to the police at Contact Points.

## **New Contact Points - Post Office Pilot**

**Question No: 2013/1848**

[Caroline Pidgeon](#)

In answer to MQ 0043/2013 you stated that you would be "piloting providing some front counter services in post offices, which I intend to be in place by July 2013". Can you confirm that you will have a pilot in place by July 2013? Where will it be located?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 7 August 2013

MOPAC continue to develop proposals for delivering some transactional counter services from the Post Office and a pilot site to test the concept is still being determined.

## **Number on Police Bail**

**Question No: 2013/1849**

[Caroline Pidgeon](#)

It has recently been reported that the Metropolitan Police have 12,178 people on police bail; with 910 on bail for more than six months - the highest numbers in the country. Will you review police bail practices, and would you consider introducing a statutory time limit for police bail, to ensure that individuals do not spend excessive time on bail?

[The Mayor](#)

Bail is an important part of the criminal justice process and is one that is needed to ensure an offender returns to the Police, once an investigation is concluded.

Gathering of evidence can be time-consuming and it is important investigations are rigorous.

An ACPO review of police bail was conducted in 2011 which made several recommendations.

Introducing a statutory limit for bail could hinder the bail process and is also something that would need to be introduced by legislation. The number of persons on bail in the MPS area reflects the size of the population in London and the overall number of people on police bail in London has reduced by 10 per cent over the last three years.

## **Online Crime Tracking**

### **Question No: 2013/1850**

[Caroline Pidgeon](#)

In response to the Assembly's recent report on improving victim care in London the Met Police stated that they had investigated the option of online crime tracking but had decided not to introduce it. However at the last MQT you stated that Track My Crime is being taken up by MOPAC. Given the apparent contradiction in these positions can you clarify if and when an online crime tracking system is going to be introduced in London?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor 09 September 2013

Current MPS systems do not allow for the introduction of online crime tracking, however MOPAC supports the concept and is working with the MPS as part of the on-going review of the MPS IT strategy to see how it could be piloted and potentially introduced in future.

## **MOPAC/MPS Joint Asset Management Panel**

### **Question No: 2013/1851**

[Caroline Pidgeon](#)

At the time of drafting the latest notes online for the Joint Asset Management Panel were from the 13 February meeting, and those notes were so brief (under 100 words) as to provide no real indication of what was discussed at that meeting. Given the significant changes to MOPAC's estate currently taking place will you commit to publishing fuller notes of these meetings, including which properties are discussed, in a more timely fashion?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 1 July 2013

All decisions are taken by the Deputy Mayor for Policing and Crime and the decisions are published on the website in real time. Notes for the Joint Asset Management Panel are published on the MOPAC website.

## **MOPAC/MPS Joint Investment Board**

### **Question No: 2013/1852**

[Caroline Pidgeon](#)

At the time of drafting the latest notes online for the Joint Investment Board were from the 13 March meeting, and those notes were so brief as to provide no real indication of what was discussed at that meeting. Will you commit to publishing fuller notes of these meetings, and in a more timely fashion?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 1 July 2013

All decisions are taken by the Deputy Mayor for Policing and Crime and the decisions are published on the website in real time. Notes for the Joint Investment Board are published on the MOPAC website

## **Met Change - Deloitte consultancy**

**Question No: 2013/1853**

[Caroline Pidgeon](#)

DMPC Decision 2013-038 awarded a contract to the sum of £2,676,289 to Deloitte for the supply of consultancy support to the Met Change programme. Please provide details of what work will be undertaken by Deloitte as part of this contract.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 9 July 2013.

The Met Change programme is critical to the delivery of organisational change needed within the MPS to deliver savings in excess of £500 million over the next three years. However, the MPS does not have the expertise to enable delivery of some areas of design and implementation. Therefore, a contract has been awarded to Deloitte to provide the relevant skills required to deliver specific services to enable delivery of the programme.

Each tranche of work will be subject to separate approval by the Deputy Mayor for Policing and Crime, details of which will be published on the MOPAC website.

## **FGM in London**

**Question No: 2013/1854**

[Caroline Pidgeon](#)

How many cases of female genital mutilation (FGM) have been reported in London in 2012 and 2013? How many investigations into FGM (procurement and practice) were started? How many people have been prosecuted in each of these years?

[The Mayor](#)

1st January 2012 - 31st December 2012:

- 26 referrals to the Metropolitan Police Service (MPS)
- 4 cases of which were classified as an offence under the Female Genital Mutilation Act 2003 after investigation.

1st January 2013 to date (11/06/2013):

- 19 referrals to the Metropolitan Police Service (MPS)
- 9 cases currently being investigated in order to ascertain if FGM offences have occurred

There have been no prosecutions to date.

This is a priority issue for my second VAWG Strategy.

## **Source London - charge points**

**Question No: 2013/1855**

[Stephen Knight](#)

Please provide a list of all 'Source London' charge points broken down by the average number of minutes per day that each charge point is in use?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor

Please refer to Appendix 4 for a list of Source London charge points and usage data for the period 1 September 2012 to 31 December 2012.

It should be noted that charge points that are in use for less than a minute per day have been excluded from this list.

## **Source London - management and operation**

**Question No: 2013/1856**

[Stephen Knight](#)

When do you expect potential bidders to take over the management and operation of your 'Source London' electric vehicle charge network?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 9 August 2013

I have decided to investigate opportunities to transition the Source London scheme to a new operator on the basis that:

- Infrastructure targets for public charging have been met
- Private sector investment in EV charging schemes across the UK has increased significantly in the last two years
- A number of private sector companies are now keen to invest in developing new competing EV charging schemes across the capital.

In May 2013, TfL initiated an OJEU procurement process to identify a potential new operator for Source London. This has already generated significant interest from the EV industry and TfL is in the process of evaluating initial expressions of interest from a number of organisations. If bidders meet TfL's requirements then it is anticipated that a new operator will be selected to operate the scheme by the end of 2013. The new operator will then have a six month mobilisation period to develop and deliver their operating solution. TfL anticipates that a new operator will formally take over management and operation of Source London by summer 2014.

If during the procurement process bidders are not successful in meeting TfL's requirements then alternative options will be implemented to continue to operate the scheme from 2014 onwards

## **Passenger journeys on the River Thames**

**Question No: 2013/1857**

[Stephen Knight](#)

How many passenger journeys were made on the Thames in 2012/13?

[The Mayor](#)

During the financial year 2012/13, a total of 4.16 million journeys were made by passengers calling at TfL piers, and a further 2 million using the Woolwich Ferry.

My recently-published River Action Plan sets out steps being taken to raise the number of river journeys to 12 million by 2020.

## **Cleaner fuel technologies for river services**

**Question No: 2013/1858**

[Stephen Knight](#)

What progress have you made to encourage the use of ultra-low sulphur diesel (ULSD) and other cleaner fuel technologies on passenger river services in London?

[The Mayor](#)

Significant progress has been made in the adoption of ULSD by major commuter and leisure carriers. Thames Clippers, whose vessels account for roughly two thirds of all calls at TfL piers, all use this fuel.

The Woolwich Ferry, which carries around two million passengers a year, also uses ULSD.

Furthermore, one of the three ferries has also been fitted with a diesel particulate filter to cut particulate matter by up to 90 per cent. The two remaining vessels will be fitted later this year following evaluation of the performance of the first ferry's filter.

## **London Atmospheric Emissions Inventory - river traffic**

**Question No: 2013/1859**

[Stephen Knight](#)

Does the latest London Atmospheric Emissions Inventory include emissions from marine traffic operating on the Thames?

[The Mayor](#)

Yes.

## **River Passenger Service Concordat - Action Plan**

**Question No: 2013/1860**

[Stephen Knight](#)

As the deadline for implementation of your River Services Action Plan approaches, what discussions have you had with ferry operators about further reducing the environmental impacts of river transport? Do you intend to continue the environment workstream of your River Passenger Service Concordat beyond 2014?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 7 August 2013

In February, TfL launched a new River Action Plan, outlining a number of targeted measures to increase passenger journeys on the Thames to 12 million a year by 2020 and maximise its potential for river travel.

As outlined in the River Action Plan, TfL will continue to work with boat operators through my River Passenger Services Concordat, to minimise the environmental footprint of river services. This includes encouraging the adoption of eco-driving and ultra-low sulphur diesel, as well as exploring other technical innovations such as hybrid engine technology.

TfL will also continue to improve the environmental performance of river transport and infrastructure. Work is already underway in this area, for example, reducing electricity consumption at piers by introducing LED lighting.

## **Green Bus Fund**

**Question No: 2013/1861**

[Stephen Knight](#)

Which hybrid and electric bus models will be purchased by Transport for London following a £5m grant from the Department for Transport's Green Bus Fund to support the deployment of more environmentally friendly vehicles?

[The Mayor](#)

The £5m grant from the DfT will provide 90 additional hybrid buses and four single-deck electric buses. Hybrid buses emit up to a third less CO<sub>2</sub> than comparable conventional diesel buses. The electric buses demonstrated will have zero tailpipe emissions.

The latest Green Bus Fund award will contribute towards the additional capital cost of purchasing hybrids or electric vehicles on bus routes that would otherwise have conventional diesel buses. Individual bus operators will decide which models of hybrid vehicles to purchase based on their operational experience. Electric vehicles will come from a supplier able to meet the operational requirements of London.



## **Empty Homes**

**Question No: 2013/1862**

[Stephen Knight](#)

Further to MQ1429/2013, how many empty homes do you expect to bring back into use through your 'Building the Pipeline' scheme, and by which year?

[The Mayor](#)

I expect to make an announcement on the outcome of the 'Building the Pipeline' funding in July.

## **Neighbourhood Planning**

**Question No: 2013/1863**

[Stephen Knight](#)

One year on from the introduction of Neighbourhood Planning Regulations, do you believe there is a role for the GLA to issue best practice guidance for those wishing to establish neighbourhood forums across London?

[The Mayor](#)

I am discussing the scope of supplementary planning guidance on Lifetime Neighbourhoods and Neighbourhood Planning with a range of stakeholders. Currently it is not intended for the GLA to produce best practice guidance on the establishment of neighbourhood fora, which is essentially a local matter.

## **Help to Buy Scheme**

**Question No: 2013/1864**

[Stephen Knight](#)

Given your housing responsibilities in London, do you agree with recent criticism of the government's 'Help to Buy' scheme - including from the Treasury Select Committee, the outgoing governor of the Bank of England and the International Monetary Fund - that guaranteeing mortgages for people with small deposits will boost demand for housing without necessarily boosting supply?

[The Mayor](#)

The Help to Buy equity loan scheme will assist Londoners into home ownership of new build properties and will incentivise developers to accelerate the delivery of homes, increasing housing supply.

## **Increasing the supply of new homes**

**Question No: 2013/1865**

[Stephen Knight](#)

Given your acceptance that we have been building roughly half the number of homes we need, year in, year out, for over 15 years [MQ1424/2013] and your belief that the only effective way to slow the pace of rent rises is to increase supply [MQ1436/2013] are you satisfied that only 28,324 net additional homes were completed last year – well short of the 34,900–37,400 figure which the Planning Inspector who assessed your London Plan recommended was necessary to ensure sufficiency of provision? Should Londoners expect above-inflation rent rises to continue under your mayoralty?

[The Mayor](#)

The level of house building in London has been too low for decades, only exceeding 30,000 a year twice during the 2000–08 boom. That is why I have set out in my Vision for London an ambition to build four hundred thousand homes over the next ten years.

With regard to your second question, I do not intend to try and predict future trends in average rents given the wide range of factors affecting them.

## **London Finance Commission**

**Question No: 2013/1866**

[Stephen Knight](#)

Following your endorsement of the findings of the London Finance Commission's final report, how, and when, will you take forward its recommendations?

[The Mayor](#)

A detailed roadmap is being developed for lobbying for implementation of the recommendations in the London Finance Commission's Report.

## **Meeting with the Chancellor of the Exchequer**

**Question No: 2013/1867**

[Stephen Knight](#)

Did you discuss the benefits of allowing local and regional government to make greater use of prudential borrowing to finance capital investment at your meeting with the Chancellor of the Exchequer on 30 May 2013?

[The Mayor](#)

I discussed a wide range of issues with the aim of securing the best deal for London.

## **Betting Shops in former restaurants**

**Question No: 2013/1868**

[Stephen Knight](#)

Will you lobby government to change the Town and Country Planning (Use Class) Order 1987 to introduce the need for planning permission to change premises from restaurant use (A3) to betting shop use (A2), given that you have said that betting shops represent 'a growing menace' on London's high streets?

[The Mayor](#)

I have already lobbied for changes to the Use Classes Order so that any proposal involving change of use to a betting shop should require planning permission, and will continue to do so.

## **Betting Shops in former offices and public buildings**

**Question No: 2013/1869**

[Stephen Knight](#)

What representations did you make to ministers against the recent change to the Use Class Order that allows offices (B1), public buildings (D1) and leisure buildings (D2) to be converted into betting shops (A2) without planning permission for up to two years?

[The Mayor](#)

In responding to the Government's proposals for extension of permitted development rights I made clear my view that it was important that provision should be made to ensure that such rights do not undermine local measures to address the adverse impacts of the clustering of activities like betting shops on town centre viability and vitality.

## **Portas Pilots**

**Question No: 2013/1870**

[Stephen Knight](#)

What evaluation have you made of the "Portas Pilot" initiative in Croydon, given that there has been a fall in the number of occupied shop units since the launch of the High Street Innovation Fund last year?

[The Mayor](#)

The Croydon Portas Pilot is not being administered through the GLA (DCLG and Croydon Council are the respective funding and accountable bodies), so it would not be subject to any formal GLA evaluations that our High Street interventions have to undertake.

Given the level of Mayoral investment currently residing in Croydon, we are of course concerned about these developments and in collaboration with Croydon Council will be seeking to apply the lessons arising from this initiative across our projects in Croydon and beyond. We are also keen on harnessing the enthusiasm of the Old Town Team who, to date, have already had an important role to play in the development of the Old Town Masterplan.

## **Young People and Self-Employment**

**Question No: 2013/1871**

[Stephen Knight](#)

A recent study by the Prince's Trust found that an increasing number of young people - up to 30 per cent of those surveyed - are considering self-employment, in part due to the current shortage of jobs. The study also found that 33 per cent of young people would be more likely to consider self-employment if they had a mentor. Will you use the tools at your disposal, such as the LEP and Team London, to offer mentoring for young people who wish to start up their own businesses?

[The Mayor](#)

I am a strong supporter of young people wanting to become entrepreneurs and London has more business start-ups than anywhere else in the UK. London also has a wide range of business support facilities, provided by public, private and non-for profit organisations which often can be accessed free of charge or at very low cost.

My London Enterprise Panel (LEP) is undertaking work to support London SMEs and it is in the process of drafting its implementation plan. This document will be identifying how best to support, maximising the multiple tools already in existence in London, entrepreneurs wanting to set up their businesses. The LEP will consider business mentoring as one of the elements that can help young entrepreneurs, alongside other key areas like accessible workspace or access to finance.

The LEP is also running a major Skills London Careers event in the autumn, supporting and enhancing my London Apprenticeship Campaign and helping to shape future careers advice provision, including around entrepreneurship.

The 639 Tottenham High Road Enterprise Centre provides affordable workspace for new and emerging SME's. It is an opportunity for people to test their business ideas. At 639 businesses are supported in their early stages and are given training and advice to help them grow and develop. 639 is a GLA owned and funded project which I formally opened in May 2013 and over the next 3 years we hope to help the establishment of over 85 successful businesses.

## **London Tourism**

**Question No: 2013/1872**

[Stephen Knight](#)

Despite the Jubilee and the Olympic Games, visitor numbers have only risen by 1% since 2011 whereas some UK seaside resorts have seen increases of nearly 70%. What do you plan to do to increase the attractiveness of London as a tourist destination?

[The Mayor](#)

London welcomed 15.5 million international visitors in 2012 making it the most visited city on earth. Total visitor numbers were up 5 per cent to 27.6 million and total spend was up 9 per cent to £12.9 billion from 2011.

My official promotional agency London & Partners is working to convert Olympics viewers into visitors. Forthcoming activity will highlight London's cultural sector and themed campaigns will put a spotlight on the breadth and depth of the London tourism offer.

## **Unemployment in the Construction Industry**

**Question No: 2013/1873**

[Stephen Knight](#)

The Economy Committee recently heard from the Construction Industry Training Board (CITB) that there are 150,000 skilled construction workers currently claiming Jobseeker's Allowance, at a cost of £2.1bn in benefits. Given that almost all of the jobs in your 200,000 jobs pledge relate to the construction industry, are you worried about this trend?

[The Mayor](#)

Under my direction, the London Enterprise Panel is currently working with the CITB and Construction Skills on the development of a series of projects that will support Londoners to access the opportunities being generated through the construction industry.

## **Budget cuts - functional bodies**

**Question No: 2013/1874**

[Stephen Knight](#)

Are you confident that all GLA functional bodies will achieve the budget cuts you have imposed?

[The Mayor](#)

Boris Johnson (Mayor of London): Yes, I am confident that all Greater London Authority (GLA) bodies are capable of achieving economies and they already have done. The functional bodies have achieved savings of £4.2 billion since I was elected and as a result of the extremely parsimonious, frugal way that we spend taxpayers' money in this administration, as opposed to the previous administration, we have cut our share of council tax by 20% whereas, as you will recall, Members of the Assembly, the previous administration whacked it up by 153% during its time in office. Thank you very much for that small ripple of applause, which I feel is all I am likely to get this morning.

Stephen Knight (AM): Mr Mayor, had you attended any of the consultation meetings on the proposed fire cuts, you would have found, as we did, that there is universal and strong opposition to the proposals, to your proposals, to reduce the number of fire engines in London and close fire stations. Mr Mayor, Londoners are very clear that your proposed fire cuts are not deliverable in a safe way, will you listen to Londoners?

Boris Johnson (Mayor of London): Of course. I salute the work of the London Fire Brigade (LFB), they have done an amazing job continuously, not least in the last ten years or so. Incidents of fire have come down by 50%, deaths from fire down by a third, they are continuing to do a fantastic job and I know there are many members of the LFB here today. It is important to realise that a consultation has just concluded on the 17 July into the Draft 5th London Fire and Safety Plan (LSP5) and you will understand that process has been going on for a long time. I particularly want to thank the Chairman of the London Fire and Emergency Planning Authority (LFEPA), James Cleverly [AM], for what he has done going around London and sometimes to well-attended meetings, sometimes to more sparsely-attended meetings, listening to Londoners, making the case for change, and we are listening. I will be very serious with you, Stephen, we are listening. We understand the particular concerns that have been raised. I am not going to make any promises now about variations or changes to this or that detail of the Fire Safety Plan, but if it is possible to take account of the very real concerns of the public, which I understand and appreciate, then of course that is our job to do. But I want to stress that those concerns, those apprehensions, while they are real and while there is I

understand very much the strong psychological importance that people attach to the physical presence of a fire station nearby, I really understand that, I cannot allow that to be the overriding consideration. The paramount consideration has to be safety.

Stephen Knight (AM): Mr Mayor, I think everybody involved in this debate accepts that the paramount consideration has to be safety.

Boris Johnson (Mayor of London): As long as I am satisfied that we can continue to drive down deaths from fire and drive down incidents of fire in this city, then we will go ahead with the plan. But what must be very, very clear to you, we are now in the final stages of reflection and modification.

Stephen Knight (AM): Mr Mayor, can I give you an example of one of the impacts of these proposed cuts, which has only really emerged during the consultation process, because what we had at the start was a whole series of attendance time averages that were averaged across borough and that disguised local impacts. Some of the local impacts of these cuts are going to be very drastic. Can I give you one example?

Boris Johnson (Mayor of London): Yes, I am familiar with this, yes.

Stephen Knight (AM): Well you might be familiar, in Clapham Town Ward there is a 1,500 capacity nightclub called, ominously, Infernos; hopefully, not something we want to look forward to. In that ward, Mr Mayor, the time it will take for two fire engines to arrive, for the first engine and then a second engine to be called, which is what is often needed, is going to increase from 9 minutes to 18 minutes in that ward as a result of these cuts.

[Members of the public boo from the public gallery.]

Boris Johnson (Mayor of London): There is no need to boo Mr Knight; he is only trying to be helpful.

Stephen Knight (AM): Mr Mayor, that is 9 more minutes people might have to wait. I think this is about real safety, Mr Mayor, would you not accept that you have real concerns? You know, these are not emotive concerns; these are rational concerns about safety of Londoners.

Boris Johnson (Mayor of London): They are, Stephen, they are rational concerns, and we are looking at them all. I have had delegations from Assembly Members around London, and indeed Members of Parliament, who have raised particular concerns about particular fire stations. Your point is a good one; we are listening, we are reflecting and we are going to take account of it where we can.

Stephen Knight (AM): Well if you accept the point is a good one, Mr Mayor, my final point to you, will you consider finding some extra money, as the Assembly demonstrated was possible, to ensure that the worst impacts from these proposals do not have to be implemented? Will you be able to find some extra cash, Mr Mayor?

Stephen Knight (AM): I will take a guess on the answer. A yes or no answer will do, Mr Mayor.

Boris Johnson (Mayor of London): I always understand the desire for more money to be spent; I know that is a priority for Liberal Democrats when they are not actually in government. I thought we were talking to our coalition partners here who are imposing these swingeing budget cuts, but never mind, here we have Liberal Democrats calling for more money to be spent and while Danny Alexander [Liberal Democrat MP and Chief Secretary to the Treasury] in the Treasury is saying the exact opposite.

Stephen Knight (AM): Mr Mayor, I need a yes or no answer.

Boris Johnson (Mayor of London): Never mind vacillating, which is what we expect from Liberal Democrats, but the answer is very serious, I will not be driven by financial concerns, I will look at what delivers a safe fire safety programme for London; that is the paramount consideration.

## **LSP5 consultation (1)**

**Question No: 2013/1875**

[Stephen Knight](#)

If the London Fire Commissioner recommends that some cuts to London's fire service proposed in the consultation on LSP5 be reversed, will you support him and the London Fire Brigade with additional funds to bridge the budget gap?

[The Mayor](#)

I am waiting to see the outcome of the public consultation and to hear from the Commissioner on the Plan. I am open minded on the options going forward.

## **LSP5 consultation (2)**

**Question No: 2013/1876**

[Stephen Knight](#)

Do you accept that the overwhelming result from Londoners responding to the LSP5 consultation is opposition to cuts to London's Fire service that result from your budget cuts to the London Fire Brigade?

[The Mayor](#)

Please refer to the answer to MQ 1875 / 2013.

## **LSP5 consultation (3)**

**Question No: 2013/1877**

[Stephen Knight](#)

Why did you attend none of the public consultation meetings on cuts to London's Fire Service that result from your budget cuts to the London Fire Brigade?

[The Mayor](#)

The consultation was carried out by LFEPA on the Commissioner's proposals for the future of the London Fire Brigade. It was a consultation for the public to input their views, which as Mayor, I am listening to.

## **Traffic growth**

**Question No: 2013/1878**

[Jenny Jones](#)

Following a decade of declining car use in London, why do you expect it to rise during your second term as Mayor?

[The Mayor](#)

Boris Johnson (Mayor of London): Jenny, the reason, as you will have seen from the 2020 Vision, is of course that the population is growing and is growing very fast. So, although there has been a steady decline in car use in London and it continues to decline, the projections are that because of the growth in population, and this is the key point that we are making to Government, we will see growth in transport across all modes. We will continue, and this is a key thing to reassure you, to see a reduction in the modal share taken by cars. It has gone down. The share of daily journeys by public transport in London since 2000 has gone up by

nine points and the share taken by private cars has gone down by nine points. We think that the share taken by motorists will continue to decline but because of the growth, because of the low peak hour ratios in some parts of outer London which you will be familiar with and which will be obviously one of the reasons we want to encourage more investment in transport infrastructure, the absolute number over the medium term will lead to greater motor vehicle use.

I particularly point to one of the consequences of internet shopping. A massive increase in vans on the streets of the city. They have already gone up by 5%. I think we predict over the next ten years the number of white vans that are taking around internet shopping is going to go up by something like 42%. That is a huge increase in potential congestion on the roads and potential traffic and we are now looking actively at ways in which we can try and bring that number down.

Jenny Jones (AM): Before I start, I would like to say happy birthday.

Mr Mayor, you say that predictions of a traffic increase are because of the population rising and the increase in internet shopping. But in the last decade internet shopping has soared, the population has soared, the economy has soared, pay has gone up and yet traffic fell, so you are using the same reasons for it rising as it previously fell. I am wondering if it is actually because you have raised fares above inflation?

Boris Johnson (Mayor of London): No.

Jenny Jones (AM): You are giving more priority to cars, you are building or planning to build new roads and you are approving big increases in car parking. Do you think those factors could have any impact on the amount of traffic increases that Transport for London (TfL) is projecting?

Boris Johnson (Mayor of London): No, because, as I have pointed out, all transport modes have seen a huge increase in ridership or usage but the share taken by private vehicles is falling and continuing to fall. It is a function of the increasing population.

Jenny Jones (AM): But we have an increasing population for the last decade and traffic fell.

Boris Johnson (Mayor of London): No.

Jenny Jones (AM): Yes, it did, yes. It fell, Mr Mayor. That is the whole point.

Boris Johnson (Mayor of London): What you are now seeing is a demographic increase on a scale we have not seen in the last few years. You will now see a much greater acceleration in public.

Jenny Jones (AM): I am sorry. You cannot just come here and just make things up to win an argument.

Boris Johnson (Mayor of London): I am not. Well, I wish, but I am not. These are only predictions. You are perfectly accurate in what you say about the reduction in the share taken by cars so far. But we think that is because of the very strong population growth that we are now seeing and, as I say, the population is going to reach 9 million by 2020, perhaps 10 million by 2030, and given the low peak hour ratio in outer London, the forecasts are that there will have to be more transport by private motor vehicle.

Jenny Jones (AM): So you are saying this has nothing to do with you. This is all down to the increase in population. It is nothing to do with all these other things you are doing like putting the fares up so that people cannot afford to travel by bus anymore or Tube?

Boris Johnson (Mayor of London): No, because the ridership has continued to increase.

Jenny Jones (AM): But the population is increasing.

Boris Johnson (Mayor of London): Not only does ridership continue to increase but ridership of the buses as a proportion of overall transport journeys has continued to increase.

Jenny Jones (AM): Mr Mayor, you are arguing a completely flawed circular argument and I do not understand why you have not been better briefed on this. The fact is you cannot argue the population is increasing one minute which causes more car traffic and then that over the past



decade an increasing population actually caused it to fall. You really are talking out of your hat.

Boris Johnson (Mayor of London): No. As I tried to say just now, we are seeing a faster increase in population now, particularly in outer London areas. I think anybody who studies the demography of London now will know that.

Jenny Jones (AM): But you could help prevent that.

Boris Johnson (Mayor of London): Outer London areas are expanding very fast indeed and they do not at the moment have the public transport access levels that I would like to see. It is one of the reasons we want to invest more intensively in public transport, particularly in outer London. But at the moment, unless we address those issues, as I constantly say, by putting more money into public transport, as well as an increase in public transport usage, we will see an increase in car ridership as well. But, and I just repeat this point, the share taken by motor vehicles will fall and has fallen and will continue to fall.

## **Heygate development and air pollution**

### **Question No: 2013/1880**

[Jenny Jones](#)

Plans to more than double the number of car park spaces at the Heygate Estate without apparently worsening local air quality are based on the assumption that significant improvements to vehicle emissions will have been achieved by 2025. However research commissioned by DEFRA has revealed that the expected improvements of diesel vehicle emissions from technological improvements have not shown significant reductions in NO<sub>x</sub> over the past two decades. Are you concerned this research has further undermined these assumptions?

[The Mayor](#)

The conclusions of the recent Defra-funded King's College London/Newcastle University report only confirms what has been well known for some time. Indeed, I personally raised this matter with European Commission Vice-President Kallas in April 2011.

I am committed to improving air quality in London and in February 2012 I announced a number of new policies that will help deliver this, including in and around the former Heygate Estate. These include proposals for a central London Ultra Low Emission Zone by 2020. My understanding is that this will be the first zone of its type in any world city and will place London on a trajectory to a zero emission future.

I have also recently announced a new Ultra Low Emission Discount (ULED) for the Congestion Charging Zone which will encourage the uptake and use of the cleanest vehicles. The minimum emission standard to qualify for the ULED is to emit no more than 75g CO<sub>2</sub>/km and be Euro V. No diesel vehicle qualifies for the ULED.

## **New Beckenham Station car park extension - more traffic**

**Question No: 2013/1881**

[Jenny Jones](#)

With reference to your answer to 1261/2013 you state that Bromley Council's scheme of expanding the New Beckenham Station car park 'would not aim to generate more traffic in this area'. However, Bromley Council's own Environment Health Division (minutes of Plan Sub-Committee No.3, 12 March 2013) states that the additional 70 car park spaces will encourage 'car use through increasing convenience and availability of parking spaces'. Can you please explain how this scheme fits with your London Plan planning policy 6.1a of discouraging car travel? Will you also ask TfL to urgently review its decision to fund this scheme?

[The Mayor](#)

In respect of TfL funding, I can confirm that £23,000 of LIP funding was used by LB Bromley to develop a design and undertake consultation for New Beckenham car park extension in 2012/13. However, the borough has advised the proposals remain subject to planning consent, which was deferred at committee pending further enquiries.

Bromley is welcome to come back to TfL seeking support at some point in the future, although such a proposal will need to be considered against the London Plan policies, as well as those contained in my Transport Strategy.

## **New Beckenham Station car park extension - AQMA**

**Question No: 2013/1882**

[Jenny Jones](#)

Thank you for acknowledging that Bromley Council's scheme of expanding the New Beckenham Station car park 'may contribute to reducing air quality locally' in answer to 1261/2013. A conclusion confirmed by the Council's own Environment Health Division (minutes of Plan Sub-Committee No.3, 12 March 2013) which states that 'Concentrating an additional 70 car parking spaces in one location within the AQMA is likely to increase NOx emissions in this area'. Given your responsibility to bring pollution levels within legal limits, will you ask TfL to urgently review its decision to fund this scheme?

[The Mayor](#)

Please refer to my response to MQ 1881 / 2013.

## **Diesel vehicles and Nitrogen Dioxide pollution**

**Question No: 2013/1883**

[Jenny Jones](#)

In light of the conclusions of the DEFRA commissioned report 'Remote sensing of NO<sub>2</sub> exhaust emissions from road vehicles', will you revise your air quality strategy, which is broadly dependent on the technologies that the report has concluded have broadly failed to cut the levels of the harmful to human health vehicle emission nitrogen dioxide from mainly diesel vehicles?

[The Mayor](#)

I am committed to improving air quality in London and I have set out an ambitious strategy for doing so. In my first term I tightened Low Emission Zone standards, retired the oldest most polluting taxis and took steps to clean up the bus fleet. Together these and other measures helped reduce emissions of particulate matter (both PM<sub>10</sub> and PM<sub>2.5</sub>) from 2008 to 2012 by 15 per cent and emissions of oxides of nitrogen (NO<sub>x</sub>) by 20 per cent.

On 13th February this year I announced an additional package of measures, building on my Air Quality Strategy, to be delivered during my second term and up to 2020. These include proposals for a central London Ultra Low Emission Zone by 2020. My understanding is that this will be the first zone of its type in any world city and will place London on a trajectory to a zero emission future.

With reference to the effectiveness of the Euro standards, the recent Defra-funded King's College London/Newcastle University report only confirms what has been well known for some time. Indeed, I personally raised this matter with European Commission Vice-President Kallas in April 2011. My Air Quality Strategy remains fit for purpose, setting out the broad measures required to improve air quality in London - getting people to walk and cycle more, promoting the use of low emission vehicles, cleaning up buses and taxis, and using the planning system to build in long term reductions in building emissions. I do not intend to revise it.

## **Sutton incinerator**

**Question No: 2013/1884**

[Jenny Jones](#)

The proposed Energy Recovery Facility in Beddington, Sutton, will incinerate hundreds of thousands of tonnes of recyclable waste over the period of the contract. A resolution passed in May 2012 by the European Parliament called for incineration with energy recovery to be limited to 'non-recyclable materials only' by 2020. As this may pave the way for far more stringent incineration policies within the lifetime of the proposed facility, following the forthcoming review of the EU Waste Framework Directive, will you consider this as a material consideration in your forthcoming Stage II decision?

[The Mayor](#)

Please see my response to MQ 1973 / 2013.

I was consulted on the planning application for the energy from waste facility at Beddington Lane and provided my initial comments on 20 September 2012. I raised a number of issues relating to waste planning, Metropolitan Open Lane, biodiversity, sustainable development, design, air quality and transport. I am aware that the Council has resolved to grant consent and that the application is due to be referred back to me once the section 106 is drafted, therefore I cannot comment specifically about the merits of this proposal.

## **20mph limits in the Olympic Park**

**Question No: 2013/1885**

[Jenny Jones](#)

Please provide specific details of the various 'measures to discourage speeding' which will be in operation in the Olympic Park, as referred to in your response to Q1339/2013.

[The Mayor](#)

The safety of cyclists is of paramount importance with significant consideration given to the design of road, cycle path and junction layouts. The specific measures include implementing a 20mph speed limit, reducing the physical segregation between the parkland and the highway with low kerb heights to reduce the dominance of the carriageway and increase drivers' awareness of other users; signalised junctions; pedestrian crossings and speed tables finished in the same colour as the Park footways.

## **Electric Vehicles in GLA fleet**

**Question No: 2013/1886**

[Jenny Jones](#)

How many electric vehicles are there currently in each of the fleets for (a) the GLA, (b) the MPS, (c) the LFB and (d) TfL?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 7 August 2013

I am committed to using the GLA fleet to support the wider uptake of electric vehicles, and the development of the necessary supporting infrastructure, across London. To do this I have set out my commitment to having 1,000 low emission vehicles in the GLA fleet by 2016.

This is a challenging target because of the challenging operational duties and national procurement rules that apply to some members of the GLA family (e.g. the MPS). This means that the pool of eligible vehicles is quite small.

Nonetheless significant progress has been made, with a number of low emission vehicles already in place. Of these 121 are in TfL and its contractors' fleets and 28 are in the MPS fleet.

Whilst LFB does not currently have any electric vehicles in its fleet, it is actively exploring opportunities to introduce them where possible. The GLA currently has 2 electric vehicles.

In addition, I have recently announced a new trial of electric buses and inductive charging.

To accelerate the uptake of low emission vehicles I have recently written to the Commissioners of the GLA Functional Bodies asking them to meet with my Environment Adviser to explore further options for introducing these vehicles. I have also announced my plans for a central London Ultra Low Emission Zone by 2020 which I hope will further encourage the development and uptake of low emission vehicles.

## **Crossrail in Kensal**

**Question No: 2013/1887**

[Jenny Jones](#)

Please could you explain your position on having a Crossrail station in Kensal?

[The Mayor](#)

The Crossrail Sponsors - DfT and TfL - have, after extremely careful consideration, reached the conclusion that it is not possible to incorporate an additional station at Kensal into the scope of the Crossrail scheme. This is due primarily to the close proximity of the Kensal station to the proposed HS2 / Crossrail interchange at Old Oak Common, as well as capacity constraints on the Great Western Main Line.

This decision was communicated to the Royal Borough of Kensington and Chelsea in April. DfT and TfL are working with both RBKC and London Borough of Hammersmith & Fulham to identify improved means of connectivity between the Kensal area and the wider transport network - and particularly to the new Old Oak Common station.

As outlined in my 2020 Vision, I want to provide a transport link from Kensal Green to Crossrail and an additional Overground station at Old Oak Common.

## **Legislation requiring Mayoral intervention (1)**

**Question No: 2013/1888**

[Jenny Jones](#)

Thank you for your answer to question 1260/2013. For each of the representations you cited, could you summarise the position you took?

[The Mayor](#)

I sought amendments to the proposed Alternative Investment Fund Managers Directive to ensure that London remained an attractive base for such funds. I am against an EU Financial Transactions Tax. In relation to State aid for public transport, I am against the development of a specific set of rules at EU level (a 'block exemption') replacing the current statutory exemption. I want to ensure that future EU legislation helps cities take measures to improve air quality. I am seeking amendments to proposed EU procurement rules on modifications of contracts during their term to provide the necessary flexibility when managing large contracts.

## **Legislation requiring Mayoral intervention (2)**

**Question No: 2013/1889**

[Jenny Jones](#)

Thank you for your answer to question 1260/2013. Could you send me copies of papers associated with the representations you cited?

[The Mayor](#)

Yes, I will write to you separately.

## **Mentoring programme**

**Question No: 2013/1890**

[Jenny Jones](#)

To date how many mentors have been recruited to your programme?

[The Mayor](#)

By 31 March 2013, 443 mentors had been recruited to the Mayor's Mentoring Programme. The figures for the first quarter of this financial year will be available in July.

## **Mentoring programme recruitment**

**Question No: 2013/1891**

[Jenny Jones](#)

How many young boys have been matched with mentors as part of your mentoring scheme?

[The Mayor](#)

By 31 March 2013, 274 young boys had been successfully matched with fully vetted and trained mentors. The figures for the first quarter of this financial year will be available in July.

## **Local Policing Model clusters**

**Question No: 2013/1892**

[Jenny Jones](#)

Could you provide me with the number of police officers, PCSOs and specials in each of the new Local Policing Model clusters, broken down by borough?

[The Mayor](#)

The new Local Policing Model (LPM) has not yet been rolled out. The roll out will take place in two tranches, each involving 16 boroughs spread across London. The first tranche is planned to be ready at the end of June, whilst the second will be ready by October.

Decisions about how the new teams will be clustered, and therefore how many officers and PCSOs will be attached to them, are being made by borough commanders.

The main improvements to local policing will include an extra 2600 officers in Safer Neighbourhood Teams (SNTs) who will have a stronger focus on crime prevention and investigation; the reduction of anti-social behaviour; firm enforcement; and even greater responsiveness to community concerns.

## **Safer Neighbourhood Team deployment bases**

**Question No: 2013/1893**

[Jenny Jones](#)

Could you provide me with the Safer Neighbourhood Teams whose deployment base will change as a result of the implementation of the MOPAC/MPS new Estates Strategy, and the location of the team's new deployment facility?

[The Mayor](#)

Written response from the Mayor

Deployment of Safer Neighbourhood Teams is an operational matter for Borough Commanders, working within the Estates Strategy agreed by MOPAC, MPS Property Services and Borough Commanders.

## **Unsuitable Police Stations**

**Question No: 2013/1894**

[Jenny Jones](#)

Thank you for your answer to my question 1349/2013. Could you let me know why the list of 15 police stations, identified in the Policing and Public Access in London summary as not suitable in the long-term, was not made public during the Police and Crime Plan consultation?

[The Mayor](#)

Some of the proposals to move the facilities from those stations not suitable to meet local needs in the long-term were reflected during the consultation process. For others, the decision was taken in response to comments in the consultation.

In these 15 locations we are committed to the need for public access and deployment facilities, but we are not yet in a position where we can secure a new facility. This means that, during the life of this plan, we will look to move the services from these stations to better facilities in a nearby location, but we have committed not to close the premises until the new premises are open.

## **Metropolitan Police Service frontline capacity**

**Question No: 2013/1895**

[Jenny Jones](#)

At the 23 October 2012 meeting of the Budget and Performance Committee the Deputy Commissioner of the Metropolitan Police Service, Craig Mackey, committed to making available the data on the number of staff and officers in the MPS using the Operational Policing Measure regularly. Your Deputy Mayor for Policing and Crime in a letter to the Police and Crime Committee Chair, 14 May 2013, recognised the usefulness of this data and agreed to ensure it is regularly provided. When will you publish these figures?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

MOPAC is currently undertaking a review of the information they publish on the internet. The operational policing measure data will be published once the review has completed.

## **Metropolitan Police Service flights**

**Question No: 2013/1896**

[Jenny Jones](#)

Can you list the number of flights taken by the Metropolitan Police Service, in each year between 2005 and 2008, which were a) to cities/towns within mainland England, Wales and Scotland? and b) to cities/towns in Europe which are accessible via a train journey of nine hours or less from London?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 1 July 2013

The number of flights taken by the MPS in mainland England, Wales and Scotland 2007 and 2008 are detailed below.

2007 - 1991 flights:

2008 - 1630 flights

The number of flights taken in Europe for 2007 and 2008 are detailed below

2007 - 1429 flights:

2008 - 1475 flights

The MPS does not hold flight data for 2005 and 2006.



## **Metropolitan Police Service use of 'bait bikes'**

**Question No: 2013/1897**

[Jenny Jones](#)

Does the Metropolitan Police Service still use 'bait bikes' to catch cycle thieves? If so, has this tactic reduced cycle theft?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor 09 September 2013

'Bait bikes' is one of a range of tactics the MPS used to achieve a 10.4 per cent reduction in cycle theft over the last year (2,409 fewer offences), despite increased cycle usage.

## **Unanswered letter from Deputy Mayor for Policing and Crime**

**Question No: 2013/1898**

[Jenny Jones](#)

Is it acceptable that I wrote to your Deputy Mayor for Policing and Crime on 17 January 2013 about the supervision of undercover police officers and, to date, I am yet to receive a response?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 9 July 2013.

I am told that the letter had not been received by my Deputy Mayor for Policing and Crime, Stephen Greenhalgh. However, I understand that an additional copy of the letter has recently been received by Stephen, who will respond to you as soon as possible.

## **Wildlife Crime Officers**

**Question No: 2013/1899**

[Jenny Jones](#)

How many Wildlife Crime Officers are there in London, broken down by each borough; and approximately how much of their time is spent dealing with wildlife crime issues?

[The Mayor](#)

There are 3 full time officers within the MPS Wildlife Crime Unit.

In addition, there is 1 appointed Borough Wildlife Crime Officer on each of the 31 of the 32 London Boroughs. The vacancy is on Haringey, which is in the process of being filled.

No record is kept of time spent dealing with wildlife related incidents by Borough officers. The work they carry out is part of their normal duties and time dedicated to the role will depend on demand balanced against competing local priorities, as for any other policing activity.

## **Risk to London from Tidal Flooding**

**Question No: 2013/1900**

[Jenny Jones](#)

Will you take a far greater leadership role in protecting London from the growing risk of future tidal flooding? In light of the latest research by the European-funded project ice2sea which indicates that a far greater risk of storm surges overwhelming the Thames Barrier by the end of the century than your London Plan currently recognises.

[The Mayor](#)

London is well protected from tidal flooding by the Thames Barrier and associated tidal defences. The Environment Agency has adopted a TE2100 programme to continue to keep London safe.

## **School places shortfall**

**Question No: 2013/1901**

[Darren Johnson](#)

Thank you for your answer to question 4033/2012 where you promised that the pan London analysis of school places data, identifying where there will be a need for school places in future years, would be available in early 2013. Can you please publish a copy?

[The Mayor](#)

Following consultation with London boroughs on a proposal to introduce an Information Scheme under Section 397 of the GLA Act in early March 2013, a decision has been taken to run an experimental round of pan-London school roll projections using publicly available information from the Department for Education. Subject to data availability, we currently plan to publish these experimental projections later this year. The delay in publication is due to some boroughs' unwillingness to provide comprehensive data.

## **Bedspaces in housing statistics**

**Question No: 2013/1902**

[Darren Johnson](#)

Thank you for your answer to question 1264/2013. Will you include bedspaces in the monthly statistics published on the GLA web site?

[The Mayor](#)

The Housing and Land Directorate is reviewing the outturn information provided on the GLA's external website.

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

**Question No: 2013/1903**

[Darren Johnson](#)

When you responded to the Government's Right to Buy consultation in February 2012, you argued for a like-for-like replacement of homes in a reasonable timeframe. What constitutes a 'reasonable timeframe' for replacements to be bought or started after a sale?

[The Mayor](#)

Boroughs are required to use the additional Right to Buy receipts for new supply within three years.

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

**Question No: 2013/1904**

[Darren Johnson](#)

When you responded to the Government's Right to Buy consultation in February 2012, you argued for replacement homes to be 'where they are needed most and in the form that they are required'. The pattern of sales and replacements could undermine your planning and investment policies for mixed and balanced communities and overcrowding. But the Government only publishes statistics on the total number of homes sold and replacements started, and only at the local authority level. Will you work with London Councils to establish a monitoring protocol to capture more precisely the size and location of homes sold and started through Right to Buy in London?

[The Mayor](#)

If this is something that London Councils and the boroughs are interested in developing, then I would be happy to work with them.

## **Right to Buy replacement homes (3)**

**Question No: 2013/1905**

[Darren Johnson](#)

In 2012-13 in London there were 1,055 sales of council housing through Right to Buy but only 225 replacement homes were started. Will you press the Government to ensure that the remaining 830 homes are replaced in the coming year?

[The Mayor](#)

I would press the Government and local authorities to ensure that all replacement homes are delivered as soon as reasonably practicable.

## **West End Commission report**

**Question No: 2013/1906**

[Darren Johnson](#)

Will you support the proposal by the West End Commission for 15 traffic free days, similar to New York's summer streets?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 9 July 2013.

Please see my response to MQ 1814/2013.

## **Lenox Vision project, Deptford**

**Question No: 2013/1907**

[Darren Johnson](#)

Will you give your support as Mayor to the proposal by the Lenox Vision project to build a replica 17th century warship, on the very site the original ship was constructed, as part of the Convoys Wharf redevelopment in Deptford?

[The Mayor](#)

Yes.

## **Police persecuting rough sleepers**

**Question No: 2013/1908**

[Darren Johnson](#)

A police operation responding to concerns about some rough sleepers' anti-social behaviour was reported in the Ilford Recorder on the 23rd May, raising serious concerns about the police's treatment of the rough sleepers. The Borough Commander and Redbridge Council have subsequently clarified the details of the operation, but I remain concerned. What guidance and policies exist for police officers when interacting with people sleeping rough to ensure the officers treat them with respect and care, including how officers should balance public concerns with the welfare of the rough sleepers?

[The Mayor](#)

Written response from the Mayor

The MPS receives complaints from concerned members of the public regarding anti-social behaviour caused by rough sleepers. The MPS response balances that with the need to treat rough sleepers with dignity and respect and afford them appropriate support where necessary. The police play a vital role in addressing rough sleeping in London. They work closely with local authorities and outreach services and through these partnerships have developed local approaches to meet the needs of this vulnerable group. The MPS were members of my London Delivery Board and attended the last meeting of its successor body - my Rough Sleeping Group. I am working with all partners, including the MPS, to ensure no one arriving new to the streets will sleep out for a second night.

## **Lewisham Accident and Emergency**

**Question No: 2013/1909**

[Darren Johnson](#)

Thank you for your answer to my question 843/2013, in which you stated that 'the majority of the population who would have gone to Lewisham Hospital A&E are still within 30 minutes of an A&E by blue light ambulance'. What percentage of the population and how many households were found to be outside the 30 minute target time (a) before and (b) after the changes to the A&E department?

[The Mayor](#)

As you will be aware, my statutory duty is only around health inequalities in London and I have no direct responsibility for NHS services in the capital.

However, I understand from the Trust Special Administrator's office that prior to the proposals 95 per cent of blue light journey times in south east London were below 24 minutes (i.e. under the 30-minute benchmark) and that following the changes 95per cent of journey times are expected to take place in less than 25.3 minutes. I am informed that from the statistics available it is not possible to translate this into numbers of households and percentage of the population.

We have asked the NHS implementation team to work with TfL to ensure the local population has appropriate travel times to an A&E.

## **London Accident and Emergency**

**Question No: 2013/1910**

[Darren Johnson](#)

Thank you for your answer to my question 0843/2013 where you claimed that there will be sufficient capacity in the new system. Do the estimates of the need for A&E services in South East London take into account your latest estimates of London's population growth and the recent upward trend in the use of A&E services?

[The Mayor](#)

As you will be aware, my statutory duty is only around health inequalities in London and I have no direct responsibility for NHS services in the capital.

I understand that the Trust Special Administrator took account of population growth and changes in the demographic composition of the population of south east London using the larger figures available on population growth from the Office of National Statistics and the GLA.

## **Major gyratories**

**Question No: 2013/1911**

[Darren Johnson](#)

Will you commit to improve the quality and safety of the public realm by getting rid of the northern roundabout at the Elephant and Castle, along with Old Street Roundabout?

[The Mayor](#)

In my recently published Cycling Vision, I made specific reference to my determination to improve Elephant & Castle northern roundabout under the Better Junctions programme, before 2016.

In light of this, early designs have been developed and TfL continues to refine these with a view to agreeing a preferred option with LB Southwark and other key stakeholders during the summer. Options are based around the removal of the existing roundabout to provide improvements in road safety and cycle facilities, and to create a significant improvement in the urban realm.

TfL plans to share the design proposals with stakeholders in August.

## **Cycling superhighways**

**Question No: 2013/1912**

[Darren Johnson](#)

Please provide the timetable for the delivery of the remaining cycling superhighway. Do you stick by your guarantee to deliver them all by 2016?

[The Mayor](#)

Yes. TfL is currently re-evaluating the delivery schedule for its Barclays Cycle Superhighways programme to reflect the priorities outlined in my Vision for Cycling in London. More details will be available soon. The programme will be re-cast, but all will be complete by 2016.

Work is due to start very shortly on the next two Superhighways: the extension of CS2 to Stratford town centre, and the first phase of CS5 from New Cross Gate to Oval. Both will be open later this year.

## **Cycle training**

**Question No: 2013/1913**

[Darren Johnson](#)

Thank you for the answer to question 1374/2013 where you state that the additional sum 'in the region' of £4m will be made available for cycle training over the next four years. Whilst I welcome this small increase on the existing children's cycling budget of over £2m a year, in your answer to question 1773/2009 Transport for London estimated that an annual cost of up to £5m would be needed to support all Year 6 children receiving training to Level 2. Will you aim to achieve your target by 2016 and provide all the extra funding required to make this happen?

[The Mayor](#)

In order to support my commitment to deliver Bikeability level 2 training to year 6 pupils, funding is available to boroughs through two channels: 1) the annual Local Implementation Plan (LIP) process; and 2) the Borough Cycling programme which offers boroughs the opportunity to apply for 'top-up' funding. The total amount allocated for cycle training will be in the region of £4m over the next four years.

We estimate the funding available will enable all those year 6 pupils who wish to, and are able to, take part in free level 2 Bikeability cycle training to do so. The revised estimate of funding is deemed adequate as not all parents/children wish to take up the offer of free cycle training and some schools do not support cycle training.

The funding available will be assessed again during 2013/14.

## **Junctions review**

**Question No: 2013/1914**

[Darren Johnson](#)

Please provide the timetable for the delivery of the Better Junctions program. Will you guarantee that these changes will be achieved by 2016?

[The Mayor](#)

Written response from the Mayor

TfL is currently re-evaluating the delivery schedule for its Better Junctions programme to reflect the priorities outlined in my Vision for Cycling in London. The revised programme will be finalised soon. The Vision names a number of key junctions which will be complete by 2016, as will others.

## **Cycling Mini Hollands**

**Question No: 2013/1915**

[Darren Johnson](#)

Can you confirm that you intend to spend £100m in the ten year business plan (a) on the cycling mini Hollands, (b) that it will be divided between four outer London boroughs, (c) the bulk of this money will be spent in the current business round 2013/14 to 2014/15?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor 04 September 2013.

As part of my Vision for Cycling in London, I have outlined my ambition to invest around £100m in the 'mini-Hollands' programme. The programme will concentrate very high levels of spending on relatively small areas to achieve the greatest possible impact.

I have also stated that up to four outer London boroughs will benefit from 'mini-Hollands' funding. Successful 'mini-Hollands' boroughs will be announced at the end of 2013 and additional funding will be allocated from 2014/15 onwards. As the programme will involve the delivery of major schemes, which require significant planning and consultation, the majority of the £100 million funding will not be spent until future years.

## **New Bus for London (1)**

**Question No: 2013/1916**

[Darren Johnson](#)

Does the £354,000 bill for each of the New Buses for London include any interest payments on the Transport for London borrowing required to finance the buying of the buses?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 7 August 2013

The New Bus for London vehicles are funded through the TfL Business Plan and not through separate financing.

## **New Bus for London (2)**

**Question No: 2013/1917**

[Darren Johnson](#)

Will the bus operators pay for the maintenance of the New Bus for London as part of their contract, or will it be TfL?

[The Mayor](#)

Bus operators are entirely responsible for maintaining the New Bus for London and other buses procured to operate TfL contracted services.



## **New Bus for London (3)**

**Question No: 2013/1918**

[Darren Johnson](#)

What is the weight of the production line buses which are being put into service on Route 24 and what is the legal capacity of these buses?

[The Mayor](#)

The un-laden weight of the vehicles on route 24 is 12.45 tonnes, allowing a carrying capacity of 81 passengers. Further weight-saving measures are being successively incorporated into subsequent production vehicles to help reduce weight even further.

## **Road casualty increase (1)**

**Question No: 2013/1919**

[Darren Johnson](#)

Do you accept that the total number of road casualties in London has gone up since you were first elected in 2008?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor 04 September 2013.

The number of road casualties per journey travelled in London has dropped by 37 per cent over the last decade. Since 2008, fatalities on London's roads have fallen considerably, by 22 per cent from 204 to 159 in 2011. Furthermore, Killed or Seriously Injured (KSI) casualties have also decreased significantly over the same period, by 20 per cent from 3,526 in 2008, to 2,805 in 2011.

On an absolute basis, it is correct to say that there has been a slight increase in overall road casualties, of 4 per cent from 28,153 in 2008 to 29,257 in 2011. However, this does not reflect the increased number of journeys on London's roads.

Despite the significant reductions in fatal and KSI casualties, road safety is a key concern to me. London's new Road Safety Action Plan to 2020, entitled 'Safe Streets for London', sets out the actions that I and TfL will take to save lives and reduce injuries on London's roads. In addition, I have set a target to reduce further the number of people being killed or seriously injured by 40% by 2020, and we are on track to achieve this goal. The plan can be found at the following link: <http://www.tfl.gov.uk/assets/downloads/corporate/safe-streets-for-london.pdf>

## Road casualty increase (2)

**Question No: 2013/1920**

[Darren Johnson](#)

Do you accept that the total number of cyclists killed or seriously injured on London's roads has gone up since you were first elected in 2008?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor 04 September 2013.

The number of cyclists killed or seriously injured (KSI) per journey cycled in London has dropped by 22 per cent over the last decade. On an absolute basis, however, it is correct to say that the number of cyclists killed or seriously injured (KSI) in London increased from 445 in 2008 to 571 in 2011. However, this should be seen in the context of a considerable increase in cycling in London over recent years, with cycling on London's major roads, the Transport for London Road Network, increasing by 33 per cent since 2008. In 2002, there were around 110 million cycle journeys in London, of which 20 ended in a fatality. In 2012, there were around 180 million bike journeys, of which 14 ended in a fatality.

I take road safety and cycle safety very seriously. In 2010 TfL published the Cycle Safety Action Plan (CSAP) which set down 52 actions to address cycle safety in London. Later this year a revised version of the CSAP will be published which will build on the important work already underway to address cycle safety. In addition to this, much work has been done to improve the safety of cyclists on London's roads, including establishing the Better Junctions review, the Construction Logistics and Cyclist Safety Review and a range of safety campaigns aimed at raising awareness of safety amongst drivers and cyclists. Cycle safety also forms a key part of my Vision for Cycling in London.

A highly disproportionate number of cyclist deaths are caused by lorries exempt from the requirement for basic safety equipment. I have recently announced that I will consult on a Safer Lorry Charge to penalise lorries not fitted with this equipment.

## **Road casualty increase (3)**

**Question No: 2013/1921**

[Darren Johnson](#)

Do you accept that the total number of pedestrians casualties on London's roads has gone up since you were first elected in 2008?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor 04 September 2013.

The number of pedestrian casualties per journey in London has dropped by 34 per cent over the last decade. Since I was elected, pedestrian fatalities have fallen considerably, by 18 per cent from 94 in 2008 to 77 in 2011. Over the same period, the number of Killed or Seriously Injured (KSI) casualties while walking has also decreased significantly, by 19 per cent from 1,208 in 2008 to 980 in 2011. On an absolute basis, it is correct to say that there has been a slight increase in overall pedestrian casualties during this period, of 6 per cent from 5,127 in 2008 to 5,446 in 2011. However, this does not reflect the increased number of pedestrian journeys in London.

I am firmly committed to making London's streets safer, and the number of pedestrian casualties remains a concern. London's new Road Safety Action Plan to 2020, entitled 'Safe Streets for London', sets out the actions that TfL and I will take to save lives and reduce injuries on London's roads. The plan can be found at the following link:

<http://www.tfl.gov.uk/assets/downloads/corporate/safe-streets-for-london.pdf>

Further, TfL will be publishing a Pedestrian Safety Action Plan later in 2013, which will aim to improve the safety of pedestrians and reduce pedestrian casualties across the capital.

## **Proposed cycle route linking The Mall and Regents Park**

**Question No: 2013/1922**

[Darren Johnson](#)

Will you support the Crown Estate proposal for a bike route linking the Mall to Regents Park as one of the quiet routes talked about in your cycling vision?

[The Mayor](#)

Yes. My Cycling Commissioner has been in discussion with the Crown Estate and Westminster City Council about it. Discussions on possible route options for the Central London Cycling Grid are now under way. A Grid Programme Board has been established and meetings with individual authorities are taking place to agree the route alignment. These discussions will include the proposals made by other parties including the Crown Estate. A full route alignment for the grid will be determined later in the year.

## **Greenwich foot tunnel**

**Question No: 2013/1923**

[Darren Johnson](#)

Although responsibility for the refurbishment of the Greenwich foot tunnel lies with the Royal Borough, and given that these works have been stalled for several years will you as the Mayor of London and Chair of TfL instigate an investigation into what has gone wrong and urge Greenwich to publish a timetable for the completion of these works?

[The Mayor](#)

The foot tunnels are important strategic links, which need careful management to refurbish, given their age. Work on the refurbishment of the foot tunnels has been suspended whilst Greenwich re-evaluates the required scope of the works, as it has become clear that the scale of the task is greater than previously anticipated.

The tunnels are currently safe and open for use at all times and I understand that Greenwich anticipates procuring consultants and contractors shortly, in order to review and complete the works as early as possible in 2014. Once the procurement process has been finalised, a timetable for completion of the works will be announced.

## **Classification of road defects**

**Question No: 2013/1924**

[Darren Johnson](#)

At present, cyclists reporting road defects using TfL's ReportIT system can only report 'a' pothole and each individual defect reported will be recorded as a single surface defect on a road. However, this classification does not allow the reporting of lengthy sections of partially filled and crumbling road surface which, as they require cyclists to move into a stream of traffic, are more dangerous than a single pothole. Will you therefore encourage TfL to introduce a new 'surface irregularities' defect type and to specify its intervention criteria and measurement levels? These steps would reflect the importance of surface regularity to cyclist safety.

[The Mayor](#)

I can confirm that it is possible to report a defect such as you describe on the Report It site. There is an option ('other') where the reporter can then specify the complaint as 'poor ride quality' or 'unbound surfacing' as appropriate.

Following the report of any defect, the location reported will be inspected and the defect will be categorised on its risk and potential impact to road users. In this way, a defect to which cyclists or pedestrians are routinely exposed would be categorised above a defect to which they are not. This process is designed to prioritise the repair of defects which impact on the most vulnerable road users and provide the greatest benefit.

## **Vauxhall Sky Gardens - affordable housing**

**Question No: 2013/1925**

[Darren Johnson](#)

Will you ensure that the requirement for the developers of the Vauxhall Sky Gardens development at 143-161 Wandsworth Road to provide 31% affordable housing is honoured, in line with your promise to 'emphatically resist any attempt to recreate a London where the rich and poor cannot live together'?

[The Mayor](#)

When I considered this planning application, it was on the basis of there being 31 per cent affordable housing. Lambeth Council is currently reviewing the applicant's submissions on scheme viability as required by their S106 legal agreement. I am not a party to these discussions as the application is not referable to me, but trust that Lambeth will ensure that the maximum viable amount of affordable housing is provided in this scheme, in accordance with my London Plan affordable housing policies.

## **Tax dodging contractors**

**Question No: 2013/1926**

[Darren Johnson](#)

In the 9th May edition of the Evening Standard you committed to follow up accusations of tax dodging levelled at Arriva, which paid no corporation tax in 2011 while receiving over £300 million from TfL for two bus contracts. What have you found out, and what actions, if any, are you planning to take?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 9 July 2013.

Arriva's finances are a matter for the company. However, I did raise this with Sir Peter Hendy and asked him to look into this in detail, which he has done.

## **Earl's Court and West Kensington Opportunity Area development**

**Question No: 2013/1927**

[Darren Johnson](#)

Local campaigners have asked if you propose to relinquish your role as Chair of TfL as they believe it puts you in a questionable position when you are also the Mayor deciding upon developments where TfL are party, such as the Earl's Court and West Kensington Opportunity Area development in which TfL own 55 acres of the overall 77 acre site, thus giving rise to expensive legal challenges that would also damage your reputation as a disinterested public servant?

[The Mayor](#)

The Mayor is subject to the GLA Planning Code of Conduct when considering planning matters. When acting as Chair of TfL, the Mayor would not be involved in decisions where to do so would be inappropriate.

## **Blue Ribbon Network**

**Question No: 2013/1928**

[Tony Arbour](#)

Is the Mayor satisfied with the way that Blue Ribbon Network policies are applied by London Boroughs and would he like to see further analysis of this by the London Waterways Commission?

[The Mayor](#)

I have no evidence that there are significant problems in borough implementation of the Blue Ribbon Network policies of the London Plan.

## **Street Pastors**

**Question No: 2013/1929**

[Tony Arbour](#)

On nights where pastors operate, 'police have reported a dramatic reduction in street crime, [for example by] 60% in Portsmouth'. In the spirit of volunteerism following the Olympics, would your office meet with the Street Pastors, whose presence and work is believed to have led to reductions in crime, especially around schools?

[The Mayor](#)

Boris Johnson (Mayor of London): As usual, Tony, I completely support you in what you are saying. I think the Street Pastors do a fantastic job. We have met them. I launched the Street Pastors' conference, as far as I can remember, a few years ago. I have been out with them on the streets of London several times. I think they do a wonderful job. I know that they recently met the Team London people here in City Hall to see how we could help through Team London recruit people to become Street Pastors.

Tony Arbour (AM): I am grateful to you for that. I have asked the question really to draw attention to the success of Street Pastors in my part of London where we have a substantial night time economy, particularly in Kingston where these characters are very successful. They are endeavouring to roll out their programme across London. I am always loathe to ask for

Boris Johnson (Mayor of London): Money?

Tony Arbour (AM): indeed, assistance from the public purse but I think it is possible to demonstrate that the Street Pastors in fact, by preventing pressure on social services and preventing pressure on the justice system, are able to save the public substantial sums of money. It might be that if you were to encourage particularly borough commanders to see how in their own boroughs Street Pastors can relieve the pressure on police, that may in fact be reflected in a saving of public money and indeed a saving on the MOPAC budget. Therefore, I ask, as I say, quite uncharacteristically, that you consider that these very worthy people do receive something from the public purse.

Boris Johnson (Mayor of London): It is so rare, Tony, that you should ask for something from the public purse, I will make sure that MOPAC do look at what they can do to help Street Pastors. I cannot promise much but I certainly want to renew my commitment to supporting them and I express my appreciation and I am sure the appreciation of everybody here for the contribution that they make to safety and the friendliness of the streets of London after dark.

## **Royal Docks Enterprise Zone**

**Question No: 2013/1930**

[Andrew Boff](#)

What is the value to the GLA of the deal recently struck to redevelop the next section of the Royal Docks?

[The Mayor](#)

I have recently confirmed two large investments into the Royal Docks, bringing a number of significant benefits to London including around 29,000 jobs.

Once complete and occupied the combined increase in gross value added (GVA) over the next 25 years is estimated to be worth circa £9bn. The estimated increase in business rates once fully occupied will total £46m p.a.

## **City Lobby**

**Question No: 2013/1931**

[Andrew Boff](#)

Are you planning on meeting with the leaders of other UK cities in order to create a coherent case not just for fiscal devolution to London, but for fiscal devolution to all major cities across the country?

[The Mayor](#)

Yes. A detailed roadmap is being developed identifying key opportunities to influence Government decision makers and other stakeholders. I intend to work with appropriate partners to lobby for the Commission's recommendations to be implemented.

## **Unaccompanied Children**

**Question No: 2013/1932**

[Andrew Boff](#)

What monitoring of unaccompanied children occurs each day at King's Cross Station?

[The Mayor](#)

While the MPS share intelligence on this matter any investigations concerning unaccompanied children emanating from Kings Cross Station are dealt with by the British Transport Police.

## **Pornography and Police and Crime Plan**

### **Question No: 2013/1933**

[Andrew Boff](#)

Your Police and Crime plan makes no mention of pornography. Which Met Units monitor pornography proactively and what are the chief priorities around this issue?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written Answer received 19/07/13:

The issue of pornography is addressed in my consultation paper on violence against women and girls which is referenced in the Police and Crime Plan.

The MPS Abusive and Extreme Images Unit and the Paedophile and Predatory Offenders Unit (both within the Sexual Offences, Exploitation and Child Abuse Command) proactively monitor pornography with a focus on indecent images and online offending.

## **Sexual Assault and Rape Against Boys**

### **Question No: 2013/1934**

[Andrew Boff](#)

How many cases of sexual assault and rape against boys have been reported in each of the last four years?

[The Mayor](#)

A count of Male Victims of Sexual Offences Aged Under 13 years old in MPS area.

Fiscal Year - Offence Recorded	Rape	Other Sexual
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2009/10	39	227
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2010/11	40	202
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2011/12	35	187
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2012/13	37	192
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Total	151	808
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A count of Male Victims of Sexual Offences Aged Between 13 and 17 years old in MPS area.

Fiscal Year - Offence Recorded	Rape	Other Sexual
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2009/10	15	146
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2010/11	19	125
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2011/12	27	121
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2012/13	17	135
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Total	78	527
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The above totals are based on the Home Office Major Offence Classification of Sexual Offences and broken into the Minor Categories of Rape and Other Sexual.



## **The results of tackling demand**

**Question No: 2013/1938**

[Andrew Boff](#)

At MOPAC Challenge this month, Westminster City Council highlighted that female prostitutes were now subject to more violence, as they had to take on riskier clients due to market forces. Accepting that it takes up to seven years for a sex worker to exit prostitution once they decide they want to leave, if we tackle demand will this not reduce further the number of safe clients available to sex workers, during those seven years, and make them more vulnerable to violence?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 1 July 2013

I have recently launched a consultation for my second Violence against Women and Girls Strategy and I would value any comments you may have on this important issue

## **Bail limits**

**Question No: 2013/1939**

[Roger Evans](#)

The Met police keep people on bail for longer periods than any other force. Do you support calls for a 28-day limit on police bail?

[The Mayor](#)

An ACPO review of police bail was conducted in 2011. Bail is an important part of the criminal justice process and is needed to ensure an offender returns to the police, once an investigation is concluded. Gathering of evidence can be time-consuming and it is important investigations are rigorous - introducing a statutory limit for bail would hinder this process and is also something that would need to be introduced by Parliament.

## Girls in Care

### Question No: 2013/1940

Roger Evans

Five men have been charged with grooming young girls in care while running a child prostitution ring in Ilford and Barking. Considering this should there be closer mentoring for girls in care in London?

#### The Mayor

Boris Johnson (Mayor of London): We are looking, Roger, at the suggestion of closer mentoring for girls in care and it is one of the things that we are considering in the consultation on the violence against women and girls strategy which we launched on 7 June.

I have to say that you are really asking about grooming and the rings in Ilford and Barking that were convicted recently and how we stop that kind of thing. I think you also need to have a very tough police response and there is a new sexual exploitation team in the Metropolitan Police Service which is there to come down very hard on these individuals and stamp out their disgusting practices.

Roger Evans (Deputy Chairman): Thank you, Mr Mayor. My question is a little broader than that. That is I think an example of what can go wrong. Obviously the Near Peer Mentoring Programme which you have is a great thing because it is encouraging children in care to go for higher education which is fantastic, but that is not always a solution which is appropriate for everyone and it may actually just defer problems until some people come out of higher education.

Can you take another look at that scheme and maybe include elements to help people if they want to set up on their own, a little bit like the earlier discussion we had about helping entrepreneurs, and also to help them to deal with real life relationships so that if they feel something uncomfortable is happening or something dangerous, then they are equipped to say no.

Boris Johnson (Mayor of London): Yes. The Near Peer Mentoring Programme we ran with the boroughs was very successful. What we have done now is really transfer the programme to the boroughs and encouraged them because they were basically doing it. We had a very good event, I do not know if you were able to come to it, upstairs where I was able to see both the mentors and the mentees and the difference the scheme had made to them. I think it can work extremely well. This could be part of the solution and I am a great fan of Near Peer mentoring, particularly for kids in care.

I do think, however, that the single most effective strategy is to come down very hard on the offenders and to make it absolutely clear that this is an intolerable way to behave and will attract very severe penalties.

## **Newbury Park**

**Question No: 2013/1941**

[Roger Evans](#)

In the aftermath of last month's fatal road traffic accident at Newbury Park on the A12 Eastern Avenue can you confirm that plans to introduce traffic signals at this dangerous junction in October 2013 are on track? Can you also state what measures will be taken by TfL and the Met Police to combat illegal traffic movements in the coming months leading up to October?

[The Mayor](#)

I was very saddened to hear of the death of Ms Jothini Sriskandapalan near Newbury Park station on 13 May 2013, and my thoughts are with her family and friends at this difficult time. It would be inappropriate for me to comment on this incident while investigations by the police continue.

I can confirm that TfL is developing a junction improvement scheme which will be in place by October 2013. The scheme will provide traffic signal control for vehicles turning into and exiting Newbury Park station, including a controlled crossing for pedestrians walking across the car park entrance, which is at the junction of the A12. Works are planned to commence in August.

TfL is in discussion with the MPS about what interim enforcement measures are possible to improve safety.

## **Penalty Charge Notices**

**Question No: 2013/1942**

[Roger Evans](#)

TfL has applied to the Department for Transport to decriminalise the enforcement of Cycle Boxes to enable them to be able to issue tickets via CCTV. Taxi Drivers have raised concerns that this would mean that every time a taxi driver accidentally strayed a few inches over the cycle stop line, or into a cycle lane, they would receive a £60 penalty charge. What protection would there be for Taxi Drivers picking up fares, or moving into cycle lanes to allow emergency vehicles to pass or stopping for police if requested?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 9 July 2013.

TfL is in discussion with the DfT about the best ways to deliver compliance with safety features designed to provide protected space for cyclists, such as Advanced Stop Lines (ASLs) and cycle lanes. In the meantime, TfL is working with the police to run a campaign on ASLs over the summer months, increasing awareness and stepping up enforcement.

We would be happy to discuss this at the next Cabbies Cabinet.

## **Buses in Ingrebourne Gardens**

**Question No: 2013/1943**

[Roger Evans](#)

Will you ensure that TfL instructs Stagecoach and First - the operators of the 248 and 646 bus routes respectively - to stop their drivers from using Ingrebourne Gardens as a cut through when their buses are 'Out of Service'?

[The Mayor](#)

Fewer than 20 buses per day are scheduled to run along Ingrebourne Gardens, which is the most direct way to reach the beginning of routes 248 and 646 at Cranham from their garages. Route 248 has used this routeing for the last five years and route 646, which operates a few journeys on school days only, for the last two years. Alternative routeings would be longer and would therefore incur additional time and cost. However, TfL will consider whether there are other feasible options.

## **Bus KSIs**

**Question No: 2013/1944**

[Roger Evans](#)

Please provide me by year, for the period 2007/8 through to 2012/13, the number of TfL-contracted bus road collisions in London, which led to KSIs involving (i) pedestrians, (ii) cyclist collisions and (iii) motor bikes. Could we also receive this information by borough?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 7 August 2013

I understand that TfL has arranged to meet with you to discuss this matter in further detail.

## **Bus Fatalities**

**Question No: 2013/1945**

[Roger Evans](#)

Please provide me with information regarding the number of (i) pedestrian (ii) cyclist and (iii) motor bike fatalities involving a TfL-contracted bus for each year between 2007/8 to 2012/13 in London. Could we also receive this information by borough?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 7 August 2013

I understand that TfL has arranged to meet with you to discuss this matter in further detail.

### **11-15 Oyster card (1)**

**Question No: 2013/1948**

[Richard Tracey](#)

How many individual bus journeys have been made using 11-15 Oyster cards over the last year?

[The Mayor](#)

In the year to 25 May 2013, 184 million bus journeys were made on these cards.

### **11-15 Oyster card (2)**

**Question No: 2013/1949**

[Richard Tracey](#)

How many active 11-15 Oyster cards are there?

[The Mayor](#)

As of 11 June 2013, there were 523,570 cards valid for use.

### **16-18 Oyster card (1)**

**Question No: 2013/1950**

[Richard Tracey](#)

How many individual bus journeys have been made using 16-18 Oyster cards over the last year?

[The Mayor](#)

In the year to 25 May 2013, 112 million bus journeys were made on these cards.

### **16-18 Oyster card (2)**

**Question No: 2013/1951**

[Richard Tracey](#)

How many active 16-18 Oyster cards are there?

[The Mayor](#)

As of 11 June 2013, there were 196,303 cards valid for use.

## **Renewal of PHV Licences**

**Question No: 2013/1952**

[James Cleverly](#)

Will the Mayor ask TfL for an assurance that they will ensure the licence renewal process for private hire vehicles is swift and fit for purpose?

[The Mayor](#)

Yes. The vehicle licensing inspection service provided for taxi and private hire vehicles should be working swiftly and efficiently.

In relation to vehicle inspections, which are a key part of this process, TfL recently went live with a new service provider, NSL Ltd. In addition to making savings that have resulted in reduced inspection fees, the number of centres where vehicles can be licensed has doubled with new and enhanced facilities provided at each centre.

## **RE:FIT in Schools**

**Question No: 2013/1953**

[James Cleverly](#)

How many schools in each borough have so far expressed interest in your new initiative to promote energy efficiency improvements in schools? What level of cooperation will you be expecting from boroughs for this initiative?

[The Mayor](#)

Since the press launch last week we have developed a pipeline of 62 schools across 8 London Boroughs. This is in addition to 6 pilot schools already engaged with the programme and 24 schools that will be retrofitted over the summer as part of wider Borough-led programmes. We are actively engaging with each of the boroughs, supported by the Deputy Mayor. We expect boroughs to coordinate schools and loans with Salix to support programme delivery.

## **Extension of Tramlink in South London**

**Question No: 2013/1954**

[Steve O'Connell](#)

Can the Mayor please confirm the timescale for a decision on the preferred options for the extension of the Tramlink in South London - as promised in the Mayor's election manifesto?

[The Mayor](#)

Please see my answer to MQ 1816 /2013.

## **Infrastructure investment in Sutton**

**Question No: 2013/1955**

[Steve O'Connell](#)

Does the Mayor support investment in infrastructure in order to deliver long term economic benefits for an area – such as by extending the Tramlink to ensure the long term future of the St Helier hospital site?

[The Mayor](#)

I fully support such investment and we are exploring alternative sources of funding to construct major transport infrastructure. To this end, an assessment of development potential that may come about as a result of the Tramlink extensions is underway to assess the uplift in jobs and homes. This will enable TfL and the relevant boroughs to assess the potential funding contribution to support these extensions.

## **Help for young entrepreneurs**

**Question No: 2013/1956**

[Steve O'Connell](#)

A report recently published by the Princes Trust found that 3 in 10 young people think they will work for themselves in the future, whilst only 5.3 per cent of young people are actually self-employed currently. What are you doing to help make it easy for young people and those leaving education to start their own business?

[The Mayor](#)

Boris Johnson (Mayor of London): I think you are drawing attention to a fascinating thing, which is that more and more young people are thinking of themselves as potential entrepreneurs and start up wizards and I support that.

Actually, if you look at what has happened in the London economy in the last four or five years, it is really changing. You are seeing this incredible thing happening in Tech City where loads of young people have decided to take the bull by the horns and do things themselves. We want to encourage that in every way that we can. The London Enterprise Panel (LEP) is now championing small and medium sized enterprises (SMEs) and start ups. We are running a Skills London careers event to get more young people to think of themselves as potential entrepreneurs. We have of course the 639 Tottenham High Road scheme. I do not know if you have been up to look at what is happening in Tottenham but it is a wonderful place, a big incubator hub for start ups and businesses of all kinds, making fashion stuff, photography, drama, information technology (IT), all sorts of stuff and really high quality enterprises young people are now running. Some of them will work and some of them will not work but they have a place to begin. We want to encourage them across the city.

London is really unlike any other part of the country in that it is absolutely pullulating with people who want to start their own business. We have 800,000 SMEs in London. The vast majority of the economy is in the hands of SMEs and that is its great strength. What we have to do is to get more young people into apprenticeships and get them that sense of what it is like to run their own business.

Steve O'Connell (AM): Thank you very much. It is particularly young people I want to talk about. Yesterday I was on the Roundshaw Estate in Sutton meeting a couple of young people who basically took their futures in their own hands in these difficult economic times and started up their new business.

You mentioned the LEP announcing the £25 million scheme to raise funds for SMEs and that is

to be welcomed. I know there is a lot of work going on. But specifically, will you be directing some of that support at targeting young people?

Boris Johnson (Mayor of London): I am sure that we will. Over the years I have seen lots of good schemes that we have run to help encourage young people. The critical moment comes after they have got the thing going and then they have to work out whether it is working and whether to expand or not. I am afraid two out of three start ups then do collapse and one of the things that we have been supporting is boot camps for entrepreneurs who have had an idea, who have got it to market for the first time and are running something and they need to get off first base. We are trying to support that and encourage that. That is the most vulnerable moment for these businesses.

Steve O'Connell (AM): We have a good story to tell so far on apprenticeships and hopefully an even better story to tell over coming months. But do you see, as part of that apprenticeship scheme, very much an encouragement for apprentices to commence and start their own business? Do you see that as part of the way forward?

Boris Johnson (Mayor of London): Yes, because we have done 108,000 since August 2010 and what they get is a sense of what it is like to be in a place of work and the difficulty of managing a business, the need to have a business plan, the need to keep a proper set of accounts, all those kinds of things that perhaps they do not have an instinctive feel for they can get if they get a good apprenticeship.

Steve O'Connell (AM): Again and lastly on the subject of apprentices, I have been visiting apprentice facilitators, if you like, in Croydon and Mitcham in Sutton, as well as other areas. They still remind me that there is an element of red tape that is preventing particularly sole traders to take on apprenticeships. They want to take them on from a moral perspective but they are busy people and 90% or 91% of small businesses were complaining they have been presented with a lot of red tape.

So, Mr Mayor, what can you do and what are you doing, perhaps lobbying Government, to try to remove some of this bureaucracy to encourage further sole traders and others to take on apprentices?

Boris Johnson (Mayor of London): One of the things we are doing is not just trying to remove red tape but actually giving better incentives to SMEs to take on apprentices. We have just approved a £3.5 million fund to double the cash incentive that small businesses have to take on young people.

Going back to actually a question that I think Len [Duvall AM] asked right at the beginning about Europe and issues about the Social Chapter, my own view is that it will be a really good thing for the London economy if businesses of fewer than five people were not subject to quite the same restrictions on terms and conditions as others. That is one of the reasons why I think we need the room to manoeuvre, to allow our businesses the maximum freedom to hire young people. We have 100,000 16 to 24 year olds who are not in employment at the moment. They could be. There is capacity in London businesses to take them on and we want to encourage them.

Steve O'Connell (AM): Thank you. Young Londoners are very dynamic.

Boris Johnson (Mayor of London): They certainly are.

Steve O'Connell (AM): Many of them want to start their own businesses and prosper and we should encourage them in any way that we can.

Boris Johnson (Mayor of London): Thanks to Steve for all the hard work he does in his constituency to support young people setting up their businesses.



## **Draft Communications Data Bill**

**Question No: 2013/1957**

[Victoria Borwick](#)

Will you call for a firm crime threshold within the Draft Communications Data Bill so that it is only used to tackle terrorism and serious crime and not, as Sir Paul Kennedy stated, minor crime such as 'fly tipping'?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 7 August 2013

The Queen's Speech in May committed the Government to bringing forward proposals to enable the protection of the public and the investigation of crime in cyberspace and the Government said at the time that 'this may involve legislation'. Therefore, I will closely consider any proposals as and when they are published. More generally, I strongly believe that the police should have the powers they need to do the job, but there need to be appropriate safeguards in place.

## TfL Pension Fund Fees

### Question No: 2013/1959

Gareth Bacon

Please list the annual administration costs and fees paid to fund managers, each year since 2004, of the TfL pension fund.

#### The Mayor

	Administrative expenses	Fees paid to Fund Managers
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2004/05	£3,469,181	£4,130,672
2005/06	£3,468,131	£4,133,473
2006/07	£3,950,520 *	£3,982,268
2007/08	£4,264,343	£6,787,051
2008/09	£4,237,121	£2,532,814
2009/10	£4,373,834*	£3,297,096
2010/11	£3,833,107	£6,697,476
2011/12	£3,577,314	£8,698,161
2012/13	£3,936,118*	£10,455,973

Notes:

1. Administrative costs are higher every three years due to fees in respect of the triennial actuarial valuation of the TfL Pension Fund
2. Fees paid to investment manager have increased as a result of the implementation of the Trustees' investment strategy which focuses on the net investment returns achieved and can result in higher fees paid in the expectation of higher investment returns
3. Approximately 17.6% of the Funds' assets are invested in pooled investment vehicles where explicit fees are not levied, instead fees are levied via pricing of units in the fund; these fees are not included in the fees shown above
4. Fees paid to Fund Managers excluded non recoverable VAT
5. Fees paid to managers are based on the average value of assets under management during the year and will therefore fluctuate with the markets

There is no standard methodology for disclosing either administration costs or investment fees which makes comparisons between different Funds difficult. Charges reported reflect individual authorities' accounting and disclosure policies. For example, on admin fees there are no standards on treatment of accommodation charges, adviser's fees, costs of democracy etc. Further, on investment management fees there is inconsistent treatment of fees charged against the net asset value of funds under management and how performance fees are accounted for. Performance fees may look high but may only be a small part of the excess performance which the manager may have been incentivised to achieve.

Further, the membership of the various funds, both the numbers of members and the profile of the membership will impact on the administration costs. Also, the size of the fund assets under management and each Fund's individual investment strategies can have a significant impact on their investment management fees.

## GLA Pension Fund Fees

### Question No: 2013/1960

Gareth Bacon

Please list the annual administration costs and fees paid to fund managers, each year since 2004, of the GLA pension fund.

#### The Mayor

The LPFA is the statutory provider of the LGPS scheme to the GLA, and to some 200 other employers. Set out below are LPFA's Pension Fund costs:

Administrative expenses (£'000s)		Fees paid to Fund Managers (£'000s)	
2004-05			
2005-06			
2006-07			
2007-08			
2008-09			
2009-10			
2010-11			
2011-12			
2012-13	4,218		
4,114			
5,272			
5,366			
6,293			
5,833			
5,970			
6,444			
5,607	3,853		
4,888			
11,645			
9,285			
9,429			
8,175			
13,096			
27,486*			
25,727*			

\*Includes fees where costs have been charged within the Fund investments.

There is no standard methodology for disclosing either administration costs or investment fees which makes comparisons between different Funds difficult. Charges reported reflect individual authorities' accounting and disclosure policies. For example, on admin fees there are no standards on treatment of accommodation charges, adviser's fees, costs of democracy etc. Further, on investment management fees there is inconsistent treatment of fees charged against the net asset value of funds under management and how performance fees are accounted for. Performance fees may look high but may only be a small part of the excess performance which the manager may have been incentivised to achieve.

Further, the membership of the various funds, both the numbers of members and the profile of the membership will impact the administration costs. Also, the size of the fund assets under management and each Fund's individual investment strategies can have a significant impact on their investment management fees.

## **LFEPA Pension Fund Fees**

### **Question No: 2013/1961**

[Gareth Bacon](#)

Please list the annual administration costs and fees paid to fund managers, each year since 2004, of the LFEPA pension fund.

#### [The Mayor](#)

The London Pensions Fund Authority (LPFA) provides the administration for LFEPA for the two current Firefighters' pension schemes (the Firefighters' Pension Scheme 1992 and the New Firefighters' Pension Scheme 2006) which are unfunded.

LFEPA pays annual administration costs to the LPFA, which is shown by financial year below from 2005/06. LFEPA does not hold the costs prior to that. The LPFA is also the statutory provider of the LGPS scheme for non-uniformed staff for which there are no costs.

The table below does not include fees paid to fund managers as the scheme is unfunded, there are no funds to manage.

Financial year	Administration cost
----------------	---------------------

2005/6	349,504
--------	---------

2006/7	347,608
--------	---------

2007/8	363,144
--------	---------

2008/9	256,108
--------	---------

2009/10	265,732
---------	---------

2010/11	297,696
---------	---------

2011/12	306,616
---------	---------

2012/13	278,570
---------	---------

2013/14	255,788 *
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\* the figures for 2005/6 to 2012/13 are actual but figure for 13/14 is the shared service contract cost.

There is no standard methodology for disclosing either administration costs or investment fees which makes comparisons between different Funds difficult. Charges reported reflect individual authorities' accounting and disclosure policies. For example, on admin fees there are no standards on treatment of accommodation charges, adviser's fees, costs of democracy etc.

Further, on investment management fees there is inconsistent treatment of fees charged against the net asset value of funds under management and how performance fees are accounted for. Performance fees may look high but may only be a small part of the excess performance which the manager may have been incentivised to achieve.

## **Met Pension Fund Fees**

### **Question No: 2013/1962**

[Gareth Bacon](#)

Please list the annual administration costs and fees paid to fund managers, each year since 2004, of the Met pension fund.

#### [The Mayor](#)

The MPS do not manage their own Pension Funds, Police Staff are members of the Civil Service Pension Scheme, which is managed by the Cabinet Office and Police Officers are members of the Police Pension Scheme managed by the Home Office.

There are no fund manager costs as the scheme is unfunded.

## **LSP5**

### **Question No: 2013/1963**

[Navin Shah](#)

If the public consultation that finished two days ago clearly demonstrates that public opinion is against fire station closures and cuts to fire engines and firefighter posts, will you be willing to review the fire service's proposed budget for next year?

[The Mayor](#)

Please refer to the answer to MQ 1875 / 2013.

## **Comprehensive Spending Review**

### **Question No: 2013/1968**

[Valerie Shawcross](#)

George Osborne recently announced that the Government's Comprehensive Spending Review will be delivered on 26 June. What are the prospects of securing funding for the hugely important and long-awaited tube upgrades, and what steps will you take to deliver them if you've failed to convince the Government of their importance?

[The Mayor](#)

I am making the case emphatically to Government to ensure that London's transport network - which of course includes the vital Tube upgrades - continues to receive the funding it needs to maintain its status as a world-leading city and engine room of the UK economy.

## **Mayor's 2020 Vision**

**Question No: 2013/1969**

[Nicky Gavron](#)

According to the Census, London is likely to be home to more than 9 million people by 2020. We need to start planning now to accommodate that growth. How will your Vision 2020 document help realise this ambition?

[The Mayor](#)

This is exactly why I have produced the Vision, so that we can build on today's delivery to plan for the population explosion already underway.

From 2011 to 2021 the population will rise by a million - the fastest rate of growth ever. We need the infrastructure to accommodate this. By 2030 there will be just shy of 10 million Londoners. We will need another 400,000 homes in the next decade; one million more by the mid-2030s.

The biggest home building drive in a generation will be started on the back of a successful track record. Over the last four or five years we have built record numbers of affordable homes; have brought thousands of empty homes back into use; and have helped about 50,000 Londoners on to the property ladder with part-buy, part-rent schemes.

That work simply has to continue. So the 2020 Vision argues consistently that transport schemes are needed to generate jobs, housing and new neighbourhoods, often in the opportunity areas identified in the document.

Opportunity Areas are London's major source of brownfield land with significant capacity for new housing, commercial and other development linked to existing or potential improvements to public transport accessibility. Together, the opportunity areas identified in the Vision are set to create 201,300 homes and 328,500 jobs. In total, across all of London's 33 Opportunity Areas and 10 Intensification Areas, there is potential capacity for 244,000 homes, or 77% of the London Plan's current identified provision of 322,100 homes over ten years (paras 1.2.7 and 1.2.8 of the GLA Housing Supplementary Planning Guidance).

We are accelerating the programme to release public land for development, working with all London public bodies to establish what is available. Since the 2012 Mayoral Elections, City Hall has already released £1bn worth of publicly owned land.

## **Empty Homes**

**Question No: 2013/1970**

[Tom Copley](#)

What are you doing to end the blight of empty homes in London?

[The Mayor](#)

The number of empty homes in the capital is the lowest since the 1970s and has fallen by around 10,000 since I first became Mayor. Just 0.7% of homes are now empty for longer than six months - beating my challenging target of 1%.

Since being elected, I have substantially increased the amount of funding dedicated to bringing empty homes back into use, investing over £75m since 2008. This will bring well over 6,000 empty homes back into use over my two Mayoral terms.

## **Housing**

### **Question No: 2013/1974**

[Tom Copley](#)

What specific actions are you lobbying the government for on housing in the run-up to the Spending Review on 26 June 2013?

[The Mayor](#)

I am lobbying for a number of items including:

- a long-term and stable financial settlement, and
- a relaxation of the borrowing rules for housing purposes.

It is critical that Government recognises the importance of housing investment in its spending round - both the construction jobs it creates and the long term importance it plays for London's economic competitiveness.

Homes built in London, will also benefit suppliers in the Midlands and North of England where bricks are manufactured and glass is made.

Lobbying the government for additional resources is an on-going process; 26 June is another step on the way. The report of the independent London Finance Commission echoes my calls for a long-term and stable funding settlement for London.

## **Barking-Gospel Oak Line #1**

### **Question No: 2013/1975**

[Jennette Arnold](#)

What actions has the Mayor personally taken to support the efforts of Transport for London and this Assembly's Transport Committee in lobbying Government, and especially the Chancellor, to fund the electrification of the Barking-Gospel Oak railway line or authorise Network Rail to do so?

[The Mayor](#)

In addition to the activity outlined in my response to question 1399/2013, I have had a number of meetings with the Secretary of State and the Chancellor as part of the spending review process (and before), and have been advancing the case actively.

Any further support in making the case from Assembly Members and other interested stakeholders would be most welcome.

As outlined in my 2020 Vision, I want to electrify Gospel Oak to Barking on the Overground and extend it to Barking Riverside.

## **Barking-Gospel Oak Line #2**

**Question No: 2013/1976**

[Jennette Arnold](#)

Transport for London has now signed the contract with Bombardier for 57 new vehicles to lengthen the existing electric train fleet from 4-car to 5-car trains. What provision is TfL making for obtaining additional electric trains:

- To cope with further increased demand on the existing electrified Overground network?
- To operate the Barking - Gospel Oak route should electrification proceed?

[The Mayor](#)

The programme to add a fifth car to trains across most of the Overground network will provide a very significant 25 per cent increase in capacity and TfL expects this to accommodate rising demand in the medium term.

With the Gospel Oak - Barking line, clearly TfL's preference is to procure longer, electric trains, but this requires a positive announcement on electrification - for which I continue to lobby hard.

## **Finsbury Park**

**Question No: 2013/1977**

[Jennette Arnold](#)

Can the Mayor update the Assembly on when commuters can expect Finsbury Park to be made a fully 'step free' station?

[The Mayor](#)

TfL is working to provide step-free access to the Victoria and Piccadilly line platforms at Finsbury Park station. This is a complex project that needs to be carefully co-ordinated with work on a development project adjacent to the station and with works by Network Rail which is also intending to provide step-free access to its platforms at the station.

The Network Rail works to provide step-free access are currently due for completion by 2014.

The other elements of the project including step-free access to the Tube platforms are now due for completion by 2017.

TfL continues to work with Network Rail and the developer and expects to be able to provide more details of its work programme in the coming months.

## **Archway Gyratory**

**Question No: 2013/1978**

[Jennette Arnold](#)

Can the Mayor provide an update on the plans to reconfigure the Archway gyratory?

[The Mayor](#)

The London Borough of Islington, supported by TfL, has been leading feasibility work to bring forward a design for the return of Archway Gyratory to two-way working.

Due to the complex nature of this location, a number of design iterations have been explored in an attempt to provide a solution that does not negatively impact bus services. The preferred layout is being modelled with revised traffic count data and TfL continues to explore options to reduce any potential negative impacts on bus journey times and operations.

TfL and the Borough plan to carry out a public consultation in the autumn.



## **Kickstarter funding in Tech City**

**Question No: 2013/1979**

[Jennette Arnold](#)

The 'kickstarter model' used to fund start up creative projects such as Shoreditch Village Hall is an excellent way of sourcing community funding and backing. Will the Mayor look at the model and consider match funding projects which receive high levels of public support?

[The Mayor](#)

'Kickstarter' is indeed an interesting platform full of imaginative projects that can be brought to life through the direct support of others. I am aware that it has been used by the tech and creative community in Shoreditch. I can confirm that staff across a number of teams in the GLA have met with a number of crowd sourcing organisations to consider the applicability of the model to the work of the GLA. Those staff will assess if there is a role for public sector across with regard to Kickstarter and similar crowdsourcing platforms.

## **Bridge Strikes in Hackney Wick**

**Question No: 2013/1980**

[Jennette Arnold](#)

What action is the Mayor taking to improve safety on Kenworthy Road and prevent further railway bridge strikes by motor vehicles?

[The Mayor](#)

Within the last twelve months, flashing school warning lights have been installed on Kenworthy Road for St Dominic's Primary School to improve road safety. TfL is also commissioning a review of the road with a particular focus on improving conditions for vulnerable road users. The rail bridge over the A102 is owned by Network Rail. TfL has worked with Network Rail and LB Hackney to improve the height restriction signage on the approaches. Vehicle activated signs are also in place to advise drivers that they have been detected as being overheight. TfL is part of the National Bridge Strike Forum ensuring a consistent approach to vulnerable structures is implemented. As the majority of reported bridge strikes are down to driver error, hauliers are being encouraged to provide better driver training and also to use satellite navigation systems that identify bridge restrictions.

## **Accessibility App**

**Question No: 2013/1981**

[Jennette Arnold](#)

Can the Mayor please update me on TfL's plans to roll out accessibility apps and when these will become available to the public?

[The Mayor](#)

TfL has an open data policy to encourage developers to come up with creative and innovative apps. Where there is a gap in the market, TfL will encourage further development. It is currently running a competition for developers to produce apps that make its real-time travel information more accessible.

It is also working on a new open data feed that will syndicate accessibility data for the Underground, DLR and Overground free of charge.

In addition, TfL's new website will have a responsive design, which means people will be able to access all the information on most mobile devices while meeting web accessibility standards.

## **Accessibility Champions**

**Question No: 2013/1982**

[Jennette Arnold](#)

Can the Mayor confirm when the new 'Accessibility Champions' will take up their positions?

[The Mayor](#)

The nominated Accessibility Champions have been working in TfL's correspondence team since March this year and in the Social Media team (handling the @TfLAccess Twitter account) since April. This summer, the initiative will be extended to its telephony staff.

The Accessibility Champions are having extra training, guidance and hands-on experience to give them an in-depth understanding of accessible travel and improve the service given to older and disabled passengers.

## **Cycling in the Olympic Park**

**Question No: 2013/1983**

[Jennette Arnold](#)

What safety measures will be introduced to make the Olympic Park a safe place to cycle both for leisure and commuting?

[The Mayor](#)

The Legacy Communities Scheme (LCS), approved in October 2012, sets the standards for well-designed, safe cycling routes and secure cycle parking across the Park. Future development proposals for each new neighbourhood will be compatible with the key principles of the Go Dutch standards.

Wherever possible cyclists are segregated from other vehicles by clearly defined cycle routes. In addition a 20mph speed limit for cars across the Park, backed by careful design principles reducing vehicular priority such as low kerb heights and lack of segregation and the use of repeater signage and traffic calming measures such as raised speed tables, signalised junctions and appropriate pedestrian crossings and low kerb heights will encourage adherence by drivers. The Legacy Corporation has worked with contractors and their supply chain to ensure that lorries coming onto the Park for transformation work comply with the HGV Construction Standard for cycle safety. Hundreds of vehicles and dozens of contractors have been involved and a 100 per cent compliance rate is in force. Vehicles not meeting the standard are turned away.

## **Fire Safety and Public Buildings**

**Question No: 2013/1984**

[Jennette Arnold](#)

Has LFEPA undertaken any research, or has any advice, into the likely impact of the fire cuts on existing fire safety risk assessment plans of schools and hospitals and if so, will the Mayor provide the Assembly with this information?

[The Mayor](#)

The legal responsibility for undertaking fire safety risk assessments in schools and hospitals lies with those bodies and not with the London Fire Brigade. However, the LFB's work to ensure that fire risk assessments are carried out in all premises in London is undertaken by Fire Safety Inspecting officers, a team which is not facing any reductions in staff numbers under the proposals in draft LSP5. Draft LSP5 includes plans for a greater focus on fire safety work for those premises that are considered high risk such hospitals, care homes and premises housing vulnerable people.

## **Rough sleeping in London is soaring**

**Question No: 2013/1985**

[Jennette Arnold](#)

You promised in 2009 to end rough sleeping, but the housing crisis, high unemployment and changes to the welfare system are leading to more rough sleeping not less. Please give me a detailed breakdown of what you have done to reduce this problem, each year from 2009-2013?

[The Mayor](#)

The London Housing Strategy commits to ending rough sleeping, as proposed by homelessness charities at the 2008 Mayoral election. This was the first time a Mayor had adopted such a target.

In 2009 the London Delivery Board was established to deliver an end to rough sleeping. It was replaced by my Rough Sleeping Group in 2013. These groups have overseen a range of initiatives including the Rough Sleeping 205 project; outreach services on night buses; borough level projects and responses; personalisation; a street doctor pilot; target reduction in eviction and abandonment from hostels; improved information for those helping non-UK nationals return to services in their home country and engagement with faith and community groups working with rough sleepers.

In 2011 responsibility and funding for commissioning pan-London rough sleeper services was devolved from central government to the Greater London Authority (GLA).

My Rough Sleeping Commissioning Framework, which guides the allocation of this funding, was published after consultation in 2012. On this basis, the GLA has grant funded or commissioned a range of outreach, tenancy support, emergency response and emergency accommodation services. These are:

- No Second Night Out
- No-one Living on the Streets
- London Street Rescue
- London Reconnections Project
- Tenancy sustainment teams
- CHAIN
- Clearing House
- Operation Ark
- Non-UK national project
- Housing First
- Personalisation project
- RS205 personal budgets
- Borough fighting fund
- START
- St Mungos Psychotherapy
- London Pathways
- Westminster CBT
- Rushworth Street rolling shelter
- Severe weather emergency provision
- Winter shelter outreach project
- Faith-based project
- Peer advocacy project
- Sub-letting pilot
- Streetlink London phone line
- Andy Ludlow award

In 2012 the GLA launch a Social Impact Bond for rough sleepers, providing an additional £5m to tackle rough sleeping by 800 people with a history of returning to the streets.

In October 2011 the HCA allocated £12.9m to eight hostel accommodation schemes through the 2012-15 Homelessness Change Programme. These are now being overseen by the GLA.

With my No Second Night Out, my approach remains to ensure that no-one who arrives new to the streets of London sleeps rough for a second night and no existing rough sleeper should live on the capital's streets. 80 per cent of new rough sleepers now spend just one night on the street

## **iCITY- Employment and training opportunities (1)**

**Question No: 2013/1986**

[Jennette Arnold](#)

I understand that you recently signed a deal with iCITY for the Press and Broadcast Centres and that more than 4,500 jobs will be created at iCITY with around 2,000 more in the local area by 2019, delivering employment for those living close to the Park.

How will you ensure that iCITY provides employment and training opportunities for residents living nearby?

[The Mayor](#)

iCITY has a strong business plan and robust marketing approach to attract tenants. They have already secured BT Sport as an anchor tenant as well as Infinity data centre, Loughborough University and Hackney Community College.

iCITY will run apprenticeship programmes across the two buildings and will also encourage tenants to do the same.

iCITY is also working directly with Hackney Community College to establish its new digital apprenticeship programme at iCITY. This will create a link between young people in existing communities and the already thriving digital and creative communities in east London.

Through employment forecasting with iCITY and the Legacy Corporation's work with growth borough job brokerages, we can ensure local people have the right skills at the right time to access new jobs.

## **iCITY- Local companies (2)**

**Question No: 2013/1987**

[Jennette Arnold](#)

What measures have you put in place to ensure local companies enjoy supplier opportunities?

[The Mayor](#)

iCITY estimates that 2,000 jobs will be created in the local community through supply chain opportunities. iCITY is committed to working with its tenants to ensure local communities have access to employment opportunities at a range of levels, as well as to ensure local businesses benefit from supplier opportunities.

## **Crossrail 2**

**Question No: 2013/1988**

[Jennette Arnold](#)

Had the Hackney-Chelsea line been built when first proposed and open in 2013, what benefits would we be seeing in terms of reduced overcrowding on the Central and Victoria lines, reduced journey times and increased journey opportunities?

[The Mayor](#)

I am promoting Crossrail 2 to ensure that these types of benefits accrue to London and Londoners as soon as possible.

## **UKIP**

**Question No: 2013/1989**

[John Biggs](#)

Have you held any meetings with representatives of UKIP in your role as London Mayor?

[The Mayor](#)

No.

## **City of London Precept**

**Question No: 2013/1990**

[John Biggs](#)

Will you apologise to my constituents in the City whose council tax bills soared this year under your administration?

[The Mayor](#)

Residents in the City are paying a precept that is some 7 per cent lower than in 2010-11. I have frozen and now cut my share of council tax each year.

## **Bethnal Green Road Cycle Lane**

**Question No: 2013/1991**

[John Biggs](#)

A new section of cycle lane on Bethnal Green Road in Tower Hamlets near the junction with Brick Lane, has recently been installed and has widely attracted ridicule, and concern for safety. It is on the pavement immediately adjacent to the road, but alongside designated parking bays. It is constructed in such a way that parked motorists opening their car doors risk serious injury to passing cyclists. This is a foreseeable danger and the project should not have proceeded with this layout. Furthermore, a parking payment machine has been installed in the middle of the cycle lane. While Tower Hamlets is the highway authority, the scheme was funded I understand using LIP finding, and is part of a programme of works to improve the operation of a priority route for buses. In the pursuit of Londonwide cycle lane standards, should councils comply with the design guidelines employed by TfL?

[The Mayor](#)

A large cycle hire docking station has recently been installed at this location and the intention of LB Tower Hamlets was to provide a route to enable cyclists to get to and from the cycle hire station from the carriageway more easily. However, this is not a formal cycle lane. Although TfL support is being sought for this wider scheme, LIP funding has not been used for the works to which you refer.

TfL officers have arranged to meet with Tower Hamlets officials to review the design and provide assistance to ensure that any changes are appropriate to meet the needs of cyclists alongside other road users in line with current design standards.

## **Crossrail2**

### **Question No: 2013/1992**

[John Biggs](#)

In your preferred options you appear to have ruled out a branch in east London even though your end analysis shows that such a branch has massive regeneration benefits and reduces congestion on a number of lines, particularly c2c. Why was this and will you share your detailed analysis that helped to inform this counter-intuitive decision?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 7 August 2013

A branch to east London was tested as part of the options assessment process for Crossrail 2. It did show regeneration benefits and congestion relief to a number of lines. However, a number of factors led to the conclusion that the branches set out in the consultation material are better suited to London's needs.

A high-level cost estimate for the eastern branch suggested it added significant costs to the overall scheme, potentially up to £4 billion, when compared with the West Anglia Main Line branch. This additional cost outweighed any additional benefits which were derived from the eastern branch. The pressing need to relieve the Victoria and Piccadilly line corridors in north London also means alignments which achieve this are preferred. No viable alternative solutions to meet this need, once the Piccadilly line is fully upgraded, have been identified, whereas a number of schemes are being considered to serve the growth areas in east London which will benefit from the Central line upgrade, Crossrail 1, C2C train lengthening and a potential extension of the Gospel Oak to Barking line.

The consultation on Crossrail 2 closed on 2 August, in which TfL was seeking views on the principal of the project and the two options, the Metro Option and the Regional Option.

## **River crossings**

### **Question No: 2013/1993**

[John Biggs](#)

In your Mayor's report, you advise that consultation strongly supports a Silvertown crossing yet you omit to even mention that strong support exists for a further fixed crossing, at Galleons Reach. Why was this? Does this not show you are willing to use data selectively?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 9 July 2013.

My Report mentioned the level of support that had been expressed during the consultation for Silvertown tunnel specifically because this was the option that attracted the greatest level of support.

TfL's consultation report, which was published on-line on 7 May, provides a comprehensive summary of the views of the public and stakeholders of each of the options proposed.

## **Charlie Brown Roundabout**

**Question No: 2013/1994**

[John Biggs](#)

Last May you responded to my question about the absence of pedestrian crossings at this roundabout (MQ1397/2013) by saying that 'TfL is currently undertaking a modelling exercise to look at potential options for improving pedestrian provision at this location'. Twelve months have passed but the area still has no pedestrian crossings. When can my constituents expect this problem to be addressed?

[The Mayor](#)

The technical feasibility of adding Toucan facilities on the eastbound and westbound A406 slip roads at Charlie Brown's Roundabout has been completed. It was concluded that the positioning of these crossings would be required to be some distance away from the give way line of the roundabout to prevent traffic from blocking back on to the roundabout itself.

The survey of pedestrian usage in the area undertaken showed that the existing subway, which is positioned 250 metres west of the roundabout, currently provides a safe crossing route for more than 500 people every weekday, consisting mainly of school children. As the subway is on the desire line for this group of pedestrians, and as the proposed locations for the new crossings is more than 100 metres away from the subway, it is highly unlikely that existing pedestrians will divert away from their chosen desire line to use new signalised crossings on the slip roads.

The number of pedestrians crossing the slip roads close to the roundabout at present varies between 7 and 16 people each weekday, and there have been no pedestrian injury collisions at this location for the last three years. The low demand from pedestrians, and the low collision rate in conjunction with the existing traffic flow, does not meet the current criteria for the provision of a new signalised crossing facility at this location. Whilst there may be some demand from pedestrians crossing that could be realised if a signalised facility was put in, the numbers are not significant enough at this time to warrant the facility. TfL will however, keep this location under review to determine if there are any changes to the circumstances in the future.

## **Mugging in Wapping Wood**

**Question No: 2013/1995**

[John Biggs](#)

Following two serious incidents in the recent past, there was another mugging at knife point of a female jogger in Wapping Woods on Sunday 2nd June. Can you reassure me and my constituents that adequate police resources have been allocated to this investigation?

[The Mayor](#)

On 1 and 2 June 2013, there were three robberies in the area of Wapping Wood where members of the public were threatened at knife point and robbed. These offences have been linked by the police. A local man has been arrested following these incidents and is currently on police bail until later this month with stringent conditions.

Allocation of resources for policing activity is a matter for the Commissioner and the MPS have confirmed that sufficient resources have been allocated by the Tower Hamlets Robbery Team to ensure that a thorough investigation is undertaken. The local Safer Neighbourhood Team and Partnership Task Force have been allocated to undertake additional reassurance patrols in the area.



## **Potholes**

**Question No: 2013/1996**

[John Biggs](#)

There are a number of large potholes on the Eastbound Super Cycle Highway on Bow Road by the bus stop outside Mile End Station. I am sure will agree with me that these are very dangerous for the cyclists using the Cycle Super Highway. Will you instruct TfL to carry out appropriate repairs as a matter of urgency?

[The Mayor](#)

I agree that a well maintained carriageway surface is very important, particularly on heavily used routes such as Cycle Superhighways.

A recent inspection of the Cycle Superhighway on Bow Road identified some areas requiring immediate attention and these have now been completed.

## **Safety Accord**

**Question No: 2013/1997**

[John Biggs](#)

Can you assure me that suppliers to the GLA have signed up to the Accord for Health & Safety of garment workers in Bangladesh?

[The Mayor](#)

Within the GLA Group, TfL sources garments from Bangladesh through one supplier currently. I am aware that this supplier has signed up to the Accord.

## **Becontree Avenue Post Office Re-location**

**Question No: 2013/1998**

[John Biggs](#)

The Post Office has taken the decision to relocate this Post Office into a Wine Store a few doors along Becontree Avenue in Dagenham. I believe that many of my constituents will be anxious about post office services sharing an outlet with licensed premises. What is your view?

[The Mayor](#)

I expect the Becontree Avenue Post Office to continue to run an efficient service at best value money for taxpayers.

## **Landlord Accreditation**

**Question No: 2013/2000**

[Tom Copley](#)

You have argued that the system of voluntary self-regulation you propose is less burdensome for private landlords than an identical system of statutory regulation would be. Why is this?

[The Mayor](#)

Please see my responses to MQs 227 / 2013 and 499 / 2013.

## **Landlord Accreditation (2)**

**Question No: 2013/2001**

[Tom Copley](#)

Given the dismally small proportion of landlords and letting agents who have signed up to the accreditation schemes you promote, what practical steps have you taken to encourage sign up?

[The Mayor](#)

The number of accredited landlords and letting agents has more than doubled since I came to power and introduced the London Rental Standard. I will shortly publish my plans for expanding accreditation even further.

## **Landlord Accreditation (3)**

**Question No: 2013/2002**

[Tom Copley](#)

Given the importance you place on landlord accreditation as a means of improving the lot of hard pressed private tenants, why have you never advertised the scheme through your unique access to Transport for London advertising space?

[The Mayor](#)

I will shortly publish my proposals for further expanding accreditation in London.

## **Rough Sleeping**

**Question No: 2013/2003**

[Tom Copley](#)

On what date were you informed by your staff that you would not meet your pledge to end rough sleeping in London by the end of 2012? A rough estimate would suffice.

[The Mayor](#)

Please see my response to MQ 1432 / 2013.

## **Starts and completions data**

**Question No: 2013/2004**

[Tom Copley](#)

Please provide a breakdown of the affordable housing starts and completions data provided on the GLA website by bedroom size.

[The Mayor](#)

The Housing and Land Directorate is reviewing the outturn information provided on the GLA's external website.

## **Home ownership**

### **Question No: 2013/2005**

Tom Copley

In May I asked 'how many Londoners got their first step on the property ladder between May 2012 and May 2013 through your First Steps scheme' (question 1428/2013, 'home ownership')? As opposed to the total number of First Steps homes built, could you provide a figure for the total number of new mortgage holders (for example, a one bed flat may be occupied by a couple jointly sharing the mortgage) that you have enabled?

The Mayor

CORE collects data on the household composition of First Steps households. This can be accessed here: <https://core.communities.gov.uk/>, and new occupiers will require a mortgage.

## **Empty Homes #2**

### **Question No: 2013/2006**

Tom Copley

With reference to question 1429/2013, why were only 10 empty homes brought back into use in 2012/13? What was the cost involved in bringing these homes back into use?

The Mayor

The current Empty Homes Programme delivery forecast is back loaded, similar to other housing investment programmes as providers acquire properties. It is anticipated that the full allocation of £15.6 million will be taken up by March 2015 to bring circa 1,100 homes back into use. The average grant per property for this programme is circa £13,000; and we are seeking to bring properties back into use for a minimum of five years.

## **Retaliatory eviction**

### **Question No: 2013/2007**

Tom Copley

With reference to your answer to question 1433/2013, I very much welcome your support for revoking a landlord's right to 'no fault' eviction once a legitimate complaint has been made subject to safeguards. What safeguards would you recommend?

The Mayor

It is important to balance the risk of retaliatory evictions with a landlord's legitimate right to gain possession of their properties. I will comment on the specific safeguards when detailed proposals come forward.

## **Fit and proper persons (1)**

**Question No: 2013/2008**

[Tom Copley](#)

In response to question 1435/2013, your argument seems to be that only those landlords who choose to enter your scheme of voluntary self-regulation should be fit and proper people. Can you explain how this is sufficient for dealing with the problem of poor landlord practices in London?

[The Mayor](#)

The primary responsibility for dealing with the small minority of landlords who are problem landlords lies with the boroughs, which have the statutory powers and resources to do so. I expect such action to complement the London Rental Standard, which will raise standards across the sector.

## **Fit and proper persons (2)**

**Question No: 2013/2009**

[Tom Copley](#)

You refused to support statutory regulation requiring that all landlords are 'fit and proper people'. Do you think tenants should be put in a situation where they run the risk of dealing with an 'unfit' landlord? If not, why have you refused to back this statutory regulation?

[The Mayor](#)

If tenants are genuinely at risk then there is a range of enforcement powers that local authorities can use to deal with the situation, without the need for statutory regulation.

## **Private sector rents (1)**

**Question No: 2013/2010**

[Tom Copley](#)

In response to question 1436/2013 you argue that 'it is not for me to accept or reject the level of rent increases, as the private rented market is responding to levels of supply and demand'. In doing so, you seem to argue that you always take an amoral position on the functioning of markets. Do you think politicians should always observe the iron laws of the market?

[The Mayor](#)

Not always, no. But as Margaret Thatcher said in 1989, commenting on Chancellor Nigel Lawson's attempts to shadow the Deutsche Mark: 'You can't buck the market.'

## **Private sector rents (2)**

**Question No: 2013/2011**

[Tom Copley](#)

Is it acceptable that in two-thirds of London boroughs more than 50% of family income is spent on private sector rent?

[The Mayor](#)

I am well aware that some Londoners are struggling with high rents. That is why I am seeking to boost the supply of homes for rent, while also raising standards through the new London Rental Standard.

## **Private rented sector**

**Question No: 2013/2012**

[Tom Copley](#)

Do you have first-hand experience of renting in the private sector in London?

[The Mayor](#)

I have a comprehensive understanding of the private rented sector in London and I am committed to helping improve rental standards, for example, through my new London Rental Standard.

## **Night Time Economy**

**Question No: 2013/2013**

[Tom Copley](#)

Has there been a change of approach within the Met Police with regard to dealing with nightclubs? If so, for what reason has this change taken place?

[The Mayor](#)

There is no change of approach within the Metropolitan Police Service with regard to dealing with nightclubs. As I have outlined in my Police and Crime Plan the Mayor's Office for Policing and Crime will continue to work the MPS to develop hotspots mapping to effectively focus crime prevention work, while gathering data on problem premises and encouraging the sharing of this analysis with criminal justice partners to ensure a multi-agency and robust response.

## **Peel Centre #1**

### **Question No: 2013/2014**

[Andrew Dismore](#)

Will you make available space on the Peel Centre site for free school premises, in addition to the proposed primary school?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 9 July 2013.

MOPAC is currently disposing of surplus land on the Peel Centre site, and there is a requirement for a three form entry primary school (plus nursery) to be provided there.

Once a developer has been identified for the land the planning process will ensure future consultation will take place.

## **Peel Centre #2**

### **Question No: 2013/2015**

[Andrew Dismore](#)

What additional health services will you make available for residents on the redeveloped Peel Centre site?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 9 July 2013.

There are no additional primary healthcare services proposed as part of the development of the Peel Centre site. Once a developer has been identified for the land the planning process will ensure future consultation will take place.

New health facilities will be provided in the Colindale Avenue Corridor of Change, complemented by re-provided facilities at the Grahame Park Estate. We understand that London Borough of Barnet is working with NHS Barnet to plan services and facilities which will consider national and local health strategies.

## **Peel Centre #3**

### **Question No: 2013/2016**

[Andrew Dismore](#)

What steps are you taking to upgrade Colindale tube station, in light of the extensive development in the area, including your proposals for the Peel Centre site?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 9 July 2013.

Please see my response to MQ 2025 /2013.

## **Peel Centre #4**

**Question No: 2013/2017**

[Andrew Dismore](#)

What assessment you have made of the capacity of the local road network to cope with the demands of residents on the redeveloped Peel Centre and in light of the extensive development in the area?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 7 August 2013

The area around Colindale station offers much potential for growth; in particular housing developments, and key sites such as the Peel Centre, will play a key part in unlocking the potential that exists in this important growth location.

TfL is very closely involved in discussions with the Borough and potential developers in this location to ensure that any extra demand for transport, including the road and rail network as well as walking and cycling, will be sufficiently catered for. Discussions remain active and we will be able to update you in due course.

## **Peel Centre #5**

**Question No: 2013/2018**

[Andrew Dismore](#)

Will you keep the existing running track as part of the redeveloped Peel Centre as a valuable community facility ?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 9 July 2013.

This will be for the chosen developer of the surplus land at Peel Centre to determine. Once a developer has been identified for the land the planning process will ensure future consultation will take place.

## **Peel Centre #6**

**Question No: 2013/2019**

[Andrew Dismore](#)

What steps are you taking to improve public transport including additional bus services , in light of the extensive development in Colindale , including your proposals for the Peel Centre site?

[The Mayor](#)

TfL has already implemented service changes in this area to serve recent developments.

In late 2009, route 186 was diverted to serve Grahame Park and Beaufort Park creating new direct bus links in the area, including to Hendon and Brent Cross, and providing extra capacity.

In April 2012, the frequency of route 186 was increased from a bus every 20 minutes, to one every 12 minutes (Monday to Saturday daytimes). Evening frequencies were increased from every 30 minutes, to every 20 minutes at the same time.

TfL will continue to work with the GLA and Barnet to plan for improved public transport, including additional bus services, to serve future land use developments in the area.

As outlined in my 2020 Vision, I have identified Colindale as a key Opportunity Area.

## **Peel Centre #7**

### **Question No: 2013/2020**

[Andrew Dismore](#)

What assessment have you made of the ability of the public utilities to meet the demands of the extensive development in Colindale, including your proposals for the Peel Centre site?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 9 July 2013.

Studies have already commenced to ensure the existing infrastructure can cope with the proposals and mitigation measures will be introduced when necessary.

## **Peel Centre #8**

### **Question No: 2013/2021**

[Andrew Dismore](#)

What assessment have you made of the impact on the existing resident population of the extensive development in Colindale, including your proposals for the Peel Centre site?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 9 July 2013.

The Peel Centre scheme forms part of the London Borough of Barnet's Colindale Area Action Plan (AAP) which assesses the needs of the current and future residents of the area in a strategic manner. The Plan anticipates the construction of 10,000 new homes in the area over the next 10 - 15 years to meet borough-wide and London requirements.

A number of studies, including transport, have been conducted to support the AAP to ensure the area is suitable for the planned investment. It is for the Local Authority to consider any town planning applications submitted in regard to the Peel Centre Site.

As outlined in my 2020 Vision, I have identified Colindale as a key Opportunity Area.

## **Peel Centre #9**

### **Question No: 2013/2022**

[Andrew Dismore](#)

What account have you taken of the interests of the existing resident population of the extensive development in Colindale, in putting forward your proposals for the Peel Centre site?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 9 July 2013.

The Peel Centre site, along with other key development areas in Colindale which form part of the London Borough of Barnet's Colindale Area Action Plan (AAP), have been subject to a full consultation process with local residents and neighbouring parties. MOPAC has submitted a planning application for new policing facilities.

Once a developer has been identified for the land the planning process will ensure future consultation will take place.



## **Peel Centre #10**

### **Question No: 2013/2023**

[Andrew Dismore](#)

How many and what proportion of the new properties you propose for the Peel Centre site will be made available only to local people for social rent ?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 9 July 2013.

This will be for the chosen developer of the surplus land at Peel Centre to determine, working with the London Borough of Barnet. Once a developer has been identified for the land the planning process will ensure future consultation will take place.

## **Peel Centre #11**

### **Question No: 2013/2024**

[Andrew Dismore](#)

How many and what proportion of the new properties you propose for the Peel Centre site will be made available only to local people for affordable purchase ?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 9 July 2013.

Please see my response to MQ 2023/ 2013.

## **Peel Centre #12**

### **Question No: 2013/2025**

[Andrew Dismore](#)

In light of the extensive development in Colindale, including your proposals for the Peel Centre, will you support the proposal for the Brent Cross Light Rail/Tram project?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 9 July 2013.

The Peel Centre development raises a number of issues for the transport network in the Colindale area. TfL is in discussions with the developer and Barnet Council as to how best to address these. This work will focus on potential improvements to Colindale Station, improvements to bus services and changes to the local highway layout.

## **307 bus 1**

**Question No: 2013/2026**

[Andrew Dismore](#)

Further to your answer to question 1457 / 2013, whilst it is correct that there is a pedestrian crossing across Wood Street. There always has been and the students from QE boys school have always used it when crossing to get the bus. However, the bus stand for the hospital is on the south side of Wellhouse Lane. The boys also now have to cross this road in order to board the bus, and, incidentally, when alighting from the bus in the mornings. This is because there is no stop on the north side of Wellhouse Lane, which has become extremely busy with the expansion of the hospital. So, boys now have to cross this road twice a day (whereas previously they didn't have to cross it at all) without the assistance of a zebra crossing, lollipop person or even a traffic island, which was removed to make the turn easier for the buses. Will you take action to sort out these road safety issues caused by the rerouting of the bus?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 9 July 2013.

Whilst there is no evidence that rerouting bus route 307 has caused road safety issues, TfL are working with Barnet Council to investigate whether an additional crossing may be beneficial in this area. TfL will keep you up to date with developments.

## **307 bus 2**

**Question No: 2013/2027**

[Andrew Dismore](#)

Was QE boys school consulted about the rerouting of 307 bus, and if so, how?

[The Mayor](#)

TfL approached relevant schools through the Barnet schools travel advisors as part of the consultation.

Queen Elizabeth Boys School responded directly to the consultation. Their response, along with TfL's corresponding comment, is included in the consultation report which is available on TfL's website: <https://consultations.tfl.gov.uk/consultation-and-engagement/route-307>

## **Finchley Hospital transport links**

**Question No: 2013/2028**

[Andrew Dismore](#)

Will you improve the bus links to Finchley Memorial Hospital given the distance the bus stop is from the hospital front door?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 9 July 2013.

As stated in my answers to MQs 3558 /2012 and 275 /2013, TfL has considered diverting routes to serve the hospital, but this would increase journey times significantly for the many through passengers and it therefore has no current plans for further changes.

The distance from the nearest stop to the main entrance of the hospital is approximately 400 metres, with around half this distance being within the hospital grounds itself.

For the routes mentioned in MQ 3558 /2012 (82, 125, 263 and 460) there are approximately 17,000 through passengers per day.

## **Transport links NLBP**

**Question No: 2013/2029**

[Andrew Dismore](#)

In view of the likely significant development of the North London Business Park site, increasing the need for public transport links into or near that area, what will you do to improve transport links?.

[The Mayor](#)

I am not currently aware of any proposals to redevelop the NLBP site. The need to improve public transport links into or near that area will therefore be assessed when any proposals comes forward.

## **West Hendon regeneration**

**Question No: 2013/2030**

[Andrew Dismore](#)

In light of the proposed West Hendon regeneration will you commit to upgrade the Hendon/West Hendon station?

[The Mayor](#)

TfL's advice to me is that the existing station is expected to have sufficient capacity for all of the anticipated extra users, although some modifications to the highway network are likely to be required.

However, Hendon station is part of the National Rail network, and therefore I would expect Network Rail and First Capital Connect to work with Barnet Council and the developers of the site at West Hendon to identify, fund and implement any improvements that may be necessary to the station to accommodate additional demand arising from the development proposals.

## **Colindale tube station**

**Question No: 2013/2031**

[Andrew Dismore](#)

What progress is being made in increasing the capacity of Colindale tube station in light of the rapidly growing population in the area?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 9 July 2013.

Please see my response to MQ 2025 /2013.

## **Alexandra Palace**

**Question No: 2013/2032**

[Andrew Dismore](#)

In the context of the potential links at Alexandra Palace with the New Southgate line, what will you do about the congested environment around the stations?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 7 August 2013

Proposals for Crossrail 2, currently the subject of a consultation, which could have a terminus at Alexandra Palace, are in the very early stages of design and development.

The public realm around stations like Alexandra Palace would be considered at the relevant stage in the planning process, but that is still some time in the future.

## **Rail spur from East Finchley**

**Question No: 2013/2033**

[Andrew Dismore](#)

Has there been any thought to use the route of the previous rail spur from East Finchley to Alexandra Palace in the proposed expansion of rail services/Crossrail 2 ?

[The Mayor](#)

An extensive process of option testing has been carried out by TfL, which has included considering a number of options in and around Alexandra Palace. The conclusion of this process is that the alignment proposed to Alexandra Palace appears to meet the objectives of crowding relief, new connectivity and value for money.

## **Peel Centre Development**

### **Question No: 2013/2034**

[Andrew Dismore](#)

Further to your answer to question No: 1446 / 2013 and the review MOPAC is undertaking of the development for the remaining site and preparing a planning brief in support of the LB Barnet Colindale Area Action Plan when will this work be completed and published?

[The Mayor](#)

Written response from the Mayor

The Planning Parameters document is available at the Peel Centre website at:

<http://peelcentresite.co.uk/>.

## **A and E waiting times 1**

### **Question No: 2013/2036**

[Andrew Dismore](#)

Further to your answer to Question No: 1452 / 2013, 'I will continue to follow this issue on behalf of Londoners.', what following have you done, and will you be doing any leading on this issue of vital importance to Londoners?

[The Mayor](#)

As you will be aware, my statutory duty is only around health inequalities in London and I have no direct responsibility for NHS services in the capital.

A&E waiting times is a complex issue affecting the whole country. There is unlikely to be a single cause or solution. It is not for me to lead development of local A&E service provision. MQ 1452 / 2013 sets out my understanding of the way in which NHS England (London) is leading the process.

I have recently appointed Dame Ruth Carnall, former chief executive of NHS London, to offer high-level, specialist advice to support my aim of ensuring the NHS in London provides effective services to deal with major health inequalities.

## **A and E waiting times 2**

### **Question No: 2013/2037**

[Andrew Dismore](#)

Further to your answer to Question No: 1452 / 2013, that A and E performance is an issue between individual hospital Trusts, do you agree that this has implications for health inequalities in London, and what are you doing about it?

[The Mayor](#)

I agree that A&E services could impact on health inequalities and I would expect the NHS to include consideration of health inequalities in their plans to address A&E performance. My team meets regularly with Anne Rainsberry, NHS England, who has informed them that all CCGs across London are working on Recovery & Improvement Plans. CCGs were required to address health inequalities in the 2013/14 operating framework for the NHS.

I have also recently appointed Dame Ruth Carnall, former chief executive of NHS London, to offer high-level, specialist advice to support my aim of ensuring the NHS in London provides effective services to deal with major health inequalities.

## **Route 107 Capacity and Reliability**

**Question No: 2013/2038**

[Andrew Dismore](#)

What is the outcome Of TFL's discussions with the operator over the reliability issues on route 107?

[The Mayor](#)

Over the last two reporting periods, the reliability of route 107 has improved with 83.8 per cent of journeys now on time. TfL will continue to closely monitor this route.

## **Stirling Corner 1**

**Question No: 2013/2039**

[Andrew Dismore](#)

Further to your answer to Questions No: 4161 / 2012 'I cycle the whole of London. When I next do Stirling Corner I will give you a report' and your answers to questions 261 / 2013, 522 / 2013, 1041 / 2013 and 1464 / 2013 referring back to the that answer and my invitation to you to attempt to go round Stirling Corner on your bike, have you cycled round Stirling Corner yet; if not why not; and if not when do you expect to cycle round Stirling Corner? Or is it that you have no intention of doing so in the foreseeable future and just want to pretend you are a keen cyclist with cyclists' concerns at heart and have no intention of honouring your commitment to do so, so that your original answer can be seen as nothing more than a fobbing off exercise?

[The Mayor](#)

I have nothing to add to MQ 4161/2012.

## **Stirling Corner 2**

**Question No: 2013/2040**

[Andrew Dismore](#)

The introduction of the 24 hour traffic lights on a trial basis is welcome. However, there are some teething problems with the phasing of the lights for traffic coming from the Arkley direction. Can the lighting timings be tweaked to help with this?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 9 July 2013.

The traffic signals at Stirling Corner were switched to 24 hour operation on Tuesday 28 May. TfL has already made several adjustments to the timings since then to improve traffic flow and will continue to monitor the operation to manage any delays to all approaches of the roundabout, taking into account any feedback received.

### **Stirling Corner 3**

**Question No: 2013/2041**

[Andrew Dismore](#)

Will you now look at reducing the speed limit at Stirling Corner to 50 mph?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 9 July 2013.

TfL is currently considering the impacts and benefits of a change in speed limit at Stirling Corner. This analysis will also take account of the impacts of the recent changes to the operation of the traffic signals at this location. This evaluation will be completed during the summer.

### **Stirling Corner 4**

**Question No: 2013/2042**

[Andrew Dismore](#)

Will you now look at what can be done to improve crossing facilities for pedestrians and cyclists? Can consideration be given to a path across the centre green of the roundabout, to fit with the phasing of the existing lights, for example?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 9 July 2013.

TfL needs to first assess the merits of the full time operation of the traffic signals at Stirling Corner before it can consider the measures you propose.

### **Race claims against the police**

**Question No: 2013/2043**

[Andrew Dismore](#)

When will you answer substantively Question No: 532/ 2013 from February, 'How much compensation has the Metropolitan Police paid in respect of race claims in each of the last 3 years in respect of each of i) claims settled out for court, ii) as a result of court awards, iii) as a consequence of tribunal claims; to a) members of the public; and b) Metropolitan Police staff c) police officers d) PCSOs ; and in relation to each of these categories, how many cases were involved?' Your answer to Question No: 1480 / 2013 in similar terms to this was yet again 'Officers are drafting a response which will be sent shortly.' Is a wait for an answer from February to now 'shortly' ?

[The Mayor](#)

Please see my response to MQ 532 / 2013

## **Cyprus Demonstration 14/7/13 1**

**Question No: 2013/2044**

[Andrew Dismore](#)

Is it correct that the Cypriot community is being charged £5,000 to hold their annual demonstration from the Turkish embassy to Trafalgar Square to protest against the Turkish occupation of northern Cyprus? If so, why? Do you agree that this is an unfair restriction on the right to protest?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received 26/07/13:

The GLA and the MPS do not charge anyone for demonstrating and do not recognise this figure.

TfL ask organisers to cover the cost of publishing external Traffic Orders in local newspapers, if a Traffic Order is required.

## **Cyprus Demonstration 14/7/13 2**

**Question No: 2013/2045**

[Andrew Dismore](#)

Is it correct that the Cypriot community has been told that their annual demonstration from the Turkish embassy to Trafalgar Square to protest against the Turkish occupation of northern Cyprus will not be policed? If so, why? Do you agree that this is an unfair restriction on the right to protest?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

## **Charging for demonstrations 1**

**Question No: 2013/2046**

[Andrew Dismore](#)

How many demonstrations have been charged a fee in the last 12 months, and how many have not?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received 26/07/13:

The GLA and the MPS do not charge anyone for demonstrating.

TfL ask organisers to cover the cost of publishing external Traffic Orders in local newspapers, if a Traffic Order is required.



## **Charging for demonstrations 2**

**Question No: 2013/2047**

[Andrew Dismore](#)

What is your policy towards charging the organisers of demonstrations for the privilege of protesting in London?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received 26/07/13:

The GLA and the MPS do not charge anyone for demonstrating.

TfL ask organisers to cover the cost of publishing external Traffic Orders in local newspapers, if a Traffic Order is required.

## **Hampstead Police Station**

**Question No: 2013/2048**

[Andrew Dismore](#)

When will you answer substantively Question No: 1482 / 2013, 'Why is the car park building for police vehicles on the corner of Eton College Road/Adelaide Road in Chalk Farm NW3 not planned to be sold rather than Hampstead Police station. Do you believe it is more important in the NW3 postcode to keep this Police car park open in preference to Hampstead Police station which is such a vital local resource?'

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 9 July 2013.

I have now provided a response to MQ 1482/ 2013.

## **Barnet Police Numbers 1**

**Question No: 2013/2049**

[Andrew Dismore](#)

When will you answer substantively Question No: 1483 / 2013, 'As of 31st March 2013, how many full time sworn police officers were there in Barnet; how many special constables; how many PCSOs; how many sergeants; how many non PCSO civilian staff were there; what were the comparable figures for 1st May 2010, and 31st March 2012; and what do you expects the figures to be on 31st March 2014?'

[The Mayor](#)

As I have stated in my response to Question No. 1483 full time sworn police officers, special constables, PCSOs and non-PCSO civilian staff data is available on the London datastore.

[http://data.london.gov.uk/datastorefiles/datafiles/crime-community-safety/mps-figures\\_Mar13.xls](http://data.london.gov.uk/datastorefiles/datafiles/crime-community-safety/mps-figures_Mar13.xls)

The data on sergeants has also been provided:

Barnet	Mar 2013	Mar 2012	May-10
Police Sergeants	86.68	97.48	110.73

At present, there are no confirmed operational target strengths for 2014 and thus further figures are not available at this time.

## **Barnet Police Numbers 2**

**Question No: 2013/2050**

[Andrew Dismore](#)

When will you answer substantively Question No: 1484 / 2013 'As of 31st March 2013, what were the strength of each of the SNTs in Barnet, broken down by officer ranks and types; what were the comparable figures for 1st May 2010, and 31st March 2012; and what he expects the figures to be on 31st March 2014? '

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

## **Barnet Police Numbers 3**

**Question No: 2013/2051**

[Andrew Dismore](#)

As of 30th April 2013, what were the strength of each of the SNTs in Barnet, broken down by officer ranks and types; what were the comparable figures for 1st May 2010, and 30th April 2012; and what do you expect the figures to be on 30th April 2014?

[The Mayor](#)

Officers are drafting a response which will be sent shortly

Written response from the Mayor received 7 August 2013

Please see my response to MQ 2517/ 2013.

## **Barnet Police Numbers 4**

**Question No: 2013/2052**

[Andrew Dismore](#)

As of 30th April 2013, how many full time sworn police officers were there in Barnet; how many special constables; how many PCSOs; how many sergeants; how many non PCSO civilian staff were there; what were the comparable figures for 1st May 2010, and 30th April 2012; and what do you expects the figures to be on 30th April 2014?'

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 9 July 2013.

The strengths for the relevant dates are set out in the table below:

Employee Group	30 April 2010	30 April 2011	30 April 2012	30 April 2013	30 April 2014
Police Officers	595.18	575.21	545.85	529.26	Not Available
Sergeants	98.73	106.63	93.48	84.68	
PCSOs	176.76	143.31	100.75	87.58	
MSC	133.00	177.00	161.00	164.00	
Police Staff	105.28	92.67	87.04	71.90	

I remain committed to protecting police officer numbers at or around 32,000. Police officer numbers by borough will be affected by a range of factors, including recruitment timescales.

It is not currently possible to provide figures for target strengths for 2014. However, under the Local Policing Model, Barnet will have 564 police officer posts overall by 2015 with 135 posts in Safer Neighbourhood Teams.

## **Camden Police Numbers 1**

### **Question No: 2013/2053**

[Andrew Dismore](#)

When will you answer substantively Question No: 1485 / 2013 'As of 31st March 2013, how many full time sworn police officers were there in Camden; how many special constables; how many PCSOs; how many sergeants; how many non PCSO civilian staff were there; what were the comparable figures for 1st May 2010, and 31st March 2012; and what do you expects the figures to be on 31st March 2014?'

[The Mayor](#)

As I have stated in my response to Question No. 1485 full time sworn police officers, special constables, PCSOs and non-PCSO civilian staff data is available on the London datastore.

[http://data.london.gov.uk/datastorefiles/datafiles/crime-community-safety/mps-figures\\_Mar13.xls](http://data.london.gov.uk/datastorefiles/datafiles/crime-community-safety/mps-figures_Mar13.xls)

The data on sergeants has also been provided:

Camden	Mar 13	Mar 12	May-10
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Police Sergeants	109.89	128.76	136.16
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At present, there are no confirmed operational target strengths for 2014 and thus further figures are not available at this time.

## **Camden Police Numbers 2**

### **Question No: 2013/2054**

[Andrew Dismore](#)

When will you answer substantively Question No: 1486 / 2013 ' As of 31st March 2013, what were the strength of each of the SNTs in Camden, broken down by officer ranks and types; what were the comparable figures for 1st May 2010, and 31st January 2012; and what he expects the figures to be on 31st March 2014?'

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 7 August 2013

Please see my response to MQ 2511 /2013.

## Camden Police Numbers 3

### Question No: 2013/2055

[Andrew Dismore](#)

As of 30th April 2013, how many full time sworn police officers were there in Camden; how many special constables; how many PCSOs; how many sergeants; how many non PCSO civilian staff were there; what were the comparable figures for 1st May 2010, and 30th April 2012; and what do you expects the figures to be on 30th April 2014?'

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 9 July 2013.

As of 30th April 2013, how many full time sworn police officers were there in Camden; how many special constables; how many PCSOs; how many sergeants; how many non PCSO civilian staff were there; what were the comparable figures for 1st May 2010, and 30th April 2012; and what do you expects the figures to be on 30th April 2014?'

Written response from the Mayor

The strengths for the relevant dates are set out in the table below:

Employee Group	30 April 2010	30 April 2011	30 April 2012	30 April 2013	30 April 2014
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Police Officers	886.76	807.94	802.44	723.48	Not Available
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Sergeants	135.16	136.59	126.79	110.89	
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PCSOs	123.20	113.32	75.62	63.68	
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MSC	180.00	298	276	210	
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Police Staff	164.04	147.83	121.23	72.68	
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I remain committed to protecting police officer numbers at or around 32,000. Police officer numbers by borough will be affected by a range of factors, including recruitment timescales.

It is not currently possible to provide figures for target strengths for 2014. However, under the Local Policing Model, Camden will have 751 police officer posts overall by 2015 with 157 posts in Safer Neighbourhood Teams.

## Camden Police Numbers 4

### Question No: 2013/2056

[Andrew Dismore](#)

As of 30th April 2013, what were the strength of each of the SNTs in Camden, broken down by officer ranks and types; what were the comparable figures for 1st May 2010, and 30th April 2012; and what he expects the figures to be on 30th April 2014?'

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 7 August 2013

Please see my response to MQ 2513 /2013.

## Police promotion

### Question No: 2013/2057

[Andrew Dismore](#)

When will you answer substantively Question No: 1487 / 2013 'How many officers currently with the Met have passed the sergeants' and inspectors' examinations and are eligible for promotion, and how many vacancies in these ranks do you expect for each of the next two years?'

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 1 July 2013.

To achieve promotion to the ranks of Sergeant and Inspector, officers must elect to enter the national Ospre examination process. Upon the successful completion of these examinations officers may then be selected to undertake a work based assessment (WBA) with a view to permanent promotion. The number of officers selected for WBA is based on the MPS turnover at the respective rank.

There are currently 3,194 officers who have passed the Sergeant examinations and 1,287 officers who have passed the inspector examination who are awaiting promotion opportunities. Based on current natural turnover and retirement rates and assumed rank mix within our budget, we currently anticipate the following number of promotions into these ranks:

Rank	2013/14	2014/15	2015/16
Inspectors	0	100	112
Sergeants	0	19	386

## Police recruitment 1

### Question No: 2013/2058

[Andrew Dismore](#)

When will you answer substantively Question No: 1488 / 2013 'How much do potential recruits including from specials and PCSOs have to pay to go on the prequalification course?'

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 1 July 2013.

For a number of years the Police Service has trained new recruits through an Initial Learning Programme to achieve a Diploma in Policing, which includes both a knowledge element and a significant element of assessment of occupational competence that can only be gained in an operational context.

The Certificate in Knowledge of Policing (CKP) is derived from that Diploma and represents the knowledge element of the Diploma that can be accredited outside of an operational policing environment.

The CKP course is available through a number of providers at a cost ranging from £800-£1000.

## **Police recruitment 2**

### **Question No: 2013/2059**

[Andrew Dismore](#)

When will you answer substantively Question No: 1489 / 2013 'How much of a pay cut will an experienced PCSO take if he or she becomes a probationary new police constable?'

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received 26/07/13:

Please see my response to MQ 2509/ 2013.

## **New policing model 1**

### **Question No: 2013/2060**

[Andrew Dismore](#)

When will you answer substantively Question No: 1490 / 2013 'Under the new policing model shift pattern, what percentage of officers allocated to the new ward clusters will be on duty at any one time when they are in operation , allowing for scheduled leave, sickness, training and any other pre-arranged absences? '

[The Mayor](#)

Under the new Safer Neighbourhood shift pattern, officers provide coverage seven days a week across their Neighbourhood. Coverage will be provided from 0700hrs to 2300hrs Sunday to Wednesday and 0700hrs to 0200hrs Thursday to Saturday. The 0200hrs can be moved forward to a 0600hrs finish if the demand justifies it.

In order to meet this extended coverage, the officers will be placed on to five leave lines on each neighbourhood, therefore three teams will be on duty on any given day covering an early shift, late shift and late-late shift whilst two teams are on rest days.

## **Pubs consultation**

### **Question No: 2013/2061**

[Andrew Dismore](#)

Will you write in support Option 3 in the draft statutory code for tied pubs currently out for consultation by Department for Business, Innovations and Skills:

'Option 3: Mandatory free of tie option with open market rent review

All pub owning companies with over 500 pubs would have to offer a free of tie option with open market rent review. This would apply at the next rent review point for current leases and for all new leases. Each licensee would be able to choose to be either tied or free of tie. This is in addition to the statutory code and adjudicator from option 2.

The rent in the free of tie offer would have to be based on Royal Institute of Chartered Surveyors guidance. This would ensure that there was a genuine free of tie option rather than one involving an unrealistically high free of tie rent.'

If not, why not?

[The Mayor](#)

I would be happy to support that option.

## **Hackney Carriage or Private Hire drivers**

**Question No: 2013/2062**

[Andrew Dismore](#)

How many cases of Hackney Carriage or Private Hire drivers have been found to be working without a license (a lapsed license) yet still have had their licenses renewed by the licensing authority in the last 12 months?

[The Mayor](#)

Unfortunately, TfL does not hold this data in a manner that is easily retrievable. However, TfL requires all new and renewal Taxi and Private Hire driver applicants to submit enhanced criminal record checks.

## **Bicycles on the DLR**

**Question No: 2013/2063**

[Len Duvall](#)

Why has there been such confusion at Transport for London in regard to the trial of bicycles on the Docklands Light Railway? Despite the sudden U-turn from allowing bikes solely between Tower Gateway to Beckton to across the DLR network excepting Bank station, why are some Transport for London officers providing misleading information to both Assembly Members and constituents?

[The Mayor](#)

The trial was announced in my Cycling Vision. The original intention was for a limited trial, which was extended, following representations from my Office.

## **A Shadow Rail Board**

**Question No: 2013/2064**

[Len Duvall](#)

In question 1505/2013 you stated 'if I am successful in persuading the government to give me responsibility for suburban services in South East London'. Please detail your efforts of persuasion so far.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor 09 September 2013

I have discussed these proposals with the Secretary of State for Transport on multiple occasions, and have had extensive correspondence with a wide range of individuals and organisations. GLA and TfL officers have held many meetings with other ministers and DfT officials and other interested stakeholders. I will continue to work towards this in the longer term.

As you will be aware, it was recently announced that TfL will take over the West Anglia franchise. TfL will take over routes that run from Liverpool Street station to Enfield Town, Cheshunt (via Seven Sisters) and Chingford, which include 25 stations in total.

## **No Stone Unturned**

### **Question No: 2013/2065**

[Len Duvall](#)

In question 1508/2013 you regard the Heseltine proposal of a new development corporation is 'not necessarily the right way to achieve' ... the 'coordinated, strategic' thinking the Estuary needs. What organisational structures would you like to see around the Thames Gateway?

[The Mayor](#)

I concur with the views in the Government's response to Lord Heseltine's paper, that in response to the localisation of the Thames Gateway, the establishment of the Thames Gateway Strategic Group by local government leaders in London, Kent and Essex is an appropriate level of governance to focus on strategic priorities at this time.

## **No Stone Unturned 2**

### **Question No: 2013/2066**

[Len Duvall](#)

In question 1508/2013 you regard the Heseltine proposal of a new development corporation is 'not necessarily the right way to achieve' ... the 'coordinated, strategic' thinking the Estuary needs. Was the re-design of the Local Enterprise Partnership model to the 'London Enterprise Panel' a missed opportunity to coordinate development and joint working across London's travel to work area?

[The Mayor](#)

No. My officers and those of TfL and London boroughs are continually coordinating to ensure planning and housing policies, development and transport investment go hand in hand.



## **Greenwich Ecology Park: Shade from Tall Buildings**

**Question No: 2013/2067**

[Len Duvall](#)

I have been contacted by a constituent who states 'We are very concerned about a proposed building development right next to the Greenwich Ecology Park. The proposals are for a tower block which will shade the park and cause damage to the habitats. There has been a proposal in the past which did not involve a tall building and did not cast shade on the park. The Ecology Park is the home of many animal and plant species and it is a wonderful peaceful place for residents and visitors. We know that housing development is also important but I am sure you would not want the wrong kind of development, one that would impact negatively on the environment. Please let us know the GLA's position on the balance between housing and biodiversity in such planning applications.'

[The Mayor](#)

On 22 March 2012, I delegated the decision on this case (PDU/0519i/02) to Sir Edward Lister, Deputy Mayor and Chief of Staff. I understand that the matter of ecology and biodiversity was considered by Sir Edward at the consultation stage and again at the determination stage, including representations received from Natural England who raised no objection to the proposals. The Environmental Statement concluded that the Ecology Park would not experience any permanent overshadowing when the proposed development is built out. Given the outline nature of the proposals submitted at that time, the Council also conditioned further detailed work to respond to the matter of overshadowing of the Ecology Park to ensure its long term protection.

## **Affordable Rent**

**Question No: 2013/2068**

[Nicky Gavron](#)

In response to question 1537/2013, you claimed no compromise position was proposed by the boroughs in response to your policy - as contained in the Revised Early Minor Alterations to the London Plan - of preventing boroughs setting rent caps or guidance on new affordable housing units below the maximum level for affordable rent (i.e. 80% of market rent). However, I understand from Westminster City Council that in fact they did propose a compromise position, which is that they would support the Mayor himself setting a range of rents at which different affordable rent products would be made available across London below the 80% maximum. Although this is not supported by all boroughs, it shows that compromise positions have been proposed. Why did you reject this proposal?

[The Mayor](#)

Westminster's proposal was not a viable compromise at the time, not least as it was not supported by other boroughs.

## **The London Plan**

### **Question No: 2013/2069**

[Nicky Gavron](#)

Will you undertake further revisions to the London Plan in 2014? If so will there be a Statement of Intent this year?

[The Mayor](#)

I will be promoting further alterations to the London Plan during 2014. Work on scoping these is already underway.

My London 2020 Vision document is a statement of intent setting the background to these alterations and I will make an announcement in due course.

## **Green Belt**

### **Question No: 2013/2070**

[Nicky Gavron](#)

How many planning applications on Green Belt or Metropolitan Open Land have come before you so far in 2013? Can you please provide PDU reference numbers for each of these?

[The Mayor](#)

According to records provided by my planning team I have provided initial comments (stage I) on eighteen applications on Green Belt or Metropolitan Open Land, a further six did not raise any strategic issues. The planning application references are:

0273a, 0960d, 1472a, 1825b, 2105b, 2921, 2972, 2976b, 2984, 2995, 3002a, 3039, 3050, 3079, 3091, 3092, 3113, 3124, 3133, 3135, 3135a, 3163, 3169 and 3179.

## **Office-to-residential change of use**

### **Question No: 2013/2071**

[Nicky Gavron](#)

What is your reaction to the exemptions announced from the new office-to-residential change of use PD rights?

[The Mayor](#)

The Government's exemption of the nationally important office locations for which I sought exemption is welcome recognition of the force of the case I and the boroughs concerned made.

## **Betting shops**

**Question No: 2013/2072**

[Nicky Gavron](#)

You rightly described betting shops as a 'growing menace' and called on changes to the Gambling Act to prevent their spread. In the absence of such changes, how do you propose to use your planning powers to tackle betting shops? Do you have plans to alter the London Plan or introduce Supplementary Planning Guidance on this issue?

[The Mayor](#)

I have raised this issue in my consultation draft Town Centres Supplementary Guidance. I will take into account responses to the consultation before publishing the final SPG in the autumn and consider whether an Alteration to the London Plan is also required to address this and other forms of clustering that might have an effect on the vitality of town centres.

## **London Development Panel (1)**

**Question No: 2013/2073**

[Nicky Gavron](#)

In response to Question No: 1534 / 2013, you confirmed that companies and organisations represented on the London Development Panel are currently in negotiations regarding sites owned by the Greater London Authority. Are these negotiations taking place under the procedures of the London Development Panel?

[The Mayor](#)

No.

## **London Development Panel (2)**

**Question No: 2013/2074**

[Nicky Gavron](#)

In response to Question No: 1534 / 2013, you confirmed that companies and organisations represented on the London Development Panel are currently in negotiations regarding sites owned by the Greater London Authority. Can you please list which companies and organisations are involved and which sites the negotiations are regarding?

[The Mayor](#)

We are unable to disclose the names of those bidders until the evaluation has been completed and the preferred development partners are approved and announced. This information is not in the public domain and is commercially sensitive.

## **Safeguarded Wharves**

**Question No: 2013/2075**

[Nicky Gavron](#)

When do you expect the Secretary of State to approve and issue the required new/revised Safeguarding Directions for Safeguarded Wharves?

[The Mayor](#)

The Secretary of State is considering the Mayor's submission, but no timetable for the completion of the new set of Safeguarding Directions has been provided yet.

## **Revised Early Minor Alterations to the London Plan**

**Question No: 2013/2076**

[Nicky Gavron](#)

At the time of writing, the Planning Inspectors report on your Revised Early Minor Alterations to the London Plan is yet to be published over six months after the two day examination in public ended. What reason has the Greater London Authority been given for the apparent delay in publication?

[The Mayor](#)

I refer you to the answer I gave to question MQ 1536/ 2013.

## **Diversity in the Met (2)**

**Question No: 2013/2077**

[Joanne McCartney](#)

Please provide a breakdown by ethnicity of MPS officers living within London and outside London

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written Answer received 19/07/2013:

The table below gives the analysis of officers living within and outside London, broken down by ethnicity.

I am committed to creating a police force that represents the diversity of London and the drive to recruit 5000 new officers over the next 3 years provides an opportunity to achieve this.

My Deputy Mayor for Policing and Crime is working closely with the MPS, Home Office and College of Policing to develop a range of positive action initiatives' to maximise the number of female and Black & Minority Ethnic (BME) recruits during this recruitment drive.

On the 20th June my Deputy Mayor for Policing and Crime led a MOPAC Challenge panel to determine the range of positive action initiatives that the police can use to ensure London's police force better reflects London's population.

## **Dean Farrer Street**

### **Question No: 2013/2078**

[Joanne McCartney](#)

Please provide an update, including the finalised terms, for the leasing arrangement with Dean Farrer Street?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 1 July 2013.

The 3rd Floor of Dean Farrar Street was vacated and the break clause in the lease was exercised in January 2013. The rest of the building was vacated on 7 June and is now being de-commissioned. It is expected that the building will be vacated by 19 July and the Property Services Department is currently in negotiation with the landlord over the commercial terms for ending the lease.

## **Specialist Operations Unit**

### **Question No: 2013/2079**

[Joanne McCartney](#)

Please provide a breakdown of officer strength in the Specialist Operations Unit by team from November 2012 and April 2013.

[The Mayor](#)

Written response from the Mayor

In November 2012, officer strength within Specialist Operations Business group stood at 3,463.

At the beginning of April 2013 police officer strength stood at 3,361.

It is a long established policy not to comment upon the size of individual units involved in protection, security and counter terrorism. Disclosure of such information could compromise the integrity of those arrangements. However, the unit is at sufficient strength to deliver its remit.

## Safer Neighbourhood Teams (1)

### Question No: 2013/2080

[Joanne McCartney](#)

Can you please provide a list of PC and Sergeant target strength, actual strength and vacancy levels per Borough and per month from April 2012 to April 2013 for London's Safer Neighbourhood Teams?

[The Mayor](#)

Information about strength and vacancies in this detail over 12 months could only be provided at disproportionate cost to MOPAC/MPS.

However, a list of PC and Sergeant target strength, actual strength and vacancy level London wide for Safer Neighbourhood Teams for the period April 2012 to April 2013 has been provided in the table attached.

The target strength for borough officers in 2015 is provided in the Police & Crime Plan at appendix 2. This will see more officers being put into neighbourhoods.

Gold Card discount scheme

## Safer Transport Teams

### Question No: 2013/2081

[Joanne McCartney](#)

Can you please provide a list of PC and Sergeant target strength, actual strength and vacancy levels per Borough and per month from April 2012 to April 2013 London's Safer Transport Teams?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

## Local Policing

### Question No: 2013/2082

[Joanne McCartney](#)

Please provide a breakdown of the number of officers in Safer Neighbourhood Teams and all other teams per Borough for April 2012, April 2013 and predicted for April 2014?

[The Mayor](#)

Please see attached the number of fulltime equivalent officers in Territorial Policing broken down by those allocated to SNTs and other teams in each borough for April 2012 and April 2013.

There is currently no confirmed target strength for 2014. However, the target strength for borough officers in 2015 is provided in the Police & Crime Plan at appendix 2. This will see more officers being put into neighbourhoods (over 2,600 by 2015).

	April 2012	April 2013
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Boroughs	SNT Total	Other Teams Total	SNT Total	Other Teams Total
Barking & Dagenham Borough Total	97.01	447.23	104.24	402.05
Barnet Borough Total	131.88	514.72	141.38	475.46
Bexley Borough Total	117.09	355.54	102.30	317.97
Brent Borough Total	98.44	627.64	114.91	563.69
Bromley Borough Total	112.90	459.05	120.31	424.24
Camden Borough Total	104.26	773.80	116.25	670.91
Croydon Borough Total	139.58	589.85	125.57	579.76
Ealing Borough Total	118.29	680.74	118.02	635.60
Enfield Borough Total	101.20	541.61	101.34	523.29
Greenwich Borough Total	97.02	585.95	96.99	538.83
Hackney Borough Total	89.50	703.17	101.55	610.85
Hammersmith & Fulham Borough Total	82.66	600.65	90.61	514.91
Haringey Borough Total	82.41	708.08	94.64	645.44
Harrow Borough Total	90.50	338.73	93.89	318.53
Havering Borough Total	99.84	364.13	115.89	324.86
Hillingdon Borough Total	94.97	494.21	87.92	437.82
Hounslow Borough Total	87.01	478.66	101.48	446.94
Islington Borough Total	72.61	668.32	91.61	585.20
Kensington & Chelsea Total	129.74	528.79	168.65	452.73
Kingston upon Thames Borough Total	74.77	280.52	69.09	262.56
Lambeth Borough Total	96.60	868.54	128.00	800.45
Lewisham Borough Total	114.44	587.33	109.94	576.19
Merton Borough Total	85.17	340.74	97.79	299.63
Newham Borough Total	99.44	783.28	116.24	726.74
Redbridge Borough Total	110.51	459.51	115.95	434.57
Richmond upon Thames Borough Total	79.69	277.57	90.37	241.03
Southwark Borough Total	108.16	821.69	115.32	762.48

Sutton Borough Total	87.68	294.21	101.13	282.73
Tower Hamlets Borough Total	91.00	734.23	88.72	664.67
Waltham Forest Borough Total	101.93	515.63	103.13	512.12
Wandsworth Borough Total	104.38	558.94	102.15	505.93
Westminster HQ Total	209.89	1,368.33	190.96	1,263.14
Borough Team Total	3,310.58	18,351.38	3,516.35	16,801.29
Territorial Policing Headquarters	1,792.02		1,802.27	
Grand Total	23,453.98		22,119.90	

Taxi fares transparency

## Local Policing Model (1)

**Question No: 2013/2083**

[Joanne McCartney](#)

Please provide, broken down by borough, the expected timetable for the new Local Policing Model to go 'live' in every borough?

[The Mayor](#)

The DMPC wrote to you and all Assembly Members in May enclosing a letter from AC Simon Byrne which gave this information.

The Local Policing Model (LPM) will be implemented in two tranches. The first tranche will go live in June 2013. The second tranche will go live by October 2013.

Tranche 1 boroughs

Hackney, Tower Hamlets, Havering, Haringey, Camden, Islington, Barnet, Lambeth, Southwark, Bexley, Kensington & Chelsea, Hammersmith & Fulham, Merton\*, Hillingdon, Sutton and Westminster.

\*Merton will go live in July 2013 due to the significant resource commitments in policing the Wimbledon Tennis Tournament.

Tranche 2 boroughs

Waltham Forest, Redbridge, Newham, Barking & Dagenham, Enfield, Harrow, Brent, Ealing, Lewisham, Bromley, Greenwich, Croydon, Richmond, Hounslow, Kingston and Wandsworth.

## Local Policing Model (2)

**Question No: 2013/2084**

[Joanne McCartney](#)

Is there a set structure for the new Local Policing Model, if so, please outline the structure? Where this structure may vary in a particular Borough please outline the variance?

[The Mayor](#)

A summary of the components of the Local Policing Model (LPM) is available at the following website.

<http://content.met.police.uk/News/Local-Policing-Model/1400011800855/1257246745756>

All 32 Boroughs will operate under this structure.



## Local Policing Model (3)

Question No: 2013/2085

Joanne McCartney

Where available, please outline the new Policing Structures for each borough in London under the new Local Policing Model. Please include,

- A) What teams will be in place eg Emergency Response Team, Safer Neighbourhood Team, Investigation Team
- B) How many officers will be dedicated to each team
- C) What the structure of the management teams will look like
- D) How many ward's per quadrant
- E) Which wards will be in each quadrant.

### The Mayor

Officers are drafting a response which will be sent shortly.

*Written response from the Mayor received 28 October 2013*

A) A summary of the components of the Local Policing Model (LPM) is available at:

<http://content.met.police.uk/News/Local-Policing-Model/1400011800855/1257246745756>

B) Please see the Police and Crime Plan for the number of police officer posts in boroughs and in Safer Neighbourhood Teams (SNTs). Borough Commanders have some discretion to change the mix of resources, other than within SNTs, in order to respond to crime trends or to put specific initiatives in place. There are currently police officer vacancies at many boroughs. Therefore the number of police officer posts and police officer numbers will vary between departments in comparable boroughs and change over time.

C) Each team within the LPM will be led by Sergeants and Inspectors. Each Inspector will report to a Senior Leadership Team (SLT) member. SLT members will report to their Borough Commander who is responsible for the overall performance of the borough. Borough Commanders' line management will be through their Area Commanders as part of the Territorial Police Chief Officer Group.

D) & E) Borough wards are placed into clusters of between 4 and 9. These clusters are called Neighbourhoods. There are a total of 108 neighbourhoods. The number of Neighbourhoods on each Borough is set out below.

- **2 Neighbourhoods:** Hammersmith & Fulham, Kingston
- **3 Neighbourhoods:** Barking & Dagenham, Bexley, Brent, Camden, Enfield, Greenwich, Haringey, Harrow, Havering, Kensington & Chelsea, Lambeth, Lewisham, Merton, Redbridge, Richmond, Sutton, Waltham Forest, Wandsworth
- **4 Neighbourhoods:** Barnet, Bromley, Ealing, Hackney, Hillingdon, Hounslow, Islington, Newham, Southwark, Tower Hamlets
- **5 Neighbourhoods:** Croydon, Westminster

## **MPS Diversity**

### **Question No: 2013/2086**

[Joanne McCartney](#)

It has been reported that the Metropolitan Police Service want a change in the law to enable them to positively discriminate so that half of all new recruits would be from black and minority ethnic communities. This would ensure that the police workforce would better reflect London's population. Do you support this idea? What discussions have you had, and with whom regarding this proposal? Are you actively lobbying government to agree to this change? If not, why not?

[The Mayor](#)

MOPAC is working closely with the MPS to improve diversity and to find ways to attract Londoners from all backgrounds to the police service.

True strength is about more than just numbers. For the MPS to be at its strongest, it must reflect, and be fully accepted by, the population it seeks to serve. That is why I committed in my manifesto to work with the Commissioner to create a force that looks more like London. I am working with the MPS, Home Office and College of Policing to improve the diversity of the MPS through a range of positive action initiatives and through new options like direct entry to the police.

## **MPS Overtime**

### **Question No: 2013/2087**

[Joanne McCartney](#)

Can you please give figures by rank of overtime payments to MPS officers, PCSOs and other civilian staff in the past 2 years, breaking down each by year?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

*Written response from the Mayor received 28 October 2013*

Policing is a 24/7 service and the MPS has both London and national responsibilities. Overtime is called upon when it is essential to maintain operational effectiveness and, in the context of London policing and national responsibilities, there are times when there is a need to call on officers to work beyond their scheduled hours to police unforeseen events, to provide security, or public reassurance. Despite this, MPS overtime has been decreasing during my time in office and my Deputy Mayor for Policing and Crime is committed to driving it down.

The MPS is committed to the effective control and management of overtime in supporting the delivery of an efficient policing service. Paid overtime must be approved by a senior officer who would only agree to overtime on the basis that it is an operational necessity. Agreed overtime is monitored centrally and at borough level to highlight any resourcing issues. The cost of overtime incurred as a result of exceptional national events or operations, such as policing the large scale public disorder in August 2011 and the Olympics/Paralympics in 2012 is recouped from the relevant authorities. Additional grant is also received to fund the additional costs

incurred for counter terrorism policing. Please see below the figures for overtime payments to MPS Police Officers by rank, Police Staff and PCSOs over the past 2 years.

<b>Police Officers</b>	<b>2011/12 £</b>	<b>2012/13 £</b>
Detective Inspector	42,210	96,094
Inspector	15,936	69,140
Detective Sergeant	11,442,765	8,223,088
Sergeant	22,204,285	16,618,040
Detective Constable	19,995,364	16,157,660
Constable	95,121,212	73,267,640
<b>Police Officer Total</b>	<b>148,821,772</b>	<b>114,431,662</b>
<b>Police Staff</b>	<b>2011/12 £</b>	<b>2012/13 £</b>
<b>Police Staff Total</b>	<b>29,610,073</b>	<b>28,815,045</b>
<b>Police Community Support Officers</b>	<b>2011/12 £</b>	<b>2012/13 £</b>
<b>PCSO Total</b>	<b>2,185,089</b>	<b>424,406</b>

Some payments are shown against Inspector ranks - these are payments to officers who have been temporarily or permanently promoted from Sergeant.

These figures are derived from the payroll runs for officers and staff for the 12 months from April to March and do not reflect any financial adjustments such as accruals made at the end of the financial year to recognise that overtime worked is paid up to five weeks in arrears. Accordingly, they do not match exactly published outturn overtime figures which include such amendments.

## Screening Out Crime

**Question No: 2013/2088**

[Joanne McCartney](#)

Can you please provide a breakdown of numbers of crimes and crime types that were screened out by month in 2012/2013?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor 09 September 2013

All crime is subject to a primary investigation. Crime Screening is a long-standing national process that enables police forces to ensure that resources are efficiently and effectively deployed for the investigation of crime. The screening policy is not driven by resources but by the availability of usable evidence of a crime. Where good leads and available forensic evidence is at hand the investigation moves from the initial stage to a secondary investigation so suspects can be identified and charged.

The decision to refer a crime to secondary investigation is now taken centrally by the Crime Recording and Investigation Bureau (CRIB). Although Boroughs retain small Case Management Units to ensure crimes are allocated to the correct teams and to carry out administrative functions.

## **Recruitment of Police Officers (1)**

### **Question No: 2013/2089**

[Joanne McCartney](#)

At Mayor's Question Time on May 22nd 2013 you said 'That is why we are recruiting 5,000 [police officers] in the current period and there will be nearly 1,000 more by August.' How many police officers do you intend to recruit in 2013/14, 2014/15 and 2015/16?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 1 July 2013.

The MPS will recruit around 2,300 new constables in 2013/14, 2,000 in 2014/15 and 1,150 in 2015/16. It plans to recruit around 5,000 new recruits in total by the end of the financial year 2015/16.

These numbers are approximate and rely on the current level of turnover continuing and recruitment being delivered to the planned timelines.

## **Recruitment of Police Officers (2)**

### **Question No: 2013/2090**

[Joanne McCartney](#)

How many police officers will there be in the Metropolitan Police in May 2014?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor 09 September 2013

The MPS will recruit around 2,300 new constables in 2013/14, 2,000 in 2014/15 and 1,150 in 2015/16. These numbers are approximate and rely on the current level of turnover continuing and recruitment being delivered to the planned timelines.

During the financial year 2013/14 police officer numbers are expected to rise from 30,235 to 31,209. During the financial year 2014/15, police officer numbers are expected to rise to around 32,000 in line with my Police and Crime Plan.

## **Recruitment of Police Officers (3)**

### **Question No: 2013/2091**

[Joanne McCartney](#)

How many police officers will there be in the Metropolitan Police in May 2015?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor 09 September 2013

The MPS will recruit around 2,300 new constables in 2013/14, 2,000 in 2014/15 and 1,150 in 2015/16. These numbers are approximate and rely on the current level of turnover continuing and recruitment being delivered to the planned timelines.

During the financial year 2014/15 police officer numbers are expected to rise from 31,209 to around 32,000 in line with my Police and Crime Plan.

## **Recruitment of Police Officers (4)**

**Question No: 2013/2092**

[Joanne McCartney](#)

How many police officers will there be in the Metropolitan Police in May 2016?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor 09 September 2013

The MPS plan to recruit approximately 5,000 new officers over the next 3 years to achieve an officer strength of 31,957 by 31 March 2016.

During the financial year 2015/16 police officer numbers are expected to stay at around 32,000 in line with my Police and Crime Plan.

## **Use of Water Cannon**

**Question No: 2013/2093**

[Joanne McCartney](#)

At Mayor's Question Time on the 22nd May 2013 you said in answer to questioning about water cannon that 'I cannot believe for one second that any Commissioner of the Metropolitan Police Service would dream of using water cannon on the streets of London without having the sanction of the Mayor.' However in a letter to me the following day you said 'The actual use of [water cannon] would be formally at the discretion of the Commissioner, Sir Bernard Hogan-Howe.' Can you please clarify for Londoners, in the event that water cannon is authorised for London who will have the final word over its use on our streets?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 9 July 2013.

In my letter to you on 23rd May, having noted that operational use would be at the discretion of the Commissioner, I went on to state that I could 'foresee very few occasions when water cannon would be used in London and non where it would be used without my agreement.'

## **Cost of Contact Points**

**Question No: 2013/2094**

[Joanne McCartney](#)

How much have you set aside in the MPS budget this year to set up the new Contact Points outlined in your Estate Strategy?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 1 July 2013.

No specific funding has been set aside; they are will be assessed on whether they are value for money. The individual cost of the contact points is dependent on a number of factors and will vary from location to location. Costs will be finalised as the contact points are rolled out as part of the wider roll out of the local policing model.

## **Statistics Code of Practice**

### **Question No: 2013/2095**

[Joanne McCartney](#)

In answer to my question 1549/2013 you stated that 'examples of existing MOPAC and TfL processes will be available on the London Datastore soon.' When can we expect this to happen?

[The Mayor](#)

We are collecting further information from the functional bodies now. This information will be published on the London Datastore later this year.

## **Diversity in the Met (1)**

### **Question No: 2013/2096**

[Joanne McCartney](#)

How many women and how many BME officers/staff are in senior positions in the MPS? Please can you provide figures broken down by senior rank?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written answer received 19/07/13:

The table below gives a summary of police officers at the rank of Chief Superintendent or above, showing female and BME officer strength as of 31 May 2013.

The table below gives a summary of senior police staff, showing female and BME director strength as of 31 May 2013.

I am committed to the representation of female and BME officers at all ranks within the MPS. I will also continue to push for direct entry, for which pilots are taking place, which will allow skilled and experienced individuals, particularly those Londoners from BME backgrounds, to join the police at a higher rank than police constable.

## **Diversity in the Met (2)**

**Question No: 2013/2097**

[Joanne McCartney](#)

Please can you provide figures 2012/2013 for new recruits broken down by gender and ethnicity?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 1 July 2013.

In the financial year 2012/13, there was minimal recruitment to the role of Police Constable pending decisions on the medium term financial plan. In total, the MPS recruited only 125 recruits new to the role of Constable and 62 experienced officers from other forces. The table below shows an analysis of female and BME recruitment, together with the percentage.

The MPS now has plans to recruit around 5,000 new recruits to bring overall officer strength to around 32,000 by the end of the financial year 2015/16.

I am committed to creating a police force that represents the diversity of London and the drive to recruit 5000 new officers over the next 3 years provides an opportunity to achieve this.

My Deputy Mayor for Policing and Crime is working closely with the MPS, Home Office and College of Policing to develop a range of positive action initiatives to maximise the number of BME and female recruits during this recruitment drive.

On the 20 June, my Deputy Mayor for Policing and Crime led a MOPAC Challenge panel to determine the range of positive action initiatives that the police can use to ensure London's police force better reflects London's population.

## **Diversity in the Met (3)**

**Question No: 2013/2098**

[Joanne McCartney](#)

Please can you provide figures for women in the Met as at 31st March 2013, broken down into the categories of Police, Staff, PCSO and Special Officers?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 1 July 2013.

The following table shows the female representation within the MPS workforce at 31 May 2013, with the relevant percentage. It reflects the continued improvement in female representation in the police officer ranks as a result of targeted recruitment, and strong representation within the Police Community Support Officer (PCSO) and Metropolitan Special Constable (MSC) workforce, which will feed some of the future Police Constable recruitment.

I am committed to creating a police force that represents the diversity of London and the drive to recruit 5000 new officers over the next 3 years provides an opportunity to achieve this.

My Deputy Mayor for Policing and Crime is working closely with the MPS, Home Office and College of Policing to develop a range of positive action initiatives to maximise the number of BME and female recruits during this recruitment drive.

On the 20 June, my Deputy Mayor for Policing and Crime led a MOPAC Challenge panel to determine the range of positive action initiatives that the police can use to ensure London's police force better reflects London's population.

## Tottenham transport links

**Question No: 2013/2099**

[Joanne McCartney](#)

At the opening of 639 building in Tottenham, you said that Tottenham is going to be the next exciting place to be in London, although I believe that it is already an exciting place to be in London. However, you also said that the area still needs good transport links, some 'Boris' bicycles and a regeneration scheme. Can you outline what action you are currently undertaking to improve transport links in Tottenham?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 9 July 2013.

My officers at the GLA and TfL have been working closely with LB Haringey and local landowners and developers to produce an integrated transport plan for Tottenham that supports delivery of the wider regeneration proposals.

This includes transformation of the local road network through removal of the existing Tottenham Hale gyratory system, to be replaced with a radically different road network with much improved facilities for all road users, but particularly for pedestrians and cyclists. This work is currently under construction and is due for completion by 2014. A new bus station and public square will also be delivered at Tottenham Hale as part of this project.

On top of this TfL, is working with LB Haringey, Network Rail and Greater Anglia to develop transformational plans for Tottenham Hale station that will include an extended ticket hall and new station entrance, as well as a proposed new pedestrian link to Hale Village, which will greatly improve access to the Lea Valley and to transport services at Tottenham Hale from the east. A planning application for these proposals is due to be submitted at the end of 2013 and construction could commence towards the end of 2014, subject to approval. These works are funded in TfL's Business Plan.

Alongside this, I have been pushing the Government to unlock the necessary funding to deliver major enhancements to rail services on the West Anglia Mainline that would create a new four trains per hour services from Angel Road to Stratford via Northumberland Park and Tottenham Hale. I am pleased to confirm that this funding has now been secured through a variety of contributions, including a valuable contribution of £25m from the London Growing Places Fund. Network Rail is leading feasibility work on this project, which could be delivered in 2017. I remain committed to securing even more transport improvements for this area and the Upper Lea Valley through further enhancements to the West Anglia Mainline Line that would enable a further two trains per hour service. Beyond this, Crossrail 2 could provide a further uplift in terms of service frequency and connectivity. TfL is currently running a public consultation on these proposals.

Finally, as announced in the recent Spending Review, the Government has, in principle, agreed to devolve part of the West Anglia rail franchise to TfL by the end of 2015. This will result in improved reliability, more security, better customer information and station refurbishments. This comprehensive package of measures will help transform the transport infrastructure in and around Tottenham and improve connectivity to Tottenham for local residents and those wishing to invest in the area.



## **A406 Junction with Milton Grove in Enfield**

**Question No: 2013/2100**

[Joanne McCartney](#)

Could you please update me with regards to TfL's safety trials at this junction?

[The Mayor](#)

TfL has introduced a temporary scheme at the A406 junction with Milton Grove to improve the safety of the drivers turning right into Milton Grove.

TfL is currently monitoring the impact of this scheme and will continue to monitor this during the summer months. TfL will make a decision based on the results in the autumn on whether these changes should be made permanent. Local residents and stakeholders will be kept up to date on progress.

## **20mph on Haringey's roads**

**Question No: 2013/2101**

[Joanne McCartney](#)

Haringey Council are proposing a borough wide 20mph speed limit. Will you offer your support to this proposal?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

*Written response from the Mayor received 28 October 2013*

TfL supports the introduction of 20mph zones and limits in boroughs which choose to implement them. There are 15 Boroughs this year who are planning to introduce 20mph zones using LIP support and as with the others, TfL will support Haringey on this.

To this effect, TfL has allocated £270,000 towards helping Haringey implement 20mph this financial year through the LIP process.

## **Cycling in Enfield**

**Question No: 2013/2102**

[Joanne McCartney](#)

Can you please provide figures for cycle funding TfL have provided for projects in Enfield over the past 3 years, and give details of these projects?

[The Mayor](#)

TfL provided LB Enfield with Local Implementation Plan (LIP) funding to support cycle related projects to the value of £673,500 in 2011/12; £859,000 in 2012/13 and £915,000 in the current financial year. Projects completed include a greenway corridor serving Groveland Park, as well as one serving Enfield Playing Fields, together with two cycle routes - Windmill Hill to Southbury and London Road to Palmerston. Cycle training is also funded each year.

## **Cycling in Haringey**

**Question No: 2013/2103**

[Joanne McCartney](#)

Can you please provide figures for cycle funding TfL have provided for projects in Haringey over the past 3 years, and give details of these projects?

[The Mayor](#)

TfL provided LB Haringey with Local Implementation Plan (LIP) and Biking Borough funding to support cycle related projects to the value of £579k in 2011/12; £821k in 2012/13 and £520k in the current financial year. Projects completed include £100k per annum on cycle training, £21k on cycle parking per annum and £400k this year on Greenways routes. LB Haringey has also invested £450k over three years on local cycle measures, such as Advance Stop Lines and junction improvements. Cycle training is also funded each year.

## **Betting shops and payday loan companies in Enfield & Haringey**

**Question No: 2013/2104**

[Joanne McCartney](#)

Many of my constituents are concerned about the growth and clustering of betting shops and payday loan companies on our local high streets; Green Lanes in Harringay ward, Wood Green and Palmers Green being greatly affected. Do you share my concern that recent changes to planning regulations concerning change of use will lead to further such outlets opening up thereby reducing local high streets as attractive places to shop and remove valuable retail space that would enable a diverse shopping experience to flourish? What representations have you made to government on this issue? Will you lobby for greater planning regulation in this area so that local people can have a greater say on the nature of their local high streets?

[The Mayor](#)

Please see my response to MQ 2072/ 2013.

## **Planning reform in Enfield and Haringey**

**Question No: 2013/2105**

[Joanne McCartney](#)

Do you share my concerns that Enfield & Haringey were not exempted from new planning laws that allow property developers to convert empty and unused office blocks into houses and flats without applying for planning permission? Both boroughs have developed planning strategies which carefully consider the mix and sites for commercial, industrial and housing use and this new government legislation rides roughshod over that work. Do you share my concern that this could reduce commercial investment in these Boroughs? What lobbying of government are you undertaking on this issue?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 9 July 2013.

I have made clear my view that the Government's change for permitted development rights from offices to residential is unnecessary in all of London, as the planning system was already working effectively in some boroughs in allowing redundant office space to be released for housing. Therefore, during the recent process conducted by the DCLG to identify areas suitable for exemption, I provided general support for applications for places with office markets of local significance, where these were justified in terms of CLG's selection criteria.

The important thing now is to ensure that we are well-placed to make appropriate representations at the end of the temporary period set by Government. Officers are working up proposals for discussions with the boroughs to ensure the effect of the changes are monitored through the London Development Database to provide an evidence base for these discussions.

## **A&E Waiting Times**

**Question No: 2013/2106**

[Joanne McCartney](#)

What representations have you made to government regarding the increasing number of Londoners (including my constituents in Enfield & Haringey) that have to wait for more than 4 hours in A & E departments? Given the current crisis in A&E services will you now lobby the government to halt its closure of London's A&E services, including those at Chase Farm Hospital?

[The Mayor](#)

I have not made any representation to government regarding A&E waiting times. My team meets regularly with Anne Rainsberry, NHS England, who has informed them that all CCGs across London are setting up urgent care boards and working on Recovery & Improvement Plans for A&E performance.

I have sought assurances from NHS England that the London's NHS reconfiguration plans are clinically led, take into account the views of the public and proceed in a manner which minimises health inequalities and ensures vulnerable groups are not disproportionately disadvantaged.

I have recently appointed Dame Ruth Carnall, former chief executive of NHS London, to offer high-level, specialist advice to support my aim of ensuring the NHS in London provides effective services to deal with major health inequalities.

## **Immigration checks**

**Question No: 2013/2107**

[Murad Qureshi](#)

In your opinion as Mayor of London, is it practical for the government to ask private rented sector landlords to check the immigration status of their tenants?

[The Mayor](#)

I await to see proposals of how this could be implemented.

## **Security for armed forces communities in London**

**Question No: 2013/2108**

[Murad Qureshi](#)

What is being done to make sure that armed forces communities around barracks in London feel safe and secure after the attack on Lee Rigby in Woolwich?

[The Mayor](#)

The MPS has good working relationships with the military in London. Since 22 May a range of extra measures have been implemented to ensure the safety of the military in London. Working in close partnership with London District Headquarters, the MPS has developed a reassurance programme including increased visits to military premises (incorporating accommodation and reservist buildings) and engagement by local officers. The presence is on-going. Additionally, security at premises and events involving the military is constantly being reviewed.

## **Closure of Crown PO's & franchising proposals**

**Question No: 2013/2109**

[Murad Qureshi](#)

The Post Office Ltd proposes the closure of five of London's Crown Post Offices, with many more franchised. Are you concerned about the impact this will have on customers, employees and the business community?

[The Mayor](#)

As you are aware the Royal Mail reforms are a matter for the Government and are led by the business minister Michael Fallon. I would expect that the Royal Mail group will offer London residents an efficient service in the future at the best value for money for taxpayers.

## **Fire Service cuts in Central London**

**Question No: 2013/2110**

[Murad Qureshi](#)

Both the City of Westminster & Royal Borough of Kensington & Chelsea has unanimously voted against the proposed fire service cuts in Central London. What is your response to the very real concerns of local residents about the safety of their homes, as well as the many historic buildings in the area?

[The Mayor](#)

I am waiting to see the outcome of the public consultation and to hear from LFEPA on the Plan. I am open minded on the options going forward.

## **Adverse effect of Heathrow on London Boroughs**

**Question No: 2013/2111**

[Murad Qureshi](#)

Which London borough is most adversely affected by Heathrow?

[The Mayor](#)

Much of London is adversely affected by the noise, poor air quality, and congestion impacts generated by Heathrow's operations.

Naturally, those Boroughs such as Hounslow, Hillingdon, Ealing and Richmond, which are in close proximity to the airport, and under its flight paths bear the greatest burden. Heathrow exposes more than 750 thousand residents to excessive levels of noise, the vast majority of whom live in London. I also receive complaints about noise generated from aircraft using Heathrow from residents across the capital, in Boroughs such as Lewisham and Camden, who are officially 'outside' of this area of excessive noise impact.

Minimising the harmful impacts of aviation is a key objective of both the Government and the Airports Commission. We need a hub airport that can unlock aviation's large and wide-ranging benefits for London and the UK, but this cannot be at Heathrow because the scale of adverse impacts would be too great. This is one of the main reasons why I am calling for a new hub airport to be built to the East of London.

## **Energy**

**Question No: 2013/2112**

[Murad Qureshi](#)

In response to question 1590/2013 you outline that the GLA has not undertaken an assessment of the impact that forecasted energy price increases would have on London's economy. Why have you not undertaken such an assessment and will you commit to doing one soon?

[The Mayor](#)

Whilst a standalone analysis of the impact of forecasted increases in energy prices on London's economy has not been undertaken, the likely impact of energy prices can be (and in the past has been) one of the factors considered in GLA Economics' periodic analysis of London's economy (for example in London's Economy Today and London's Economic Outlook). Energy prices have also been taken into account in fuel poverty work that has been carried out in the past.

## **Cuts**

**Question No: 2013/2113**

[Murad Qureshi](#)

What impact will the cuts to the GLA's environmental budgets have on project delivery? What will the GLA now not be able to do that it previously could?

[The Mayor](#)

Over recent years in response to the anticipated squeeze on public finances, the Environment Team has implemented a strategy to diversify funding sources. Therefore there has been less of a reliance upon direct GLA funding, which has mitigated programme budget reductions.

## **ECO**

### **Question No: 2013/2114**

[Murad Qureshi](#)

In response to question 1593/2013 you outline that the Mayor's advisor has met with five of the big six energy companies to discuss the role out of ECO in London and is meeting the sixth in June. What specific outputs have been agreed at these meetings?

[The Mayor](#)

It is vital to maintain good working relationships with energy suppliers in order to meet my energy objectives for London, including efficiency, decarbonisation and resilience. These meetings established those relationships and provided insight into suppliers' priorities and concerns regarding delivery of their obligations as well as how the GLA can support and drive activity in London. I intend to continue building these relationships to ensure my programmes are working to their best effect to attract greater investment to secure London's energy future.

## **Welfare reform and fuel poverty**

### **Question No: 2013/2115**

[Murad Qureshi](#)

In response to question 1606/2013 you say that you have not undertaken an assessment of the impact of welfare reform on fuel poverty or raised the issue with the Government. Will you undertake to do so?

[The Mayor](#)

I am committed to tackling fuel poverty. I have several programmes to address the three determinants of fuel poverty: improving household incomes, improving the energy efficiency of homes and seeking to keep the cost of energy down. I have also already secured measures to ease the unintended consequences of welfare reform.

## **Energy costs and TfL**

### **Question No: 2013/2116**

[Murad Qureshi](#)

In response to question 1608/2013 you note that TfL is pursuing a diversified energy strategy. Could you provide more details on this strategy and, if a strategy document exists, make this public?

[The Mayor](#)

The energy strategy, which is currently in development, is intended to both mitigate against the risk of higher prices and deliver reductions in carbon dioxide emissions. Its aim is to deliver an optimal balance of grid-mix energy, low carbon energy sourced via the national grid and decentralised energy opportunities from local generators in London. Details of the strategy will of course be available publicly once it is finalised.

## **Growing Places Fund**

**Question No: 2013/2117**

[Murad Qureshi](#)

Can you provide a specific example of where the carbon emissions and other environmental impacts of projects that bid for funding from the Growing Places Fund were taken into consideration?

[The Mayor](#)

Bids for funding from the Growing Places Fund are assessed according to published criteria. A number of bids have progressed through the approvals process to date, however none of these were specific to reducing carbon emissions or addressing environmental impacts.

As part of the process of assessing the strategic alignment of all bids, the Mayor's environment and transport strategies are considered. Where appropriate environmental assessments will be completed as projects undergo due diligence and final approval.

## **London Enterprise Panel**

**Question No: 2013/2118**

[Murad Qureshi](#)

Can you provide a specific example of where the carbon emissions and other environmental impacts of projects that bid for funding from the London Enterprise Panel were taken into consideration?

[The Mayor](#)

All LEP funded projects to date have been via the Growing Places Fund. Please therefore see the response to MQ 2117/ 2013 with regard to the funding allocated through the Growing Places Fund.

## **Fuel poverty definition**

**Question No: 2013/2119**

[Murad Qureshi](#)

In response to question 1613/2013 you outlined that you 'been lobbying the Government to include housing costs when calculating fuel poverty'. Can you please provide any submissions you have made to government on this issue?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 1 July 2013.

As stated in my response to MQ 1646/2013, my response to the Department of Energy and Climate Change's 'Fuel Poverty' consultation, in which I welcome and support the Government proposal to change the definition of fuel poverty to include housing costs, is on the GLA website: <http://www.london.gov.uk/priorities/environment/publications/mayors-response-to-fuel-poverty-consultation>.

Previous submissions, which are not yet available online include:

My consultation response to the Government's Green Deal, 13 April 2012.

My response to the Government's Hills Fuel Poverty Review, 27 July 2011.

I will make these available online over the coming weeks.

## **Greenwich Power Station**

**Question No: 2013/2120**

[Murad Qureshi](#)

In response to question 1648/2013 you noted that TfL is currently 'looking to develop a performance specification that could be tendered to the market' for the development of Greenwich Power Station as a low carbon energy generator. Who is it envisaged that Greenwich Power Station would provide energy to?

[The Mayor](#)

The station could provide power to TfL via its own power network or to the wider London grid.

## **Job losses in the insulation industry (1)**

**Question No: 2013/2121**

[Murad Qureshi](#)

In response to question 1650/2013 you noted that you received £5.6 million from the Department for Energy and Climate Change to mitigate the impact of job losses in the insulation industry as a result of the transition from the Carbon Emission Reduction Target to Green Deal and Energy Company Obligation. How many jobs do you estimate have been saved as a result of your intervention?

[The Mayor](#)

Since our successful bid for DECC funding, our contractors have reported that at least 40 full time jobs have been sustained through these works being delivered.

## **Job losses in the insulation industry (2)**

**Question No: 2013/2122**

[Murad Qureshi](#)

In response to question 1650/2013 you noted that you received £5.6 million from the Department for Energy and Climate Change to mitigate the impact of job losses in the insulation industry as a result of the transition from the Carbon Emission Reduction Target to Green Deal and Energy Company Obligation. How many retrofits have been delivered with this money?

[The Mayor](#)

As of the end of April 2013, approximately 1,500 homes had measures retrofitted with this funding. Work has continued through May, but the data has yet to be received and analysed.



## **Job losses in the insulation industry (3)**

**Question No: 2013/2123**

[Murad Qureshi](#)

In response to question 1650/2013 you noted that you received £5.6 million from the Department for Energy and Climate Change to mitigate the impact of job losses in the insulation industry as a result of the transition from the Carbon Emission Reduction Target to Green Deal and Energy Company Obligation. How much of this £5.6 million has now been spent?

[The Mayor](#)

Approximately £5 million has been spent as of the week ending 2 June 2013.

## **Air quality (1)**

**Question No: 2013/2124**

[Murad Qureshi](#)

On 29 May the government announced the provision of a £1 million fund for local authorities for projects that tackle air pollution. In London this fund will be administered by the GLA. How much of this funding is coming to London?

[The Mayor](#)

The GLA has agreed with the Department for Environment Food and Rural Affairs (Defra) that it will help coordinate London applications for this year's £1 million air quality grants programme, building on arrangements from last year. As part of this the GLA will help boroughs prepare their bids, coordinating them to reduce duplication, identifying additional sources of funding and promoting partnership working between boroughs to maximise benefits. Final funding decisions continue to be made by Defra and no fixed amount is pre-allocated to London.

Separately I have allocated £20 million over the next ten years for boroughs to take action to improve local air quality through the Mayor's Air Quality Fund. The first £6 million for the next three financial years has been allocated.

## **Air quality (2)**

**Question No: 2013/2125**

[Murad Qureshi](#)

On 29 May the government announced the provision of a £1 million fund for local authorities for projects that tackle air pollution. In London this fund will be administered by the GLA. What quantifiable impacts in (a) reduced in particulate matter and (b) health impacts is this fund likely to produce? What estimates have been made?

[The Mayor](#)

No estimates are available at this time as the potential projects have not yet been submitted and the final selection of those to be funded has not been made.

However, when bidding, each project must list key benefits and outputs, explain how the project will contribute to compliance with EU limit value and set out an evaluation methodology.

## **Air quality (3)**

**Question No: 2013/2126**

[Murad Qureshi](#)

On 29 May the government announced the provision of a £1 million fund for local authorities for projects that tackle air pollution. In London this fund will be administered by the GLA. What sort of projects will the Mayor seek to fund with this money?

[The Mayor](#)

Defra has specified the criteria for funding projects as part of their air quality grants programme:

- Projects that contribute to reductions in emissions and/or concentrations of NO<sub>x</sub>, NO<sub>2</sub> and PM<sub>10</sub>, provided that there are exceedances of NO<sub>2</sub> objectives and/or NO<sub>2</sub> EU limit values within the local authority boundary.
- Projects that support work to review and collate research and monitoring evidence that can improve our understanding of the effectiveness of air quality measures and share best practice.
- Projects aimed at achieving improved air quality through, for example, influencing behaviour and/or raising awareness to support public health objectives. This includes projects in partnership with local Directors of Public Health.

## **Whitehall and Pimlico District Heating projects**

**Question No: 2013/2127**

[Murad Qureshi](#)

Could the Mayor provide detail on the Whitehall and Pimlico District Heating projects being worked on by his Decentralised Energy Delivery Project Unit? When will construction start on this scheme?

[The Mayor](#)

The project has recently been restructured with the Decentralised Energy Delivery Project Unit providing support to Government Procurement Services and Westminster City Council to examine how the Whitehall Scheme could be developed to connect to Pimlico and expand into an area-wide heat network. I expect the conclusions of this work to be available in autumn this year.

## **Biomethane buses**

**Question No: 2013/2128**

[Murad Qureshi](#)

Why did Transport for London not choose to include the use of biomethane buses in its latest application for funding under the Department for Transport's Green Bus Fund?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 7 August 2013

Significant infrastructure would need to be installed to store bio-methane at bus garages, unlike diesel-electric hybrid vehicles which can be fuelled from existing tanks. There would also need to be suitable volumes of bio-methane available to the London bus fleet.

Bio-methane buses are also only available as single-deck vehicles currently, unlike diesel-electric hybrids, which can be procured in a range of single and double deck models from manufacturers.

The main bio-fuel initiative currently being considered involves a trial of bio-diesel at a bus garage in east London, as this has a greater prospect of wider rollout to existing buses, including double-deck vehicles.

## **Whitehall District Heating scheme**

**Question No: 2013/2129**

[Murad Qureshi](#)

Has the Mayor's environmental advisor visited the Whitehall District Heating scheme as yet?

[The Mayor](#)

No.

## **London Energy Efficiency Fund**

**Question No: 2013/2130**

[Murad Qureshi](#)

How many projects have been selected for funding from the London Energy Efficiency Fund (LEEF) over the past year? Please provide a list of projects and the amount of funding allocated to each of these projects?

[The Mayor](#)

Over the past year, the London Energy Efficiency Fund has invested £19.8m in the Tate Modern project that includes a range of innovative energy saving measures, including waste heat recovery from a substation.

A number of other projects are currently being considered but are yet to be approved for funding.

## **RE:NEW (1)**

### **Question No: 2013/2131**

[Murad Qureshi](#)

Contrary to MQ 3153/2012 from October 2012, the RE:NEW Evaluation Summary report does not provide information on the number of pensioner households treated under the scheme? Can you now provide details on this?

[The Mayor](#)

Data on the age of householders was not specifically collected during this stage of RE:NEW. From the data available we estimate that over 5,000 pensioner households were treated under the scheme.

## **RE:NEW (2)**

### **Question No: 2013/2132**

[Murad Qureshi](#)

Contrary to MQ 3154/2012 from October 2012, the RE:NEW Evaluation Summary report does not provide information on the number of solid wall households treated under the scheme? Can you now provide details on this?

[The Mayor](#)

No solid wall insulation was installed under the pan-London roll-out phase of RE:NEW. The focus was on leveraging in CERT funding, which in turn was focused on loft and cavity wall insulation.

## **RE:NEW (3)**

### **Question No: 2013/2133**

[Murad Qureshi](#)

Contrary to MQ 3155/2012 from October 2012 and 0374/2013, the RE:NEW Evaluation Summary report does not provide information on the number of fuel poor households treated under the scheme? Can you now provide details on this?

[The Mayor](#)

This will be included in the full evaluation report. It was not possible to include in the summary evaluation as it has required much more data analysis than previously expected. As mentioned in my response to MQ 515/2012, as I am not collecting data on income levels as part of RE:NEW, we are investigating the potential for proxy indicators to establish figures for residents at risk of falling into fuel poverty.

## **RE:NEW (4)**

**Question No: 2013/2134**

[Murad Qureshi](#)

Contrary to MQ 3156/2012 the RE:NEW Evaluation Summary report does not provide information on the number of flats treated under the scheme? Can you now provide details on this?

[The Mayor](#)

Based on the data available, under the pan-London roll-out of RE:NEW at least 15,823 flats were treated out of a total of 50,683 homes.

## **RE:NEW (5)**

**Question No: 2013/2135**

[Murad Qureshi](#)

Did every house surveyed under the RE:NEW programme get provided with an Energy Performance Certificate (EPC)? If not, why not?

[The Mayor](#)

It was never an objective of RE:NEW to provide Energy Performance Certificates as they were not a requirement for CERT funding.

## **RE:NEW (6)**

**Question No: 2013/2136**

[Murad Qureshi](#)

Are homes being survey under the latest phase of the RE:NEW programme being provided with a Green Deal assessment?

[The Mayor](#)

No. The focus of the current phase of RE:NEW has been to lever in both CERT and ECO funding. Neither of these requires Green Deal Assessments. As part of the DECC Green Deal Pioneer Places funding, we are carrying out a number of Green Deal Assessments under the RE:NEW contracts. This work is ongoing.

## **RE:NEW (7)**

**Question No: 2013/2137**

[Murad Qureshi](#)

Information provided to the Assembly to date has set out that households that go through the RE:NEW home energy efficiency programme would achieve annual cost savings of £154. The RE:NEW evaluation report reveals however that the vast majority of households - 97% - only had a proportion of the 'easy measures' installed, and therefore saved only £28.81. What proportion of the average Londoner's gas and electricity bill does this saving represent?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

## **RE:NEW (8)**

**Question No: 2013/2138**

[Murad Qureshi](#)

The RE:NEW Evaluation report released is a summary document. When will the full evaluation report be published?

[The Mayor](#)

The full evaluation report will be published in Summer 2013.

## **London Thames Gateway Heat Network**

**Question No: 2013/2139**

[Murad Qureshi](#)

MQ 3164/2012 reported that £478,526 had been spent on the London Thames Gateway Heat Network, however, the project has now stalled. Can you provide a breakdown of how this money was spent; could all project material be posted on the GLA website? How will recently announced plans to transform the Royal Albert Docks promote prospects for the heat network?

[The Mayor](#)

The London Thames Gateway Heat Network project was carried out by the London Development Agency who suspended its development in April 2011.

The costs of £478,526 were for the project development comprising studies, commercial modelling and advisory services, preliminary engineering design, heat network route verification, development of commercial terms for heat purchase and heat sales, heat supply procurement and heat sales negotiations. Much of the information is commercially sensitive however the general material and the learning is now contained in the District Heating Manual for London.

The GLA is currently supporting the London Borough of Newham to develop a heat network project for the Royal Docks having recently completed an infrastructure study for the area that included a heat network based on the London Thames Gateway Heat Network.

## **Backlash attacks**

**Question No: 2013/2140**

[Murad Qureshi](#)

Since the brutal attack on Lee Rigby, has there been an increase in the number of Islamophobic incidents in London and if so, what form have these attacks taken?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor 09 September 2013

Immediately after Lee Rigby's murder, reports to the MPS of Islamophobic Hate Crime rose.

From 22nd to the end of May, the average daily total was approx nine per day. In June the rate reduced to an average of just under four per day. In July (up to the 25th) the rate reduced still further to average fewer than two per day, and the trend continues downward.

77 per cent of these offences have been Violence against the Person, and three quarters of those have been Harassment. 21 per cent has been Criminal Damage.

### **Regents House development, Edgware Rd, W2 (1)**

**Question No: 2013/2141**

[Murad Qureshi](#)

Do you think this development proposal makes a sufficient contribution to affordable housing?

[The Mayor](#)

I was not consulted on this application as it did not meet any of the criteria for referral, therefore I am not in a position to comment.

### **Regents House development, Edgware Rd, W2 (2)**

**Question No: 2013/2142**

[Murad Qureshi](#)

Why has there been no Environment Impact Assessment carried out regarding this development?

[The Mayor](#)

I was not consulted on this application as it did not meet any of the criteria for referral; therefore I am not in a position to comment.

### **Regents House development, Edgware Rd, W2 (3)**

**Question No: 2013/2143**

[Murad Qureshi](#)

Why has TfL relinquished up to 3 metres of pavement space to the proposed development from its present building line, when this part of the Edgware Road is already subjected to heavy pedestrian footfall?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor 09 September 2013

I understand that TfL has written to you separately regarding this matter.

## Events for London 2013/14

### Question No: 2013/2144

[Onkar Sahota](#)

Will the Mayor now answer the question I asked in MQT 0641/2013, or two months after the start of the new financial year, has the Events for London Programme still not been formally approved?

[The Mayor](#)

The events as part of the 2013/14 programme were outlined in my response to Valerie Shawcross's question MQT1180/2013. These events are broken up as follows:

GLA Organised (with community support where appropriate):

St George's Day, Vaisakhi, Eid, Liberty Disability Festival, Diwali, St Patrick's Day, New Year's Eve

Community/Externally Organised (with support from GLA):

Pride, Carnival del Pueblo, London Mela, Shubbak, Notting Hill Carnival, Thames Festival, Chanukha, Chinese New Year.

Other events are supported through endorsements or fee waivers for use of Trafalgar Square

## London Ambulance Service 'Time for Change'

### Question No: 2013/2145

[Murad Qureshi](#)

Has the Mayor responded to the London Ambulance Services' proposals for service change as part of their 'Time for Change' consultation, and will he commit to make his response public?

[The Mayor](#)

I want to see a high quality, timely ambulance service for all Londoners. I therefore met Ann Radmore, Chief Executive of the London Ambulance Service, earlier this week to discuss her vision and plans for the London Ambulance Service as set out in 'A Time for Change'. I sought and received assurances that by implementing these plans over the next two years LAS would:

- Improve patient outcomes by enhancing paramedics' assessment and treatment skills and ensuring referral of patients where necessary to the most appropriate healthcare provider
- Maintain and improve performance against Category A (life-threatening) calls' target response times
- Improve Category C (non-life-threatening) response times
- Secure sufficient funding and staffing levels to deliver these response times in light of LAS cost savings programme



## **London Health Inequality Strategy**

**Question No: 2013/2146**

**Murad Qureshi**

Will the Mayor confirm if and when he will publish his next plan of action for his statutory Health Inequalities Strategy?

**The Mayor**

My health team will be working with partners in the newly established health system to develop and secure commitment to a refreshed action plan for the Health Inequalities Strategy. The aim is for this to be published in 2014.

I have recently appointed Dame Ruth Carnall, former chief executive of NHS London, to offer high-level, specialist advice to support my aim of ensuring the NHS in London provides effective services to deal with major health inequalities.

## **Engaging Parents in their Children's Health**

**Question No: 2013/2147**

**Onkar Sahota**

Can the Mayor outline how he delivered on his commitments to reduce health inequalities in London, through his stated first step to engage parents to identify their priorities for change, including ways of supporting them to be effective in improving their children's health since 2010, as outlined in his statutory Health Inequalities strategy First Steps to Delivery 2012

**The Mayor**

The GLA is working to improve the delivery of integrated public service interventions to support families and promote early years development. In February 2011, the GLA hosted a roundtable to engage providers from the parenting sector, directors of children's services and key academics.

In addition to this, the GLA has worked extensively to engage young people to identify their concerns and priorities through the work of its 'Lynk up Crew' for 7-15 year olds.

The Healthy Schools London programme also engages and encourages parents and the wider community, to make children healthier. More information can be found at <http://www.london.gov.uk/priorities/health/focus-issues/healthy-schools-london>.

## **Integrated Public Service Interventions**

**Question No: 2013/2148**

[Onkar Sahota](#)

Can the Mayor outline how he delivered on his commitments to reduce health inequalities in London, through his stated first step to improve delivery of integrated public service interventions to support families and promote early years development since 2010, as outlined in his statutory Health Inequalities strategy First Steps to Delivery 2012

[The Mayor](#)

The GLA has taken a number of steps to promote evidence-based integrated public service interventions, including:

- Publication of an economic case for investment (Early Years Interventions to address Health Inequalities in London - the Economic Case), demonstrating the long term savings to be achieved through integrated early years interventions and identifying the most impactful programmes.
- Part-funding Dartington Social Research Unit to translate a model developed by Washington State Institute for Public Policy (WSIPP) enabling public bodies to select, deliver and predict the returns of evidence-based interventions that match local needs.
- The development of a London-wide framework for measuring impact ('Oracle'), to enable all agencies in London to better understand, demonstrate and share what works in improving outcomes for children.

## **Early Years Roundtable**

**Question No: 2013/2149**

[Onkar Sahota](#)

Can the Mayor outline how he delivered on his commitments to reduce health inequalities in London, through his stated first step to call partners to action through early years expert round table since 2010, as outlined in his statutory Health Inequalities strategy First Steps to Delivery 2012

[The Mayor](#)

The GLA led an early years roundtable with a specific focus on new approaches to financing early intervention, in partnership with London Councils and Graham Allen's review team. The roundtable identified a strong demand across boroughs for more detailed information about the benefits and risks of social investment. In response the GLA held series of seminars to increase London Boroughs understanding of the opportunities presented by social investment how to access the funding available and the types of intervention best suited to the approach. The Healthy Schools London programme also engages and encourages parents and the wider community, to make children healthier. More information can be found at <http://www.london.gov.uk/priorities/health/focus-issues/healthy-schools-london>.

## Earlier Interventions (1)

**Question No: 2013/2150**

[Onkar Sahota](#)

Can the Mayor outline how he delivered on his commitments to reduce health inequalities in London, through his stated first step to engage young people to identify their concerns and priorities as part of his commitment to shift investment towards the earlier interventions that make the biggest difference to young people's emotional resilience since 2010, as outlined in his statutory Health Inequalities strategy First Steps to Delivery 2012

[The Mayor](#)

I work closely with my 'Mayor's Young Advisors' made up of the 'Lynk Up Crew' and Peer Outreach Workers.

The Lynk Up Crew (LUC) is a group of young Londoners aged 7-15 who meet monthly to address the issues young Londoners face. The LUC contributes to shaping policy, and represents the often-unheard voices of young Londoners in this age group. The LUC are a good reflection of modern day London and its diversity, with young people coming from a cross section of different areas, cultural backgrounds and religious beliefs.

LUC's priorities include:

- Ways to tackle obesity and healthy eating
- 'Music Matters', the Mayor's music strategy and vision for London
- Mediation and mentoring with help from Mentor UK
- The London 2012 Olympic and Paralympic Games legacy

The Peer Outreach Workers (POWs) are a diverse group of up to 40 young people aged 15-25 from across London. The POWs engage, inspire and gather the opinions of young Londoners to help shape policies, strategies and services. Their work covers six key areas:

- Community safety
- Political engagement
- Health and wellbeing
- Intergenerational projects
- Events and training
- Acknowledging success

## Earlier Interventions (2)

**Question No: 2013/2151**

[Onkar Sahota](#)

Can the Mayor outline how he delivered on his commitments to reduce health inequalities in London, through his stated first step to agree priorities and demonstrate business case for shifting investment as part of his commitment to shift investment towards the earlier interventions that make the biggest difference to young people's emotional resilience since 2010, as outlined in his statutory Health Inequalities strategy First Steps to Delivery 2012

[The Mayor](#)

Please see response to MQ 2149 / 2013.

## **London Health Inequality Strategy (1)**

**Question No: 2013/2152**

[Onkar Sahota](#)

Can the Mayor outline how he delivered on his commitments to reduce health inequalities in London, through his stated first step to call partners to action via Mental Health and Emotional Resilience expert round table as part of his commitment to shift investment towards the earlier interventions that make the biggest difference to young people's emotional resilience since 2010, as outlined in his statutory Health Inequalities strategy First Steps to Delivery 2012

[The Mayor](#)

In February 2012 I brought together a group of London mental health stakeholders to discuss the concept of value in mental health with Professor Michael Porter of Harvard University. One of the outcomes of that event and the continuing discussions that followed was the consensus that, in order to improve the city's approach to mental ill health, we must gain a more complete understanding of the issue.

My health team is now working with these stakeholders on a coalition project to develop an epidemiological picture of London's mental ill health population, and to gain a better understanding of the wider economic impacts mental ill health has on the capital.

## **Sports Participation Programme**

**Question No: 2013/2153**

[Onkar Sahota](#)

Can the Mayor outline how he delivered on his commitments to reduce health inequalities in London, through his stated first step to shape and implement the Mayor's Sports Participation Programme to ensure it targets inactive individuals and communities and supports disabled people's participation in physical activity since 2010, as outlined in his statutory Health Inequalities strategy First Steps to Delivery 2012

[The Mayor](#)

My Sports Legacy Programme has significantly increased participation levels amongst previously 'inactive' individuals, as well as facilitating increased participation amongst disabled people. All applicants for Phase I of my Sports Participation Fund were required to demonstrate how they would attract and retain at least 10% inactive participants. The majority of applicants have either met or exceeded their 'inactive participant targets'. For Phase II of my Sports Participation Fund, all applicants need to attract and retain at least 20% inactive participants. All applicants to my Sports Participation Fund are also required to adopt 'Inclusive and Active 2', a strategic vision of active disabled Londoners. It has been created in a partnership between the Greater London Authority, NHS London and Interactive, and was launched at City Hall in 2010 by Baroness Tanni Gray-Thompson.

## **Olympic Legacy in reducing health inequalities**

**Question No: 2013/2154**

[Onkar Sahota](#)

Can the Mayor outline how he delivered on his commitments to reduce health inequalities in London, through his stated first step to ensure Olympics and Paralympics legacy plans embed sustainable action to incentivise and support healthier behaviours since 2010, as outlined in his statutory Health Inequalities strategy First Steps to Delivery 2012

[The Mayor](#)

With the Prime Minister I have established a joint Government/GLA work programme to deliver the legacy of the Olympic and Paralympic Games focusing on four key themes, one of which is 'Sport as part of a healthier life style'.

My health team is delivering a range of programmes inspired by the Games including the London Healthy Workplace Charter and Healthy Schools London. The team is also working with Public Health England (London) and the Growth Boroughs to explore options for a joint piece of work to tackle obesity in east London.

My Olympic and Paralympic Transport Legacy Action Plan includes action to support active travel through walking and cycling

I have committed with elected Mayors and Leaders of the six Olympic Growth Boroughs to working toward achieving socio-economic convergence between the Growth Boroughs and the rest of London over the period to 2030. This includes a 'Supporting Healthier Lifestyles' theme with action plan. For more details see [www.growthboroughs.com/convergence](http://www.growthboroughs.com/convergence).

## **Pan-London Charity Walks and Runs Recognition and Referral**

**Question No: 2013/2155**

[Onkar Sahota](#)

Can the Mayor outline how he delivered on his commitments to reduce health inequalities in London, through his stated first step to develop a pan-London recognition and referral scheme for people participating in charity walks and runs since 2010, as outlined in his statutory Health Inequalities strategy First Steps to Delivery 2012

[The Mayor](#)

This specific activity was superseded by a larger body of activity on volunteering through Team London.

More information on the Mayor's volunteering programme is available at: [www.london.gov.uk/priorities/volunteering](http://www.london.gov.uk/priorities/volunteering).

## **City Wide Schools Challenge**

**Question No: 2013/2156**

[Onkar Sahota](#)

Can the Mayor outline how he delivered on his commitments to reduce health inequalities in London, through his stated first step to develop a city-wide schools challenge to get children more active since 2010, as outlined in his statutory Health Inequalities strategy First Steps to Delivery 2012

[The Mayor](#)

The Mayor's Sports Legacy Programme funds several participation projects working within schools to increase levels of physical activity. Other projects funded by the programme work alongside schools across a variety of sports to increase participation levels through extra-curricular activities.

All London schools can apply for the Mayor's Healthy Schools London (HSL) Award. In order to achieve the bronze, silver and gold awards schools must show how they are getting children more active. See [www.healthyschoolslondon.org.uk](http://www.healthyschoolslondon.org.uk)

Transport for London's Active Travel STAR Accreditation awards demonstrate where schools are increasing active travel. This also helps them to achieve the HSL Awards. See <http://www.staccreditation.org.uk/school/staccreditation.php>

## **Equitable Active Travel Programme**

**Question No: 2013/2157**

[Onkar Sahota](#)

Can the Mayor outline how he delivered on his commitments to reduce health inequalities in London, through his stated first step to facilitate high level collaboration between the health and travel sectors to co-ordinate planning and investment since 2010, as outlined in his statutory Health Inequalities strategy First Steps to Delivery 2012

[The Mayor](#)

Through TfL, I co-funded with the NHS the NHS Travel Network to facilitate collaboration between the health and travel sectors. This initiative delivered a range of projects with NHS organisations and regular network communications and events. Further details are available at <http://www.londonhp.nhs.uk/services/staying-healthy/nhs-travel-network/>.

## **Food Labelling**

**Question No: 2013/2158**

[Onkar Sahota](#)

Can the Mayor outline how he delivered on his commitments to reduce health inequalities in London, through his stated first step to work with government and food partners to influence emerging standards for the food industry as part of his commitment to Influence the food industry to provide clearer information and reduce unhealthy food content since 2010, as outlined in his statutory Health Inequalities strategy First Steps to Delivery 2012

[The Mayor](#)

In 2011 I launched the Healthier Catering Commitment for London award scheme in partnership with the Chartered Institute of Environmental Health. 20 London boroughs have signed up to deliver the scheme and further four are currently considering adopting it. In November 2012 my London Food Board published guidance for local authorities on working with the independent fast food sector to make the food on offer on our high streets healthier. This guidance also outlined how London boroughs could work with schools and the planning system to restrict access to unhealthy food by some of London's more vulnerable groups - including children.

## **London-NYC Food Partnership**

**Question No: 2013/2159**

[Onkar Sahota](#)

Can the Mayor outline how he delivered on his commitments to reduce health inequalities in London, through his stated first step to agree with London food and New York collaboration partners next steps to progress action since 2010, as outlined in his statutory Health Inequalities strategy First Steps to Delivery 2012

[The Mayor](#)

The London Food Board has worked with colleagues in New York and has been inspired by their work on calorie labelling. This influenced the production of the London Food Board's Takeaway Toolkit, launched in November 2012, which provides guidance to London's local authorities on how to tackle the public health impacts of fast food in London.

## **Building Skills for Healthier Cooking**

**Question No: 2013/2160**

[Onkar Sahota](#)

Can the Mayor outline how he delivered on his commitments to reduce health inequalities in London, through his stated first step to expand support for initiatives that build skills for healthier cooking and eating as part of his commitment to Promote access to opportunities for lifelong learning for Londoners of all ages since 2010, as outlined in his statutory Health Inequalities strategy First Steps to Delivery 2012

[The Mayor](#)

My Capital Growth initiative covering 40 per cent of the most deprived areas of London and engaging 99,000 Londoners to date, involves projects which work with local communities to teach food skills including cookery. The Capital Growth team has also run training sessions on how to preserve and pickle foods following harvest.

Two members of the London Food Board currently sit on the Department for Education's School Food Plan's Expert Panel to support the planned reintroduction of cooking on the curriculum in September 2014.

All London schools can apply for the Mayor's Healthy Schools London Award. In order to achieve a bronze award schools must show that cooking skills and food education are included in the curriculum. See [www.healthyschoolslondon.org.uk](http://www.healthyschoolslondon.org.uk)

## **Lifelong Learning**

**Question No: 2013/2161**

[Onkar Sahota](#)

Can the Mayor outline how he delivered on his commitments to reduce health inequalities in London, through his stated first step to ensure allocation of funding for adult learning includes resources for lifelong learning and skills for progression as part of his commitment to Promote access to opportunities for lifelong learning for Londoners of all ages since 2010, as outlined in his statutory Health Inequalities strategy First Steps to Delivery 2012

[The Mayor](#)

I believe the main focus of public investment in adult skills must be to support people to find and sustain employment and to progress at work, thus ultimately helping to reduce the unemployment figures in London.

For this reason the London Enterprise Panel's (LEP) Jobs and Growth Plan, published in May 2013, identifies skills and employment as one of its four key priority areas. See <http://www.london.gov.uk/priorities/business-economy/london-enterprise-panel/priorities>



## **Adult Education Service Gaps**

**Question No: 2013/2162**

[Onkar Sahota](#)

Can the Mayor outline how he delivered on his commitments to reduce health inequalities in London, through his stated first step to identify gaps in provision and work towards better coverage as part of his commitment to Promote access to opportunities for lifelong learning for Londoners of all ages since 2010, as outlined in his statutory Health Inequalities strategy First Steps to Delivery 2012

[The Mayor](#)

Written response from the Mayor

Please see my response to MQ 2161 / 2013.

In 2010 the Coalition Government granted skills providers freedoms and flexibilities to identify what a responsive local skills offer should look like in order to meet the needs of local communities. Skills providers are active members of the London Enterprise Panel's skills and employment working group and it is through this mechanism that the gaps in provision are identified.

## **Tackling Alcoholism via Social Media**

**Question No: 2013/2163**

[Onkar Sahota](#)

Can the Mayor outline how he delivered on his commitments to reduce health inequalities in London, through his stated first step to create dialogue with Londoners to identify concerns and priorities related to alcohol, using social media and other innovative communication channels as part of his commitment to Enable Londoners to take action to reduce alcohol related harm since 2010, as outlined in his statutory Health Inequalities strategy First Steps to Delivery 2012

[The Mayor](#)

In 2011, the GLA and the Department of Health undertook the biggest ever survey of Londoners' attitudes towards alcohol. A representative sample of 7,500 Londoners was interviewed providing a valuable and unique insight into their concerns and views. The information gathered has informed ongoing work on information provision and the availability of interventions such as Identification and Brief Advice. An example of an innovative approach is the collaboration with 500 pharmacies across London last winter where 220,000 cards were given out to Londoners to help them assess and, where appropriate, reduce seasonal drinking.

## **Alcohol related harm (1)**

**Question No: 2013/2164**

[Onkar Sahota](#)

Can the Mayor outline how he delivered on his commitments to reduce health inequalities in London, through his stated first step to agree a pan-London approach that responds to Londoners' concerns and builds on best practice as part of his commitment to Enable Londoners to take action to reduce alcohol related harm since 2010, as outlined in his statutory Health Inequalities strategy First Steps to Delivery 2012

[The Mayor](#)

Work to reduce alcohol-related harm was originally undertaken by the London Health Improvement Board and now continues through the Safe Sociable London Partnership. In addition to working with boroughs and other agencies to support improvements in licensing practice there has been considerable work to improve the provision of Identification and Brief Advice across many boroughs. Pilots are ongoing to test this approach within more specialist settings including with homeless people and those in contact with the criminal justice system.

## **Alcohol related harm (2)**

**Question No: 2013/2165**

[Onkar Sahota](#)

Can the Mayor outline how he delivered on his commitments to reduce health inequalities in London, through his stated first step to work with communities, specialist practitioners and those involved in the alcohol industry to tackle underage sales as part of his commitment to Enable Londoners to take action to reduce alcohol related harm since 2010, as outlined in his statutory Health Inequalities strategy First Steps to Delivery 2012

[The Mayor](#)

Originally pursued under the umbrella of the London Health Improvement Board, alcohol-related work with Londoners and specialist practitioners continues through the Safe Sociable London Partnership which is supported by the GLA, Department of Health and Public Health England, hosted by the City of London Corporation and works closely with boroughs. Work has been done to promote improved licensing with local councils (which impacts directly on underage sales) and on the provision of Identification and Brief Advice.

## **Alcohol related harm (3)**

**Question No: 2013/2166**

[Onkar Sahota](#)

Can the Mayor outline how he delivered on his commitments to reduce health inequalities in London, through his stated first step to generate a planned communication programme to increase positive attention on health issues, starting with HIV and mental health since 2010, as outlined in his statutory Health Inequalities strategy First Steps to Delivery 2012

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 1 July 2013.

GLA officers continue to work with a number of partners including the National Aids Trust and the Terence Higgins Trust to support work on HIV. They have also held exploratory discussions with the Change 4 Life team in Public Health England.

In 2010 I reappointed Annie Lennox as my London HIV Ambassador. She has spearheaded annual awareness raising events around World Aids Day. In 2010 I hosted an event and City Hall exhibition telling the stories of Londoners affected by HIV through the photography of Rankin, the renowned British fashion photographer. In 2011, I supported Body & Soul's 'Life in my shoes' campaign which tackled stigma through the stories of young people affected by HIV. Last year's event was held in partnership with the Terrence Higgins Trust and supported HIV testing week.

## **Action to reduce stigma experienced by disabled people**

**Question No: 2013/2167**

[Onkar Sahota](#)

Can the Mayor outline how he delivered on his commitments to reduce health inequalities in London, through his stated first step to identify priorities and approaches to future action to reduce stigma experienced by disabled people as part of his commitment to Use London's world leading position in the arts, media and creative industries to start to change attitudes towards stigmatised conditions since 2010, as outlined in his statutory Health Inequalities strategy First Steps to Delivery 2012

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 1 July 2013.

Last summer saw London host the world's biggest sporting and cultural event, the London 2012 Olympic and Paralympic Games, which did a terrific job of shifting attitudes towards disabled people. My Deputy Mayor, Munira Mirza, is now jointly chairing, with the Minister for Disabled People, the Paralympic Legacy Advisory Group, which advises the Cabinet Committee on Legacy and will keep up the momentum of change.

## **Community based arts and health initiatives**

**Question No: 2013/2168**

[Onkar Sahota](#)

Can the Mayor outline how he delivered on his commitments to reduce health inequalities in London, through his stated first step to identify good practice and barriers to further scaling up, with a view to agreeing priorities for future action with funding partners as part of his commitment to Increase support for community based arts and health initiatives to raise awareness and build skills since 2010, as outlined in his statutory Health Inequalities strategy First Steps to Delivery 2012

[The Mayor](#)

Well London is a community development programme hosted by the GLA which incorporates an arts and cultural strand: 'Be Creative, Be Well'. During Phase 1 the programme commissioned over 100 creative arts projects in the 20 target geographical areas. These tapped into strong cultural traditions within each area as a way of promoting health. The Arts Council commissioned an evaluation of this work:

[www.artscouncil.org.uk/media/uploads/pdf/BCBW\\_final.pdf](http://www.artscouncil.org.uk/media/uploads/pdf/BCBW_final.pdf).

Well London has recently been awarded an additional £1.8m to March 2015 further to develop Phase 2 of the programme. See [www.welllondon.org.uk](http://www.welllondon.org.uk)

## **Body Image (1)**

**Question No: 2013/2169**

[Onkar Sahota](#)

Can the Mayor outline how he delivered on his commitments to reduce health inequalities in London, through his stated first step to engage young people as role models to challenge perceptions of the 'ideal' body image and healthy weight as part of his commitment to Engage colleges and universities in programmes to promote young people's health and well-being since 2010, as outlined in his statutory Health Inequalities strategy First Steps to Delivery 2012

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 1 July 2013.

This commitment is being delivered via Mayor's Healthy Schools London Award and in order to achieve a bronze award schools must demonstrate how they are promoting pupil personal development and more specifically how they are building confidence and self-esteem, which includes positive body image.

More information on Healthy Schools London is available at [www.healthyschoolslondon.org.uk](http://www.healthyschoolslondon.org.uk)

Over the past three years, I have funded British Fashion Council to support the delivery of a Model Programme which has banned all models under the age of 16 participating in London Fashion Week and, improved backstage conditions for models at London Fashion Week and London Collections: Men, through the introduction of private respite areas for models and regular access to healthy food and drink. Through the Model Programme, British Fashion Council has worked in partnership with Beating Eating Disorders (B:EAT) to run an awareness raising seminar aimed at model agencies.

## **Body Image (2)**

**Question No: 2013/2170**

[Onkar Sahota](#)

Can the Mayor outline how he delivered on his commitments to reduce health inequalities in London, through his stated first step to work with further education colleges and health partners to promote well-being of young Londoners including a focus on sexual health weight as part of his commitment to Engage colleges and universities in programmes to promote young people's health and well-being since 2010, as outlined in his statutory Health Inequalities strategy First Steps to Delivery 2012

[The Mayor](#)

Please see my response to MQ 2169 / 2013.

Sixth form colleges are eligible to apply under the Healthy Schools London Programme.

## **Community Development (1)**

**Question No: 2013/2171**

[Onkar Sahota](#)

Can the Mayor outline how he delivered on his commitments to reduce health inequalities in London, through his stated first step to review evidence, including UEL evaluation of Well London approaches, and seek continued investment in effective interventions as part of his commitment to Influence longer-term investment of resources to create and sustain action to build social capital and engage communities since 2010, as outlined in his statutory Health Inequalities strategy First Steps to Delivery 2012

[The Mayor](#)

The Well London programme has continued to develop on the basis of evidence and evaluations of the Phase 1 programme which delivered measurable impacts and outcomes including:

- high levels of participation - over 17,000 individual participants
- increases in mental well-being (86%), physical activity (83%) and healthy eating (60%) reported by participants
- a range of wider well-being impacts and outcomes, including significant increases in volunteering, and uptake of training opportunities.

Big Lottery recently awarded Well London further funding to March 2015. Our partner, UEL, has developed an evaluation framework for phase 2 that will assess the extent to which all the objectives have been met.

## **Community Development (2)**

**Question No: 2013/2172**

[Onkar Sahota](#)

Can the Mayor outline how he delivered on his commitments to reduce health inequalities in London, through his stated first step to host a meeting of Time Bank leaders and funders to identify opportunities to promote increased commitment across London as part of his commitment to Influence longer-term investment of resources to create and sustain action to build social capital and engage communities since 2010, as outlined in his statutory Health Inequalities strategy First Steps to Delivery 2012

[The Mayor](#)

Volunteering is one of my key priorities. Through Team London I am encouraging and supporting Londoners to engage in a range of volunteering opportunities across the capital. One such programme, Well London, is building and strengthening the foundations of good health and wellbeing in communities by significantly increasing community participation and volunteering in health and wellbeing enhancing activities through a range of community engagement and development processes. Please also see my response to MQ 2171/2013.

## **Community Voices for Health**

**Question No: 2013/2173**

[Onkar Sahota](#)

Can the Mayor outline how he delivered on his commitments to reduce health inequalities in London, through his stated first step to establish Community Voices for Health Working Group and develop a capacity-building programme for members of the network as part of his commitment to Engage community partners to shape health-related programmes in London through the new Community Voices for Health network since 2010, as outlined in his statutory Health Inequalities strategy First Steps to Delivery 2012

[The Mayor](#)

The Community Voices for Health Working Group was launched in March 2010. Five capacity building events were delivered in 2011 designed to build the capacity of a diverse range of community organisations, with varying levels of experience, to influence decision-makers in organisations that impact on health and well-being especially local councils and the NHS. The Community Voices for Health Working Group is now run by London Voluntary Services Council as their strong membership and expertise will progress and evolve the work of the Group.

## **Public Health Sector Engagement with Diverse Communities**

**Question No: 2013/2174**

[Onkar Sahota](#)

Can the Mayor outline how he delivered on his commitments to reduce health inequalities in London, through his stated first step to support London Voluntary Services Council (LVSC) to develop and deliver capacity-building programme for VCS groups as part of his commitment to Strengthen partnership work between health and community groups to extend public health sector engagement with diverse communities since 2010, as outlined in his statutory Health Inequalities strategy First Steps to Delivery 2012

[The Mayor](#)

Please see my response to MQ 2173/ 2013.

## **Physical Activity Services in Diverse Communities**

**Question No: 2013/2175**

[Onkar Sahota](#)

Can the Mayor outline how he delivered on his commitments to reduce health inequalities in London, through his stated first step to work with NHS to scale up approaches to building capacity in VSC to deliver physical activity services as part of his commitment to Strengthen partnership work between health and community groups to extend public health sector engagement with diverse communities since 2010, as outlined in his statutory Health Inequalities strategy First Steps to Delivery 2012

[The Mayor](#)

Please see my response to MQ 2153/2013.

My Sports Legacy Programme has significantly increased sport and physical activity participation levels amongst Londoners. It has supported projects across all boroughs including funding training for 13,000 sports coaches and officials from voluntary organisations across London

## **Effective Intervention VCS Capacity Building**

**Question No: 2013/2176**

[Onkar Sahota](#)

Can the Mayor outline how he delivered on his commitments to reduce health inequalities in London, through his stated first step to invest public health expertise in developing VCS ability to monitor and evaluate their interventions more effectively as part of his commitment to Build VCS organisations' ability to evaluate and demonstrate effectiveness of interventions and secure appropriate funding since 2010, as outlined in his statutory Health Inequalities strategy First Steps to Delivery 2012

[The Mayor](#)

Please see my response to MQ 2173/2013.

One of the capacity-building events covered evaluation: 'How to prove your impact.'

## **Community and VCS Engagement with Heath Statutory Services**

**Question No: 2013/2177**

[Onkar Sahota](#)

Can the Mayor outline how he delivered on his commitments to reduce health inequalities in London, through his stated first step to engage Community Voices for Health Network and LINKs members in defining and identifying effective approaches to engagement as part of his commitment to Identify and disseminate good practice in statutory services' engagement with community representatives since 2010, as outlined in his statutory Health Inequalities strategy First Steps to Delivery 2012

[The Mayor](#)

Please see my response to MQ 2173 / 2013.

## **NHS and LA Commissioning of VCS**

**Question No: 2013/2178**

[Onkar Sahota](#)

Can the Mayor outline how he delivered on his commitments to reduce health inequalities in London, through his stated first step to review the Responsible Procurement Strategy for GLA group to enable VCS organisations to gain a fairer basis for competing as part of his commitment to Shape and improve procurement and commissioning practice to increase provider diversity since 2010, as outlined in his statutory Health Inequalities strategy First Steps to Delivery 2012

[The Mayor](#)

The CompeteFor contracts portal creates a fairer basis for competing by making contract opportunities available to the supply chain. To date over 13,000 business opportunities have been posted on the portal.

## **NHS and LA Commissioning of VCS**

**Question No: 2013/2179**

[Onkar Sahota](#)

Can the Mayor outline how he delivered on his commitments to reduce health inequalities in London, through his stated first step to identify and call on NHS and local authorities to adopt models of best practice in commissioning from diverse providers as part of his commitment to Shape and improve procurement and commissioning practice to increase provider diversity since 2010, as outlined in his statutory Health Inequalities strategy First Steps to Delivery 2012

[The Mayor](#)

Please see my response to MQ 2178 / 2013.



## **NHS and LA Duty to Involve (1)**

**Question No: 2013/2180**

[Onkar Sahota](#)

Can the Mayor outline how he delivered on his commitments to reduce health inequalities in London, through his stated first step to use social media and GLA networks to extend local partners' reach into London communities as part of his commitment to Influence and support the NHS and boroughs to deliver their 'duty to involve' to best effect since 2010, as outlined in his statutory Health Inequalities strategy First Steps to Delivery 2012

[The Mayor](#)

I host regular community receptions at City Hall which focus on specific geographical areas in London. These events provide a networking forum for local partners (including borough and NHS representatives) to meet with members of their local communities. See

<http://www.london.gov.uk/priorities/equalities/community-receptions-at-city-hall>.

As well as these receptions, in December 2010 I launched the myhealthlondon website in partnership with the NHS. The site allows people to compare and feedback on GPs and other NHS services. GP practices can use the site to signpost to local services and support, including voluntary and community organisations.

## **NHS and LA Duty to Involve (2)**

**Question No: 2013/2181**

[Onkar Sahota](#)

Can the Mayor outline how he delivered on his commitments to reduce health inequalities in London, through his stated first step to gather evidence from Community Voices for Health partners about what is already working and what more the NHS and boroughs could do to engage effectively as part of his commitment to Influence and support the NHS and boroughs to deliver their 'duty to involve' to best effect since 2010, as outlined in his statutory Health Inequalities strategy First Steps to Delivery 2012

[The Mayor](#)

Please see my response to MQ 2173 / 2013.

During 2010 and 2011 Community Voices for Health network meetings focused on specific health topics (including mental health and alcohol misuse) and provided a forum to identify and share best practice as well as an opportunity to influence policy. The work of the network is continuing through its new host organisation, London Voluntary Services Council.

## **NHS and LA Duty to Involve (3)**

**Question No: 2013/2182**

[Onkar Sahota](#)

Can the Mayor outline how he delivered on his commitments to reduce health inequalities in London, through his stated first step to develop the London City Charter to facilitate increased citizens' involvement in health related decisions and ensure its ambitions are delivered as part of his commitment to Influence and support the NHS and boroughs to deliver their 'duty to involve' to best effect since 2010, as outlined in his statutory Health Inequalities strategy First Steps to Delivery 2012

[The Mayor](#)

Following recent significant changes to the health landscape, joint working on health - between Borough Leaders, the NHS and I - is now primarily progressed through the London Health Board. The Board is calling on the expertise of a wide range of organisations to meet its priorities, including HealthWatch and patient/service user groups.

## **Value of London Fire Brigade Property (1)**

**Question No: 2013/2183**

[Navin Shah](#)

What analysis has been carried out by the London Fire Brigade on the worth of Belsize Fire Station, what is the value of the building and lands and has there been any discussions on what will happen to Belsize Fire Station if it closed as part of the draft fifth London Safety Plan?

[The Mayor](#)

As part of normal business, the Authority has previously considered the potential value of some sites, as published in the Authority's Asset Management Plan 2011. However, as the Chairman and Commissioner have repeatedly confirmed in public meetings, the value of sites has not been a consideration in the context of the draft London Safety Plan. If a decision is made to close the station is made then LFEPA property consultants would be instructed to advise regarding potential site values and disposal options.

## **Value of London Fire Brigade Property (2)**

**Question No: 2013/2184**

[Navin Shah](#)

What analysis has been carried out by the London Fire Brigade on the worth of Bow Fire Station, what is the value of the building and lands and has there been any discussions on what will happen to Belsize Fire Station if it closed as part of the draft fifth London Safety Plan?

[The Mayor](#)

Please refer to the answer to MQ 2183 / 2013.

### **Value of London Fire Brigade Property (3)**

**Question No: 2013/2185**

[Navin Shah](#)

What analysis has been carried out by the London Fire Brigade on the worth of Clapham Fire Station, what is the value of the building and lands and has there been any discussions on what will happen to Belsize Fire Station if it closed as part of the draft fifth London Safety Plan?

[The Mayor](#)

Please refer to the answer to MQ 2183 / 2013.

### **Value of London Fire Brigade Property (4)**

**Question No: 2013/2186**

[Navin Shah](#)

What analysis has been carried out by the London Fire Brigade on the worth of Clerkenwell Fire Station, what is the value of the building and lands and has there been any discussions on what will happen to Belsize Fire Station if it closed as part of the draft fifth London Safety Plan?

[The Mayor](#)

Please refer to the answer to MQ 2183 / 2013.

### **Value of London Fire Brigade Property (5)**

**Question No: 2013/2187**

[Navin Shah](#)

What analysis has been carried out by the London Fire Brigade on the worth of Downham Fire Station, what is the value of the building and lands and has there been any discussions on what will happen to Belsize Fire Station if it closed as part of the draft fifth London Safety Plan?

[The Mayor](#)

Please refer to the answer to MQ 2183 / 2013.

### **Value of London Fire Brigade Property (6)**

**Question No: 2013/2188**

[Navin Shah](#)

What analysis has been carried out by the London Fire Brigade on the worth of Kingsland Fire Station, what is the value of the building and lands and has there been any discussions on what will happen to Belsize Fire Station if it closed as part of the draft fifth London Safety Plan?

[The Mayor](#)

Please refer to the answer to MQ 2183 / 2013.

## **Value of London Fire Brigade Property (7)**

**Question No: 2013/2189**

[Navin Shah](#)

What analysis has been carried out by the London Fire Brigade on the worth of Knightsbridge Fire Station, what is the value of the building and lands and has there been any discussions on what will happen to Belsize Fire Station if it closed as part of the draft fifth London Safety Plan?

[The Mayor](#)

Please refer to the answer to MQ 2183 / 2013.

## **Value of London Fire Brigade Property (8)**

**Question No: 2013/2190**

[Navin Shah](#)

What analysis has been carried out by the London Fire Brigade on the worth of New Cross Fire Station, what is the value of the building and lands and has there been any discussions on what will happen to Belsize Fire Station if it closed as part of the draft fifth London Safety Plan?

[The Mayor](#)

Please refer to the answer to MQ 2183 / 2013.

## **Value of London Fire Brigade Property (9)**

**Question No: 2013/2191**

[Navin Shah](#)

What analysis has been carried out by the London Fire Brigade on the worth of Silvertown Fire Station, what is the value of the building and lands and has there been any discussions on what will happen to Belsize Fire Station if it closed as part of the draft fifth London Safety Plan?

[The Mayor](#)

Please refer to the answer to MQ 2183 / 2013.

## **Value of London Fire Brigade Property (10)**

**Question No: 2013/2192**

[Navin Shah](#)

What analysis has been carried out by the London Fire Brigade on the worth of Southwark Fire Station, what is the value of the building and lands and has there been any discussions on what will happen to Belsize Fire Station if it closed as part of the draft fifth London Safety Plan?

[The Mayor](#)

Please refer to the answer to MQ 2183 / 2013.

## **Value of London Fire Brigade Property (11)**

**Question No: 2013/2193**

[Navin Shah](#)

What analysis has been carried out by the London Fire Brigade on the worth of Westminster Fire Station, what is the value of the building and lands and has there been any discussions on what will happen to Belsize Fire Station if it closed as part of the draft fifth London Safety Plan?

[The Mayor](#)

Please refer to the answer to MQ 2183 / 2013.

## **Value of London Fire Brigade Property (12)**

**Question No: 2013/2194**

[Navin Shah](#)

What analysis has been carried out by the London Fire Brigade on the worth of Woolwich Fire Station, what is the value of the building and lands and has there been any discussions on what will happen to Belsize Fire Station if it closed as part of the draft fifth London Safety Plan?

[The Mayor](#)

Please refer to the answer to MQ 2183 / 2013.

## **Publication of Sir Ken Knight's 'Facing the Future'**

**Question No: 2013/2195**

[Navin Shah](#)

Following the publication of Sir Ken Knight's 'Facing the Future', and previous statements by Brandon Lewis, the Fire Minister, about privatisation does the Mayor support the privatisation of the fire and rescue service in London?

[The Mayor](#)

The Fire Minister, Brandon Lewis, has responded to claims that the Government is considering the privatisation of the fire service as 'entirely untrue'. I shall be submitting evidence to the CLG Select Committee's call for evidence on Sir Ken's Review.

## **Cost of the LFEPA public consultation**

**Question No: 2013/2196**

[Navin Shah](#)

Does the Mayor believe that the cost of the public consultation is prohibitive?

[The Mayor](#)

I do not believe the cost of effective consultation is prohibitive but it is important to define the process so as to avoid any unnecessary waste of both time and resource.

## **Electric vehicle charging points**

**Question No: 2013/2197**

[Navin Shah](#)

Are there any plans for 'Source London' to install accessible charging points in Brent and Harrow? What provision will you make to implement them?

[The Mayor](#)

At present there are 21 Source London charge points in the London Borough of Brent and 14 Source London charge points in the London Borough of Harrow. These charge points are owned by both public and private sector scheme partners and all are publicly accessible. Both the London Borough of Brent and the London Borough of Harrow have been Source London scheme partners since 2011. Both boroughs have accessed Plugged in Places grant funding via TfL to install charge points on local authority land.

## **Crime committed by minors in Brent**

**Question No: 2013/2198**

[Navin Shah](#)

How many and what percentage of crimes were committed by minors in the London Borough of Brent in the years 2008/9 to 2012/13 inclusive? Please provide a breakdown of this information by crime type.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 1 July 2013.

Please see Appendix 2198 which contains a count of total notifiable offences where young people were proceeded against from FY 08/09 - FY 12/13.

## **Crime committed by minors in Harrow**

**Question No: 2013/2199**

[Navin Shah](#)

How many and what percentage of crimes were committed by minors in the London Borough of Harrow in the years 2008/9 to 2012/13 inclusive? Please provide a break-down of this information by crime type.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 1 July 2013.

Please see Appendix 2199 which outlines the total notifiable offences where a young person has been proceeded against in the years 2008/9 to 2012/13 inclusive.

## **Crime rates on the transport system in Harrow (underground and overground)**

**Question No: 2013/2200**

[Navin Shah](#)

TfL has reported that crime has continued to fall down 2.3 per cent on last year and that becoming a victim on TfL's transport system is at the lowest.

Can you give me a detailed breakdown of all of reported crime on TfL's underground and overground in Harrow in the years 2008/9 to 2012/13 inclusive? Please provide a breakdown of this information by train stations.

[The Mayor](#)

A borough breakdown of official crime figures for the rail network (including London Underground, Docklands Light Railway and London Overground) is not available. As the majority of crimes on the rail and underground network are pick-pocketing, the exact location is often unknown due to many victims identifying the offence at the end of their journey which may have been across more than one borough.

The British Transport Police publishes crime statistics for any railway station in the UK on its website (<https://crimemaps.btp.police.uk>). Please note that BTP record offences that occur en-route against the terminating station, which can potentially give a misleading impression of levels of crime at that station.

I am pleased that crime is down by 22 per cent on the London underground when compared to 2007/08 levels.

## **Crime rates on the transport system in Brent (underground and overground)**

**Question No: 2013/2201**

[Navin Shah](#)

TfL has reported that crime has continued to fall down 2.3 per cent on last year and that becoming a victim on TfL's transport system is at the lowest.

Can you give me a detailed breakdown of all of reported crime on TfL's underground and overground in Brent in the years 2008/09 to 2012/13 inclusive? Please provide a breakdown of this information by train stations.

[The Mayor](#)

Please see my response to MQ 2200 /2013.

## **Crime rates on the transport system in Harrow (bus)**

**Question No: 2013/2202**

[Navin Shah](#)

TfL has reported that crime has continued to fall down 2.3 per cent on last year and that becoming a victim on TfL's transport system is at the lowest.

Can you give me a detailed breakdown of all of reported crime on TfL's bus services in Harrow in the years 2008/9, to 2012/13 inclusive? Please provide break down of this information.

[The Mayor](#)

Official figures from the MPS show that Harrow has seen a 34.4 per cent reduction in bus-related crime between 2008/9 and 2012/13 - 157 fewer offences. The greatest reductions have been seen in theft, criminal damage and violence against the person offences. This data is available in Table 1.

The latest annual figures show a 2.4% increase in bus-related crime in Harrow between 2011/12 and 2012/13 (an additional seven offences over the year). Despite this minor increase, bus related crime in the Borough remains very low - there is less than one crime a day across the whole borough despite the many thousands of journeys made on the bus network in Harrow each day.

Table 1

\*

## **Crime rates on the transport system in Brent (bus)**

**Question No: 2013/2203**

[Navin Shah](#)

TfL has reported that crime has continued to fall down 2.3 per cent on last year and that becoming a victim on TfL's transport system is at the lowest.

Can you give me a detailed breakdown of all of reported crime on TfL's bus services in Brent in the years 2008/9, to 2012/13 inclusive? Please provide break down of this information.

[The Mayor](#)

Official figures from the MPS show that Brent has seen a 23.9% reduction in bus-related crime between 2008/9 and 2012/13 (252 fewer offences). The greatest reductions have been seen in theft, robbery and violence against the person offences.

There has been an increase in drug offences over this period which is largely the result of proactive policing activity on the network. The latest annual figures show a 3% decrease in bus-related crime in Brent from 2011/12 to 2012/13 (23 fewer offences). Bus-related crime in the Borough remains low.

Table 1



## **Water cannons for the police**

**Question No: 2013/2204**

[Navin Shah](#)

The Metropolitan Police's latest figures reveal that over 2,900 police officers have been cut since May 2010, despite the promise of an extra 1,000. Will you reconsider and also urge the government to alter their decision to consider buying water cannons for the police and use it to stop cutting the police budget by 20 per cent?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 1 July 2013.

There is a joint approach to the police in London for national functions, such as any proposed use of water cannon.

There have been no cuts in budgeted police officer numbers. The MPS plans to recruit approximately 5,000 new officers over the next 3 years to achieve officer strength at around 32,000 by 31 March 2016.

## **Countdown Digital Sign service for the Buses**

**Question No: 2013/2205**

[Navin Shah](#)

When will you launch the new Countdown Digital Sign service in Brent and Harrow?

[The Mayor](#)

The 'Countdown Digital Sign' service is available for bus stops across the whole of London, and provides a new way to deliver tailored live bus arrival information cheaply and effectively on existing display screens.

As such, the service can be cheaply deployed into a range of public locations such as hospital waiting rooms, school reception areas and other public or privately run establishments. The service is provided in the form of a web link (URL) that will give information for up to four bus stops within the immediate vicinity, along with a map of the local area.

Businesses or organisations interested in having this facility on their premises should email [Digisign.countdown@tfl.gov.uk](mailto:Digisign.countdown@tfl.gov.uk) for further information.

## **Collapse of the Rana Plaza factory in Bangladesh**

**Question No: 2013/2206**

[Navin Shah](#)

The collapse of the Rana Plaza factory in Bangladesh was a terrible catastrophe that showed the dangerous conditions endured by the workers who produce so much of our clothing in the UK.

IndustriAll, the global union for garment workers, and UNI-global, representing retail workers, have developed an Accord on Fire and Building Safety to avoid another Rana Plaza incident. Signing the Accord commits companies to fund an independent safety inspector body that will involve workers in the process through their unions. Debenhams and GAP are amongst the high street chains that have failed to sign this Accord. Is there anything you can do as Mayor to promote this Accord?

[The Mayor](#)

Please see my response to MQ 1997 / 2013.

## **Free Schools in Brent**

**Question No: 2013/2207**

[Navin Shah](#)

The government announced free schools in Brent which is Gateway Academy and Gladstone School. What are your views of free schools and what role will you play?

[The Mayor](#)

I strongly support the Free Schools programme, both as a way of raising standards and as a means of addressing London's school places shortage. That is why we have committed to identifying 10 properties within the GLA Group portfolio for Free School use, and why we have set up a dedicated unit to support Free School groups - particularly in finding sites.

## **Application No. 13/0938 - West Hendon Estate, NW9**

**Question No: 2013/2208**

[Navin Shah](#)

Can you detail what discussions you personally have had with the GLA Planning Department and all other representatives in relation to your Stage 1 response? Are you satisfied with what in my view is a weak response which fails to challenge some of the key issues like inadequate and poor quality of residential provision, densities, ecological protection (protection of the SSSI designation of Welsh Harp) etc?

[The Mayor](#)

My officers reported the stage 1 planning issues to me on 15th May 2013 and the application has been considered thoroughly at that stage. My officers are now discussing the issues set out in the stage 1 report with the applicant and the council, and will update me accordingly as appropriate.

## **Southwark's Fire Consultation at City Hall**

**Question No: 2013/2209**

[Navin Shah](#)

Why did you not attend the fire consultation at City Hall on 14 May 2013 when you were actually in the building and saw the meeting in progress? Wasn't this discourteous to say the least?

[The Mayor](#)

Please refer to the answer to MQ 1877 / 2013.

## **Emirates Air Line**

**Question No: 2013/2210**

[Navin Shah](#)

I am delighted to hear that pupils from school years 1-11 can travel on the Emirates Air Line for just £1 when in a school group. However, can you give me a detailed breakdown of the numbers of people that use the service since it was first implemented?

[The Mayor](#)

Yes, the Emirates Air Line schools' scheme will provide a fantastic opportunity for our young people to experience the thrill of soaring high above the London skyline. I am delighted that, by Wednesday 12 June, TfL had already taken bookings for over 5,500 children under this scheme.

Information about the total number of users since the launch of the service is available on the TfL website at: [www.tfl.gov.uk/corporate/modesoftransport/26168.aspx](http://www.tfl.gov.uk/corporate/modesoftransport/26168.aspx).

## **Northern Line Extension - Kennington Park 1**

**Question No: 2013/2211**

[Valerie Shawcross](#)

Will you confirm that the long term future of Bee Urban will be assured in the new community building at the proposed shaft head in Kennington Park?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 7 August 2013

As set out in its TWAO application, TfL has provided for Bee Urban within the new community facility at Kennington Park. As the owners of the Park and this facility, the final decision rests with the London Borough of Lambeth.

## **Northern Line Extension - Kennington Park 2**

**Question No: 2013/2212**

[Valerie Shawcross](#)

Will dog walkers be able to allow their pets to run free in a safe dog run area in Kennington Park after the decontamination and re landscaping of the park consequent on the NLE project?

[The Mayor](#)

TfL's application for permission to construct the Northern Line Extension (NLE) includes a proposal to locate a permanent shaft and a new community building in an area of the Kennington Park (owned by LB Lambeth) currently used by dog walkers. TfL has committed to work with Lambeth council to provide temporary dog walking facilities during construction works, for which TfL will meet the costs. The long-term location of the dog-walking area is a decision for LB Lambeth and TfL will continue to work closely with the council and local community groups on this matter.

## **Streatham A23.**

**Question No: 2013/2213**

[Valerie Shawcross](#)

The TfL refurbishment of the A23 from Stockwell via Brixton down to Streatham Hill has improved the pedestrian environment enormously - making it safer, cleaner and more accessible. How are plans progressing to improve the environment further southwards along the A23 ?

[The Mayor](#)

I am pleased to learn that the A23 improvements to date have been well received. TfL, in consultation with LB Lambeth, are working to extend these improvements along Streatham High Road from Woodbourne Avenue to Leigham Court Road.

Pedestrian accessibility will be improved by removing the planter along the central reservation to remove the severance it creates. The southbound carriageway will also be reduced to one general traffic lane and one bus lane/cycle lane (on the east side). This will reduce the width of the formal and informal crossings making it safer for pedestrians and improving the urban space. Carriageway and footway renewal will also be undertaken at the same time.

There is a desire to increase the numbers of trees along the corridor by planting trees where they can be physically located in the central reservation, and on the footway.

Street lighting will also be enhanced with new energy efficient lamps fitted to the existing lamp columns and new up-lighters along the central reservation such as those found between Becmead and Woodbourne Avenue.

## **Streatham A23 Tree planting**

**Question No: 2013/2214**

[Valerie Shawcross](#)

What are TfL's plans to carry out more tree planning along the A23?

[The Mayor](#)

Please see my answer to MQ 2213 /2013.

## **Southwark - Strategic Transport**

**Question No: 2013/2215**

[Valerie Shawcross](#)

I note with pleasure that work is being done to analyse the viability of the proposals to extend the Bakerloo line southwards from the Elephant and Castle. Should this project not prove to be feasible, what alternative high capacity Transport plans do you have for Southwark?

[The Mayor](#)

In addition to investigations into the Bakerloo line extension, TfL is investigating the possibility of using longer Overground trains and increase frequency (and additional two trains per hour) on the East London line to boost capacity and ease overcrowding.

In addition, construction of the Cycle Superhighway 5 from Oval to New Cross will begin this month as part of my ongoing commitment to cycling.

## **Cross River Tram**

**Question No: 2013/2216**

[Valerie Shawcross](#)

It is now 5 years since you abandoned the CRT scheme which would have provided strategic transport capacity as well as regenerated key locations in Lambeth and Southwark. What alternatives have you developed to deal with the gap created in planning for South London's future transport needs?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 7 August 2013

There are many examples of transport schemes delivered in the last five years that have improved transport in south London and helped promote regeneration. In particular:

- the Overground benefits much of south London including, Lambeth and Southwark, Clapham, Denmark Hill, and Peckham;
- the Jubilee and Victoria Lines, which serve regeneration areas in Lambeth and Southwark, have had major capacity upgrades including a fleet of new trains on the latter;
- the opening of the initial phase of the Thameslink scheme has provided a new entrance to Blackfriars station at Bankside in Southwark;
- new trams on the Tramlink system have boosted capacity;
- the cycle superhighways and cycle hire scheme have greatly enhanced options for sustainable and active travel in south London;
- there have also been substantial improvements in bus services across south London.

There are a number of rail schemes, either underway or at advanced stages of planning, which will further improve transport connections and capacity in south London and provide enormous regeneration benefits, including in Lambeth and Southwark. In particular:

- the full Thameslink scheme, when completed in 2018, will enable three times as many trains to run per hour in the morning peak through the central core and 50 per cent longer trains. This will allow many more trains to directly serve stations in south London, including Lambeth and Southwark (London Bridge - which is being rebuilt, Elephant & Castle, Loughborough Junction, Herne Hill);
- the Northern Line Extension will facilitate the transformation of the Vauxhall Nine Elms Battersea Area and bring relief to Vauxhall station;
- investment has been secured to lengthen the Overground trains from four to five cars

(25 per cent increase) – necessary because of their enormous popularity;

- further committed investment will deliver a major upgrade of the Northern line as well as more and longer trains on the National Rail network, all of which will benefit south London. TfL is currently exploring medium and longer term opportunities for rail improvements in south London. Schemes include:

- an extension of the Bakerloo Line from Elephant & Castle southwards via Lewisham
- extensions of the Tramlink system to serve Sutton and Crystal Palace.
- options for improving links in the Bromley to Canary Wharf corridor, through extending either the DLR or Overground.

## **Untapped Resource (1)**

**Question No: 2013/2217**

[Valerie Shawcross](#)

Gareth Bacon AM says that you should freeze or cut fares. Can you explain why you disagree with him as you are yet to do what he wants?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 9 July 2013.

We are doing everything we can to bear down on fares and protect free and concessionary travel. Last year we secured £96 million of extra funding from the Government to do just that. In addition, our operating budget has fallen in real terms since 2009 and, TfL's efficiencies programme has reduced the cost of running TfL in 2013/14 by 15 per cent.

It is vital that we continue our major programme of investment in the capital's transport network to cope with rapidly rising population growth and support jobs and economic growth in London.

## **Untapped Resource (2)**

**Question No: 2013/2218**

[Valerie Shawcross](#)

The BBC reports, "The mayor has in the past ruled out the renaming of stations, largely due to the cost of changing the thousands of signs and maps across the network.' How much would it cost to replace all the maps and signs?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 7 August 2013

To ensure consistent communication, all TfL marketing materials and public information would need to be reproduced. The estimated cost would be between £3 million and £5 million for each station.

### **Untapped Resource (3)**

**Question No: 2013/2219**

[Valerie Shawcross](#)

What discussions has TfL had with businesses about sponsorship of a tube station name? What were the results of those discussions?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 9 July 2013.

TfL has not been approached by any business requesting a long-term sponsorship deal that involves the name change of an existing Tube station. There was an initial discussion between Oxford Landing and London Underground's advertising concessionaire in 2011 regarding a short-term impact advertising campaign at Oxford Circus, but this was not pursued.

### **Untapped Resource (4)**

**Question No: 2013/2220**

[Valerie Shawcross](#)

The BBC reports, 'Graeme Craig, TfL's director of commercial development, said it had secured £3.4bn in commercial revenue for coming years.' Given it costs £136m to freeze the fares for one year, why have you not already done it?

[The Mayor](#)

TfL's Business Plan already assumes an almost 50 per cent increase in commercial revenues, generating an additional £1.1 billion over the period of the plan. The new total of £3.4 billion commercial revenues is therefore required in entirety to fund the existing plan. We are doing everything possible to keep fares as affordable as possible and protect free and concessionary travel; last year we secured £96m of extra funding from the Government to do just that.

### **Untapped Resource (5)**

**Question No: 2013/2221**

[Valerie Shawcross](#)

Do you have any plans to sell the names of the Nine Elms and Battersea tube stations for sponsorship given they are new stations that have yet to be built?

[The Mayor](#)

No final decisions have been made on the names of the new stations at Nine Elms and Battersea. TfL is currently assuming that any naming will be geographic.

## Hybrid Buses

**Question No: 2013/2222**

[Valerie Shawcross](#)

I have recently been contacted by asked by member of the public to put the following question to you:

When will certain older polluting buses that travel through the West End and other central areas be replaced with cleaner, quieter, hybrid vehicles?

I am thinking of the fleets on routes such as 6, 9 and 55, which travel through areas such as Oxford Street, though there are many others.

Upgrading these fleets to hybrids would bring immediate benefits in terms of air quality in central London, plus related savings from lower fuel costs etc.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 9 July 2013.

When contracts for the routes you mention are renewed, I expect them to be operated by ultra low-emission Euro VI engine buses or hybrid vehicles with the new cleaner Euro VI engine.

These would deliver immediate and significant air-quality and noise improvements.

My aim is for the majority of buses in central London to be hybrid by 2016, and all buses in central London to be hybrid or better by 2020. This step change by 2016 envisages the current 450 hybrid vehicles in the fleet rising to around 1,700 in that timeframe, including 600 New Bus for London production vehicles and supported by external funding. These vehicles will be much cleaner, noticeably quieter and more fuel efficient than conventional diesel buses.

Over the same period, the total amount of NOx from bus fleet will be cut by 20 per cent. This will be achieved by retrofitting 900 older Euro III engine buses with NOx abatement systems by March 2014, followed by early replacement of remaining Euro III buses with new vehicles fitted with Euro VI engines and exhaust after-treatment system when they become available.



## **Disposal of GLA Properties**

**Question No: 2013/2223**

[Valerie Shawcross](#)

When disposing of former Police and Fire Stations what conditions and checks will be carried out before procuring a purchaser or development partner?

- 1) Will you undertake to check whether there is any possible public sector or voluntary sector interest in acquiring the property? Will you take action to ensure that such bidders are given time and opportunity to negotiate and if they fulfil an important public service priority - preferential treatment?
- 2) Will you ensure that potential private sector development partners pay full taxes in the UK and are not involved in tax avoidance operations?
- 3) Will you ensure that development partnerships and joint projects give proper weight to the policy objective of ensuring affordable rented homes in London?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 7 August 2013

MOPAC and LFEPA ensure that all properties are disposed of within the law and in accordance with UK tax regulations. They aim to support schemes which encourage affordable housing and which demonstrate that planning consent could be achieved within the viability limits of any scheme.

In terms of procurement, the GLA Group are required to act in an equal and transparent way. Public and voluntary section bodies will be able to bid as part of any public procurement process and any such process will give bidders a reasonable time to submit bids.

## **London Living wage and private hire vehicles**

**Question No: 2013/2224**

[Valerie Shawcross](#)

What licensing requirements does TfL impose on Private Hire vehicle companies to ensure that drivers are not treated exploitatively and enjoy legal and decent employment terms, including the London Living Wage and protection under the Working Time Directive ?

[The Mayor](#)

TfL licenses private hire operators in accordance with the Private Hire Vehicles (London) Act 1998 and supporting regulations. There is no legal basis for TfL to impose additional requirements regarding the relationship operators have with their drivers, the vast majority of whom are not employed by operators. Furthermore, as most Private Hire drivers are self employed, they are not affected by the requirements of the Working Time Directive and are free to work the hours of their choice.

I am committed to supporting the London Living Wage to improve the incomes of many low-paid Londoners.

## **Solar Panel Import Tariffs**

**Question No: 2013/2225**

[Fiona Twycross](#)

Since you possess the second largest single political mandate in Europe, after the President of France, is there anything you can do to encourage an end to the trade conflict between the European Union and China over solar panel import tariffs, which threatens the viability of renewable energy schemes in the UK and affects the deliverability of your Climate Change Mitigation and Energy Strategy?

[The Mayor](#)

Photovoltaic (Solar) does feature, albeit small, in the delivery of my Climate Change Mitigation and Energy Strategy as one of the handful of micro-generation technologies considered suitable for London. I do not however agree that the solar panel import tariff on solar panels manufactured in China threatens the viability of renewable energy schemes in London or the UK.

## **Apprenticeships (1)**

**Question No: 2013/2226**

[Fiona Twycross](#)

In your response to Question No: 1519 / 2013, you state that 'more robust monitoring of apprenticeship data is in place'. Could you outline what information is being collected and monitored, and will this information also be included in the data service regularly, including in the numbers to be published by the end of June?

[The Mayor](#)

For all GLA apprenticeships we monitor; Gender, Ethnic Origin, Disability, Apprenticeships Framework and Level. We are also starting to capture completions data. This information will not be published nationally by the Data Service as this is information collated at the local level by the GLA group and refers specifically to apprenticeships within the GLA group. I will consider how best to publish this information.

## **Apprenticeships (2)**

**Question No: 2013/2227**

[Fiona Twycross](#)

Following on from Question No: 1520 / 2013, would you consider collecting information on the length of apprenticeships in the GLA and in London?

[The Mayor](#)

I do not see any value in recording the length of apprenticeships in the GLA or London. However, we are now starting to capture completions data.

## Apprenticeship numbers

**Question No: 2013/2228**

[Fiona Twycross](#)

Following your response to Question No: 1522 / 2013, could you please provide a breakdown of:

- a) direct apprenticeship starts within the GLA Group from 2008 to present by year and functional body
- b) apprenticeship starts generated in your supply chain starts from 2008 by year.

[The Mayor](#)

All information relating to previous years was published in response to the previous Mayor's Question 3498/2012. Below is the performance for 2012/13:

Organisation 2012/13 Delivered

TfL Direct 626

Supply 700

MPA/MPS Direct 91

Supply 2

LFB Direct 3

Supply 1

GLA Direct 16

Supply 0

Total 1439

## Apprenticeship competition in London (1)

**Question No: 2013/2229**

[Fiona Twycross](#)

Data from the National Apprenticeship Service shows that the demand for apprenticeships nationally increased by 32% between February and April 2013. Of this, London saw the most competition for each online apprenticeship vacancy with almost 74,000 applications, giving an average of 17 applications for every vacancy in London. Are you concerned that demand now outstrips supply?

[The Mayor](#)

I have spearheaded a London Apprenticeships Campaign to increase the number of apprenticeships available in the capital. In 2010 I set a target to achieve 100,000 starts by the end of 2012 - a target we achieved. I have now set an ambitious target to increase the number of apprenticeships in London again and am working with the National Apprenticeships Service to make this happen, including additional support for SMEs to recruit young Londoners and marketing and communications work directed at London's employers.

## **Apprenticeship competition in London (2)**

**Question No: 2013/2230**

[Fiona Twycross](#)

At a time when there are almost one million young people out of work, how are you ensuring that there is a not a lack of apprenticeship places that would contribute to the number of young people not in education, employment or training in London?

[The Mayor](#)

My Apprenticeships Campaign will work to increase the number of apprenticeship starts in London.

## **Apprenticeship publicity**

**Question No: 2013/2231**

[Fiona Twycross](#)

According to the National Apprenticeship Service data, the most popular day for submitting apprenticeship applications in the period was the Monday after National Apprenticeship Week, when 6,730 applications were made in 24 hours. How are you ensuring that young people are aware of apprenticeship opportunities all year round?

[The Mayor](#)

National Apprentice Week plays an important role in promoting apprenticeships, but I agree that it is important to maintain a high level of applications for apprenticeships throughout the year. To this end, I am working with the National Apprenticeships Service (NAS) to increase awareness of apprenticeship opportunities in London. I am supporting the Skills London 2013 Careers Fair and ensuring that apprenticeships are a key part of the offer to young people. The NAS are also improving communication of opportunities to Londoners through marketing and communications channels, ambassador programmes in schools and an improved vacancy search app for those using smartphones.

## **Apprenticeship minimum wage**

**Question No: 2013/2232**

[Fiona Twycross](#)

Given that you have introduced a discounted travel rate for apprentices in London, do you think that £2.65 per hour for a minimum of 12 months is enough for apprentices to live on in London?

[The Mayor](#)

I am committed to doing all I can to reduce the cost of living for Londoners, including discounted travel for apprentices and supporting the London Living Wage to improve the incomes of many low-paid Londoners.

## **Apprenticeship completions**

**Question No: 2013/2233**

[Fiona Twycross](#)

Could you provide the numbers for apprenticeship completions for each Functional Body, by year from 2008 to present?

[The Mayor](#)

No. This data has only just become part of the monitoring of apprenticeships across the Functional Bodies.

## **Employment status post apprenticeship**

**Question No: 2013/2234**

[Fiona Twycross](#)

What are you doing to address young people's concerns that there will be meaningful and related employment for them to go into once they have completed their apprenticeship?

[The Mayor](#)

I am delighted that the employment rate for those apprentices that complete their apprenticeship is extremely good. In London 91 per cent of those completing go on to secure employment or go back into education or training.

## **Battersea Power Station Development Project**

**Question No: 2013/2235**

[Fiona Twycross](#)

Following the recent announcement that Carillion has been selected as the preferred bidder for the £400m first phase of the Battersea Power Station development project, has the Mayor - or will the Mayor - ensure that Carillion will not engage in blacklisting in relation to the project and that they will engage with the appropriate trade unions.

[The Mayor](#)

Please see my response to MQ 4080 / 2012.

## **South London Incinerator (1)**

**Question No: 2013/2236**

[Fiona Twycross](#)

Does the Mayor share the concerns of residents, the vast majority of whom oppose the proposed South London Incinerator, and will he use his powers to intervene and stop the development going ahead?

[The Mayor](#)

Please see my response to MQ 1973 / 2013.

## **South London Incinerator (2)**

**Question No: 2013/2237**

[Fiona Twycross](#)

What representations has the Mayor made on the proposed South London Incinerator?

[The Mayor](#)

I was consulted on the planning application for the energy from waste facility at Beddington Lane and provided my initial comments on 20 September 2012, which you can review here:

[http://www.london.gov.uk/sites/default/files/beddington\\_farmlands\\_waste\\_management\\_facility\\_report.pdf](http://www.london.gov.uk/sites/default/files/beddington_farmlands_waste_management_facility_report.pdf)

I raised a number of issues relating to waste planning, Metropolitan Open Land, biodiversity, sustainable development, design, air quality and transport, which the applicant and Council will be expected to have addressed through further information and reporting to Committee and which I will review in due course when I consider the application at Stage 2.

## **South London Incinerator (3)**

**Question No: 2013/2238**

[Fiona Twycross](#)

Given the Mayor's stated commitment to ensuring air quality improves in London, is he concerned about the future increase in air pollution around the proposed site of the South London Incinerator, particularly given existing levels of pollution are already high and the densely populated nature of the site.

[The Mayor](#)

Please see my response to MQ 1973 / 2013.

## **South London Incinerator (4)**

**Question No: 2013/2239**

[Fiona Twycross](#)

To be commercially viable, the incinerator would need to run at full capacity. Given recycling rates are improving year on year, is the Mayor concerned about the fact that this will mean waste will be brought in from other areas increasing local road congestion and pollution?

[The Mayor](#)

Please see my response to MQ 1973 / 2013.

## **Cleanliness of the Thames**

**Question No: 2013/2240**

[Fiona Twycross](#)

Is the Mayor concerned about the cleanliness of the Thames, given that 300 swimmers were taken ill in the Human Race last October? What measures will the Mayor take to clean up our river?

[The Mayor](#)

I am concerned about the cleanliness of the Thames, which is why I support principle of constructing the Thames Tideway Tunnel and will continue to press Thames Water to do more to prevent and clean up CSOs until the Tunnel is completed.

As outlined in my 2020 Vision, in tandem with the Thames Tideway Tunnel, I want to ensure sustainable urban drainage schemes are delivered to mitigate the likelihood of surface water flooding and reduce rain entering the sewers.

## **NHS in London**

**Question No: 2013/2241**

[Fiona Twycross](#)

Given that the Mayor has a responsibility for promoting the reduction of health inequalities between persons living in Greater London and given reports on the increasing pressure on the NHS in London with A&Es struggling to cope, staff shortages and with recent reports that operating theatres in Charing Cross have been used as makeshift wards, will the Mayor tell the Secretary of State for Health to increase rather than cut funds and services within the NHS in London?

[The Mayor](#)

I have sought (and will continue to seek) assurances from NHS England (London) that any decisions about changes to NHS services in London will not increase health inequalities and will not disproportionately disadvantage London's vulnerable communities.

I have also asked for assurances that such proposals are clinically led, take into account the views of the public, consider the impact on travel times via public transport and blue light/ambulance journeys and ensure that there is sufficient capacity in new hospital structures to meet Londoners' needs both now and in the future.

In May 2013 I chaired the first meeting of the London Health Board. At that meeting the Board agreed the importance of making the case for the health resources that the city needs, and work has commenced on this.

## **Tackling 'land-banking'**

**Question No: 2013/2242**

[Fiona Twycross](#)

Were your strong words on 'pernicious land-banking' by developers just posturing, or when can we expect to see the first compulsory purchase orders to free up land that should be developed for housing? What other actions are you undertaking to free up the land concerned and ensure that much needed housing for Londoners is built?

[The Mayor](#)

I have established a group within the GLA to address barriers to housing delivery, working with land owners, developers, registered providers, boroughs and others on a site by site basis. I hope that they will bring sites forward through negotiation and agreement, using professional mediators where necessary. However, I want to be clear that if need be I will make appropriate use of my CPO powers to make sure that London's housing land is used properly to meet its housing requirements.

As outlined in my 2020 Vision, I want to introduce a 'use it or lose it' planning permission for developers.

## **Public Mental Health Plan**

**Question No: 2013/2243**

[Fiona Twycross](#)

Given a million Londoners suffer from mental health issues, what progress has been made by the Mayor in developing a public mental health plan for London? Does the Mayor now have a clear timescale for the work plan on Public Mental Health? When will this be published? What status will the plan have and how much budget will be committed to its delivery?

[The Mayor](#)

My Health Team is currently working with partners on a project to develop an epidemiological account of mental ill health in the city, including the economic cost of mental health in London. We will invest approximately £30,000 attached to this project, and expect it to be completed in late autumn of this year.

## **Public mental health**

**Question No: 2013/2244**

[Fiona Twycross](#)

In follow up to MQ 0463/2013, which key stakeholders has your Health Team been working with and what 'individual efforts to improve the mental health and wellbeing of Londoners' have been discussed?

[The Mayor](#)

Key stakeholders with whom my Health Team has been working include senior officials at Public Health England and NHS England. The team is also working with individuals from London's local authorities, academic institutions and third sector organisations.



## **Economic impact of mental health issues**

**Question No: 2013/2245**

[Fiona Twycross](#)

Does the Mayor have an estimate of the economic impact on London of mental health issues both in relation to the economic cost to employers and on those suffering from mental health issues?

[The Mayor](#)

My health team is currently undertaking a project, in partnership with a variety of stakeholders in the health service to answer this question for London. We expect this project to be completed in the late autumn.

## **Long term youth unemployment**

**Question No: 2013/2246**

[Fiona Twycross](#)

Does the Mayor consider that he is failing to address long term youth unemployment in London? What more will he do to prevent a generation of young people face a lifetime of worklessness?

[The Mayor](#)

No. The challenge of long term youth unemployment is at the heart of my vision for London, as set out in the London Enterprise Panel's (LEP) Jobs and Growth Plan. Stakeholders on the LEP's Skills and Employment working group - including Job Centre Plus, London Councils and skills providers - are working hard together to focus on improving employment outcomes for young people. The LEP has recently approved £2.5 million from the Growing Places Fund to support my Apprenticeships Campaign, including £1.5 million to enhance by 100% the incentive paid to employers to take young apprentices on.

## **Migration of population**

**Question No: 2013/2247**

[Fiona Twycross](#)

Now that the issue has been raised with the Mayor, what will he do to prevent further migration from inner London boroughs to outer London as demonstrated by shifts in claims of Local Housing Allowance highlighted by the charity Crisis? What concerns has he about the pressure on services and budgets local authorities this migration is currently causing and will cause in the future and the impact on the families, children and individuals? What actions has he taken and what actions will he take in relation to any concerns he might have?

[The Mayor](#)

Some households receiving taxpayer-funded benefits will now have to make the same choices that most working households have to make about where they can and cannot afford to live. I have secured significant increases in funding for Discretionary Housing Payments to enable local authorities to ease the transition for vulnerable families.

## **Welfare changes**

**Question No: 2013/2248**

[Fiona Twycross](#)

What impact of the welfare changes is the Mayor anticipating both on individuals, families and children in London and on the wider economy in London? Is the Mayor tracking the impact of welfare changes and is he concerned about any aspect of the changes?

[The Mayor](#)

I anticipate that the changes to welfare will deliver a fairer system that will provide better incentives to work and curb the spiralling cost of benefits.

My Deputy Mayor for Housing, Property and Land and my officers are in an on-going dialogue with DWP, DCLG, boroughs and housing associations to monitor the impacts and minimise any unintended consequences of the welfare reforms on London.

## **'Bedroom Tax' - house building**

**Question No: 2013/2249**

[Fiona Twycross](#)

Given the Mayor's response to questions on the 'Bedroom Tax' was that more housing was the answer, and given the fact that there is simply nowhere for most of the people affected by the 'Bedroom Tax' to move to, what actions has the Mayor taken in the last month to increase social housing stocks in London?

[The Mayor](#)

Last month saw the deadline for my latest Housing Covenant programme. This is providing up to £100 million as part of an on-going programme to deliver 100,000 affordable homes over my two terms and to start to build the pipeline into the future.