

Written Answers to questions not answered at Mayor's Question Time on 14 September 2011

Priority questions on the public disorder incidents which took place in London in August 2011

Supporting police

Question No: 2607 / 2011

[Steve O'Connell](#)

What can be done to give police the confidence to act pre-emptively in riots in order to prevent, rather than react to, violence and illegality?

Oral Response

Gangs in London

Question No: 2456 / 2011

[Darren Johnson](#)

What are you doing to ensure that all London boroughs and the police can properly resource initiatives that reduce gang membership and criminality?

Oral Response

Arson, violence and robbery

Question No: 2644 / 2011

[Joanne McCartney](#)

Are you completely satisfied with your response to the recent disturbances across London?

Oral Response

Rioting in London – impact on economy

Question No: 2466 / 2011

[Dee Doocey](#)

What assessment has been made of the economic impact of the riots in London?

Oral Response

Riot-training

Question No: 2611 / 2011

[Roger Evans](#)

Do you think all police should receive riot-training?

Oral Response

Government recovery fund

Question No: 2579 / 2011

[Richard Tracey](#)

Does the Mayor agree that Clapham should be included in the £20 million recovery fund put together for Tottenham and Croydon by the Government?

Oral Response

Priority questions on all other areas which fall within the Mayor's remit for London

2012 fares decision

Question No: 2639 / 2011

[Valerie Shawcross](#)

Are you still proposing to increase transport fares next year by RPI +2%?

Oral Response

LIP process

Question No: 2630 / 2011

[Brian Coleman](#)

Does the Mayor consider the LIP process satisfactory?

Oral Response

Phone Hacking

Question No: 2645 / 2011

[Joanne McCartney](#)

Were you given any oral or written briefing in advance of my question 2674/2010 in September?

Written response from the Mayor

Yes.

Royal Brompton health care

Question No: 2583 / 2011

[Victoria Borwick](#)

The Royal Brompton together with Imperial College has just been granted £20m from the National Institute for Health Research for the performance of their Biomedical Research Units. The two units are at the forefront of research into heart and lung conditions. In light of the flawed NHS proposals to close the Royal Brompton's children's cardiac unit and this recognition of the excellent work being done, will the Mayor join me in supporting the Royal Brompton's fight to retain its paediatric and cardiac units?

Oral Response

Winsor Report

Question No: 2385 / 2011

[Richard Barnbrook](#)

Do you believe Metropolitan Police morale and operational effectiveness would be adversely affected should the recommendations of the Winsor report on pay and conditions be implemented?

Oral Response

London Housing Strategy

Question No: 2647 / 2011

[Nicky Gavron](#)

Will individual borough targets be included in your final London Housing Strategy?

Oral Response

London Plan and National Planning Policy Framework

Question No: 2593 / 2011

[Andrew Boff](#)

Will the Mayor do everything in his power to ensure that the London Plan, rather than the National Planning Policy Framework, remains the guide by which London develops so that there is a presumption in favour of new scheme in town centres and on brownfield land first?

Oral Response

Progress of RE: NEW for 2011/2012

Question No: 2648 / 2011

[Murad Qureshi](#)

To date, how many homes have been treated under your RE: NEW programme?

Oral Response

Taxi and Private Hire directorate

Question No: 2535 / 2011

[Caroline Pidgeon](#)

Is TfL's Taxi and Private Hire directorate effective in protecting passengers?

Oral Response

Lessons learned from Edinburgh tram

Question No: 2637 / 2011

[Brian Coleman](#)

What lessons are there for London from the fiasco of the Edinburgh tram scheme? And would the Mayor agree with me that this proves how wise he was to have scrapped the cross-river tram and west London tram schemes?

Oral Response

The Big Switch

Question No: 2539 / 2011

[Mike Tuffrey](#)

Will you support my plan to convert all London's buses and taxis to electric power by 2020?

Oral Response

Hounslow Town Centre

Question No: 2624 / 2011

[Tony Arbour](#)

What progress is being made in the recent police crackdown on anti-social behaviour by drinkers in Hounslow Town Centre?

Written response from the Mayor

The police are robust in enforcing the Controlled Drinking Zone (CDZ). Approximately 50 seizures of alcohol are made each month. Police have also made arrests when drinkers have returned to the CDZ and in July, 3 people were fined by magistrates.

The Hounslow Town Centre Safer Neighbourhood Team liaises with Hounslow Council regarding licensing issues on the town centre CDZ to ensure joined up working to reduce and prevent alcohol-related crime and disorder.

The impact on the town centre environment has been positive and significant.

Apprenticeships in public procurement

Question No: 2800 / 2011

[John Biggs](#)

In June you claimed: "I have also ensured jobs for more than 1000 unemployed people in the past 12 months by requiring GLA suppliers to deliver jobs and training opportunities as part of the conditions of winning a contract. My programme, which uses the power of public sector procurement to combat directly unemployment, is the first of its kind in the country...It is my understanding that this assertion is simply untrue and far from being the GLAs unique model is something widely practised elsewhere. Will you apologise to Londoners for making this up? And given the high levels of worklessness in London, do you worry that such a poverty of understanding, and a willingness to make false claims to cover for this, characterises your administration?"

Oral Response

Private Sector Tenants

Question No: 2834 / 2011

[Len Duvall](#)

Do you agree that many Londoners have no choice but to find accommodation in the private-rented sector and that therefore improving the experience and rights of tenants and prospective tenants is vital?

Oral Response

London's housing crisis

Question No: 2540 / 2011

[Mike Tuffrey](#)

Will your revised Housing Strategy solve the growing housing crisis in London?

Oral Response

Jubilee Line

Question No: 2642 / 2011

[Navin Shah](#)

Can you give reasons for further impending closures of the Jubilee Line and give a definite date for when weekend closures will cease?

Written response from the Mayor

I have made very clear in my previous answers that although work on the Jubilee line upgrade is now complete, enabling works for the sub-surface upgrade and routine track maintenance will necessitate closures on the Jubilee line on some occasions. Both Metropolitan and Jubilee line trains share the depot at Neasden and the lines have adjacent tracks in the area. In these areas, work on the Metropolitan line track precludes the Jubilee line running for safety reasons. These closures are not for the upgrade of the Jubilee line – that work is now complete.

The three part-closures at the north end of the Jubilee line (18 September, 1/2 October, 15/16 October) will allow upgrade work on the Metropolitan line to be carried out. The work is part of the huge and complex sub-surface lines upgrade, including the renewal of life-expired

Metropolitan line signalling at the Neasden depot.

Now that TfL is able to directly control all the maintenance and upgrade work, it has been able to plan carefully and use innovative approaches to reduce the burden of weekend closures across the Tube network. The Northern Line upgrade, which uses far fewer closures is an example of this. Under the PPP, Tube Lines had proposed 65 weekend closures on the Northern line. TfL announced in June it would be use 16 weekend closures plus 6 four to five day closures over Easter and Christmas.

But some closures will always be necessary in order that TfL can properly maintain the Tube in a safe and reliable condition, as there is some work, such as track maintenance, that simply cannot be done without closing the line.

I have tried to be clear and consistent on this but accept that it is hard to explain clearly to people and have asked TfL to look at this again.

Air pollution short-term measures

Question No: 2412 / 2011

[Jenny Jones](#)

Is gluing pollution to the roads twice a day a way of avoiding European fines rather than actually solving the problem?

Oral Response

Questions for Written Answer

Metropolitan Police Phone Hacking Crisis

Question No: 2387 / 2011

[Richard Barnbrook](#)

How would you counter John O'Connor former Flying Squad Commander who claimed "the Met is a rudderless ship" and added: "I have never known anything like this in the history of the Met"?

Former Metropolitan Police Commissioner Lord Blair commented that "the resignation of two successive Commissioners of the Metropolitan Police in just over two and a half years indicate that something is gravely wrong with political oversight and governance of the Metropolitan Police"! Do you think Londoners have lost confidence in your stewardship of the Metropolitan Police?

Written response from the Mayor

Londoners can be assured that delivery of a strong and efficient police force is one of my priorities for London. The Met has my every confidence and I am sure that the new Commissioner and his senior team will deliver the police service that both Londoners and I want.

Bike Thefts

Question No: 2388 / 2011

[Richard Barnbrook](#)

Whilst there was a welcome 3% reduction in bike thefts last year, there are still over 61 bikes stolen every day! Do you think this continued menace is hampering your efforts to see more

people cycling in London?

Written response from the Mayor

The MPS has reported this decrease despite continued growth in the number of cyclists; cycling levels on London's main roads have increased by 15% in the last year alone. While this reduction is encouraging, I am not complacent and remain committed to tackling cycle theft.

In July 2010, I launched my dedicated MPS Cycle Task Force. In its first year of operation alone, they made 175 arrests for crimes related to cycle theft, and security marked over 12,000 bicycles. These are fantastic results for such a new team and I am confident that their successes in tackling cycle theft will increase over time.

In addition, Transport for London is working with other MPS teams as well as the City of London Police, British Transport Police and the London boroughs to improve cycle security by promoting cycle marking and good locking practice, which helps act as a deterrent to potential cycle thieves.

City Hall Salaries

Question No: 2389 / 2011

[Richard Barnbrook](#)

Some constituents have written to me unhappy that in such straitened economic times, you saw fit to raise the salaries of two of your advisors by 55.45% and 33.82% respectively. Are you comfortable with how the London taxpaying public may perceive these huge increases with most seeing big falls in their standard of living?

Written response from the Mayor

The salary increases for two of my advisors reflect the expansion of their roles and responsibilities to deliver key improvements to the quality of life of all Londoners

Fuel Poverty

Question No: 2391 / 2011

[Richard Barnbrook](#)

In light of the huge hikes announced in Energy prices recently, how many Londoners are anticipated be in fuel poverty by April 2012?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Written response received on 27 September 2011:

Given the factors involved in estimating fuel poverty, and the volatility in the numbers, we cannot forecast the numbers of households in London which will be in fuel poverty under Government's definition of fuel poverty. However, increasing energy prices will inevitably put more pressure on energy bills.

To tackle fuel poverty, many of the RE:NEW areas target deprived areas of London. As well as improving the energy efficiency of homes and making them warmer, RE:NEW also includes benefits check as part of the homes energy visit. My Know Your Rights campaign also aims to help the capital's older people, disabled people, carers and low-income families receive financial help and advice when they need it, and get the benefits they are entitled to.

Criminal Records Checks

Question No: 2392 / 2011

[Richard Barnbrook](#)

Have you received a response from the Home Office regarding the relaxation in strict vetting procedures for people wishing to become taxi drivers?

Written response from the Mayor

Yes. As a result of my letter to the Home Secretary, Transport for London and other stakeholders including London TravelWatch, the Licensed Taxi Drivers' Association, the Local Government Group and the Suzy Lamplugh Trust were invited to meet officials at the Home Office to discuss the appropriate level of vetting for taxi and private hire drivers.

Since the meeting, a joint submission has been made to the Home Office requesting a change in the law to allow the continuation of enhanced disclosures for taxi and private hire drivers. This will now be presented to Ministers for their consideration.

Police Budgets

Question No: 2393 / 2011

[Richard Barnbrook](#)

Have the recent riots together with the attendance of 10,000 officers brought in to police the Notting Hill Carnival blown the annual MPS budget completely off course?

Written response from the Mayor

The additional costs of Operation Kirkin and Operation Withern are £41m (as at 2 September 2011). These costs will increase as operations are still ongoing and the investigative phase, Operation Withern, may need to run for some time.

The MPS and the MPA and have been in discussions with the Home Office with regards to recovering the costs of the disorder. These figures are exclusive of costs as a result of claims under the Riot Damages Act 1886.

High Speed 2

Question No: 2394 / 2011

[Richard Barnbrook](#)

Are you in broad agreement with the Department for Transport in their support for a high-speed rail link from London to Birmingham and the North West operating via Euston Station?

Written response from the Mayor

While I continue to support a high speed rail network in principle, my support is conditional on a number of specific criteria and on the need to make the new railway work well for London. My response to the Government's consultation on the line of route indicates that the current route is inadequate for a number of reasons.

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

The proposal being consulted on also fails to address the considerable challenge of dispersing high speed rail passengers from the rest of the UK across London. I am seeking a commitment from the Government that their proposals for HS2 address the significant impacts on Underground capacity at Euston station and beyond.

The proposals for an intermediate station at Old Oak Common, while supported in principle, do not fully address the future transport needs of this major new rail hub. I will be seeking a

commitment that complementary rail and other transport enhancements for Old Oak Common are included in the core HS2 scheme to ensure it is accessible to the wider area.

Finally, I am concerned that the current proposals for connecting HS2 and HS1 to allow the through running of high speed services are inadequate. Such a connection may be welcome in principle, but the current plans for using the existing North London Line for high speed trains will impact negatively on the operation of the North London Line. I am pushing Government for a connection that does not affect the future operation and performance of the North London Line.

Victim focus units

Question No: 2395 / 2011

[Jenny Jones](#)

Are you aware that the Victim Focus Units within the Metropolitan Police are at risk of closure as a result of budget cuts and a loss of Home Office funding? Are you concerned about the impact for the service provided to victims and the knock on effects for the use of police officers' time?

Written response from the Mayor

Yes, however the Territorial Policing (TP) department in the MPS is leading on the response to the closure, to ensure that the quality of service to victims is not negatively impacted.

The TP Victim Service Action Plan, led by Commander Steve Rodhouse, addresses the issue by ensuring that officers provide information to victims about their crimes and the relevant police investigations.

Lane rental consultation (1)

Question No: 2396 / 2011

[Jenny Jones](#)

Why is there no lane rental cost for blocking the pavement or working outside peak hours?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Written answer received on 21 September 2011:

Lane Rental charges will apply to some footway works that have an impact on the carriageway, including where pedestrians are diverted into the carriageway.

Footway works that do not impact on the carriageway will be closely monitored to ensure that all safety standards are adhered to and that minimum footway widths are provided for pedestrians, especially the elderly and less able.

The TfL scheme is based upon the draft guidance provided by the DfT. Whilst the DfT guidance does consider the option of lane rental at footway locations, it only envisages that this would be used in a few specific cases and states that in general, it is unlikely that the disruption caused by footway works is enough to justify lane rental charges.

TfL's lane rental scheme proposals do allow for the lane rental locations to be amended and have left open the possibility that specific footways could be included in the future, but are unable to include a blanket Lane Rental charge on footways.

Charges will not be made outside peak hours as TfL recognises that works do need to take place, however, by providing opportunities to avoid charges by working outside peak times, the impact of such works can be minimised.

I will keep this under review as our lane rental proposals develop.

Lane rental consultation (2)

Question No: 2397 / 2011

[Jenny Jones](#)

Will the impact of the proposed lane rental scheme be to speed up peak-time traffic by encouraging contractors to work in the evenings and weekends, whilst being parked up on the pavement during the day?

Written response from the Mayor

The Lane Rental Scheme has been designed to encourage more off-peak working, including weekends and evenings, to reduce the disruption caused from road and street works during the busier peak hours.

Lane Rental charges will apply to footway works that have an impact on the carriageway, including where pedestrians are diverted into the carriageway. Footway works that do not impact on the carriageway are closely monitored to ensure that all safety standards are adhered to and that minimum footway widths are provided for pedestrians, especially the elderly and those with mobility issues.

TfL will operate an intense monitoring regime in all lane rental locations to identify and deal with all breaches.

Safe access to cycling events

Question No: 2398 / 2011

[Jenny Jones](#)

I have received a complaint from a family who were very disappointed that they were unable to reach a Skyride event this year without using dangerous main roads, in part due to the closure of tube lines. In planning future cycle rides such as Skyride, will you ensure that families are given the information and options to reach them on safe, calm roads and by public transport?

Written response from the Mayor

I am sorry to hear that the family had trouble travelling to a Sky Ride event this year. Participants were encouraged to travel to Sky Ride events by bike, and, to help facilitate this, guided rides were provided from a range of origins around London. Guided rides are designed for less confident cyclists; to accompany them and provide route-finding support.

For the Central London event on 4 September 2011, 54 guided rides to and from the event were provided; the details of which were on the Sky Ride website. In addition to this, the routes were published on the Sky Ride website for those wishing to make their own way by bike. The Sky Ride website also provided links to Transport for London's cycle journey planner where route alternatives using either main roads or quieter back roads, to suit all levels of experience, are offered.

Bicycles can only be taken on certain parts of the Tube network and the majority of participants are not expected to take public transport to the event. However, as part of our commitment to making journeys to events as hassle-free as possible, travel advice is provided on the Sky Ride website, including a link to TfL's journey planner. In addition, all planned network closures are clearly communicated on the TfL website.

TfL will continue to ensure that comprehensive travel information and guided rides are provided for any such future events, and will actively encourage participants to check the event website for details of led rides from their area.

Road works guidelines

Question No: 2399 / 2011

[Jenny Jones](#)

Can you send me a copy of the guidelines on cyclists and road works referred to in January 2010 in answer to my question 0027/2010?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Written answer received on 21 September 2011:

TfL had expected to publish the Cyclists at Roadworks guidelines earlier this year. However it was decided that the draft guidance should be tested against a number of schemes being implemented by TfL before finalising the document. This is intended to ensure that the guidelines are suitable for implementation on typical schemes and hence that they are truly effective. The testing of the draft guidelines will be complete by the end of November and it is anticipated that the document will be published by the end of December 2011.

Width of cycle lanes

Question No: 2400 / 2011

[Jenny Jones](#)

Is it your policy to ensure that cycle lanes on busy roads, and where surface hazards close to the kerb may force a cyclist to move away from the kerb, should be 2 metres wide?

Written response from the Mayor

I am committed to improving the safety and comfort of the cycling infrastructure in London. Where cycle flows are high or roads are busy, TfL will install two metre wide cycle lanes where possible. However, restricted road widths can mean that two metre lanes are sometimes difficult to accommodate. Surface hazards such as road gullies are normally at the very edge of roads where cyclists are less likely to travel, but it is TfL policy to level and make safe any such defects when implementing schemes on its roads.

I have asked TfL to conduct a review of the relative benefits of different width cycle lanes and this will be ready in summer 2012.

The need for cycle lanes (1)

Question No: 2401 / 2011

[Jenny Jones](#)

Do you believe that a local authority can help increase the number of cyclists in its area by up to 400% by 2025 whilst having a policy of opposing the building of additional cycle lanes on its roads?

Written response from the Mayor

There are a range of ways in which a highway authority can help improve conditions for cyclists and increase the number of people who cycle on local roads. These include infrastructure measures such as junction improvements; improving the cycling permeability of the road network; provision of cycle parking; and promotional activity such as organised rides, cycle training and marketing measures. The provision of cycle lanes is another measure that can help generate an increase in cycling. Cycle lanes are particularly useful to provide protected space for cyclists on busy, main roads.

Local cycling policies identified within each borough's Local Implementation Plan (LIP) should include a package of such measures tailored to specific local circumstances, but the precise combination of measures is a matter for local determination, subject to the proviso that these will contribute to the achievement of the London-wide cycling target and meet the goals set out in my Transport Strategy and the requirements of the LIPs Guidance.

The need for cycle lanes (2)

Question No: 2402 / 2011

[Jenny Jones](#)

Will you ask Transport for London to reject any local transport plan produced by a borough which includes the systematic removal of all existing cycle lanes in a 20mph zone when the road is being resurfaced?

Written response from the Mayor

The Guidance on Local Implementation Plans (LIPs), published in May 2010, makes it absolutely clear that any borough must get written consent from Transport for London prior to removal or substantial alteration of works carried out to infrastructure installed with the benefit of TfL funding. Where a borough breaches the above conditions, TfL may require repayment of any funding already provided and/or withhold provision of further funding.

Accordingly, any LIP proposal to remove cycle lanes will be subject to review and approval by TfL. However, it may be that in locations where other mitigating measures are being installed, which assist in reducing traffic speeds and volumes, there is no longer a requirement for previously installed cycle facilities

Cost of cycle hire scheme

Question No: 2403 / 2011

[Jenny Jones](#)

What is the total estimated cost of setting up and running the cycle hire scheme (a) up to 2013 and also (b) up to 2018?

Written response from the Mayor

The current estimated cost of setting up the Barclays Cycle Hire scheme to date is £79m. Estimated costs up to 2013 cannot be reported, as Phase 2 of the scheme is still subject to negotiation and costs are commercially sensitive.

This investment has delivered over 400 docking stations and 6,000 bikes in central London and ours is one of the largest cycle hire schemes in the world. It also creates a scalable system that is capable of expanding and improving over the coming years. Currently, the scheme is estimated to cost around £15m per year to operate, a large proportion of which relates to the contract with Serco. As this contract is currently being renegotiated for the expanded scheme, the long term costs are liable to change.

Cycle hire sponsorship

Question No: 2404 / 2011

[Jenny Jones](#)

Did you receive any advice from Transport for London regarding the option of putting the cycle hire sponsorship out to tender for the period post 2015?

Written response from the Mayor

Under the terms of the sponsorship agreement, there is an obligation to discuss new initiatives, including the proposed Phase 3 expansion of the cycle hire scheme, with Barclays and, subject to agreeing acceptable terms, to extend the term of the agreement.

The commitment to the further expansion in 2013 and to significant additional funding, well before the end of the current deal, is beneficial to the scheme and to Londoners. This approach was agreed with Transport for London and is clearly preferable to waiting until 2015.

Blackfriars Bridge (1)

Question No: 2405 / 2011

[Jenny Jones](#)

On what date and at which meeting did you take a decision on the new design of Blackfriars Bridge? Who was in attendance at that meeting?

Written response from the Mayor

I discussed the developing proposals for the junction outside Blackfriars Station at briefing meetings in September 2010 and May 2011. At these meetings, Senior TfL Surface Transport Officers presented and discussed the proposals developed for the scheme.

Blackfriars Bridge (2)

Question No: 2406 / 2011

[Jenny Jones](#)

Can you tell me how many Transport for London engineers gave you advice, and on what dates, regarding the new design of Blackfriars Bridge prior to taking a decision for the work to go ahead?

Written response from the Mayor

Please refer to my answer to 2405/2011.

Blackfriars Bridge (3)

Question No: 2407 / 2011

[Jenny Jones](#)

Did you at any point visit the bridge to discuss the proposed design with staff from Transport for London or your own advisers?

Written response from the Mayor

I regularly cycle through the junction. I am aware of the previous and proposed road layouts, and the relevant traffic issues at this location. In addition, my previous Transport Advisor met with TfL officers on site in March 2011 and since then, the Deputy Mayor for Transport met with TfL officers on a number of occasions to discuss proposals for the junction in detail.

Traffic signal rephrasing

Question No: 2408 / 2011

[Jenny Jones](#)

What is the cost of rephrasing 1,000 traffic signals in London every year?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Written answer received on 21 September 2011:

The re-phasing of 1,000 sets of London's traffic lights each year through TfL's Surface Transport's Signal Timing Review (STR) Programme is budgeted to cost £1.846m.

STR is fundamental to the delivery of my Transport Strategy and it makes a significant contribution to the objectives of smoothing traffic flow (through the application of active traffic

management strategies). The STR ensures that TfL's duties under the Traffic Management Act 2004 are fulfilled, in particular the "expeditious movement of people and goods".

The key outcome of the programme is that London's traffic signals continue to operate safely for all road users, including pedestrians and cycling, and at their optimum timings. This reduces the time that vehicles spend idling in queues and stopping between signals thereby also helping to reduce vehicle emissions.

To date, this financial year (to P5) 342 signal timing reviews have been completed, which has so far brought a 9% reduction in delays for traffic at these sets of signals. This has been achieved alongside a 1% increase in the number of occasions when all pedestrians waiting to cross the road will have cleared the kerb during the first green man period thus ensuring that pavements do not become overcrowded.

Traffic signal removals

Question No: 2410 / 2011

[Jenny Jones](#)

Can you provide an update on the 145 traffic signal sites which Transport for London identified for potential removal as they did not meet the justification criteria for the installation of new traffic signals?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Written answer received on 21 September 2011:

TfL identified an initial list of 145 signal locations for potential removal, which were then taken forward for discussion with the boroughs.

Up to 10 June 2011, and following discussions with the boroughs, TfL had agreed to:

- the removal of 22 signal locations from the network;
- the deletion of 66 locations from the list, which will not be progressed for removal; and
- the addition of a further 24 locations for investigation and potential removal.

81 sites therefore remain on the list for potential removal.

No traffic signals on borough roads have been removed without the agreement of the borough.

The latest update for traffic signal removals can be found on the TfL web site, the next update is due in early October and quarterly thereafter:

<http://www.tfl.gov.uk/corporate/projectsandschemes/11351.aspx>.

Vehicle ownership in London

Question No: 2411 / 2011

[Jenny Jones](#)

What is the estimated growth in vehicles owned in London during the period up to 2026 based upon the parking standards in your new London Plan?

Written response from the Mayor

The overall car ownership in London has remained broadly constant, at just over 30 cars per 100 people for several years. TfL's assumptions are that this will remain stable. TfL expects the

increase in the number of vehicles owned in London up to 2026 to be a function of the anticipated growth in population in the same period.

London Food project budgets

Question No: 2413 / 2011

Jenny Jones

Can you provide details of budgets for Food Strategy projects for the period 2011/12 and each subsequent year up to 2013/14, including Good Food Training, Food Hub and Capital Growth projects, broken down by project?

Written response from the Mayor

The budget for Food Strategy projects for the period of 2011/12 totals £1,291,000. The budget for individual projects is as follows:

Resourcing London Food Programme and Board (including Secretariat)	- £274,000
Community Food Growing (Capital Growth)	- £431,000
Public Sector Food Procurement Cluster (Good Food on the Public Plate)	- £86,000
Increasing Supply of Local and Sustainable Food into the Capital (Business Development Managers in Wholesale Markets)	- £240,000
Urban Food Growing Conference	- £30,000
Food & Climate Change project	- £30,000
Business Food Waste project	- £40,000
Food Access & Health project	- £30,000
Olympic Food Legacy project	- £130,000

The Food Programme has also levered in a minimum of £430,000 investment to support delivery of programmes in 2011/12.

Food Programme budgets for subsequent years have yet to be confirmed. A decision on future funding will be made through the GLA's investment approval process.

Sustainable homes

Question No: 2414 / 2011

Jenny Jones

Can you tell me the number of homes funded through the National Affordable Housing Programme that were completed in 2009/10 and 2010/11, and that are forecast to be completed in 2011/12, broken down by the level of the Code for Sustainable Homes that they will achieve?

Written response from the Mayor

The HCA holds assessments against the Code for Sustainable Homes for only a minority of the new build completions in 2009/10, and for just over half of those completed in 2010/11. This is because the remainder were assessed against the earlier Ecohomes rating system, which was the system in place when they were started. The number of completions in 2009-11 that achieved each level of the Code is set out in the table below.

	2009/10	2010/11
Five	7	30
Four	42	801
Three	1,230	4,456
Two		15
One		15
Total	1,279	5,317

There is no forecast available for completions in 2011/12.

First Steps progress

Question No: 2415 / 2011

[Jenny Jones](#)

To date, how many homes have been purchased under the First Steps programme broken down by product? What is the average household income of the purchasers? What has the total cost to the public purse been?

Written response from the Mayor

The total number of homes funded by the HCA for purchase as First Steps in 2008/2011 was 13,110.

This included 11,607 as HomeBuy, which comprises 8,152 for HomeBuy New Build, 2,921 for Open market HomeBuy, 507 for HomeBuy Direct, 14 for HomeBuy Direct sale and 13 for HomeBuy for people with learning difficulties. It also included 1,503 homes for shared ownership. In addition to this, a further 2,467 homes were made available for Intermediate Rent and 165 households were assisted through the Mortgage Rescue programme. The data for 2011-12 is not yet available.

The total expenditure for these programmes in the period 2008/2011 was £738,763,056 and the HomeBuy Agents report that the average income of households purchasing homes from April 2008 to date under the First Steps programme was £34,770.24

Underoccupying social tenants

Question No: 2416 / 2011

[Jenny Jones](#)

How many social tenants that were underoccupying in London chose to downsize in 2009/10 and 2010/11?

Written response from the Mayor

This information is not available. My proposed London Overcrowding Board will consider mechanisms for collecting it in the future.

Achieving mixed and balanced communities

Question No: 2417 / 2011

[Jenny Jones](#)

Do you recognise the concern expressed by some housing associations that buy-to-let landlords buy up a large share of market properties in new developments and let many of them to Local Housing Allowance claimants, undermining the aim of creating a more mixed and balanced community?

Written response from the Mayor

I am aware of this concern. However, buying off plan, a practice which is primarily undertaken by private landlords rather than individual purchasers, makes development more viable. In addition, the acquisition of new properties for private renting provides much needed homes for Londoners. Furthermore, as outlined in my initial proposals for a revised London Housing Strategy, I am committed to taking action to improve the quality of private landlords in the capital.

Violence Against Women Action Plan 2010 (1)

Question No: 2418 / 2011

[Jenny Jones](#)

What proportion of the actions in your 2010-11 action plan has been delivered?

Written response from the Mayor

80% of the actions in my 2010-11 Violence Against Women Action Plan have either been delivered or progressed in other ways. Around 20% of the actions have been carried over to 2011/12.

Violence Against Women Action Plan 2010 (2)

Question No: 2419 / 2011

[Jenny Jones](#)

Has the GLA developed a model workplace violence against women policy across the GLA group? If so, how have you promoted it across the public and private sectors?

Written response from the Mayor

The GLA HR team has developed a draft violence against women (VAW) workplace policy. The final policy will be in place shortly.

The GLA has worked with Eaves, a third sector VAW organisation to host an event called "Reducing the Cost" which sought to raise awareness of VAW and workplace policies to tackle it. The event was a huge success with over 140 attendees from the private sector.

Further work is planned to promote the GLA VAW workplace policy, once it has received final sign off, across the public and private sectors.

Violence Against Women Action Plan 2010 (3)

Question No: 2420 / 2011

[Jenny Jones](#)

How many roundtable events has the GLA held to identify ways to improve outcomes for young women affected by serious youth violence and sexual violence?

Written response from the Mayor

The GLA has held two roundtable events to address the impact of serious youth violence and sexual violence on young women and has established a working group to take forward this area of work which has met twice.

Violence Against Women Action Plan 2010 (4)

Question No: 2421 / 2011

[Jenny Jones](#)

What actions have been taken by the MPS to ensure police officers understand the new legislation about paying for sexual services from women who are forced, coerced or controlled and to target men to deter them?

Written response from the Mayor

The MPS has taken a number of actions to ensure that officers understand the new offence of paying for sex with exploited persons:

- Training for all staff in the Trafficking and Prostitution Unit
- Information on the legislation is included on the MPS intranet, the police national database and the SCD9 website.

- Information on the Sexual Offences Act is included in training for all new recruits, Detective Constables, Sergeants and Inspectors.
- Training has been provided to officers in boroughs with a prostitution issue.
- SCD9 raise awareness through their quarterly prostitution strategy meetings with boroughs.

Rape crisis centre funding

Question No: 2422 / 2011

[Jenny Jones](#)

Can you give me figures for funding awarded to the four London Rape Crisis Centres from the GLA and separately from the boroughs for 2010/11 and 2011/12? Can you also provide equivalent figures for your proposed funding from the GLA in 2012/13 and 2013/14, and funding you anticipate boroughs will provide in those two years?

Written response from the Mayor

As per my response to your question 3981/2010, the GLA is providing £1.4 million to the four London Rape Crisis Centres between 2009-12. In addition to this, Croydon Council is providing £22K to the South London Centre and Ealing Council is providing £85K per annum to the West London Centre. All four centres receive additional funding from a range of different sources including London Councils, charitable trusts and foundations which the relevant lead councils will have details of.

The precise level of funding for 2012-13 and 2013-14 is still to be determined.

Waste arising projections in the London Plan (1)

Question No: 2423 / 2011

[Darren Johnson](#)

Can you confirm whether the waste arising projections in the London Plan (table 5.2) include waste that may be reused, recycled or composted?

Written response from the Mayor

Yes. The independently-prepared waste arisings projections displayed in Table 5.2 of the 2011 London Plan comprise the expected annual amounts of municipal and commercial/industrial waste that each borough is forecast to generate before any reuse, recycling or composting takes place.

Waste arising projections in the London Plan (2)

Question No: 2424 / 2011

[Darren Johnson](#)

Are the waste arising projections in the London Plan (table 5.2) up to the year 2031 adjusted to take account of the impact of your policies on waste reduction?

Written response from the Mayor

No. In the modelling undertaken to inform the waste arisings projections given in Table 5.2 of the 2011 London Plan, the average annual waste arisings per household are held constant over the Plan period. Had waste reduction directly informed London Plan assumptions, this could have risked insufficient land being allocated for waste uses by boroughs in their development plans. Accordingly, and rightly, a cautious approach has been taken.

Waste arising projections in the London Plan (3)

Question No: 2425 / 2011

[Darren Johnson](#)

Why does the London Plan (comparing arisings in table 5.2 with population projections) show a rise in the amount of waste each household will produce up to 2031?

Written response from the Mayor

It doesn't. The document on the GLA website 'Future Waste Arisings in London 2010-2031 – Summary Note' explains how the independent consultants produced the forecasts set out in Table 5.2. On page 3 it states that the average figure of arisings per household was held constant throughout the forecast period.

Floating walkway plan for the Thames (1)

Question No: 2426 / 2011

[Darren Johnson](#)

Can you provide details of meetings and other forms of consultation that you have carried out to date with The City of London and the Port of London Authority regarding the feasibility of building a 1km long walkway along the north side of the Thames?

Written response from the Mayor

I am currently considering a planning application on the London River Park. At this stage I am a consultee and not the planning authority. The City of London Corporation and the Port of London Authority have both requested further information from the applicant on a number of issues, as I have. Once that information has been provided, the PLA and the Corporation of London's views will be sought on the application.

Floating walkway plan for the Thames (2)

Question No: 2427 / 2011

[Darren Johnson](#)

Waste from the City of London is currently removed by the River Thames via the Walbrook Wharf waste transfer station south of Cannon Street, where it is loaded into river barges. How will the river barges reach Walbrook Wharf when the upstream element of the walkway will be very close to the transfer station?

Written response from the Mayor

I have requested further information on this aspect of the planning application from the applicant.

Floating walkway plan for the Thames (3)

Question No: 2428 / 2011

[Darren Johnson](#)

How much waste annually is transferred via the Walbrook Wharf Waste transfer station?

Written response from the Mayor

30,000 tonnes.

Floating walkway plan for the Thames (4)

Question No: 2429 / 2011

[Darren Johnson](#)

Will the 1km long walkway along the north side of the Thames be sturdy enough to withstand an accidental knock or scrape with a barge and tug combination or cruise liner passing down the

river? What assurances can you give about public safety, particularly of small leisure craft that currently hug the shore line?

Written response from the Mayor

I am currently considering a planning application on the River Park scheme. I have requested additional information from the applicant in respect of navigation and safety issues, as have the City of London Corporation and the Port of London Authority.

Floating walkway plan for the Thames (5)

Question No: 2430 / 2011

[Darren Johnson](#)

How much are you planning to charge the public to use the walkway?

Written response from the Mayor

I am currently considering a planning application for the London River Park. The park is proposed to be publicly accessible and the application does not propose to charge for access to the park, although there may be a need to manage overall numbers on the park at any one time.

Recognition of RMT and TfL Taxi Engagement Policy

Question No: 2431 / 2011

[Darren Johnson](#)

Will you ask TfL to review its decision not to recognise the RMT through the TfL Taxi Engagement Policy, given it is a bona fide representative body of hundreds of taxi drivers in London?

Written response from the Mayor

The RMT has never been denied the opportunity to engage with TfL on taxi trade matters and frequently raise issues directly with TfL which are fully responded to as well as being included in all formal consultations.

The Taxi and Private Hire Engagement Policy provides a reasonable, clear framework for engagement with the RMT and other driver groups and associations. TfL applies this to all those wishing to participate in round table dialogue and discussions on trade matters. It is entirely reasonable to have such a framework given the fragmented nature of the London taxi trade and the large number of different driver groups and associations. The framework ensures all such dialogue is productive, meaningful and is focused on addressing those issues and concerns of the groups representing the majority of drivers who belong to an association.

Despite the existence of these many different driver groups, the issues of concerns to taxi drivers are well known and consistent regardless of the group they are raised by. The three driver associations TfL currently engages in formal round table discussions with, represent the largest number of taxi drivers who belong to a driver group or association.

TfL has had extensive correspondence with the RMT on the policy and despite repeated requests have yet to be informed, even informally, of the number of licensed London taxi drivers they actually represent.

TfL remains committed to continuing to fully engage with the RMT London Taxi Branch on any taxi trade issues or member query that the RMT wish to raise. TfL will continue to include the RMT on all formal taxi trade consultations and would be grateful to receive any further information the RMT can provide which shows they are willing and able to meet the requirements of the Engagement policy either in full or part.

Should you have further questions on this subject, please contact John Mason, Director - Taxi &

Private Hire, who would be more than happy to discuss this with you.

Pollution reduction technology in buses (1)

Question No: 2432 / 2011

[Darren Johnson](#)

Are you concerned by the findings of Dutch study into Selective Catalytic Reduction (SCR) technology, which shows that NOx emissions from what should have been Euro-5 trucks in the urban environment were only marginally better than those of Euro-3 vehicles, despite theoretically being 60% lower? Given these concerns, will the initial tests being carried out by Transport for London be followed up by regular in-service conformity testing of random vehicles using the same rigorous test track conditions?

Written response from the Mayor

No. TfL does not share the level of concern expressed. TfL evaluated SCR in 2005 and found it to be effective and the latest pilot will use a system specifically calibrated to match the slower stop-start conditions experienced by buses on London roads. The Dutch study looks at the effectiveness of SCR on trucks that were calibrated for the European Transient Cycle (ETC) emission test which includes motorway driving. This is very different to the London Buses test cycle that will be used for this pilot.

Pollution reduction technology in buses (2)

Question No: 2433 / 2011

[Darren Johnson](#)

Will TfL test for side effects of the Selective Catalytic Reduction (SCR) technology such as ammonia slip where un-reacted ammonia is discharged into the atmosphere, and the emission of dioxins? Can you confirm that where SCR does work it breaks down particulate emissions, but does not eliminate them? Will the emission of PM2.5s be included in the test results?

Written response from the Mayor

Yes. Stringent secondary emissions limits for ammonia slip have been included as part of this pilot in accordance with best practice from the Californian Air Resource Board (CARB) and European emissions standards.

Dioxin emissions from SCR systems have been associated with the use of copper zeolite catalysts which neither of the two nominated manufacturers utilise as part of their system design.

The SCR systems will be combined with the diesel particulate filters already fitted to the Euro 3 buses which reduce PM (specifically PM2.5) emissions by approximately 90% and this will be measured as part of the test.

Fire service and the riots

Question No: 2434 / 2011

[Darren Johnson](#)

Would the London Fire Brigade cope with callouts in 2014/15 on a scale similar to the August riots following the cutbacks?

Written response from the Mayor

Yes.

Outer London Fund

Question No: 2435 / 2011

[Darren Johnson](#)

Can you provide the following information about the Outer London Fund: how much is the GLA borrowing in total to finance this fund? How much is being contributed from other sources? What is the estimated total cost of the interest on the loan, and is that included in the £50m figure? What are the estimated annual repayments for this loan and over how many years?

Written response from the Mayor

The planning assumption made is that the Outer London Fund (OLF) will be financed by £10m of revenue from the LDA and £40m prudential borrowing by the GLA. Only the first £10m of the Outer London Fund (OLF) has been allocated to date. Therefore, there remains some uncertainty about the exact nature of the borrowing to be incurred until funding agreements are agreed with the boroughs. However, the scope of the prudential borrowing for the OLF will be contained within the £4.47m pa in a full year which has been provided for in the GLA's Contingency on an ongoing basis. Subject to the OLF programme being finalised, the annual charge to revenue is estimated to be for 12 years. This allows for a £40m repayment of principal plus a £13.64m interest cost, the latter not being included in the £50m figure. The proportion of principal repaid compared to the interest cost would increase each year, but on average over the 12 years, annually £1.14m of interest will be incurred and £3.33m principal repaid.

Town centre regeneration fund (1)

Question No: 2436 / 2011

[Darren Johnson](#)

Can you break down the £50m town centre regeneration fund, indicating how much comes from: (a) the GLA core grant, (b) additional but existing grants to the GLA, (c) the economic development grant to the LDA, (d) any new sources of funding and (e) any borrowing?

Written response from the Mayor

The detailed spending programme of the £50m Regeneration Fund is still under development and there is a degree of uncertainty over the timing and nature of the expenditure to be met by the GLA.

The present financial planning assumptions are that the Fund will be financed by:

- (i) prudential borrowing by the GLA of £46.2m;
- (ii) optimising capital financing decisions between the LDA and GLA, saving £2.8m in 2011-12; and
- (iii) an anticipated underspend by the GLA of £1m in 2011-12.

The funding strategy and budget implications will be kept under review as the projects and programmes are developed, and are therefore subject to change.

Town centre regeneration fund (2)

Question No: 2437 / 2011

[Darren Johnson](#)

Can you break down any money in the £50m town centre regeneration fund taken from existing GLA budgets by the projects it was previously allocated to?

Written response from the Mayor

The £50m town centre regeneration fund does not include any monies from existing GLA projects.

The present financial planning assumptions are that the Fund will be financed by:

- (i) prudential borrowing by the GLA of £46.2m;
- (ii) optimising capital financing decisions between the LDA and GLA, saving £2.8m in 2011-12; and
- (iii) an anticipated underspend by the GLA of £1m in 2011-12.

The funding strategy and budget implications will be kept under review as the projects and programmes are developed, and are therefore subject to change.

Town centre regeneration fund (3)

Question No: 2438 / 2011

Darren Johnson

If there is any borrowing as part of this fund, can you tell me the estimated total cost of the interest on any borrowed money, indicate whether that interest is included in the £50m total, and tell me what the estimated annual repayments are and over how many years?

Written response from the Mayor

The planning assumption made is that the £50m Regeneration Fund (RF) will be largely financed by £46.2m of prudential borrowing. However, the detailed spending programme for the RF is under development and there is a degree of uncertainty over the timing and nature of the expenditure to be met by the GLA until funding agreements are made with the boroughs. However, the borrowing for the RF will be contained within the £4.07m pa in a full year which has been provided for in the GLA's Contingency on an ongoing basis. Subject to the RF being finalised, the annual charge to revenue is estimated to be for 17 years. This allows for a £46.2m repayment of principal plus a £22.99m interest cost, the latter not being included in the £50m figure. The proportion of principal repaid compared to the interest cost would increase each year, but on average over the 17 years, annually £1.35m of interest will be incurred and £2.72m principal repaid.

Transparency and openness (1)

Question No: 2439 / 2011

Darren Johnson

In recent years the London Development Agency has published detailed and informative papers and minutes for Board and Committee meetings, improving its transparency and openness. Will you ensure that these standards are matched by your new Investment & Performance Management Board, Regeneration Investment Group, Housing Investment Group and Housing Board?

Written Response from the Mayor

Not only are the LDA's standards being matched in this regard, they are also being bettered as, for the first time, we are releasing detail financial and performance data at a project level into the public domain. Please see: <http://www.london.gov.uk/who-runs-london/greater-london-authority/investment-performance-board>

Transparency and openness (2)

Question No: 2440 / 2011

Darren Johnson

Board and committee meetings for the London Development Agency are open to the public, where full and frank discussions of the issues take place on precisely the same issues as those

for your Investment & Performance Management Board, Regeneration Investment Group, Housing Investment Group and Housing Board. Meetings can then close for commercially confidential discussions. Why, then, will the Board and its Groups meet behind closed doors?

Written response from the Mayor

I am fully committed to the proceedings of the Board and its Groups being as transparent and open as possible which is why more data is being released into the public domain than ever before. In terms of making the meetings public, it is simply not the Government's or Parliament's intention that Mayoral decision making be undertaken in public. As with Ministerial decision-making, the model put in place for the Mayoralty is one of private decision-making followed by public scrutiny. We are of course releasing minutes of meetings into the public domain so that there is a full audit trail available for scrutiny purposes.

Membership of your Investment & Performance Management Board

Question No: 2441 / 2011

[Darren Johnson](#)

Why does your Deputy Mayor for Policing sit on your Investment & Performance Management Board?

Written response from the Mayor

The Deputy Mayor for Policing sits on the Board because he is a senior member of my team and is my lead advisor on GLA community safety projects. It worth bearing in mind that, in governance terms, the Board and its Groups are for internal discussion and information purposes only and that formal decision making continues to rest with me.

Taking the environment seriously (1)

Question No: 2442 / 2011

[Darren Johnson](#)

Your Investment & Performance Management Board will oversee investment proposals worth millions of pounds for environmental projects that tackle key statutory responsibilities, yet neither your environment advisor nor the Executive Director of Development and Environment sits on the Board. Why is this?

Written response from the Mayor

The Executive Director of Development & Environment does sit on the Board and my environmental advisor attends when there are agenda items relating to the environment (as was the case at the 2 September Board meeting).

Taking the environment seriously (2)

Question No: 2443 / 2011

[Darren Johnson](#)

Will you ensure that environmental outcomes central to your strategies are included in the appraisal and evaluation paperwork for papers discussed in your Investment & Performance Management Board so that no opportunity is missed to, for example, reduce carbon dioxide emissions and improve air quality?

Written response from the Mayor

Yes, on those occasions when that approach is applicable.

Green Enterprise District

Question No: 2444 / 2011

Darren Johnson

Will you be developing an asset management strategy for the GLA that considers the potential for land to be used to develop the low carbon economy, building on the LDA's work on the Green Enterprise District and Low Carbon London?

Written response from the Mayor

I am currently reviewing my approach to assets in preparation for the integration of the GLA, LDA and HCA London from April next year. My approach will respond to the priorities set out in my existing strategies, which already guide the work of the GLA family. Driving London's transition to a low carbon economy, and as part of that, ongoing promotion of the Green Enterprise District are priorities in both the Economic Development and Climate Change Mitigation and Energy Strategies.

I have already made some important achievements in this respect with Siemens' only Urban Sustainability Centre in the world being located on land formerly owned by the LDA and London Borough of Newham, the designation of the Royal Docks as an Enterprise Zone and promoting the Royal Docks as an ideal location for low carbon economy businesses through the LDA's current marketing exercise of the Royal Docks.

Carbon dioxide emissions from GLA group

Question No: 2445 / 2011

Darren Johnson

What were the carbon dioxide emissions from each of the GLA, TfL, LFEPA and the MPS in 2005, 2006, 2007, 2008, 2009 and 2010?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Written response received on 27 September 2011:

Tonnes CO ₂	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11
GLA	1,829	1,587	1,813	1,799	1,793	1,606
TfL*	122,916	124,946	137,841	141,480	151,888	163,170
LFEPA**	19,940	19,451	21,432	21,003	19,576	18,825
MPS	177,219	169,688	169,237	174,941	169,300	165,804

Scope of carbon footprints

GLA: City Hall only

TfL: Stations, depots and head office buildings

LFEPA: Buildings, fleet, lease cars and air travel.

MPS: Building, vehicle use and air travel.

Please note:

*TfL's services, and the number of passengers carried, has increased over the period.

** The increase in 2007/8 was due to the move to Union Street. For a period of time LFEPA used both Union Street and the rooms and CMC at Lambeth fire station.

Carbon dioxide reductions from RE:NEW

Question No: 2446 / 2011

[Darren Johnson](#)

In your Climate Change Mitigation and Energy Strategy, what is the assumed total reduction in carbon dioxide emissions achieved by RE:NEW delivering its measures to 200,000 homes by 2012?

Written response from the Mayor

Following public consultation this year, my final Climate Change Mitigation and Energy Strategy will be published shortly and will include modelling for projected CO2 emissions reductions in London, including those from my programmes, such as RE:NEW. I will make this information available to you on publication of the strategy.

LED traffic signals

Question No: 2447 / 2011

[Darren Johnson](#)

Can you provide figures on the cost and projected energy savings over a ten year period from (a) the installation of low energy LED lights to Tower Bridge, (b) your plans for the installation of LED traffic signals, and (c) replacing all traffic signals with LED lights?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Written answer received on 21 September 2011:

The LED lighting project on Tower Bridge is not the responsibility of TfL but is the responsibility of the Corporation of London, who is working with General Electric (GE).

The requirement for LED technology will be incorporated into the re-let of the Traffic Signals Maintenance contract (commencing in 2014). The introduction of LED technology will form part of the overall strategy to deliver energy efficient infrastructure at traffic signal sites. Work is already underway to ensure the integration of LED technology with all traffic signal components and to ensure key safety capabilities are maintained including the monitoring of red lamp failures.

The future strategy for preventative maintenance (modernisation of traffic signals that would include the installation of LED technology) is being developed as part of the work in preparation for the re-let of the Traffic Signals Maintenance contract. It is TfL's aspiration to introduce LED technology across the network as part of the continued preventative maintenance programme.

Low emission vehicles in London

Question No: 2448 / 2011

[Darren Johnson](#)

Can you please give separate figures for the number of electric vehicles and hybrid vehicles that were registered in London in 2007, 2008, 2009 & 2010?

Written response from the Mayor

This data is held by the DVLA. Transport for London has approached the DVLA to source the data in the table below.

DVLA registrations	2007	2008	2009	2010	2011
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Electric vehicles registered with the DVLA in London	1725	1776	1798	2144	2313
Hybrid vehicles registered with the DVLA in London	8357	10951	13376	14588	22536

Dust suppressant trials (1)

Question No: 2449 / 2011

[Darren Johnson](#)

What is the maximum number of times per day that any of the dust suppressant vehicles will have sprayed the road surface along the Marylebone Road or Lower Thames Street? Does additional spraying result in a further decline in the pollution registered?

Written response from the Mayor

The Calcium Magnesium Acetate (CMA) dust suppressant trial used frequencies of a maximum of two applications per day. The monitoring report, which is available online via this link: <http://www.tfl.gov.uk/corporate/projectsandschemes/17246.aspx>, shows that when CMA is applied at this higher frequency there is a greater reduction in local PM10.

Dust suppressant trials (2)

Question No: 2450 / 2011

[Darren Johnson](#)

Can you confirm that the dust suppressant vehicles have sprayed on the near side lane of roads directly next to the air pollution monitoring sites at Marylebone Road and Lower Thames Street?

Written response from the Mayor

Yes, I can confirm that Calcium Magnesium Acetate was spread along road surfaces at the trial locations, including on the carriageway next to the monitoring sites.

Impact of removing the Western Extension Zone

Question No: 2451 / 2011

[Darren Johnson](#)

When will you be able to update us on both the traffic impacts and also the environmental impacts of the decision to abolish the western extension of the congestion charge area?

Written response from the Mayor

I provided a verbal update on the initial traffic impacts of the removal of the Western Extension in May. These showed generally lower levels of traffic return and congestion than had been anticipated. Further details, including a summary of the initial air quality impacts, are contained in a Transport for London press release dated 3 June, available at: <http://www.tfl.gov.uk/corporate/media/newscentre/archive/20146.aspx>

TfL is undertaking further monitoring of key indicators of traffic, congestion and air quality and expect to release the results of these in their annual Travel in London report, which is due for publication in December.

Plastic bags (1)

Question No: 2452 / 2011

[Darren Johnson](#)

Can you update me on any specific proposals you are currently considering to reduce the number of free single use plastic bags issued by retailers?

Written response from the Mayor

I have been working with the Association of Convenience Stores to engage London's many small retailers on this important issue. Together we are preparing an information campaign which details the best ways small shops can reduce the distribution of single-use plastic bags.

To reward the best-performing stores, I am setting ACS members the Mayor's Challenge. Any retailer that ceases to provide single-use plastic bags free of charge by March 2012 will be duly recognised.

Large supermarket chains also have their part to play, so I am writing to them requesting that they increase their efforts to reduce distribution now that the national voluntary targets have expired.

Plastic bags (2)

Question No: 2453 / 2011

[Darren Johnson](#)

Will you praise retailers who have successfully introduced a plastic bag charge and achieved a reduction in their use? Will you also name and shame the retailers who have reverted to old habits and have allowed an increase in free single use plastic bags?

Written response from the Mayor

I intend to congratulate all Association of Convenience Stores members that meet the Mayor's Challenge I am setting to cease distributing single-use carrier bags by next year, and will recognise the hard work of all stores that make an effort to decrease the bags they dispense.

Now that national reduction targets have expired, I am writing to the large supermarket chains urging them to intensify their efforts to reduce the number of single-use bags they give out.

Plastic bags (3)

Question No: 2454 / 2011

[Darren Johnson](#)

What powers will you seek from the Government to allow you to implement charges on free single use plastic bags?

Written response from the Mayor

Rather than seeking new powers, it will be more effective to lobby Government to impose national measures. I am closely monitoring the progress made by the Welsh Government as they introduce a levy on single-use bags, in order to judge how well this might work in London (and the rest of the country).

Tidal Flood risk

Question No: 2455 / 2011

[Darren Johnson](#)

Will you make responses to the Environment Agency's 'Thames Estuary 2100 Project' consultation from the GLA, the London Fire Brigade and Transport for London available online?

Written response from the Mayor

GLA and TfL officers have worked closely with the Environment Agency on the Thames Estuary 2100 project since it commenced in 2002. Through a significant number of workshops and bilateral meetings, my officers have input into the development of the project and ensured that the key strategic issues were addressed. Therefore relatively limited officer level written responses were sent to the Environment Agency in response to the public consultation. These responses will be sent to you and I am happy that they are shared, however they are of limited public interest so I don't propose to add them to our website

London Fire Brigade did not actually respond to the consultation, there is a typographical error in the TE2100 report (Annex1) stating that LFB did respond.

The summary of the consultation responses can be found on the EA website at www.environment-agency.gov.uk/static/documents/Leisure/TE2100_Consultation_Report.pdf.

High pay

Question No: 2457 / 2011

[Darren Johnson](#)

Do you agree with the Minister for the Cabinet Office, who was quoted in the Financial Times as follows: "the last Government had a view that salaries needed to be competitive with the private sector; I don't think we do. If the job is interesting enough and carries enough authority... people will want to do it."?

Written response from the Mayor

We saw under the previous government an astonishing and unsustainable rise in senior public sector salaries. The Minister is absolutely right to point out that the salaries for many public sector jobs need not directly compete with the private sector, especially after one considers the full pension and benefits packages of many senior public sector roles.

Playfair 2012 (1)

Question No: 2458 / 2011

[Darren Johnson](#)

In your capacity on the Olympic Board and as a champion of transparency, will you press LOCOG to publicly disclose their global supply chains, including the actual production sites, so that the public can verify claims relating to workers' rights made by their suppliers?

Written response from the Mayor

LOCOG places a high priority on environmental, social and ethical issues when sourcing its goods and services, and requires suppliers to disclose all production and warehouse locations fully through the Supplier Ethical Data Exchange (Sedex). As a private company, LOCOG encourages these firms to publicly disclose their factory locations.

Playfair 2012 (2)

Question No: 2459 / 2011

[Darren Johnson](#)

In your capacity on the Olympic Board, will you ensure that LOCOG systematically promotes its reporting system, through which workers at suppliers' factories can report any violations of their rights for investigation, to all of its suppliers?

Written response from the Mayor

LOCOG promotes its Complaints and Dispute Resolution processes, as part of its Sustainable Sourcing Code, to all of its suppliers. It is also published on the London 2012 website, with specific mentions of these processes within the 'contact' section. Telephone contact staff have also been briefed. Further work will follow to communicate the mechanisms to wider stakeholders later this year.

Garment procurement (1)

Question No: 2460 / 2011

[Darren Johnson](#)

Can you tell me how much each of the GLA, TfL, MPA/MPS and LFEPA/LFB spent on garments

in the past five years?

Written response from the Mayor

Cumulative spend on garments, including uniforms and personal protective equipment, over the last five years is:

TfL: £7,981,426

GLA: £74,936

LFB: £15,091,028

MPS: £41,600,590

Garment procurement (2)

Question No: 2461 / 2011

[Darren Johnson](#)

How many staff, including subcontracted workers, in each of the GLA, TfL, MPA/MPS and LFEPA/LFB wear uniforms or other garments procured on their behalf?

Written response from the Mayor

Number of GLA group staff wearing uniforms procured on their behalf is as follows:

TfL: 18,290

GLA: 42

LFB: 6,055

MPS: 44,503

It is not possible to provide numbers for subcontracted workers, due to the large number of contracts across the group.

Garment procurement (3)

Question No: 2462 / 2011

[Darren Johnson](#)

Which ethical procurement tools such as the Ethical Trading Initiative and Sedex are used by the GLA, TfL, MPA/MPS and LFEPA/LFB when procuring garments?

Written response from the Mayor

When procuring clothing, the GLA Group is committed to ensuring that workers employed in its supply chains are treated fairly, humanely and equitably. The Ethical Trading Initiative Base Code and Sedex are used to facilitate this.

Transport for London was the first public sector organisation to join the Ethical Trading Initiative. The GLA Group have joined Sedex on a group-wide basis. The GLA Group currently chairs the UK Public Sector Ethical Sourcing Working Group.

London and Partners - transparency

Question No: 2463 / 2011

[Dee Doocey](#)

How often does the board of London and Partners meet, and are the board papers and minutes a matter of public record? If not, will you ask the board to make these public?

Written response from the Mayor

I understand that the board of London & Partners meets every two months. As an independent company the making public of board papers is a matter for the London & Partners' board.

London and Partners – Mayoral representation

Question No: 2464 / 2011

[Dee Doocey](#)

Are you represented on the board of London and Partners, either directly, or by an observer at board meetings?

Written response from the Mayor

Under the articles of association I appoint the Chair and one other Non Executive Director to the board of London & Partners and approve the appointment by the board of two Executive Directors – the Chief Executive and the executive with responsibility for the financial affairs of the Company.

Under the terms of the grant agreement between the GLA and London & Partners the GLA is entitled to appoint an observer to the Board.

London and Partners – powers of direction

Question No: 2465 / 2011

[Dee Doocey](#)

What level of influence or control do you have over the board of London and Partners?

Written response from the Mayor

Please see my answer to question 2464/2011. On 25 July 2011, I approved the appointment of Stuart Fraser, Chairman of the City of London Corporation's Policy & Resources Committee, as my appointed Non Executive Director on the L&P Board. I do not have a power of direction over London & Partners.

Rioting in London – impact on tourism

Question No: 2467 / 2011

[Dee Doocey](#)

What assessment has been made of the impact of the riots in London on overseas visitors to London, both business and tourist?

Written response from the Mayor

London & Partners is continuing to assess the impact of the riots on overseas visitors to London, working alongside VisitBritain to gather insight and intelligence from overseas markets and the business community. Whilst it is too early to assess fully the impact, international media interest is diminishing and feedback from the tourism industry and tour operators in London is that cancellations have been minimal, with the majority of the city remaining unaffected and open for business. There has been little reported impact on inward investment.

From past experience we know that people's perceptions of London are formed over many years and are not significantly affected by short term events. I believe there will be little long-term impact on demand for London as a tourism and business destination, which remains one of the world's safest and most popular destinations for domestic and international visitors and investors.

Olympic and Paralympic mascots – visits to schools

Question No: 2468 / 2011

[Dee Doocey](#)

In your reply to my question 2031/2011 you said: “Every single one of those schools, the [Get Set] network of schools, will get free visits from Wenlock and Mandeville.” In reality, schools in the Get Set Network can ‘win’ a visit by the mascots, and only 50 visits to schools have taken place throughout the UK. Do you accept that your response was extremely misleading and if so, will you apologise to every school in London whose hopes you falsely raised?

Written response from the Mayor

You're correct in saying that schools that sign up to be part of the Get Set Network can 'win' visits by the London 2012 mascots rather than obtain one as a matter of course. However, since the mascots were unveiled in May 2010 they have visited 62 schools across the UK, with 1/3 of these school visits taking place in London. These visits were funded by LOCOG and the London 2012 sponsors and partners, and given each visit costs approximately £800 this represents a considerable investment in delivering the benefits to schools of signing up to the Get Set Network. Furthermore, the mascots also regularly appear at public events like International Paralympic Day in Trafalgar Square

Business Link – number of business helped

Question No: 2469 / 2011

[Dee Doocey](#)

For each of the last three financial years, and this year to date, please can you state how many businesses were supported by Business Link in London?

Written response from the Mayor

Within the specified period, Business Link in London has reported assistance to 628,833 businesses. The number of customers serviced by year is displayed in the table below.

Financial Year	No of customers – Reported on a rolling 12 months basis April - March	Intensive Assists
2008/09	161,232	6876
2009/10	168,087	7385
2010/11	178,049	5280
2011/12 to date	121,465	192
Total	628,833	19,541

In order to be counted in the table above, customers need to have received at least one of the following services from Business Link in London:

- An “Intensive Assist” – a minimum 2 hour face-to-face interaction with an experienced Business Adviser, the outcome being an agreed action designed to improve their business performance.
- A response to a telephone enquiry by the provision of general information, sharing related fact sheets and websites
- A referral to an appropriate 3rd party support organisation.
- Attended an event.
- Received a postal or e-newsletter.

It should be noted however, that Business Link in London outputs are calculated on a unique

basis each year (1 April to 31 March), Therefore:

- A customer could count more than once in the 628,833 total if benefitting from servicers in more than one given year.
- However, clients can only be counted once in any year, so whilst benefitting from a number (or all) of the above services, the client will still only count once to the overall yearly total.
- The number of Intensive Assists is included within the overall number of number of customers. The total has been displayed separately in the table above as it is considered to be the most intensive intervention.

Business Link – budget

Question No: 2470 / 2011

[Dee Doocey](#)

For each of the last three financial years, and the year 2011/12, please can you tell me what the budget from the LDA/GLA has been for Business Link in London?

Written response from the Mayor

The cumulative gross budget for the specified period is £52,471,515.00. The project received income for the delivery of the JCP/DWP 6 month self employment offer programme in financial years 2009/10 and 2010/11.

The net budget for the specified period is £51,753,785.00

Financial Year	Business Link gross budget	Business Link net budget
2008/09	16,686,110	16,686,110
2009/10	18,951,374	18,580,144
2010/11	13,334,031	12,987,531
2011/12	3,500,000	3,500,000.
Total	52,471,515	51,753,785

Stonewall's Workplace Equality Index 2012

Question No: 2471 / 2011

[Dee Doocey](#)

Was the GLA entered into the Workplace Equality Index 2012?

Written response from the Mayor

No.

Woolwich Olympic Shooting Venue

Question No: 2472 / 2011

[Dee Doocey](#)

The Olympic shooting venue based on Woolwich Common has no signage or information to indicate to passers-by that it is an Olympic venue, despite being close to completion. What is the reason for this?

Written response from the Mayor

ODA is working on branding outside the venue to do just this, along Ha-Ha Road. The section of hoardings running along Ha Ha Road will be wrapped with information about the venue, sports and artwork from local school children in the week commencing 12th September 2011. The ODA is not branding the other sections of hoardings as they will be replaced by the Games time security fence in the coming months.

Pedestrian crossings

Question No: 2473 / 2011

[Caroline Pidgeon](#)

Further to MQ (1918/2011), please can you confirm that by March 2012 TfL will ensure that all TfL controlled pedestrian crossings will meet the two separate guidance standards relating to:

- a) the minimum time that should be granted for pedestrians to safely cross the road
- b) pedestrian crossings having an audible signal and/or a rotating cone to assist blind and visually impaired people?

Written response from the Mayor

As outlined in the answer to your previous question, 1918/2011, TfL has been updating signals in line with Department for Transport (DfT) guidance. This approach has hugely reduced the number of remaining sites which do not currently meet current DfT guidance on signal timings, at a minimal cost to the tax payer.

In 2010 there were 218 non compliant sites to be updated. At present there are only 122. In line with recommendation 4 of the "Walk this Way" report TfL stated that 74 of the remaining 122 sites were programmed to be completed by April 2012, and a commitment was made that the remaining 48 would be added to existing programmes for completion by the end of financial year 2012/13, at which point all upgraded sites will align with DfT guidance and have an audible signal and/or a rotating cone.

Pedestrian safety at junction of Blackheath Hill

Question No: 2474 / 2011

[Caroline Pidgeon](#)

I am informed that there have been several serious accidents at the junction of the A2 Blackheath Hill, Lewisham Road and Greenwich South Street, and that pedestrians find it difficult to cross this junction. Do you currently have any plans to improve this junction? If not, will you instruct TfL traffic engineers to look at works that are needed to improve it?

Written response from the Mayor

TfL is currently progressing with a scheme to enable pedestrians to cross more safely at this junction. It is anticipated these works will be completed by March 2012.

Crossrail ticket office opening hours

Question No: 2475 / 2011

[Caroline Pidgeon](#)

What will the Crossrail ticket office opening hours be at Crossrail's London stations once the line is in operation?

Written response from the Mayor

The arrangements for the management of Crossrail stations and ticket offices have not yet been determined. It is expected that they will be divided between the Crossrail operator, London Underground and, for some existing stations on the National Rail network, by other train operating companies.

It is too early to be precise about likely ticket office opening hours, although it is anticipated that these will reflect wider practice in place on the National Rail and Underground networks by

the time Crossrail opens.

Toilets at Crossrail stations

Question No: 2476 / 2011

[Caroline Pidgeon](#)

Following on from MQ (1914 / 2011), will you ensure that every Crossrail station will have fully accessible toilet facilities if they do not have them installed already?

Written response from the Mayor

I fully appreciate the opportunity presented by Crossrail to improve the provision of station toilet facilities for the travelling public, which are particularly important for enabling people with restricted mobility the ability to travel in comfort.

As noted in MQ1914/2011, toilets will be provided throughout the Crossrail network. I can confirm that toilets will be available at almost all stations.

However, it is not the case that every Crossrail station will have fully accessible toilet facilities. In some instances, the cost of delivering fully accessible toilets would not be justified by the passenger demand forecast at those stations.

Hampstead Heath Overground Station lift

Question No: 2477 / 2011

[Caroline Pidgeon](#)

Will you work with TfL to find funds to install a lift at Hampstead Heath Overground Station to assist local residents, and also the many elderly and disabled passengers on their journeys to the Royal Free Hospital?

Written response from the Mayor

Transport for London has made a bid to the Department for Transport's (DfT) Access for All Mid Tier Funding for Hampstead Heath Station. TfL is waiting for an announcement, which is expected this month.

While London Overground are the station operators, the decision to fund step-free works at Hampstead Heath station rests with the DfT as part of their Access for All initiative. I would urge you, if you have not already done so, to write to the DfT to support TfL's bid for this station improvement.

Freight transport during the Olympic and Paralympic Games 2012

Question No: 2478 / 2011

[Caroline Pidgeon](#)

Please outline the consideration that has been given to plans for the movement of freight transport in and around London during the Olympic and Paralympic Games?

Written response from the Mayor

There is a huge amount of work that has gone into this and that continues to go on. Given the volume of activity, I suggest the best approach might be for Transport for London to brief you and your officers directly on this. Please speak to Simon Buxton in Leon Daniels' office if you would like to do this.

Funding for Surrey Canal Road Station

Question No: 2479 / 2011

[Caroline Pidgeon](#)

I believe the East London Line Extension Phase 2 currently has a project authority of £76.7m, but an estimated final cost of £72.6m, £4m under budget. Can this £4.1m be used to fund the completion of Surrey Canal Road Station? I am sure local developers, the Borough of Lewisham and Millwall Football Club would be interested in assisting to bridge any funding shortfall?

Written response from the Mayor

The cost of the London Overground extension to Clapham Junction remains £72.6m plus a contingency of £4.1m. The figures presented in the Finance and Policy Committee papers (27 July 2011) did not include the contingency element part of the total amount, hence the perceived reduction.

In fact the local developer 'Renewal' has already indicated that they will contribute funding for the station as an early part of their proposed development for the area around Millwall Football Club.

TfL has already included significant works within the funded scheme to make provision for a future station. This includes construction of a station concourse "box" beneath the railway and supporting structure for the future station platforms. These measures will enable the station to be constructed in the future with funding from Renewal or other third parties.

Hydrogen Buses on route RV1 (1)

Question No: 2480 / 2011

[Caroline Pidgeon](#)

Please list the exact dates that each of the five hydrogen RV1 buses returned to service, following their withdrawal on the 12th June.

Written response from the Mayor

Four of the five hydrogen buses returned to route RV1 on July 27, July 29, August 2 and August 17. The final bus, damaged by the fire, will return later this autumn when repair and upgrade work is completed.

Hydrogen Buses on route RV1 (2)

Question No: 2481 / 2011

[Caroline Pidgeon](#)

What was the cost of the replacement buses on the RV1 route during the time period that the hydrogen buses were withdrawn due to safety concerns?

Written response from the Mayor

The cost of replacement buses on Route RV1 was just under £20,000. TfL is currently engaged in negotiations with the vehicle supplier to claim back these costs.

Hydrogen Buses on route RV1 (3)

Question No: 2482 / 2011

[Caroline Pidgeon](#)

What was the total cost of repairing the hydrogen buses?

Written response from the Mayor

The cost of repairing the bus will be borne by the manufacturer under the vehicle warranty. There was no damage to the hydrogen or fuel cell part of the system. The damage was confined to standard bus components.

Cycle Hire cost comparisons

Question No: 2483 / 2011

[Caroline Pidgeon](#)

Can you explain why the Boston cycle hire scheme, 'The Hubway' with 600 bikes is reported to have cost USD 6m in total, compared to the £125m cost of London's 6000 bike cycle hire scheme - 70% cheaper per bike than London?

Written response from the Mayor

I believe that Barclays Cycle Hire is one of the best, if not the best, examples of this new form of public transport in the world. Whilst I cannot comment on any reported costs for other schemes, accurate or otherwise, I would like to highlight that the current estimated costs of setting up the Barclays Cycle Hire scheme to date is £79 million, not £125 million.

It should also be noted that there are considerable differences between Boston and London in terms of geography and city governance. These are also significant factors when looking to scale up the size a scheme such as this.

Reflectors on bicycles in the London Cycle Hire Scheme (1)

Question No: 2484 / 2011

[Caroline Pidgeon](#)

A large proportion of the bicycles in the London Cycle Hire Scheme no longer have a rear reflector on the mudguard. What steps, if any, are being taken to ensure that bicycles are regularly inspected and that any missing reflectors are quickly replaced?

Written response from the Mayor

The vast majority of Barclays Cycle Hire bikes are in a good state of repair and have a correctly attached reflector. All docking stations are visited at least once every two weeks by maintenance staff. These personnel clean and inspect the terminals, docking points and all bicycles at the station. If any bikes require maintenance, including replacement of the reflector, the cycle will be returned to the workshop for repair.

The public can also report any faulty cycles by pushing the red button on the docking point. This locks the bike into that docking point, and alerts the control centre to the need for repair.

In addition, all cycles go through a complete annual maintenance regime. This involves taking the bike apart and inspecting every single part, including reflectors, and repairing or replacing components as necessary.

It is important to recognise that the rear reflector is designed to supplement the flashing red LEDs located on the rear wheel struts. These, along with the white flashing LEDs on the front, are the primary safety device for the cycle.

Reflectors on bicycles in the London Cycle Hire Scheme (2)

Question No: 2485 / 2011

[Caroline Pidgeon](#)

What investigations have been undertaken to ascertain why so many rear reflectors are missing from bicycles in the London Cycle Hire Scheme?

Written response from the Mayor

As with all maintenance performed on the bikes, the number of reflectors lost or replaced is tracked and monitored. Transport for London will continue to analyse this information and pursue any opportunities to minimise loss of reflectors.

Because the reflector protrudes from the rear mudguard, there is a possibility that it could be

damaged through normal wear and tear. TfL chose to fix the reflector to the mudguard with an adhesive, rather than a bolt or screw, to prevent broken, jagged parts being exposed should the reflector be damaged. By using an adhesive, the unit comes away as a whole, offering less potential for injury.

It is important to recognise that the rear reflector is designed to supplement the flashing red LEDs located on the rear wheel struts. These, along with the white flashing LEDs on the front, are the primary safety device for the cycle.

Reflectors on bicycles in the London Cycle Hire Scheme (3)

Question No: 2486 / 2011

[Caroline Pidgeon](#)

How many reflectors on rear mudguards have gone missing since the start of the Cycle Hire Scheme?

Written response from the Mayor

Since the start of the scheme 1,850 rear reflectors have been replaced, due to either loss or damage. In the context of over 7 million journeys now taken on Barclays Cycle Hire bikes, TfL believes this to be an acceptable rate of repair. Data collected does not differentiate between lost or damaged reflectors.

Note that the replacement of the reflectors is part of the fixed price TfL pays Serco to operate the scheme, and is therefore done at Serco's expense.

Oyster Overcharging

Question No: 2487 / 2011

[Caroline Pidgeon](#)

In an answer to a recent Freedom of Information inquiry, TfL stated "We recognise that more can be done and are working to further improve Oyster and the service provided to customers, including improved journey history information and work on a technological solution which we hope to introduce later this year to tackle the issue of incomplete journeys." Please provide an update on progress that has been made, or will be made on this issue?

Written response from the Mayor

I want Oyster to be as user-friendly as possible and I am happy to confirm that TfL is working on a series of innovations to further improve the Oyster customer experience.

These innovations include a new system of personalised, on-line customer statements; new procedures to refund maximum fares automatically without the need for customer action; and plans for more streamlined on-line processes for customers who wish to seek refunds or raise queries.

As recently announced, TfL is starting to send out fare corrections for PAYG customers who have forgotten to touch-out at the end of a journey but where the destination can be deduced from the customer's journey history. This will benefit customers who normally touch in and out but occasionally omit to touch out.

The new personalised statements have been available to customers who have bought tickets online for some weeks. User feedback has been positive and TfL has now decided to make the statements available through the TfL web-site to all Oyster users who wish to sign-up. This will happen by the end of this year.

In 2012, it is planned to upgrade the on-line statements to enable customers to raise queries and to request fare corrections on-line. This will cater for situations where TfL has not been able to deduce from a customer's travel history where a journey has ended.

Cable Car Scheme

Question No: 2488 / 2011

[Caroline Pidgeon](#)

Are there any financial incentives in place for contractors Mace and Doppelmayr to compete the cable car scheme in time for the Olympics?

Written response from the Mayor

There are no bonus payments in place for this project. As with many contracts, there are liquidated damages arrangements for late delivery.

King's Cross one way system

Question No: 2489 / 2011

[Caroline Pidgeon](#)

Further to MQ (1876/2011), you have said that you will consider providing further speed reduction measures on the King's Cross one-way system including on the worst-affected roads such as Acton Street "if surveys indicate that there is a problem". Can you tell me when these surveys have been carried out or will be taking place, and when you will have the full results of these surveys and if these will be made publically available?

Written response from the Mayor

Speed surveys in the Kings Cross area, including Acton Street, Swinton Street, Grays Inn Road and Kings Cross Road are planned to be undertaken by March 2012. The results of these speed surveys will form the basis of any decisions on action taken in the area. The survey results will be available within a month of their completion.

Taxicard/Comcab (1)

Question No: 2490 / 2011

[Caroline Pidgeon](#)

Please provide the statistics for Taxi card/Comcab, per borough, for the period 1st January 2011 - 30th June 2011 for the:

- a) completed number of trips
- b) number of members
- c) revenue received from the £2.50 surcharge

Written response from the Mayor

The Taxicard scheme is London boroughs' scheme to which TfL makes an annual financial contribution. Day to day management of the scheme rests with London Councils who are best placed to respond to this question. I have copied your question to London Councils and asked that they respond to you directly.

Taxicard/Comcab (2)

Question No: 2491 / 2011

[Caroline Pidgeon](#)

Please provide the statistics for Taxi card/Comcab, per borough, for the period 1st January 2010 up until 30th June 2010 for the:

- a) completed number of trips
- b) number of members
- c) revenue received from the £1.50 surcharge

Written response from the Mayor

Please refer to my answer to 2490/2011.

Dial-a-Ride (1)

Question No: 2492 / 2011

[Caroline Pidgeon](#)

What is the total cost of implementing the new Dial-a-Ride pilot computer terminal system and what benefits can be expected from it?

Written response from the Mayor

Dial a Ride is taking delivery of 58 new low floor minibuses this year, many of which are equipped with a new satellite navigation system. The new system has a number of additional facilities including vehicle tracking and textual messaging. Dial a Ride will be utilising these facilities on a pilot basis in various parts of London to develop its future mobile communications strategy. There are no additional costs to Dial a Ride of undertaking this trial.

Dial a Ride is predicting a range of benefits, which include:

- Enhanced communications between drivers and the booking/scheduling centre. These include notifications of on the day cancellations by passengers and notification of traffic delays (eg due to road traffic accidents)
- Real time vehicle location which will enable improved information to be given to members contacting the call centre on day of travel
- Improved emergency call facilities for lone working drivers and in the event that a passenger needs emergency medical assistance.

Ultimately, all of these benefits will be enjoyed by passengers. These, and other benefits which may be identified, will be assessed at the end of the three month pilot.

Dial-a-Ride (2)

Question No: 2493 / 2011

[Caroline Pidgeon](#)

Will the new Dial-a-Ride computer system increase the number of trips carried out currently, and will it drive down the high refusal rate? Also, do you envisage it increasing the punctuality of Dial-a-Ride in future?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Dial-a-Ride (3)

Question No: 2494 / 2011

[Caroline Pidgeon](#)

Please can you declare for each of the six Dial-a-Ride depots individually, per month for the last 12 months the:

number of trips completed

refusal rate

punctuality of the vehicles

average number of trips completed by drivers

Written response from the Mayor

Dial-a-Ride completed 1,345,152 trips last year, the most ever recorded since the service began in the 1980s. Dial-a-Ride records and monitors appropriate performance indicators on a depot

basis. These include the number of completed trips and trips per driver duty, but not refusal rates or punctuality of vehicles. These are monitored on a borough and/or pan London basis. The number of completed trips and the average number of trips per driver duty over the last 12 months are shown by each main depot in Appendix A.

Dial-a-Ride records the journeys requested by customers that it has been unable to schedule (the 'refusal rate') by borough, related to the member's borough of residence. This is because trips in a borough could be provided by more than one depot. Dial-a-Ride has provided these periodic boroughs figures covering the last three years in response to MQT 1322/2011.

Dial a Ride currently measures service punctuality across London through the TfL Customer Satisfaction Survey but this does not identify individual depots. The most recent survey, conducted between April and June of this year, found that the punctuality of the service across the whole of London was rated at 88 out of 100 compared to a target of 90/100. This is consistent with previous survey findings but in the latest survey almost seven out of ten of customers reported considerable improvement in the number of vehicles arriving on time for the return journey over the previous 12 months of their travel with Dial-a-Ride. My response to MQT 2492/2111 describes a pilot of on board communications which will provide enhanced real time service information.

Cycle hire scheme at Southwark Station

Question No: 2495 / 2011

[Caroline Pidgeon](#)

How is the new docking station above Southwark Underground Station performing? Have there been any reports of access issues due to the stairs?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Written answer received on 29 September 2011:

TfL is pleased with the operation of the Southwark docking station, with some 2,800 bikes hired or docked at the station since it opened.

During the first few weeks of operation, staff on site provided new customers with guidance in using the scheme, and all customers with general assistance as required. This service has now been withdrawn, as the docking station is working well and there have been no reports of access issues to date. It is worth noting that there are a number of docking points around the back of the station with step-free access.

Nevertheless, TfL continues to monitor the operation of the site, as at all docking stations, and will make any changes which may enhance the operation of the station.

Zip Card holders and the London riots

Question No: 2496 / 2011

[Caroline Pidgeon](#)

What steps has TfL taken to ensure that any Zip card holders convicted of involvement in looting or criminal damage have their cards revoked? How many have been removed due to rioting to date?

Written response from the Mayor

The Zip Behaviour Code already gives Transport for London the ability to withdraw the right to their free travel concession from individuals who commit a crime which affects the transport network. Given the disruption caused to the transport network as a result of the civil disorder,

TfL has reached an agreement with the Metropolitan Police Service (MPS) that the details of Zip card holders who have been convicted of an offence during the disorder will be passed to TfL for this purpose.

The process of matching offender details to those who hold Zip cards is already underway. TfL has received notification of an initial 10 cases from the MPS, and is anticipating that further releases will be made over the coming days and weeks. Once received, TfL will write to the young person's parents/guardians to give them seven days notice of the intended action, after which access to the free travel concession will be withdrawn.

DLR extension to Stratford International Station

Question No: 2497 / 2011

[Caroline Pidgeon](#)

What caused the delay to the DLR extension to Stratford International Station which was originally due to open last year? What additional costs have been incurred due to this delay, e.g. for replacement buses?

Written response from the Mayor

The delay in opening was caused by joint venture contractors Skanska and Volker Rail taking longer than expected to progress some technical aspects of the project such as communications system design and installation. These issues have now been resolved and the extension opened on 31 August and carried 9,000 passengers on its first day.

This contract is on a "design and build" basis and the contractor has had to deliver the extension as set out in the documentation for a fixed price. As the extension had not been operational, there were no replacement buses.

Changes following London – Surrey cycle test event

Question No: 2498 / 2011

[Caroline Pidgeon](#)

Can you assure the many Londoners who were adversely affected on London's roads during the 14th August cycle test event that improvements will be made before the 2012 Games itself? What key learning points emerged?

Written response from the Mayor

The London-Surrey Cycle Classic was a LOCOG test event. Transport for London supported LOCOG by managing the traffic and road closure programme required. Around 1,400 road closures were needed along the race route in London and Surrey, including a number which are regularly used by large amounts of traffic. Hence there was the potential for disruption to traffic. Overall, the aims were to ensure that the race ran smoothly and to minimise disruption by encouraging local people to change their usual travel habits and avoid key, sensitive areas. As a sporting event it was very successful, acknowledged by riders, teams, the IOC and UCI.

As a result of the race there was some, very localised, congestion and some roads remained closed longer than they should have been. However, thanks to close co-ordination between LOCOG, TfL and the event partners, congestion was managed and minimised.

Transport for London's publicity campaign to raise awareness with people along the route was also successful. People planned their travel by road to avoid the area or used Tube and rail services that Transport for London ensured operated as planned in the race area. Only 17 vehicles had to be removed from the race route in London as those most directly affected by the race were clearly aware and had planned accordingly. LOCOG, TfL and the other event partners are now working to identify any lessons from the event so that solutions can be identified and implemented. These include reopening roads as quickly as possible, providing better information and training to stewards and reviewing the location and management of

pedestrian crossing points.

London Greenways

Question No: 2499 / 2011

[Caroline Pidgeon](#)

London Greenways offer viable transport alternatives to all sections of the community. Monitoring showed that women made up over 52% of users on Ravensbourne Park greenway. Will you join me in supporting London Greenways and recognising the important role they can play in getting inexperienced and under-represented groups out and about on foot and by bike?

Written response from the Mayor

I am a keen supporter of London Greenways as these open up our parks and other green spaces to a wide range of users, of all ages and abilities, while also encouraging healthy and sustainable travel habits. Greenways are a good recruiting ground for my Cycle Revolution and Transport for London has an active programme to support and promote these. The monitoring that you refer to was undertaken as part of this work.

Bus stand at Feltham Station

Question No: 2500 / 2011

[Caroline Pidgeon](#)

Will you instruct TfL to work with the London Borough of Hounslow to enable the rarely used bus stand at Feltham Station to become a designated drop off/pick up point for rail passengers, allowing cars a two minute drop off period?

Written response from the Mayor

There are two bus stop / stand areas at Feltham Station; one on the north side used by Transport for London services, and the other on the south side where no TfL services operate.

TfL has been engaging locally with the London Borough of Hounslow over operation of routes 490, H25 and 285 within the north side bus stops and stand area at Feltham Station. TfL will discuss the options, with Hounslow, for including an area for private motorists to drop off or pick up rail passengers.

New bus for London

Question No: 2501 / 2011

[Caroline Pidgeon](#)

Has the new bus for London's open platform design passed the international standards needed in order for it to be able to benefit from foreign sales yet? Can you update me on the progress of this?

Written response from the Mayor

Like any new bus, the New Bus for London can only be certified when it is a completed vehicle and can be presented to the certifying agency for inspection. TfL is on target to achieve certification by the end of 2011 after which it will be possible for the vehicle to be marketed overseas. TfL has consulted with the Department for Transport, the Vehicle and Operator Services Agency and Vehicle Certification Agency to ensure that the design meets all the certification required. The New Bus for London will meet and be certified to the new European regulation UNECE 107.2 which came into force in 2010 although any bus built for export would require re-certification by the appropriate national certifying agency.

Ticket barriers at TfL stations

Question No: 2502 / 2011

[Caroline Pidgeon](#)

In the last 3 months, please list which TfL stations have had to open their ticket barriers to passengers? Please also list the reason for having to open up the barriers.

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Written answer received on 21 September 2011:

London Underground aims to keep all ticket barriers in closed mode to ensure that all passengers have valid tickets and that Oyster pay as you go customers touch in and out to complete their journeys.

Ticket barriers are only 'emergency opened' for health and safety reasons or because the equipment or power associated with the ticket barrier develops a fault.

The three tables attached in Appendix G list the individual stations affected.

The number of 'emergency opens' in the last three months was:

June 2011 – 15 instances lasting just over 90mins on average.

July 2011 – 11 instances lasting around 45mins on average.

August 2011 – 12 instances lasting about 90mins on average.

These incidents resulted in ticket barriers across the Tube network being open on average for one hundredth of one per cent of the time, meaning that an 'emergency open' would have been encountered in the course of just one in every 10,000 journeys.

During 'emergency opens', the Oyster readers go into exit mode, so that customers can continue to touch out.

Alterations to Southwark Park Road**Question No: 2503 / 2011**

[Caroline Pidgeon](#)

Please can you advise how much the recent road and footpath works between the Fort bus stop and the Harris Academy on Southwark Park Road has cost?

Written response from the Mayor

The London Borough of Southwark's Grange Road and Southwark Park Road scheme is part Local Implementation Plan (LIP) funded, together with a Section 106 funding contribution from Southwark. Transport for London (TfL) has contributed funding of £560k over two years (2010-2012). The scheme stretches 1.5km from Almond Road in the east (next to the railway bridge) through to The Grange in the west. The scheme aims to improve conditions and safety for pedestrians, cyclists and school children through footway widening, introduction of a footway cycle lane and improvements to crossing points, among other measures.

Cable car scheme (1)**Question No: 2504 / 2011**

[Caroline Pidgeon](#)

How much will a single and return fare be on the proposed cable car scheme?

Written response from the Mayor

The fares and ticketing systems are still being finalised and I hope to make an announcement later this year.

Cable car scheme (2)

Question No: 2505 / 2011

[Caroline Pidgeon](#)

Will Oyster be valid on the cable car scheme and will there be a discount for Oyster card holders similar to that of Thames Clippers?

Written response from the Mayor

Please see my answer to 2504/2011

Lane Rental

Question No: 2506 / 2011

[Caroline Pidgeon](#)

Can you update me on your anticipated timetable to introduce Lane Rental on the TLRN?

Written response from the Mayor

Transport for London's (TfL) Lane Rental scheme is currently going through a 12 week consultation which is due to end in November 2011.

The Department for Transport (DfT) expect to lay Regulations in January 2012 and following this TfL will submit its scheme for approval with a view to implementing the scheme in June 2012.

These timescales are dependent on the DfT laying the regulations before Parliament and approving TfL's scheme in keeping with the above timetable.

London Skyride event on the 4th September (1)

Question No: 2507 / 2011

[Caroline Pidgeon](#)

What plans did you put in place with regards to overground rail ahead of the London Skyride event this year to ensure there would be adequate transport arrangements for this event, following on from previous Skyride events where the train capacity has been massively insufficient?

Written response from the Mayor

The GLA and TfL liaised with the Association of Train Operation Companies (ATOC) over the planning of the events; meeting on 21 June and at subsequent LOSPG meetings, and maintaining contact by email and phone. We supplied ATOC with a breakdown of registered participants' home post codes, to enable ATOC to discuss extra cycle storage provision with the train operating companies. Where possible transport providers provided additional carriages to accommodate extra bicycles, but they do not have sufficient additional carriages to radically increase these limits.

As demand is very much higher than usual on the day of Sky Ride, and there are limits to the number of bicycles that can be accommodated on trains, for some people unfortunately this will have affected their preferred choice of train. In an effort to help participants plan their journey, the Sky Ride website included detailed information, agreed with ATOC, about capacity for bikes on trains and links to the train companies' websites, as well as TfL's cycle carriage policies.

Participants were also asked to consider not travelling at the busiest times, be patient and understand they may not be able to get their first choice of train with their bicycle. In addition, there were a number of guided rides across London to and from the route to enable participants to join the event without the need for public transport.

London Skyride event on the 4th September (2)

Question No: 2508 / 2011

[Caroline Pidgeon](#)

What payments were made to Kelly Brook and Sir Chris Hoy for the annual London Skyride event this year?

Written response from the Mayor

No payments were made from the Mayor of London's Sky Ride event budget for Chris Hoy or Kelly Brook in their roles as Sky Ride Ambassadors for this event. These arrangements and contracts are managed by Sky as part of their wider Sky Ride programme across the UK and

their appearances and ambassador roles are not funded, in full or in part, by the Greater London Authority.

The Government's Access for All Mid-Tier Programme

Question No: 2509 / 2011

[Caroline Pidgeon](#)

Can you list what you are bidding for in this Government funding programme? What criteria are you using to choose the stations?

Written response from the Mayor

Transport for London has focussed on the London Overground network, as it liaised with other train operators in London and it is understood they made their own submissions. TfL has offered its support to some of these applications. The stations for which TfL bid for funds are:

- Blackhorse Road
- Crystal Palace
- Hampstead Heath
- Kensal Rise
- South Tottenham
- West Hampstead.

TfL has also submitted an application for a scheme at Stratford to enhance the step-free access to the Docklands Light Railway terminus platforms.

TfL applied the Government's mid-tier funding criteria, as set out in the Department for Transport application pack, namely:

- Relevance - That the investment will improve access for disabled people at Great Britain's stations.
- Value for Money - That the proposed project offers value for money, which is often a function of proximity to important attractors of demand for mobility impaired passengers (hospitals, recreational areas, shopping centres, etc.), opportunity for step-free interchange with other modes of transport and general station footfall.
- Credibility - That the proposed project is at a credible stage of development and can be delivered within the expected timeframes.
- Whole-life impacts - proper consideration of running costs.
- Location - a reasonable distribution of funds geographically.
- Scheme cost between £250k and £1m.
- Stations in England and Wales owned by Network Rail.

Electric charge point network membership scheme

Question No: 2510 / 2011

[Caroline Pidgeon](#)

How many members do you have in your electric charge point membership scheme?

Written response from the Mayor

As at 12 September 2011, a total of 205 members have signed up to the Source London scheme.

Wilton Rd Junction

Question No: 2511 / 2011

[Caroline Pidgeon](#)

How many Penalty Charge Notices have been issued at the Wilton Road junction since the 3rd May 2011? How much income has TfL raised from this?

Written response from the Mayor

For the first two weeks following 3 May 2011, Transport for London did not issue Penalty Charge Notices (PCN) to motorists seen contravening the restrictions at Wilton Road junction; rather they were issued Warning Notices advising that restrictions had been introduced and that failure to comply in the future could result in a PCN being issued. Since then, TfL has issued a total of 2,282 PCNs to drivers contravening the restrictions at Wilton Road. As at 6 Sept 2011, the total value of payments received in respect of those PCNs is £111,104.

From the 3 May 2011, access to Wilton Road has been restricted to buses, taxis and bicycles whilst essential works are undertaken as part of the Victoria Station Upgrade. This closure was published in advanced to ensure motorists were aware of the changes. 'No entry' signs were erected, clearly indicating the restriction itself and extensive advance signing gives warning to drivers on all three approaches to Wilton Road. On the Vauxhall Bridge Road approach, a bus lane has been installed as a means to improve further the prominence of the message that general vehicles are prohibited.

TfL carried out a survey measuring compliance with the restrictions. At the time of the survey in June, the results indicated a total of only 0.8% of vehicles approaching the banned movement were contravening the restriction.

Pedestrian guardrails at road junctions

Question No: 2512 / 2011

[Caroline Pidgeon](#)

Please list all junctions, along with costs, which TfL has had to retrofit following on from the removal of pedestrian guardrails at some junctions?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Cycle Hire Scheme (1)

Question No: 2513 / 2011

[Caroline Pidgeon](#)

Please list how many annual members have renewed both automatically and manually for the Cycle Hire Scheme.

Written response from the Mayor

The scheme's first full month of operation was August 2010, meaning renewals would be occurring in August 2011, and this data is not yet available.

Please note that access periods operate independently from memberships. In other words, a customer might well have joined the scheme and received their key in mid-August, but not actually used the scheme until mid-September. It is only then, when the key is used, that the access period becomes active.

Cycle Hire Scheme (2)

Question No: 2514 / 2011

[Caroline Pidgeon](#)

Please can you supply figures, broken down by month of how many new members have joined the Cycle Hire Scheme since the start of the scheme?

Written response from the Mayor

CHS Memberships received by month - scheme start to 31/8/11

Month	Memberships Received
Jul-10	22,414
Aug-10	42,854
Sep-10	25,349
Oct-10	12,962
Nov-10	6,593
Dec-10	1,689
Jan-11	3,101
Feb-11	2,415
Mar-11	3,508
Apr-11	4,073
May-11	4,054
Jun-11	3,039
Jul-11	2,944
Aug-11	2,857
Total	137,852

TfL shop

Question No: 2515 / 2011

[Caroline Pidgeon](#)

Please list the top ten best selling items from the TfL Shop at the London Transport Museum and the online TfL shop.

Written response from the Mayor

There are three TfL shop outlets and the top ten best-selling items for each are listed below:

London Transport Museum shop (Covent Garden)

1. Postcard LTM
2. Pen Fluorescent Assorted Lines Prodir
3. Pencil Laser Hoop Emblem
4. Guide Book New Museum 2007
5. Travel Card Wallet Underground Map
6. Emeryboards UG Yarto
7. Pencil Bendy Emblem
8. Greeting Card LTM
9. Notepad Mini Frosted Emblem
10. Peterkin Tube United 8403

London Transport Museum online shop

1. Unframed print
2. Poster
3. Framed print
4. Print (Photos)
5. 'I Do' Royal Wedding Commemorative Tea Towel
6. Rugby at Twickenham
7. Music on the Tube map
8. Kew Gardens Set of Four A4 Prints (1916-1924) - Daffodils
9. Underground map
10. District Moquette Pattern Cushion Cover

TfL online shop

1. Underground map travel card wallet
2. 'I Do' Royal Wedding Commemorative Tea Towel
3. Underground Station mug (Design Your Own)
4. Orange brown 70s moquette pattern cushion covers
5. Union Jack Oyster card Wallet
6. Underground map tea towel
7. Five Pound Note Oyster card Wallet
8. Underground Film Map Poster
9. A Royal Wedding: Crown, Crest and Wedding Bells Mug
10. Travelcard Cushions

Courthill Road, Lewisham

Question No: 2516 / 2011

[Caroline Pidgeon](#)

Following the many years of delays in improving the safety of Courthill Road junction in Lewisham and further to your reply to MQ (1324/2011) can you confirm that the detailed design work will definitely start in early 2012 and with the much needed improvements for this junction completed in 2012?

Written response from the Mayor

After the planned consultation with key stakeholders, significant concerns have been raised relating to traffic capacity and queue lengths to the road network as a result of the proposed scheme. Further work is now needed to understand the effects of the new crossings across Courthill Road and Lewisham High Street. It is yet to be determined if a viable scheme exists for this area and further work will mean an extension of the previous programme. It is now envisaged that, if appropriate, detailed design will take place later in 2012.

Carshalton Ponds, Sutton

Question No: 2517 / 2011

[Caroline Pidgeon](#)

Further to your answer in June 2009 to MQ (1574/2009) what are the reasons for:

- a) the delay in replacement railings around Carshalton Ponds being installed, and
- b) Transport for London submitting a planning application for the new railings.

Written response from the Mayor

The consultation on the design of the railings took longer than originally envisaged as it was necessary for Transport for London (TfL), the London Borough of Sutton and English Heritage to find an appropriate balance between the requirement to meet technical design standards and the need to provide an appropriate aesthetic design.

The planning application, which was necessary as the post, rails and retaining wall surrounding the ponds form a Grade II listed structure, was submitted to Sutton on 17 May 2011. Approval was confirmed on 9 September 2011 and works are planned for April/ May 2012, and will be

coordinated with other borough works and carriageway resurfacing in the area.

Bicycle thefts per borough

Question No: 2518 / 2011

Caroline Pidgeon

Please provide the figures for how many bikes have been reported stolen, separated by borough, for the years 08/09, 09/10, 10/11.

Written response from the Mayor

Theft of Pedal Cycle Offences in the past 3 Financial Years broken down by Borough:

Borough	Financial Year		
	2008/09	2009/10	2010/11
Barking & Dagenham	193	246	266
Barnet	156	295	234
Bexley	145	125	129
Brent	275	419	341
Bromley	237	250	200
Camden	1331	1923	1492
Croydon	251	412	325
Ealing	538	668	724
Enfield	175	266	263
Greenwich	345	413	423
Hackney	1242	1548	1517
Hammersmith & Fulham	1079	1293	1335
Haringey	295	440	491
Harrow	138	138	158
Havering	143	146	175
Heathrow	3	9	14
Hillingdon	302	287	269
Hounslow	570	595	685
Islington	1294	1833	1607
Kensington & Chelsea	858	920	885
Kingston-upon-Thames	461	469	473
Lambeth	1090	1266	1206
Lewisham	356	580	499
Merton	374	443	423
Newham	363	438	537
Redbridge	151	175	228
Richmond-upon-Thames	599	659	641
Southwark	1142	1509	1327
Sutton	245	239	207
Tower Hamlets	1064	1348	1362
Waltham Forest	336	505	459
Wandsworth	999	1315	1329
Westminster	1466	2145	1837
Total	18216	23317	22061

Bicycle thefts - convictions

Question No: 2519 / 2011

[Caroline Pidgeon](#)

How many arrests and convictions have there been associated with bicycle theft for the years 08/09, 09/10, 10/11.

Written response from the Mayor

The number of arrests for theft of pedal cycle, by most serious disposal, for the financial years 2008/09, 2009/10 & 2010/11 are listed below:

Most Serious Disposal	Financial Year			Grand Total
	2008/09	2009/10	2010/11	
Adult Caution	39	54	68	161
Cannabis Warning	1	1	0	2
Charge	257	380	377	1014
Court Appearance	3	6	10	19
Final Warning (juveniles only)	18	21	24	63
FPN	6	7	9	22
No Disposal as Yet	2	0	3	5
No Further Action	413	630	698	1741
Other	11	11	14	36
Reprimand (juveniles only)	76	71	51	198
Summons	1	0	0	1
Unrecorded	4	5	3	12
MPS Total	831	1186	1257	3274

Dogs on London Underground escalators

Question No: 2520 / 2011

[Caroline Pidgeon](#)

What date will the TfL byelaws be in place so that assistance dogs can use London Underground escalators?

Written response from the Mayor

The byelaws were submitted to the Secretary of State for confirmation on 6 June 2011, and confirmed by the Transport Minister Norman Baker, on behalf of the Secretary of State, on 6 September 2011.

The byelaws come into force 28 days after confirmation by the Secretary of State, which will be on Wednesday 5 October 2011.

I very much welcome this change, which Transport for London has championed.

CBS Outdoor contract termination

Question No: 2521 / 2011

[Caroline Pidgeon](#)

What is the cost in terms of contract penalties and lost advertising revenue to TfL of CBS Outdoor terminating their contract because of the delays in upgrading the tube network?

Written response from the Mayor

Although Transport for London (TfL) is engaged in discussions with CBS Outdoor (CBSO) regarding the terms of the LU advertising concession, it does not accept that CBSO is entitled to issue a termination notice. TfL has therefore made clear to CBSO that it must honour its obligations under the contract and meet contract payments in full. These discussions are ongoing at a senior level.

Helicopter noise and air pollution

Question No: 2522 / 2011

[Caroline Pidgeon](#)

I have received many complaints recently about the increase in helicopter noise. What steps are being taken to minimise the impact of helicopter noise and the resulting air pollution across London?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Written answer received on 21 September 2011:

I recognise that helicopter noise can be particularly intrusive and annoying. Some of this activity is from police and medical flights, but much of it is from commercial aviation.

Frustratingly, as Mayor, I do not have any control over the permitted flight paths used by commercial helicopters across London. The Civil Aviation Authority and the Department for Transport are responsible for designating the permitted corridors and are the most appropriate organisations to contact for this information. I have written to Ministers on this subject in the past. However, because of the intrusive noise impact of helicopters I have used my statutory planning powers through my London Plan to resist the spread of heliports in the Capital.

Tragic death of Woolwich Ferry crew member

Question No: 2523 / 2011

[Caroline Pidgeon](#)

What work has been done with the Port of London Authority to ensure that lessons are learned following the death of the Woolwich Ferry crew member so that another tragic incident of this nature does not occur again on the River Thames?

Written response from the Mayor

I was deeply saddened to learn of the tragic death of Ben Woollacott last month. Following the incident, the Maritime Coastguard Agency, which licences the operation of the ferry boats, issued nine recommendations. The recommendations have been implemented or are in the process of being implemented by Serco, who operates the ferry service under contract to Transport for London.

The Marine Accident Investigation Branch enquiry is not yet complete however TfL and Serco will consider very carefully the results of this when available.

Barclays Cycle Superhighways stakeholder previews

Question No: 2524 / 2011

[Caroline Pidgeon](#)

Why were the two proposed Barclays Cycle Superhighways stakeholder previews cancelled?

Written response from the Mayor

Barclays Cycle Superhighways are already a popular and well-established feature on London's streets. Transport for London (TfL) decided that offering and delivering individual briefings would be more appropriate and represented better value for money than a larger event.

All information about existing and planned Barclays Cycle Superhighways is available on the TfL website.

The Knowledge

Question No: 2525 / 2011

[Caroline Pidgeon](#)

I believe student taxi drivers are currently experiencing delays in their Knowledge training due to a shortfall in examiners. Can you please update me on this? Is TfL looking to hire more examiners to rectify these delays?

Written response from the Mayor

Transport for London did have a shortfall in examiners which led to some delays for knowledge candidates appearance times earlier in 2011. However, following a successful recruitment campaign, appearance times will be fully within targets by the end of September once the training for the new Knowledge examiners has been completed.

Safer Travel at Night

Question No: 2526 / 2011

[Caroline Pidgeon](#)

As part of your Safer Travel at Night scheme, I believe TfL has been looking at marshalled private hire pick up points across London. Can you update me on whether this is likely to be introduced and the legal position to enable such an initiative to proceed?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Private Hire Vehicles (1)

Question No: 2527 / 2011

[Caroline Pidgeon](#)

I recently witnessed many licensed private hire vehicles in London with blacked out or tinted windows, meaning you can barely make out the licence disc. Given that the TfL website states "all licensed private hire vehicles have the distinctive TfL licence disc in the front and rear windscreen," will you review the use of blacked out and tinted vehicles in licensed private hire vehicles?

Written response from the Mayor

Transport for London has recently undertaken a public consultation on a number of private hire matters and it is clear that the current vehicle signage arrangements need to be revised as the existing system of the licence disk and the separate stickers for red route enforcement purposes cause confusion.

The outcome of the consultation has just been announced and TfL will now work with the private hire trade and the police to design a new type of consolidated vehicle signage which will be introduced from 2013 or sooner if possible. Any new design will take into account the need for signage to be clearly visible.

Having considered all of the responses to the consultation, there are no plans to change the

conditions regarding tinted windows in private hire vehicles.

Private Hire Vehicles (2)

Question No: 2528 / 2011

[Caroline Pidgeon](#)

I believe there are around 23,000 licensed private hire operators and around 45,000 licensed private hire vehicles. Please can you provide figures for how many of these vehicles belong to operators and how many do not?

Written response from the Mayor

All private hire vehicles must be licensed by Transport for London but vehicles can be owned by a licensed private hire operator, licensed private hire driver or by one of the fleet operators who rent licensed vehicles to drivers and / or operators. TfL does not have figures for the number of licensed private hire vehicles owned by operators, drivers or fleets operators but at present there are approximately 3,100 licensed private hire operators, 62,000 licensed private hire drivers and 51,000 licensed private hire vehicles.

Private Hire Vehicles (3)

Question No: 2529 / 2011

[Caroline Pidgeon](#)

Whilst I support your stance on enhanced CRB checks for cab drivers, what are you proposing to the Department for Transport on the issue of CRB checks on drivers from overseas with a vague or absent background history?

Written response to the Mayor

Officers are drafting a response which will be sent shortly.

Written answer received on 21 September 2011:

In the public consultation last year, Transport for London consulted on a proposal to introduce a three year residency requirement for all new applicants for a Private Hire Vehicle driver's licence. As you indicate, this further requirement for new applicants would help improve standards and ensure detailed background information checks can be undertaken for all drivers.

Following a positive response to the consultation proposal, among others from the Suzy Lamplugh Trust, London Travelwatch and the Metropolitan Police Service, TfL is now investigating the introduction of this requirement.

Taxi ranks (1)

Question No: 2530 / 2011

[Caroline Pidgeon](#)

Can you explain who is responsible for the maintenance of 'signs and lines' and the up keep of Traffic Management Orders to ensure taxi ranks are fit for purpose?

Written response from the Mayor

It is primarily the responsibility of the local borough to maintain 'signs and lines' and to ensure the correct Traffic Management Order is in place and appropriately enforced unless the taxi rank or proposed taxi rank is on the Transport for London Road Network (TLRN) where the responsibility remains with TfL.

TfL's London Taxi & Private Hire directorate has a team dedicated to dealing with taxi rank matters which includes liaison with the relevant highway authority. If you have any specific concerns, please contact John Mason, Director - Taxi & Private Hire, who would be more than happy to discuss this with you.

Taxi ranks (2)

Question No: 2531 / 2011

[Caroline Pidgeon](#)

Does TfL pay for the maintenance to all taxi ranks in London? If not, please list which ranks TfL does pay for?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Written answer received on 21 September 2011:

It is primarily the responsibility of the local borough to pay for taxi ranks and for the maintenance of these ranks within London unless the rank or proposed rank is on the Transport for London Road Network, of which there are currently 48 operational ranks. The majority of ranks (some 390) are on borough roads, and additional ranks exist within the City of London and on private land such as Network Rail. There are occasions where Transport for London (TfL) will fund, or part fund, a taxi rank depending on the individual circumstances such as who has requested the rank, the purpose of the rank etc.

There is no single record of who contributes payment for different ranks. TfL has identified this as an issue and has started keeping a record from the beginning of this financial year. In this time, TfL has not funded any ranks.

Taxi ranks (3)

Question No: 2532 / 2011

[Caroline Pidgeon](#)

What processes are in place to ensure all taxi ranks are fit for purpose across London, with the correct Traffic Management Orders, signage and lines?

Written response from the Mayor

When a taxi rank is appointed, TfL liaises with the local borough to encourage maintenance of the rank and to ensure the correct Traffic Management Orders (TMOs) are in place. Historically, there are a number of taxi ranks which do not have a TMO in place and TfL continues to work with the local authorities to improve this situation.

Pedicab Drivers

Question No: 2533 / 2011

[Caroline Pidgeon](#)

I was pleased to see that you lobbied the Home Office to reconsider the proposed weaker Criminal Records Bureau checks on London's black cab drivers. In light of this, why do you find it appropriate for pedicab drivers to remain unlicensed with no CRB checks?

Written response from the Mayor

I agree that it is anomalous that the regulatory regime for pedicabs is so different to that for

other forms of transport where passengers are carried for hire or reward. However, I do not currently have the powers to regulate or licence pedicabs within London. For pedicabs to be licensed, national legislation would be needed.

The joint London Local Authorities and Transport for London No. 2 Bill, which is currently under consideration by Parliament, includes provision for borough-run voluntary registration schemes for pedicabs. In addition, I do have significant concerns about pedicabs and therefore I have recently asked Transport for London to conduct a review of pedicab use in the Capital, which will include consideration of passenger safety. This will be complete by spring 2012.

Capped fare schemes to airports for London's taxis

Question No: 2534 / 2011

[Caroline Pidgeon](#)

Will you look at the recently announced capped fare scheme from The Cumberland Hotel to the airports in London, with a view to rolling this out across London in order to clamp down on the many tourists who are apparently being ripped off by some unscrupulous hotel door staff?

Written response from the Mayor

I welcome and support any scheme that provides the public with value for money and clarity on the price they will pay for their taxi journey. Any activity by unscrupulous doormen which rips off tourists wanting to arrange transport from the hotel is unacceptable and hotels should be taking the strongest possible action against anyone found doing so.

On-street inspections of black cabs

Question No: 2536 / 2011

[Caroline Pidgeon](#)

Please provide figures for the number of on-street inspections to black cabs which have taken place, per month, since May 2008.

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

On-street inspections of private hire vehicles

Question No: 2537 / 2011

[Caroline Pidgeon](#)

Please provide figures for the number of on-street inspections private hire vehicles which have taken place, per month, since May 2008.

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Engagement Policy for Associations Representing London Taxi Drivers

Question No: 2538 / 2011

[Caroline Pidgeon](#)

The Engagement Policy for Associations Representing London Taxi Drivers states "TfL recognises that there are certain smaller groups of drivers that may have specific issues. In exceptional circumstances TfL will engage with such groups as they feel may be required." Since the 1st May 2010, please list all occasions where TfL has met with these groups. Please also provide the name of the group.

Written response from the Mayor

I am aware that TfL does indeed engage with many individual and groups of taxi drivers to discuss specific issues. However, this engagement can be in many forms, including telephone discussions, emails or ad-hoc meetings and, as such, no definitive list exists.

Measures to tackle air pollution

Question No: 2541 / 2011

[Mike Tuffrey](#)

Please provide a breakdown of the spending of the £5m Clean Air Fund on dust suppressants, green planters and no-idling initiatives, including in what locations and over what time periods these measures will be in place?

Written response from the Mayor

As part of my Air Quality Strategy the £5m Clean Air Fund (CAF) will be used this financial year (2011/12) to allow Transport for London to trial and deliver a package of innovative local transport and environmental measures to reduce Particulate Matter (PM10) pollution.

The currently proposed breakdown of spending is listed below. Delivery of this programme is being kept under regular review.

£0.3m	Taxi Marshalling and Management
£0.9m	No Engine Idling Awareness Raising & Education Campaign
£1.5m	Expansion of the Cleaning & Application of Dust Suppressants Trial
£1m	Green Infrastructure (Green Walls, Green Screens and additional Tree and Shrub Planting)
£1m	Installation of Diesel Particulate Filters to Buses on Selected Routes
£0.3m	Programme of Business Engagement to promote greener travel and reduce air quality impacts

The CAF measures will be used close to locations where PM10 levels are highest, including the 3 priority areas identified in my Air Quality Strategy, which are:

Marylebone Road and Euston Road;
Victoria Embankment and along Upper Thames Street to Tower Hill;
Marble Arch to Hyde Park Corner (Park Lane).

Community Right to Reclaim Land – TfL properties on the South Circular

Question No: 2542 / 2011

[Mike Tuffrey](#)

TfL owns properties on the South Circular in Catford which have been empty since 1987. Do you agree that under the principles of the Community Right to Reclaim Land these properties should be sold so that they could be better used, ideally for housing?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Written answer received on 21 September 2011:

The London Borough of Lewisham has plans to regenerate Catford Town Centre, which are currently under consultation. This includes the proposals to re-route the South Circular to the south of Laurence House and the removal of the gyratory system. Lewisham Council believes that this would significantly enhance the town centre, improve Catford Broadway and the street market, create a pedestrian-friendly public space in the heart of Catford and contribute towards

the delivery of 1,000 new homes in the area.

TfL is liaising with the Council over the realignment of the South Circular and the future of the gyratory. The land on which these properties are situated would be necessary for the new road layout. Their disposal at this time could have a negative impact on the Council's plans and aspirations for the area.

£50m regeneration fund for high streets

Question No: 2543 / 2011

[Mike Tuffrey](#)

You have recently announced a £50 million fund to help make major long term improvements to the capital's town centres and high streets damaged by the riots in August. From what budgets is this £50m being allocated, how will it be distributed, and over what period of time will the fund be operating?

Written response from the Mayor

The detailed spending programme of the £50m Regeneration Fund is still under development and there is a degree of uncertainty over the timing and nature of the expenditure to be met by the GLA. The present financial planning assumptions are that the Fund will be financed by:

- (i) prudential borrowing by the GLA of £46.2m;
- (ii) optimising capital financing decisions between the LDA and GLA, saving £2.8m in 2011-12; and
- (iii) an anticipated underspend by the GLA of £1m in 2011-12.

We will work closely with the most affected boroughs to put together investment and delivery plans. It is anticipated that this funding will be available over a three year period.

London Enterprise Fund

Question No: 2544 / 2011

[Mike Tuffrey](#)

You have recently announced a £20 million fund for Tottenham and Croydon to help make improvements the town centres worst affected by the riots in August. From what budgets is this £20m being allocated, how will it be distributed, and over what period of time will the fund be operating?

Written response from the Mayor

The £20m for Tottenham and Croydon is from the Department for Communities and Local Government (DCLG) and is a welcome boost to my existing £50m Fund announced following the recent unrest in London. Both funds are intended to be distributed over a three year period. My officers are already in discussions with Haringey, Enfield and Croydon Councils about how the government funding can be put to best use to drive regeneration and support the town centres in recovering from the effects of the disorder. Central to this will be discussions with local people and businesses. My intention is to announce firmer plans in November.

High Street Fund

Question No: 2545 / 2011

[Mike Tuffrey](#)

You have recently announced £500,000 for the High Street Fund which will provide emergency financial assistance to small businesses that suffered disruption, damage or destruction in the riots in August. From what budgets is this £500,000 being allocated, how will it be distributed,

and over what period of time will the fund be operating?

Written response from the Mayor

The £500,000 allocated to the High Street Fund comes from the London Development Agency through economies achieved in the LDA's closure administration budget and was transferred to the GLA under Mayoral Direction on 28 August.

The High Street Fund is a registered charity and is being administered by Deloitte. The funds are being distributed via initial grants of £2,000 although businesses can apply for additional funds if they have a strong business case.

The application for phase one grants of £2,000 will close at the end of September but the fund will continue for some time after this.

Air quality on Tube

Question No: 2546 / 2011

[Mike Tuffrey](#)

Further to MQ2441/2006, what dust levels in milligrams per metre cubed (mg/m³) have been recorded on the London Underground each year since 2006/07, and has any further analysis been carried out of their potential health impacts?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Written answer received on 29 September 2011:

As the figures below show, the levels of tunnel dust remain stable compared with those last reported in the previous Mayor's answer to question 2441/2006. All readings are less than 1/3 of the Health and Safety Executive limit for general dust, and exposure remains safe for both staff and customers.

Year	Dust level in milligrams per metre cubed (mg/m ³)
2004/5	0.753 to 1.447
2005/6	0.050 to 0.910
2006/7	0.130 to 1.440
2007/8	0.060 to 1.140
2009/10	0.030 to 1.270

There is no measurement for the year 2008/9, as measurements are taken every 12-18 months. Dust levels vary by location which is why a range is given. The results for 2010/11 are expected in October.

No further analysis has been carried out on potential health impacts since the authoritative study (Assessment of Health Effects of long-term occupational exposure to tunnel dust in the London Underground) produced by the Institute of Occupational Medicine (IOM) in 2003/4. This report concluded that tunnel dust was highly unlikely to be harmful to human health. London Underground focuses on minimising dust levels as far as reasonably practicable and, monitoring them annually, as recommended in the IOM report.

Climate Change Mitigation and Energy Strategy

Question No: 2547 / 2011

[Mike Tuffrey](#)

Are you still committed to the goal of reducing London's CO2 emissions by 20 per cent by 2015; 38 per cent by 2020; and 60 per cent by 2025? When will your final Climate Change Mitigation and Energy Strategy be published?

Written response from the Mayor

I will be publishing my Climate Change Mitigation & Energy Strategy shortly. I am committed to cutting London's carbon emissions by 60 per cent of 1990 level by 2025. The Strategy will also include interim targets for 2015 and 2020.

Alexandra Palace

Question No: 2548 / 2011

[Mike Tuffrey](#)

I have had been contacted by a constituent about the Alexandra Palace and Park Consultative Committee. They would like to know why, given that Alexandra Palace was built for and still is legally in trust to 'The People Of London', there are no representatives from the GLA on any of the Palace's committees?

Written response from the Mayor

Matters concerning the day-to-day management of the Palace and Park are best dealt with by the local authority, residents of the local neighbourhood, and users. It would be inappropriate for me to intervene.

Should a planning application of potential strategic importance come forward for the Palace or Park, I would expect the earliest possible engagement by the applicant with my planners, and would myself be fully engaged in determining such an application using my powers under the Town and Country Planning (Mayor of London) Order 2008

Apprenticeships (1)

Question No: 2549 / 2011

[Mike Tuffrey](#)

You recently announced that 28,000 new apprenticeships had been created in London from 2010-2011. What assurance do you have that these are new roles, rather than the redesignation of existing roles?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Written answer received on 29 September 2011:

The 28,000 new apprenticeships starts are captured as part of the nationally agreed reporting mechanisms and pick up both new roles, as well as existing employees. The method of data collection is outside of my control. My efforts have been focused on supporting organisations to take on new apprenticeships, however, I am fully supportive of businesses who use apprenticeships as a way of improving the skills of their workforce.

Apprenticeships are demand led, which means whilst Government can and does provide funding, the actual sector and level of Apprenticeships is determined by what jobs employers actually make available as Apprenticeship places.

The Apprenticeships Campaign is generating new opportunities, as well as improving the training opportunities for existing employees. The ability to access in work training and develop skills to support progression in the workplace has a positive effect on job creation through natural churn as apprentices progress. In addition, many apprenticeships are supporting people

who have not previously reached the minimum Level 2 threshold.

Apprenticeships (2)

Question No: 2550 / 2011

[Mike Tuffrey](#)

You recently announced that over 2000 apprentices are employed directly or within the GLA's supply chain. Please provide the number of apprenticeships within TfL in each year since 2008, by directorate? What assurance can you provide that these are new roles, rather than the redesignation of existing roles?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Olympic style sponsorship

Question No: 2551 / 2011

[Mike Tuffrey](#)

It has been reported that you want big businesses to sponsor aspects of London life as "partners of London" following the model of Olympic and Paralympic Games sponsorship. What exacting criteria will you put place to ensure that only companies who act responsibly and sustainably will be considered?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Written answer received on 29 September 2011:

The increasing pressure on budgets, coupled with the profile and status of the 2012 Olympic and Paralympic Games, creates a powerful opportunity for us to change the way we approach commercial partnerships to generate longer term, larger scale, more strategic partnerships with the private sector.

Agreements with commercial partnerships will be negotiated and, where appropriate, tendered on a case by base basis. However, we will not be able to enter into this negotiation until the GLA is satisfied that the partner has satisfied all requirements from due diligence and have submitted its policy documents relating to sustainability and equalities.

Vauxhall Nine Elms Opportunity Area Planning Framework

Question No: 2552 / 2011

[Mike Tuffrey](#)

In answer to MQ 0190/2011 you stated that "the Strategy Board for VNEB has agreed that a Community Engagement Forum be set up so that residents and businesses are fully part of the future plans for the area". It appears that in practice in Lambeth public exhibitions are being used rather than a community engagement forum. Do you think that using exhibitions provides sufficient community engagement with the Vauxhall Nine Elms Battersea plans?

Written response from the Mayor

The Community Engagement Forum is in the process of being established. It is premature to speculate about whatever community engagement proposals it comes up with.

Menta development, Croydon

Question No: 2553 / 2011

[Mike Tuffrey](#)

Why did you not call in, or refuse the Stage II planning application for the Cherry Orchard Road (Menta) development in Croydon, given the significant concerns about it, including:

- a) The development only having 10% affordable housing (50% affordable rent and 50% shared ownership), reduced from 18%;
- b) The development exceeding the London Plan density matrix (which suggests an appropriate residential density for Central areas of up to 405 units per hectare or 1,100 habitable rooms – this development is 2,074 habitable rooms per hectare for the tower and 1,879 for the smaller Cherry Orchard Gardens block);
- c) Your own planning report stating that “Overshadowing from the tower would have a far reaching impact”.

Written response from the Mayor

Croydon town centre has undergone a steady decline over the last 20 years and this application represents a significant opportunity for growth. The application was reviewed in detail by myself, my planning team and Croydon Council and the proposal was considered acceptable. This detailed review included:

- A financial appraisal of the affordable housing offer, and it was determined that the maximum reasonable amount had been secured.
- The proposed density is high, but for this type of site in a Metropolitan Centre and Opportunity Area, it is not unusual for densities to exceed the London Plan.
- The application is in an area identified as appropriate tall buildings and has been designed and orientated to minimise the impacts of overshadowing.
- Daylight, sunlight and overshadowing are issues that are best dealt with by the local planning authority. In this case, the Council has considered the impacts in detail. It concluded that those properties most effected by the proposal would be on Oval Road, Cedar Road and Colson Road, and that . the effects are such that a refusal of planning permission on the grounds of daylight, sunlight and overshadowing would not be justified, given the proximity of these properties to the town centre and an existing concentration of tall buildings.

Public agendas for planning decisions meetings

Question No: 2554 / 2011

[Mike Tuffrey](#)

Will you commit to making public the agendas for your planning decisions meetings, so that it is easier for the public to find out when you will be taking decisions on key planning applications?

Written response from the Mayor

No. These are not public meetings.

Publishing planning decisions online

Question No: 2555 / 2011

[Mike Tuffrey](#)

In answer to MQ0610/2009 you stated that you intended to adopt the Planning Protocol recommended by the Standards Committee in January 2009, which requires planning decisions to be published on the Authority’s web site “as soon as reasonably practicable and in any event

within ten working days of any decision, letter or direction from the Mayor". As of 2 September 2011, the latest decisions on the GLA website date from 16 June 2011. What steps will you take to ensure the Protocol is followed?

Written response from the Mayor

I strongly support the planning protocol and the commitment to publication of various planning information and documents on the GLA website, within 10 working days. Generally this commitment is met (e.g. for the weekly list of planning consultations). Uploading the planning reports is technically more complicated and time consuming and unfortunately a backlog has developed over the summer as a result of a combination of staff sickness, annual leave and a high volume of planning casework. However, I am committed to clearing this backlog as soon as possible.

Institutional investment in rented housing

Question No: 2556 / 2011

[Mike Tuffrey](#)

What steps will you take to unlock "innovative forms of investment for housing" including the much talked about "institutional investment in rented housing" which is referred to in your Initial Proposals for a revised London Housing Strategy?

Written response from the Mayor

This is an area of work that will be progressed by my new Housing and Regeneration department.

London Housing and Property Company

Question No: 2557 / 2011

[Mike Tuffrey](#)

Mayoral Decision 841 outlines the transfer to the GLA of the £740,000 of LDA funding which had been set aside for the development of the London Housing and Property Company. However papers for the GLA's Investment & Performance Board on 2 September 2011 state that this project is "in abeyance". How and when will this funding be used, and what outcomes can we expect to see in 2011/12 and 2012/13?

Written response from the Mayor

The objectives of the proposed London Housing and Property Company to accelerate the procurement and building of homes on public land will be incorporated into the work of the new Housing and Regeneration directorate. There have not been any decisions about how the money transferred from the LDA will be spent, and this will be considered as part of the business planning process as the directorate takes shape over the coming months.

London Enterprise Partnership

Question No: 2558 / 2011

[Mike Tuffrey](#)

Further to Mayoral Decision 842 which proposed the appointment of Harvey McGrath as Interim Co-Chair of the Shadow LEP Board, when will other members of the shadow Board be recruited and when will the Shadow LEP Board meet?

Written response from the Mayor

The other members of the Shadow LEP Board will be recruited during the autumn of this year. The LEP will seek to secure representation from business leaders across a range of sectors and

expertise.

The first meeting of the Shadow Board will likely be in January with the first meeting of the full Board likely to take place in March 2011, following a full appointments process. Thereafter the LEP will meet on a quarterly basis.

London Film Day

Question No: 2559 / 2011

[Mike Tuffrey](#)

When and why was it decided to cancel London Film Day 2011? How much money was spent on it before cancellation, and will it be revived in future years?

Written response from the Mayor

London Film Day was developed jointly with Film London and the British Film Institute to celebrate all things cinematic across London in 2010. Due to budgetary pressures, no further requests were made by the agencies to develop the festival in 2011. There are no immediate plans to revive the festival in the future.

No funding was allocated to develop the event this year.

London Card

Question No: 2560 / 2011

[Mike Tuffrey](#)

What discussions have taken place with London & Partners regarding The London Card which aims to bring together a number of different services for Londoners onto one platform, e.g. transport, culture offer, access to borough-level services? When might Londoners see an Oystercard which integrates a range of these functions?

Written response from the Mayor

Discussions are ongoing with London & Partners regarding The London Card to bring together a number of different services onto one platform. Members will be aware that the Future Fares and Ticketing Strategy for TfL is to migrate Oyster Card functionality to third party suppliers such as Banks through the use of contactless bank cards. Therefore, TfL is unlikely to be developing this functionality onto their remaining cards.

Earl's Court Opportunity Area

Question No: 2561 / 2011

[Mike Tuffrey](#)

What percentage of affordable rented housing, or number of affordable units, do you expect to be provided by Hammersmith and Fulham and by Kensington and Chelsea in the redevelopment of Earl's Court Opportunity Area? After the re-provision of existing Social Rented homes, how will these be split between Social, Affordable and First Steps tenures?

Written response from the Mayor

The Earl's Court and West Kensington Opportunity Area Draft Joint Supplementary Planning Document (March 2011) sets out a housing strategy for the Opportunity Area. This document is currently being revised and will be subject to further public consultation in the autumn before being published.

The final housing mix delivered in the Opportunity Area will be guided by this document and national planning policy and will be subject to negotiations on individual planning applications coming forward in the Opportunity Area.

Affordable Housing supply in London 2011-15 (1)

Question No: 2562 / 2011

[Mike Tuffrey](#)

Please provide further details of the proposed Affordable Housing supply in London for 2011-15, broken down by financial year and by tenure (Social rent, Affordable Rent, First Steps).

Written response from the Mayor

This information is not yet available as the HCA is still in the process of agreeing individual contracts with Registered Providers. Once this process is completed I will be able to report on the programme in more detail.

Affordable Housing supply in London 2011-15 (2)

Question No: 2563 / 2011

[Mike Tuffrey](#)

Please provide further details of the proposed Affordable Housing supply in London for 2011-15, broken down by borough, and by tenure (Social rent, Affordable Rent, First Steps).

Written response from the Mayor

This information is not yet available as the HCA is still in the process of agreeing individual contracts with Registered Providers. Once this process is completed I will be able to report on the programme in more detail.

Monitoring new affordable homes – bed spaces

Question No: 2564 / 2011

[Mike Tuffrey](#)

In your Initial Proposals for a revised London Housing Strategy you propose to “measure the supply of new affordable homes by bed spaces as well as units”. When will this monitoring begin, and will it form a part of your discussions with boroughs about affordable housing targets?

Written response from the Mayor

The HCA currently collect this data and this will continue to do so post April 2012. However, I will not be seeking to agree affordable housing targets with boroughs.

London Housing Bond

Question No: 2565 / 2011

[Mike Tuffrey](#)

What do you see as the potential for the London Housing Bond, which is suggested in your Initial Proposals for a revised London Housing Strategy?

Written response from the Mayor

The housing bond was an idea mooted by the Housing Investment Taskforce. The new directorate will explore the feasibility and the desirability of this funding mechanism over the coming period. This will be part of the GLA's ongoing, corporate consideration of available financing mechanisms.

GLA Group landholdings

Question No: 2566 / 2011

[Mike Tuffrey](#)

In your Initial Proposals for a revised London Housing Strategy you state that you will “develop a comprehensive land-based strategy for Mayoral landholdings”. How does this differ from reviews you have already carried out of GLA Group land and property?

Written response from the Mayor

To date, most of the work has concentrated on mapping existing landholdings and property assets of the GLA Group and the HCA in London. A land-based strategy would seek to provide strategic direction to utilising those landholdings and assets to maximise housing delivery and wider regeneration.

London Development Panel

Question No: 2567 / 2011

[Mike Tuffrey](#)

What do you see as the role for the London Development Panel, which is suggested in your Initial Proposals for a revised London Housing Strategy, and in what timeframe?

Written response from the Mayor

The panel will act as a mechanism to speed up the development of publicly owned land. It should provide a streamlined procurement service to local authorities and registered providers for every stage of the development process. The timeframe is yet to be determined.

Empty Homes – interactive website

Question No: 2568 / 2011

[Mike Tuffrey](#)

Your Initial Proposals for a revised London Housing Strategy include publishing the information from the empty homes audit on a “new interactive website”. When could this website be up and running?

Written response from the Mayor

This website is currently being costed and developed.

London rental standard

Question No: 2569 / 2011

[Mike Tuffrey](#)

Your Initial Proposals for a revised London Housing Strategy include the introduction of the “London rental standard”. What do you envisage this standard including and when could it be introduced?

Written response from the Mayor

The rental standard will be a single badge of accreditation for London’s landlords and lettings and management agents. The standard, and the timescale for its implementation, will be developed in partnership with the agencies involved in accreditation in the capital.

Bus and tram pass discounts – take-up

Question No: 2570 / 2011

[Mike Tuffrey](#)

It has been reported that there are significant differences across London boroughs in the take-

up of the bus and tram pass discount for those in receipt of Job Seekers' Allowance, Income Support or Employment and Support Allowance. Please provide the latest figures for cards issued and percentage take-up by borough, and also explain what steps will be taken to address any discrepancies in the take-up of these cards?

Written response from the Mayor

Please see the table attached in Appendix B for the latest statistics.

Job Centre Plus (JCP) hold the view that the discount scheme has limited appeal to many of their clients in outer London, where car use is extensive, and that the relative low take-up in boroughs such as Bromley and Havering reflects this.

Transport for London continues to work with JCP to ensure they are fully briefed and are making the scheme available to all those eligible.

London Fire Brigade compliance with the London Low Emission Zone

Question No: 2571 / 2011

[Mike Tuffrey](#)

Do you still expect the London Fire Brigade to be compliant with the LEZ by 3 January 2012?

Written response from the Mayor

The London Fire and Emergency Planning Authority (LFEPA) confirmed to Transport for London in August that they expect all their vehicles will be compliant with the new Low Emission Zone requirements by December 2011, in advance of the new standards which come into force on 3rd January 2012.

LFEPA's vehicles are compliant with the existing LEZ emissions standards that have been in place since 2008.

Open Tube Train Doors Incident

Question No: 2572 / 2011

[Richard Tracey](#)

If the Rail Accident Investigation Branch concludes that driver error was the reason for a Victoria Line tube train's doors being left open as it left Warren Street on 11th July, will the Mayor confirm that the driver responsible will be dismissed?

Written response from the Mayor

The Rail Accident Investigation Branch investigation is underway. London Underground is also currently following its own internal procedures, which are not yet complete. It is not appropriate to comment until these processes are concluded.

Riot Damage to TfL Property

Question No: 2573 / 2011

[Richard Tracey](#)

What was the total cost of damage to TfL property during the London riots?

Written response from the Mayor

The cost of physical damage to Transport for London assets is estimated at £750K, which is the amount of the claim submitted under the Riot (Damages) Act 1886.

This figure does not include business interruption or other consequential losses or costs of additional policing or security.

Crossrail train procurement

Question No: 2574 / 2011

[Richard Tracey](#)

Does the Mayor agree that if the Government wants Crossrail trains to be built in Britain, it would be better advised to cut red tape and regulation to make it easier for British-based companies to compete on a level playing field with foreign firms when tendering for British contracts.

Written response from the Mayor

The Government review of public procurement is examining whether the UK is making best use of the application of EU procurement rules and how the Government can support businesses and ensure that when they compete for work they are doing it on an equal footing with their competitors. I endorse the need for this review.

Pending the recommendations from this review, I would of course strongly support any outcomes which result in less bureaucracy for competing companies and promotes greater efficiency in government procurement processes.

Riot Costs to TfL

Question No: 2575 / 2011

[Richard Tracey](#)

What was the total cost in lost fare revenue to TfL during the London riots?

Written response from the Mayor

TfL estimates that the total loss of revenue was of the order of £2m to £3m.

Metropolitan Line Upgrade

Question No: 2576 / 2011

[Richard Tracey](#)

When upgrade work is taking place on the Metropolitan Line, is it ever necessary to close adjacent sections of the Jubilee Line?

Written response from the Mayor

Yes. Work on the upgrade or maintenance of the Metropolitan line – such as that taking place currently to replace the life-expired signalling in Neasden depot – will at times require that the service on sections of both the Metropolitan and Jubilee lines is suspended.

London Underground will always operate a service on the Jubilee line when the work being undertaken makes that possible.

Government support (Riots Damage Act)

Question No: 2577 / 2011

[Richard Tracey](#)

How many people have so far sought compensation from the MPS under the Riots Damage Act? What do you estimate the overall cost in compensation to be and how much of this do you think the Government should cover?

Written response from the Mayor

As of 8 September the MPA had received more than 516 claims at an estimated total value of £154.2m, under the provisions of the Riot (Damages) Act 1886 following incidents within 28

London boroughs between Saturday 6 August and Tuesday 9 August (inclusive). The time-limit for filing claims has not yet expired and the majority of claims are probably yet to be made.

There are ongoing negotiations with the Home Office as to reimbursement of the cost of compensation and claims handling in relation to insured and uninsured claims.

Outer London Fund – Merton

Question No: 2578 / 2011

[Richard Tracey](#)

What criteria were used to evaluate Round One applications for the Outer London Fund, and how will this differ from the criteria used for Round Two applications?

Written response from the Mayor

The criteria used to assess bids for support from the Outer London Fund are:

1)Geographic Suitability: The place should be one that will likely benefit less directly than other places from Crossrail, the 2012 Olympic investment and other strategic infrastructure and regeneration projects. It is expected that such places will be mostly, but not exclusively, in the outer parts of London.

2)Deliverability: Proposed actions should be ready for immediate delivery with all Round One grants spent by March 2012.

3)Vibrancy and Growth: The proposed actions should promote the place as a business location, site for residential growth and a focus for the local community, in a way that enhances the place and can be achieved at modest public cost.

4)Place-Shaping: The proposed actions should help shape a better place and be coordinated with other change taking place there. The process of shaping a place should carefully enhance assets, take advantage of opportunities for well-designed developments and overcome site-specific challenges.

5)Collaboration and Support: There should be a good level of political and community momentum behind enhancing the place and the proposed actions should aim to cater for and provide benefits to various segments of the community.

The criteria remain the same for Round 2. However, following the August disturbances, I have written to all of the London Boroughs asking for their views on how the criteria might be revised to ensure the Outer London Fund can be utilised in the wider regeneration efforts aimed at London's Recovery.

London-Surrey Cycle Classic (1)

Question No: 2580 / 2011

[Richard Tracey](#)

What lessons have been learnt from the Olympic test event for road cycling?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Written answer received on 21 September 2011:

I am aware of the concerns and have been briefed on the operation of the event, as well as on some of the lessons learned. The London-Surrey Cycle Classic was a LOCOG test event. Transport for London supported LOCOG by managing the traffic and road closure programme

required. Around 1,400 road closures were needed along the race route in London and Surrey, including a number which are regularly used by large amounts of traffic. Hence there was the potential for disruption to traffic. Overall, the aims were to ensure that the race ran smoothly and to minimise disruption by encouraging local people to change their usual travel habits and avoid key, sensitive areas. As a sporting event it was very successful, acknowledged by riders, teams, the IOC and UCI.

As a result of the race there was some localised congestion and some roads remained closed longer than they should have been. However, thanks to close co-ordination between LOCOG, TfL and the event partners, congestion was managed and minimised.

Transport for London's publicity campaign to raise awareness with people along the route was also successful. People planned their travel by road to avoid the area or used Tube and rail services that Transport for London ensured operated as planned in the race area. Only 17 vehicles had to be removed from the race route in London as those most directly affected by the race were clearly aware and had planned accordingly. LOCOG, TfL and the other event partners are now working to identify lessons from the event so that solutions can be identified and implemented. These include reopening roads as quickly as possible, providing better information and training to stewards and reviewing the location and management of pedestrian crossing points.

London-Surrey Cycle Classic (2)

Question No: 2581 / 2011

[Richard Tracey](#)

Will you ensure that road closures for the Olympic road cycling event in 2012 are better publicised than for the London-Surrey Cycle Classic event this year? Will you also ensure that stewards for the Olympic road cycling event have sufficient knowledge of the local area to direct drivers onto the diversion routes?

Written response from the Mayor

As the body responsible for managing road closures required for LOCOG's London-Surrey Cycle Classic event, TfL carried out an extensive publicity campaign to ensure that residents and drivers were aware of the necessary road closures. From April this year TfL:

- Directly liaised with hospitals, churches and other major amenities along the route in the areas affected;
- Arranged two mail drops to residents along the route and 400m either side of it to make clear the date, timings and traffic management arrangements needed to support the event;
- Held a number of public information meetings arranged in conjunction with each affected London Borough so that residents could discuss the event with key staff in advance; and
- Used a range of advertising via the radio and at bus, tube and train stations in addition to road signs and car leafleting.

A review is now underway into what lessons there are for next year, including whether more could have been done to raise awareness of this event. TfL and LOCOG are aware of concerns about the information provided to those stewarding the event and are considering how best to improve stewards' knowledge of the local area in time for the Olympic road cycling event.

Games Lanes

Question No: 2582 / 2011

[Richard Tracey](#)

With the Olympic tennis event at Wimbledon taking place between midday-8pm, is there an explanation as to why the Olympic Route Network restrictions and Games lanes between Wimbledon Park Side and Nine Elms Lane will be operational from 7am-7pm? Will TfL modify the operating hours of the Games lanes and ORN restrictions between Wimbledon Park Side and Nine Elms Lane to start after the morning peak hours?

Written response from the Mayor

The operational times for the route to Wimbledon are a direct consequence of LOCOG's Games Family fleet (vehicles) requirements. If the operating hours of the Olympic Route Network (ORN) measures were to be delayed until after the 'am' peak then the commitments to the IOC and scheduling of vehicles during the 7am to 10am time period would fail. Delivering certain travel times between venues was a condition of London winning the 2012 Games. TfL continues to work with boroughs, businesses and residents to ensure that the impact of the ORN on other road users is minimised.

Crossrail Loos

Question No: 2584 / 2011

[Victoria Borwick](#)

Will the mayor bring pressure on Crossrail to include loos in the construction of new infrastructure?

Written response from the Mayor

The Crossrail project already includes a number of works to install or upgrade toilet facilities. I refer you to the answer I gave to Caroline Pigeon on 14 July 2011, 1914/2011, for more information.

Crossrail Loos

Question No: 2585 / 2011

[Victoria Borwick](#)

Does the Mayor accept that the presence of loos at Crossrail Stations would be of significant benefit to the disabled?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Business in Enfield

Question No: 2586 / 2011

[Victoria Borwick](#)

What discussions are taking place to ensure that major employers such as Sony feel sufficiently confident to continue operating in Enfield following the recent riots?

Written response from the Mayor

My office has been in touch with Sony's office to offer assistance and support and has been contacted by other users of the Sony distribution centre. As a result of heroic efforts by many, this huge logistical operation resumed work from alternative premises in Hoddesdon, Herts, shortly after the riots. Many London-based independent music labels indirectly used the Sony centre for their distribution. The most important matter for them was for service to resume, which is being achieved. Longer-term location decisions will fundamentally be a matter for Sony

ADC and others and I will work with the local authority to encourage Sony to return to Enfield if that is a viable option.

Ponders End

Question No: 2587 / 2011

[Victoria Borwick](#)

What action is taking place to investigate the circumstances surrounding the recent stabbing in Ponders End, especially given the young ages of those suspected of involvement in this incident?

Written response from the Mayor

The murder of Leroy James was investigated by the Homicide and Serious Crime Command. A 14-year-old boy has been arrested and charged with murder, and it would therefore be inappropriate to comment further at this stage.

The Enfield Strategic Partnership and the Community Safety Partnership consider youth engagement and the combating of youth violence to be a priority for the borough. The MPS is undertaking a number of preventative and youth engagement initiatives to achieve these aims.

Squatting

Question No: 2588 / 2011

[Victoria Borwick](#)

Following recent reports of extensive criminal damage that appears to have been caused by squatters in a former PCT building in Enfield Town, does the Mayor lend his support to calls for a toughening of legislation against squatters, giving greater powers to the police to take action?

Written response from the Mayor

I would indeed support such a call.

Transport for Disabled Londoners (1)

Question No: 2589 / 2011

[Victoria Borwick](#)

What advice or assistance is being given to those working with the disabled – for example youth groups who give respite care during the holidays – on how best to transport their patients during the Olympics?

Written response from the Mayor

There will be extensive travel information available for all Londoners in the run up to and during the Games. Transport for London is working with the NHS and other agencies to identify any issues they may face during Games time. This work is ongoing and will continue right up to the Games to ensure that key services can operate effectively.

Additionally, the TfL journey planner will contain enhanced accessibility information to support people, including those working with disabled people, to plan their journeys. Dial-a-Ride and other door to door services will also be available for people during the Games. If you know of any specific cases, such as youth groups, please pass these on to my office.

I understand you've raised this with Isabel Dedring and she has agreed with TfL that they are also happy to speak to anyone who has any concerns in this area.

Riots & community payback

Question No: 2591 / 2011

[Victoria Borwick](#)

Half of convicted criminals given community orders avoid doing any unpaid work. What can be done to improve both the supervision of 'community payback' and the allocation of appropriate punishments in London?

Written response from the Mayor

Ultimately, the judiciary makes its decisions based on a range of information about offenders' risks and personal circumstances.

In terms of supervision performance, offenders begin their community payback on average within seven working days after being sentenced (up from 20 days) and, of all those, over 75% complete their requirement in full. Those offenders who do not comply are breached and returned to court for re-sentence.

All London boroughs have Community Payback schemes where local people have the opportunity to nominate work to be undertaken by offenders. Last year, approximately 1.3 million hours of Community Payback work was carried out in London.

Transport for Disabled Londoners (2)

Question No: 2592 / 2011

[Victoria Borwick](#)

How can these organisations get real time information that would help them avoid particular hold ups so that the disabled do not have to sit in their mini-buses for hours to get to their activities?

Written response from the Mayor

Please refer to my answer to 2589/2011.

Affordable homes in London

Question No: 2594 / 2011

[Andrew Boff](#)

Will you share with me the breakdown by borough of where housing associations plan to build new homes in London and at what rent level?

Written response from the Mayor

Please refer to my answer to 2563/2011.

Funding for Affordable Housing

Question No: 2595 / 2011

[Andrew Boff](#)

Given that London is to receive £628million in funding for affordable housing from the Government, which is almost double the next highest amount other regions are to receive, is it right to say that under your Mayoralty the capital has done extremely well on housing funding?

Written response from the Mayor

Yes.

World Athletics Championships (1)

Question No: 2596 / 2011

[Andrew Boff](#)

What is the total public subsidy that will be required to host the 2017 World Athletics Championships in London? How much subsidy is the GLA providing?

Written response from the Mayor

The Government and I are determined that calls on public subsidy to meet the costs of staging the Championships, if London is successful, should be kept to the minimum.

It would not be appropriate to disclose details of London's bid in advance of the IAAF's decision on the Host City as it is likely to be advantageous to the rival bidder and could reduce London's chances of success.

World Athletics Championships (2)

Question No: 2597 / 2011

[Andrew Boff](#)

Is there any independent evidence that demonstrate that the World Athletics Championships would "build even further on the economic and sporting legacy of the 2012 Games" as stated by the Mayor?

Written response from the Mayor

An independent assessment by Capita Symonds projects the direct economic benefit to London of staging the World Athletics Championships in 2017 to be in excess of £100 million. The report estimates that the event would provide media exposure worth £60 million, employment of around 2,000 FTEs, development of London's volunteer force, technical and coaching skills development opportunities, and a positive impact on grassroots athletics.

Triathlon (1)

Question No: 2598 / 2011

[Andrew Boff](#)

What was achieved with the GLA's £100,000 grant to the ITU Dextro Energy World Cup Series Triathlon in Hyde Park?

Written response from the Mayor

Independent research has shown that the event generated £2.7million in net economic benefit to the city. The event also provided exposure to London from on-course branding in international TV coverage. British Triathlon also delivered a programme to increase the growth in participation in sport amongst currently inactive Londoners, directly linked to the event.

Triathlon (2)

Question No: 2599 / 2011

[Andrew Boff](#)

What was the total cost of hosting this London triathlon, and how much of the cost was met through commercial sponsorship?

Written response from the Mayor

The total cost of the event was £1.95 million. Commercial sponsorship contributed £600,000 towards this cost, with other commercial revenue (inc entrance fees) contributing a further £400,000.

Triathlon (3)

Question No: 2600 / 2011

[Andrew Boff](#)

Since the GLA provided £50,000 towards the television broadcasting of this triathlon event, does the GLA have the domestic and international viewing figures for the triathlon broadcast? What is the total cost of broadcasting the triathlon on television?

Written response from the Mayor

The domestic viewing figures from the live BBC coverage peaked at 1.1 million viewers (9% of the available audience), plus news highlights on the day were watched by 5.2 million viewers. Highlights on German terrestrial TV (ZDF) on the day were watched by 1.52 million viewers. The remaining international broadcast results are not yet available. The total cost of broadcast production was £137,000; this was the total cost within the overall £1.95m budget and not at a cost to the taxpayer.

Olympic Test Events

Question No: 2601 / 2011

[Andrew Boff](#)

What lessons have been learnt from the Olympic test events that have taken place over the summer?

Written response from the Mayor

LOCOG has tested specific elements of their operations at each of the 18 test events held this summer. All of these events tested the sports competition management and field of play, as well as the results service, timing and scoring systems. Specific events tested how workforce teams work together, spectator flows, workforce management, international federation liaison, media management and lighting and sound systems. LOCOG is now collating feedback from those who competed, worked and observed the events to continue developing detailed operational plans for the Games. The test events have been a huge success, and have been a valuable part of building the excitement in the run-up to the Games, and providing reassurance that we can host the largest sporting event on Earth next summer.

London Greenways

Question No: 2602 / 2011

[Andrew Boff](#)

As a member of the London Assembly Health Committee, I am acutely aware of the positive impact which active travel can have on the physical and mental well-being of Londoners and the important role it plays in helping the Mayor achieve a range of policy objectives. London Greenways provide an opportunity for people in London to explore their local area or get to work in a more fulfilling way. The development of London Greenways is an important part of our work aimed to get more people walking and cycling more often. Will you join me in acknowledging the importance of London Greenways and the important role they play in helping us to achieve a range of better health, environment and transport outcomes?

Written response from the Mayor

I am happy to do so. I firmly believe that cycling is an excellent way to improve both physical health and mental wellbeing. London Greenways provide a safe and pleasant environment in

which Londoners can enjoy cycling and benefit their health.

I am a keen supporter of London Greenways as these open up our parks and other green spaces to a wide range of users of all ages and abilities while also encouraging healthy and sustainable travel habits. Greenways are a good recruiting ground for my Cycle Revolution and Transport for London has an active programme to support and promote these. The monitoring that you refer to was undertaken as part of this work.

London Tramlink

Question No: 2603 / 2011

[Steve O'Connell](#)

After the successful weekend of free travel on the tram to get shoppers back into Croydon after the recent disturbances, will the Mayor and TfL consider more offers to boost business such as free weekends or free travel during Business Improvement District festivals on the run up to Christmas?

Written response from the Mayor

The recent disturbances in Croydon called for a range of specific, urgent actions, including the free tram travel offer, to encourage shoppers back to the town centre. As you know, I already support festivals across the capital in various ways to help boost business in London, including the annual VIP Day in the West End - a traffic-free weekend to encourage shoppers and boost business in the run up to the Christmas period.

High Street Fund (1)

Question No: 2604 / 2011

[Steve O'Connell](#)

What progress has been made in getting the small grants in the High Street Funds to businesses in Croydon directly affected by the disturbances?

Written response from the Mayor

The High Street Fund opened for business on Friday 26 August. As of 14 September, 128 businesses in London have received initial payments of £2,000 each, with potentially more available. In general, it has taken around 36 hours to process claims, from receipt to payment. I do not have borough level data yet from the trustees but I will request this information from them.

Broadly, small businesses (fewer than ten employees) directly affected and who provide the simple documentation required (i.e. proof of identity, bank statement of the business and a crime reference number) and a clear justification for assistance which is acceptable to the Trustees should have access to this charitable support. More information is available from www.thehighstreetfund.co.uk.

High Street Fund (2)

Question No: 2605 / 2011

[Steve O'Connell](#)

Many businesses in the London Road area of Croydon have suffered greatly by the loss of trade without having their own shops directly damaged due to loss of footfall and parts of the road being closed off for many days. Will these businesses have access to the grants to help keep them trading whilst business recovers?

Written response from the Mayor

In my view, these businesses - particularly those on roads that were for a period closed - should

apply for business rate relief on the basis of hardship. I believe that the local authority should consider such requests sympathetically given that the Government has indicated it will reimburse local authorities for this. My officers have also raised this issue with the trustees of the High Street Fund. While the first demands on this fund have been from those directly affected, the trustees are well aware of those who have been indirectly affected, but who are nonetheless victims and will consider whether grant funding can be made available for businesses like those you describe.

High Street Fund (3)

Question No: 2606 / 2011

[Steve O'Connell](#)

Have any businesses in Sutton been able to access the High Street Fund?

Written response from the Mayor

The fund is open to all small businesses (up to 10 employees) affected by the riots.

Allocation of police

Question No: 2608 / 2011

[Steve O'Connell](#)

How do police currently decide how many police should attend an incident?

Written response from the Mayor

I am advised that the MPS use its experience of policing previous events; information and intelligence received and ultimately availability of appropriately skilled officers and staff to determine numbers.

101 non-emergency number

Question No: 2609 / 2011

[Steve O'Connell](#)

Why is there a charge for calling the 101 non-emergency number when 999 is free and could the cost be covered so that residents are not charged and are encouraged to use the number instead of discouraged as has been reported to me?

Written response from the Mayor

The MPS informs me that 101 is a national number with a standard national call charge which, for the first time, provides a single flat rate charge (it previously varied from force to force). The cost of the call will be transparent to the public and in many cases cheaper than the current non-emergency numbers that exist.

The 999 service is for emergency and life or death situations. It is right therefore that calls to 999 are free.

The 15 pence per call charge is a competitive and transparent rate, when compared with other police non-emergency numbers, such as an 0845 number which can cost the public over 40 pence per minute from mobile phones. Research shows that a small fixed charge would not put people off calling the service but would reduce the likelihood of the service being used inappropriately.

Calls to 101 will cost 15 pence for the entire call, no matter how long the call or what time of day it is. This applies to both landlines and mobile phones.

ASB reporting to Safer Neighbourhood Teams

Question No: 2610 / 2011

[Steve O'Connell](#)

Residents have complained to me that reports of crimes and anti-social behaviour have not been communicated to their local SNT. Will you instruct the MPS to ensure that all reports are communicated.

Written response from the Mayor

Yes. I am assured that it is existing policy for such communication to happen already. So I will ask the MPS to ensure that this is adhered to in Croydon.

London Underground pay agreement

Question No: 2612 / 2011

[Gareth Bacon](#)

The LU pay agreement expired in March 2011 and TfL is negotiating a 5% pay rise for the coming year and RPI + 0.25% per year over 5 years with unions. Is it wise to tie TfL to a deal for such a long period with such generous terms?

Written response from the Mayor

A five-year deal would be a major step forward for London and would significantly reduce the prospect of major industrial action for this period.

The current (and final) offer is fair to London Underground (LU) employees and realistic given the current economic situation and the pressure on Transport for London's finances.

The offer would give a five per cent pay rise this year followed by RPI + 0.25 per cent in years two, three and four, and RPI + 0.5 in year five, with a guaranteed minimum two per cent pay increase in years two to five.

Alongside this negotiation with trades unions, TfL continues to reduce its overhead and back office staff costs. The TfL Business Plan commits LU to making £4.2bn of efficiencies in the period to 2018.

Environment Programmes

Question No: 2613 / 2011

[James Cleverly](#)

What progress is being made in obtaining match funding for the Green Streets and Good Food Towns programmes, and how will these two programmes contribute to meeting the Mayor's environmental priorities?

Written response from the Mayor

The GLA is involved in two bids to the EU Life+ fund. The GLA is the lead partner on the 'Greenstreets' bid, which concerns developing and implementing three urban greening retrofitting projects to manage flood risk, and is a partner in the 'Good Food Towns' bid, which concerns community food growing to increase access to local food and improve community cohesion. This bid is being led by the charity Sustain.

Both bids contribute to improving the quality of Londoners' lives through urban greening, tackling obesity and building community cohesion.

Both bids have passed an initial vetting stage and are now with Defra for Government approval. Defra are expected to provide a response to the bids in January 2012.

Drain London

Question No: 2614 / 2011

[James Cleverly](#)

What projects are currently being funded through the Drain London project to help reduce the risk of flooding in London?

Written response from the Mayor

To date, Drain London has funded the production of a Preliminary Flood Risk Appraisal and a draft Surface Water Management Plan for all 33 boroughs.

Drain London has also funded the installation of two demonstration green roofs, one on a social housing development in Westminster (Kemp House) and one on the Museum of London. The project has also funded feasibility surveys in the Victoria Business Improvement District (BID) that are catalysing private sector investment in increasing green roof cover in this BID, and is looking to fund similar studies in other BIDs.

Officers are also working through Drain London to promote the concept of Community Flood Plans and Flood Wardens to communities at risk, although this involves little/no direct expenditure.

RE:NEW (1)

Question No: 2615 / 2011

[James Cleverly](#)

How many homes in London have so far benefited from the your RE:NEW home energy efficiency scheme in each London borough?

Written response from the Mayor

The number of homes in London that have so far benefited from RE:NEW split by borough are set out in the table below:

Borough	TOTAL
Barking & Dagenham	800
Camden	957
Croydon	1,042
Hackney	453
Haringey	527
Harrow	674
Havering	1,462
Hillingdon	1,056
Kingston	860
Lewisham	1,156
Newham	34
Southwark	1,256
Waltham Forest	401
Total number of homes retrofitted	10,678

The other boroughs not mentioned in the table above will have a RE:NEW area delivering in their borough this year and will start between now and November 2011, delivering to the end of March 2012.

RE:NEW (2)

Question No: 2616 / 2011

[James Cleverly](#)

What progress is being made in obtaining the necessary funding from the Government's Green Deal to expand your RE:NEW home energy efficiency scheme?

Written response from the Mayor

Government is due to consult this autumn on the secondary legislation for the Green Deal. This will provide further clarity on the details of how the Green Deal will work in practice and how funding under the Green Deal will be accessed. My officers have been in active discussion with government, London boroughs, energy companies and potential Green Deal providers for a number of months to understand how London can secure potential funding provided through the Green Deal.

High Street Fund

Question No: 2617 / 2011

[Tony Arbour](#)

How many businesses applied for grants through your High Street Fund, how many have already received grants from this fund, and what is the average size of grant provided?

Written response from the Mayor

As of 14 September, 141 business in total, 128 in London, have applied for grants and have been successful. They have each received £2,000 as an initial payment. Following this, volunteers drawn from the Business in the Community will visit those affected business who have requested more. The trustees are minded to grant these firms up to a further £8,000 each depending on the business case presented. This does not necessarily preclude further sums being made available. The trustees will continue to review the situation.

£50 million town centre regeneration fund

Question No: 2618 / 2011

[Tony Arbour](#)

Which areas will qualify for your £50 million town centre regeneration fund for areas affected by the riots? What kind of schemes will be supported through this fund?

Written response from the Mayor

The £50m fund is part of a wider package of investment to drive regeneration and economic growth and support town centres and high streets in responding to the effects of the recent disturbances. The £50m sits alongside £20m funding from central government – earmarked for Tottenham and Croydon – and the unallocated £40m from the Outer London Fund which may require revisions to published criteria for Round 2 to enable bids from a different geography and wider scope. I am also pleased to have been able to support London's High Street Fund with a contribution of £500k which is directed at very immediate support for businesses.

The £50m regeneration fund will invest in larger scale – predominantly capital – proposals and will build on the momentum created as repair and rebuilding work begins. It will ensure not only that the affected areas are restored but that we grasp every opportunity to drive regeneration and economic growth. The regeneration proposals will be developed with local people, businesses and the Council and we will ensure that contracts awarded for the work go to as many local businesses and employ as many local people as possible. This will also include offering apprenticeships to unemployed people in the affected areas to give them vital skills to move into work.

In prioritising areas to support, we are taking into account the extent to which the disorder has impacted on its economic success and the scope for achieving regeneration outcomes and economic growth. My officers are in discussions with boroughs to determine where and what the investment might look like. As part of these discussions we may find projects more suited to the Outer London Fund rather than the £50m and to this end I am keen to regard these funds as an overall package. My plan is to announce firmer plans in November for the range of funding available.

London Enterprise Partnership (1)

Question No: 2619 / 2011

[Tony Arbour](#)

What work will be carried out the Shadow London Enterprise Partnership (LEP) that you have established? What resources will be available to it?

Written response from the Mayor

The Local Enterprise Partnership Board will have responsibility for providing strategic advice and guidance on investment, economic development and regeneration in London. This will include encouraging innovation and enterprise and supporting Londoners to access training and employment opportunities.

The government has confirmed that the LEP will receive the uplift in the business rates from within the Royal Docks Enterprise Zone for 25 years. The LEP will decide how this income will be invested.

London Enterprise Partnership (2)

Question No: 2620 / 2011

[Tony Arbour](#)

When will the uplift in business rate receipts in the Enterprise Zone become available for use by the London Enterprise Partnership? How will the activities of the LEP be funded in the meantime?

Written response from the Mayor

The business rate discount in the Royal Docks Enterprise Zone will be available from April 2012. Uplift in business rate receipts in the zone may be retained by the LEP from this date.

In the meantime, the GLA is providing staff time to support the establishment of the LEP. As the LEP develops, I envisage that it will seek to secure funds as well as support in kind from a range of sources to support its work programme.

CompeteFor

Question No: 2621 / 2011

[Tony Arbour](#)

What is the future of the CompeteFor service after the Olympics? Will it continue to provide a portal for businesses to access procurement from the GLA Group and London boroughs?

Written response from the Mayor

I am currently reviewing a number of options for the future of CompeteFor in conjunction with stakeholders including central government and business. I certainly intend to ensure that there is such a portal beyond the Olympics, but this will need to be considered in the light of the alternative portals that now exist.

Online community of Londoners

Question No: 2622 / 2011

[Tony Arbour](#)

What do you hope to achieve by spending £70,000 on “creating a durable, engaged, online community that can react quickly to emerging Mayoral priorities, and provide real time public opinion data?” What impact do you expect this online community to have on your policies and strategies?

Written response from the Mayor

An online community will be a valuable complement to traditional forms of social research used at the GLA. It will allow the whole organisation to both understand more immediately how Londoners see events in their community and permit them to engage in a stronger dialogue on policy proposals affecting the capital. The expanding use of social media will enable a wider spectrum of people to enter a dialogue with us. Previous exercises (e.g. climate change adaptation strategy consultation) have demonstrated the willingness of Londoners to engage with us online.

Costs will be met within existing budgets at no additional cost to the taxpayer. We anticipate that this project will save time and money on undertaking and marketing individual consultation exercises.

Richmond railway station

Question No: 2623 / 2011

[Tony Arbour](#)

Will you ensure that TfL takes the views of local residents fully into account in its discussions on the redevelopment of Richmond Station?

Written response from the Mayor

Network Rail is the station owner and therefore it would be the responsibility of Network Rail and any development partner.

I will certainly take account of local views regarding any over-station development that might be referable to me.

Media information on looters

Question No: 2625 / 2011

[Brian Coleman](#)

Will the Mayor appeal to media organisations to allow images they have collected during the riots to be passed on to the police to assist them in their efforts to capture and prosecute rioters and looters?

Written response from the Mayor

We have received an overwhelming response from media organisations and citizens across London who have been proactive in providing the police with valuable film footage. After examination, it will enable the identification, arrest and prosecution of those who participated in the civil disorder.

Laburnham Boat Club Album

Question No: 2626 / 2011

[Brian Coleman](#)

Could the Mayor confirm the costs of the Laburnham Boat Club Album that has been produced by TfL through its Art on the Underground Commission as a free giveaway to commuters?

Written response from the Mayor

Art on the Underground seeks to enrich the journeys of the three and a half million people who use the Tube each day with high quality art projects, including those, such as this, that promote a greater understanding of London's cultural and social environment. The album ('A LOCK IS A GATE') is part of a series of commissions for the Central line and is a result of creative workshops with young people in Hackney. The album addresses the obstacles we face in life and how to overcome them.

The full cost of the 'A LOCK IS A GATE' project, including all artistic and technical production fees, was £35,000. This cost was off-set in part as the whole series of commissions was part-funded by the National Lottery through the Arts Council England.

The majority of Londoners will access the album as a free download from the website. In addition 3000 copies of the album as a CD, with booklet of drawings, are being distributed for free for a limited period from London Underground, the London Transport Museum and public art gallery partners.

Olympic visitors to Luton

Question No: 2628 / 2011

[Brian Coleman](#)

Could the Mayor outline why visitors to the London Olympics should visit Luton ? Would they not be better advised to visit the attractions of North London particularly the RAF museum in Hendon , the green spaces of Hampstead Heath, the British Museum or the cosmopolitan Camden Town ?

Written response from the Mayor

In order to deliver a World Class welcome experience for the city, we are deploying Ambassadors at key arrival points into London, including all of the major airports servicing the city: Luton, Stansted, Gatwick, Heathrow and City Airport.

Ambassadors based at entrance points will provide visitors with a warm and knowledgeable welcome to the city and information to support their visit. They will answer questions about tickets, events, transport and what there is to do in London. Ambassadors will promote London and its attractions by finding out what interests visitors have. We plan to equip Ambassadors with mobile devices so that they can provide real time information about attractions across the city and will endeavour to help them whatever their requests in order to promote London as a great tourist destination.

Govt Royal Parks announcement

Question No: 2629 / 2011

[Brian Coleman](#)

Is the Mayor disappointed at the Government's recent announcement on the future of the Royal Parks ? Does he feel it is a missed opportunity?

Written response from the Mayor

Not at all, my overriding objective has always been to ensure that the Royal Parks retain their identity, character and, are managed in the way that balances the interests of all who enjoy them.

I believe that the proposal that has been announced, enabling me to appoint the Board which will oversee the management of the Royal Parks, will deliver this in a way that minimises red tape and cost to the tax payer.

Historic Royal Palaces Agency

Question No: 2631 / 2011

[Brian Coleman](#)

Following recent revelations does the Mayor consider that one of London's premier tourist attractions and our neighbour, the Tower of London, is properly run? Does he consider that the Historic Royal Palace Agency, which has charitable status, could do with some democratic accountability and that issues such as equalities and the ending of alleged "Spanish practises" should be taken seriously by the HRP agency?

Written response from the Mayor

The running of the Tower of London is a matter for the board of Historic Royal Palaces; it is not for me to become engaged in its management or accountability.

Crime investigation

Question No: 2632 / 2011

[Brian Coleman](#)

Has the Mayor had conversations with Metropolitan Police officers and the Chairman of the MPA over claims that one in three crimes is not investigated? Will he ensure that all burglaries in particular are investigated, if necessary, ensuring the redeployment of resources for example from the traffic division?

Written response from the Mayor

These claims are inaccurate. All allegations of crime reported to the Metropolitan Police Service (MPS) are investigated. The extent of the investigation is determined by a screening decision taking account of the gravity of the offence, likelihood of solvability, public interest etc. This approach provides the framework to delivering proportionate investigation across the spectrum of crime.

Residential Burglary remains a focus for the MPS. In terms of resource redeployment, under the current 'Operation TARGET', all CO15's Automatic Number Plate Recognition (ANPR) teams are specifically involved in the proactive investigation of Burglary where offending is at its highest levels.

Car-ambulances

Question No: 2633 / 2011

[Brian Coleman](#)

Could the Mayor investigate the possibility of car ambulances transporting patients for non-emergency travel, being allowed to drive in bus lanes?

Written response from the Mayor

TfL often receives requests for exemptions to drive in bus lanes. The benefit for one group must be balanced against other factors, particularly the fact that bus lanes allow large numbers of bus passengers to have a quicker, more reliable journey. There are no plans to permit non-emergency car ambulances to use bus lanes.

Cycling in Royal Parks

Question No: 2634 / 2011

[Brian Coleman](#)

Is the Mayor convinced that cycling in Royal Parks is sensible, in light of the fact that many of

the paths are unsuitable and too narrow?

Written response from the Mayor

I support the positive and pragmatic approach to cycling that the Royal Parks has taken in recent years. The Royal Parks consider appropriate measures to meet the demand for cycling that can be introduced without unduly compromising the safety and enjoyment of other users of the Parks, whether cycling as a leisure activity or as part of a journey to work.

These measures may include physical improvements: for example the widening of paths or the upgrading of path surfacing; or the promotion of educational campaigns that encourage greater consideration by all users of each others' needs. Transport for London provides funding for such cycling measures through its Greenways programme. In all cases the unique environmental and heritage importance of the Parks needs to be taken into account.

Barnet Borough Commander

Question No: 2635 / 2011

[Brian Coleman](#)

Would the Mayor join me in congratulating the Borough Commander for Barnet, for successfully preventing the sort of disturbances that were witnessed in other parts of London during the recent riots?

Written response from the Mayor

Yes, the Borough Commander at Barnet continues to do an excellent job and certainly did so during the disorder.

However, I want to emphasize that even in boroughs where the disorder was more severe, this was not due to some failing of the police. In all boroughs, the police did an excellent job in dealing with an unprecedented problem that suddenly arose.

It is my strong view that the men and women of the MPS are doing an outstanding job fighting crime and making London one of the safest big cities in the world.

Helping Camden recover from riots

Question No: 2636 / 2011

[Brian Coleman](#)

In light of the funds being made available for areas such as Tottenham to help recover from the riots, what will the Mayor do to assist Camden, which was also hit by mindless violence last month?

Written response from the Mayor

A package of support has been made available in response to the recent disorder in London to drive regeneration and economic growth and support town centres and high streets affected by the disturbances. This includes £20m funding from central government which is earmarked for Tottenham and Croydon, £50m I have earmarked for large scale projects and the unallocated £40m from the Outer London Fund. I am also pleased to have been able to support London's High Street Fund with a contribution of £500k which is directed at very immediate support for businesses.

The £50m regeneration fund will invest in larger scale – predominantly capital – proposals and will build on the momentum created as repair and rebuilding work begins. It will ensure not only that the affected areas are restored but that we grasp every opportunity to drive regeneration and economic growth. The regeneration proposals will be developed with local people, businesses and the Council and we will ensure that contracts awarded for the work go to as many local businesses and employ as many local people as possible. This will also include

offering apprenticeships to unemployed people in the affected areas to give them vital skills to move into work.

In prioritising areas to support, we are taking into account the extent to which the disorder has impacted on its economic success and the scope for achieving regeneration outcomes and economic growth. My officers are in discussions with boroughs to determine where and what the investment might look like. As part of these discussions we may find projects more suited to the Outer London Fund rather than the £50m regeneration fund and to this end I am keen to regard these funds as an overall package. I have invited Borough Leaders to comment on whether we should revisit the criteria and timing for Round Two of the Outer London Fund to ensure it is available to places across London to support them in addressing the effects of the recent disorder. My officers are in touch with Camden to help them consider how the various funding streams may apply to them and to advise how we can help. My plan is to announce firmer plans in November for the range of funding available.

SNT reductions

Question No: 2638 / 2011

[Valerie Shawcross](#)

In light of the recent civil disturbances and looting will you now be reviewing with your MPA Chairman your policy of cutting back the number of sergeants serving our Safer Neighbourhood Police teams in Lambeth and Southwark by 25%?

Written response from the Mayor

Every Safer Neighbourhood Team will continue to be supervised by a Sergeant. The only change is that this Sergeant may also now have responsibility for teams from neighbouring wards. There will be no reduction in the number of Police Constables and Police Community Support Officers within SNTs. Consequently, there is no need to review the decision made by the Metropolitan Police Authority to reduce the number of Sergeants supervising SNTs

Pedal Cyclists accidents

Question No: 2640 / 2011

[Valerie Shawcross](#)

According to TfL data accidents affecting pedal cyclists went up by 9.2% in 2010 over the previous year. Are you going to allow almost a 10% increase in cycling accidents year on year? What practical steps are you taking to reduce these accidents?

Written response from the Mayor

During the last ten years, cycling has increased by 150% on London's main roads. Over the same period the number of cyclists killed or seriously injured has not increased. This indicates that cycling journeys in London are becoming relatively safer, though of course all collisions are a concern. Of the collisions which did occur in 2010, 88% resulted in slight injuries that did not require hospital admission.

Nevertheless, improving cycle safety is a priority for me. As you may be aware, my Cycle Safety Action Plan, published in March 2010, identified 52 specific actions, all aimed at improving cycle safety and reducing the number of collisions involving cyclists.

The actions within my Cycle Safety Action Plan were developed with regard to an evidence review, which identified who is most at risk, and where and when collisions are most likely to occur. The actions include the provision of safer infrastructure, delivering cycle training, working with the freight industry and enforcing against irresponsible and dangerous road user behaviour.

I accept that there is still more to be done to reduce cycling collisions and to continue the overall downward trend in cycling KSIs. TfL monitors collisions on London's roads, and the

circumstances in which they occur, to inform future cycle safety activity and is continuing to work with the London Boroughs, Metropolitan and City of London Police services and other partners to implement the actions within my Cycle Safety Action Plan.

Road speeds and accidents

Question No: 2641 / 2011

[Valerie Shawcross](#)

Do you believe that 20mph speed limits make the roads safer for cyclists and pedestrians alike?

Written response from the Mayor

The introduction of 20mph speed limits can improve safety for all road users. Research by the School of Hygiene and Tropical Medicine found that 20mph zones have reduced casualties by up to 40% in locations where they have been implemented in London.

My Transport Strategy acknowledges the benefits of 20mph zones in making streets safer for pedestrians and cyclists. In addition, TfL looks to include lower speed limits as part of new scheme designs where appropriate. For example, as part of the implementation of new Cycle Superhighway 8, a 20mph speed limit has been introduced at Old York Road.

In considering the introduction of lower speed limits a number of factors need to be taken into consideration including potential safety benefits, the characteristics and function of the road in question, the impacts on traffic flow and the practicality and cost of implementation and enforcement. As such, the potential for new 20mph limits will vary by area and road type.

Police Cuts

Question No: 2643 / 2011

[Joanne McCartney](#)

When did you realise that the government's case for cuts to policing is "fragile"?

Written response from the Mayor

I have not changed my opinion that I would like to have more police officers available.

National Planning Policy Framework

Question No: 2646 / 2011

[Nicky Gavron](#)

What assessment have you made of the implications for London of the government's proposal to remove the requirement for planning permission for conversion of business premises into residential units?

Written response from the Mayor

I have expressed strong concern that, in the distinct circumstances of the London land market, blanket, national amendment to the Use Classes Order would be likely to compromise capacity for some of London's office and industrial based functions. While I agree with Government that the planning system must not fossilise redundant business space, the release of surplus capacity is positively encouraged in London through locally sensitive management processes. The office and industrial policies of the London Plan and associated Supplementary Planning Guidance are designed to do this and their impact is carefully monitored.

Trucks in Cycle Lanes

Question No: 2649 / 2011

[John Biggs](#)

Is it now your policy to allow trucks to use cycle lanes?

Written response from the Mayor

It is not my policy to allow trucks to use cycle lanes. Cycle lanes which have a solid white line are only for the use of cycles and no other vehicles may drive or park in them at any time during their hours of operation. Other vehicles are also not allowed to enter cycle lanes with a dashed white line unless it is unavoidable. This is set out in the Highway Code.

Barclays Cycle Hire

Question No: 2650 / 2011

[John Biggs](#)

Does the Barclays deal represent Value for Money for Londoners or for Barclays?

Written response from the Mayor

Barclays Cycle Hire has been both popular with Londoners and visitors alike with over 6 million journeys undertaken in the first year. Barclays were prepared to support the scheme and to offer considerably more than any other potential sponsor prior to launch in 2010. As such, the deal represents excellent value for money for Londoners.

TfL enjoys an excellent working relationship with Barclays; they are delighted to be associated with the scheme and are committed to its continuing development. The specific question of whether they would consider their sponsorship to be 'value for money' would need to be put to Barclays.

Police Cuts

Question No: 2651 / 2011

[John Biggs](#)

Before the recent disorder you were planning to cut the numbers of police officers in London. Now you seem to want more officers. Can you clear up the confusion?

Written response from the Mayor

No, this is incorrect. I have never planned to cut police numbers. There will be 1000 more Met police officers at 31 March 2012 than when I first came to office in 2008.

Traffic signal removals

Question No: 2652 / 2011

[Valerie Shawcross](#)

Please provide a current list giving the status of all the traffic signals originally proposed for closure by TfL – including the original 145 sites, as well as those added subsequently? Please also summarise how many signals have been removed, retained or are still under consultation?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Written answer received on 26 September 2011:

TfL identified an initial list of 145 signal locations for potential removal, which were then taken forward for discussion with the boroughs.

Up to 10 June 2011, and following discussions with the boroughs, TfL had agreed to:

- the removal of 22 signal locations from the network;

- the deletion of 66 locations from the list, which will not be progressed for removal; and
- the addition of a further 24 locations for investigation and potential removal.

81 sites therefore remain on the list for potential removal.

No traffic signals on borough roads have been removed without the agreement of the borough.

The latest update for traffic signal removals can be found on the TfL web site, the next update is due in early October and quarterly thereafter:

<http://www.tfl.gov.uk/corporate/projectsandschemes/11351.aspx>.

Traffic signal removals 2

Question No: 2653 / 2011

[Valerie Shawcross](#)

How much have a) TfL and b) London boroughs – by borough - spent on the programme of proposed traffic signal removals to date?

Written response from the Mayor

In the last financial year 2010/11- £59,828 was spent on signal removals on the TLRN by TfL, with £3,700 spent to date this financial year. These figures include the costs of consultation, design, traffic management and construction/ removals.

TfL Traffic Directorate is not sighted on what individual boroughs will have spent on traffic signals removals on borough roads.

In early 2011 the number of traffic signal sites within London decreased for the first time in decades, saving money in maintenance and modernisation costs.

Bus kilometres

Question No: 2654 / 2011

[Valerie Shawcross](#)

How many and which bus routes have had their operated kilometres reduced as part of TfL's efficiency savings programme?

Written response from the Mayor

Bus kilometres are planned to stay broadly at the same level as now over the course of the current Transport for London Business Plan. As part of its ongoing network review process, TfL regularly adjust service levels, for example to reflect new developments or changes in demand. As a result some routes will see reductions but others will increase. However, this is an ongoing process to optimise the network, not due to efficiency savings.

As an example, in the past few months peak frequencies on route 26 (Waterloo-Hackney Wick) have been marginally reduced, reflecting demand on that service, while route 488 (Bromley-by-Bow – Clapton) has now been extended to give new links into Dalston Junction.

Where changes are proposed they will continue to be subject to the outcome of consultation.

Tube stats on TfL website

Question No: 2655 / 2011

Valerie Shawcross

TfL's website states 'LU is committed to providing passengers with details of how well the network is working and regularly publishes a performance update. This is updated every four weeks - defined as a period - and gives figures for a range of service and network-related matters.' However, at the time of writing, the last available statistics on the TfL website only gave data up until March 31st this year. Please clarify this policy and explain why this data has not been updated for four months.

Written response from the Mayor

As you know, Transport for London (TfL) has been discussing with the Assembly's Transport Committee how London Underground (LU) performance data can be presented most usefully for all those who may be interested in viewing it. A new format of four weekly reporting is currently being finalised, and will be shared with the Transport Committee before its first publication, which we envisage would be in October.

In the meantime, Tube performance data is still freely available and continues to be published on the TfL website in reports to the TfL Board and Committees. The latest set of figures was published in July in a report to the Rail and Underground Panel - see <http://www.tfl.gov.uk/corporate/about-tfl/boardandchiefsofficers/papers/1438.aspx>. I know that you have also now been supplied with the most recent data further to that and that this is being made available on the website too.

I am committed to transparency and am very glad that TfL is working collaboratively with the Transport Committee to enhance the quality of information available.

Tube complaints

Question No: 2656 / 2011

Valerie Shawcross

Please advise how many complaints were received about London Underground services - by line and in total - for the latest available reporting periods?

Written response from the Mayor

The number of complaints received during each of the three most recent reporting periods of 2011/12 is attached in Appendix C.

Period 3 covers the period from 29 May to 25 June, Period 4 from 26 June to 23 July and Period 5 from 24 July to 21 August.

During Period 3 London Underground (LU) carried 87.1 million passengers, so there were 1.91 complaints for every 100,000 passenger journeys.

During Period 4 LU carried 90.6 million passengers, so there were 2.21 complaints for every 100,000 passenger journeys.

During Period 5 LU carried 83.05 million passengers, so there were 1.93 complaints for every 100,000 passenger journeys.

These figures compare with an average of 53 complaints per 100,000 journeys on National Rail, according to the latest data available from the Office of the Rail Regulator (Q4, 2010/11).

Jubilee line closures

Question No: 2657 / 2011

[Valerie Shawcross](#)

Please give a definitive and final list of all future closures affecting the Jubilee line, at weekends and at other times, and advise when passengers can expect the end of the closure programme.

Written response from the Mayor

My answers to your previous questions on this issue, and also most recently to question 2642 / 2011 from your colleague, explains why it is not possible to answer this question in the 'definitive' way that you seek.

Some closures will always be necessary in order that Transport for London can properly maintain the Tube in a safe and reliable condition, as there is some work, such as track renewal, that simply cannot be done without closing the line. Work on the adjacent Metropolitan line can also lead to a closure of part of the Jubilee line on occasion.

Such closures will not however be in any way comparable with the excessive disruption that Jubilee line customers have had to endure over recent years.

Of course, following the completion of work on the Jubilee line upgrade, passengers on the line now have a faster and more frequent service, with a further increase in the frequency of trains to follow next year.

Riot damage in Peckham

Question No: 2658 / 2011

[Valerie Shawcross](#)

Please outline what you have specifically done to help the very demoralised business owners in Peckham who have suffered as a result of the recent riots.

Written response from the Mayor

A package of support has been made available in response to the recent disorder in London to drive regeneration and economic growth and support town centres and high streets affected by the disturbances. This includes £20m funding from central government which is earmarked for Tottenham and Croydon, £50m I have earmarked for large scale projects and the unallocated £40m from the Outer London Fund. I am also pleased to have been able to support London's High Street Fund with a contribution of £500k which is directed at very immediate support for businesses.

The £50m regeneration fund will invest in larger scale – predominantly capital – proposals and will build on the momentum created as repair and rebuilding work begins. It will ensure not only that the affected areas are restored but that we grasp every opportunity to drive regeneration and economic growth. The regeneration proposals will be developed with local people, businesses and the Council and we will ensure that contracts awarded for the work go to as many local businesses and employ as many local people as possible. This will also include offering apprenticeships to unemployed people in the affected areas to give them vital skills to move into work.

In prioritising areas to support, we are taking into account the extent to which the disorder has impacted on its economic success and the scope for achieving regeneration outcomes and economic growth. My officers are in discussions with boroughs to determine where and what the investment might look like. As part of these discussions we may find projects more suited to the Outer London Fund rather than the £50m regeneration fund and to this end I am keen to regard these funds as an overall package. I have invited Borough Leaders to comment on whether we should revisit the criteria and timing for Round Two of the Outer London Fund to ensure it is available to places across London to support them in addressing the effects of the recent disorder. My officers are in touch with LB Southwark to help them consider how the

various funding streams may apply to them and to advise how we can help. My plan is to announce firmer plans in November for the range of funding available.

Kensington Olympia

Question No: 2659 / 2011

[Valerie Shawcross](#)

What mitigation will TfL be putting in place to minimise any negative effects of the Olympia underground station closure on both local residents and organisers and attendees of events at the Olympia Exhibition Centre?

Written response from the Mayor

TfL will be reporting to me shortly on the issues raised during its recent consultation on this proposal and as such nothing definitive has yet been decided

However, should the proposal proceed, it is already clear that although some users of the current weekday District line service to Kensington (Olympia) would have their journey times slightly extended, a range of alternative transport options exist that would mitigate its withdrawal, and the area would continue to be well served by public transport.

There are frequent bus services from the area linking to nearby Tube stations at Hammersmith, West Kensington, High Street Kensington and Earl's Court. Enhanced London Overground services to and from Kensington (Olympia) were put in place in May of this year which also provide connections to the Tube at West Brompton and Shepherd's Bush. Overground services increased to a minimum of four trains per hour (tph) all day, so the combined Overground / Southern train service frequency at this station is now over double the Tube service in the peak (seven tph) and just under double in the off-peak (five tph).

TfL would also provide a special event service for major events and is looking at improvements to signage in the area to improve walking routes.

TfL would also provide bespoke advice to assist disabled users of the service, develop individual travel plans and make best use of the alternatives available.

Potholes and cycle safety

Question No: 2660 / 2011

[Valerie Shawcross](#)

I have been contacted by a concerned cyclist who cycles across London through many boroughs regularly and is concerned by the varying standard of road surfaces and pothole repairs in the different London boroughs. Are there any plans or opportunities you and TfL could take to promote and encourage better upkeep of cycle lanes and pothole repairs across the boroughs as my constituent feels this will help keep people cycling and reduce accidents.

Written response from the Mayor

Transport for London (TfL) is making significant progress in addressing this issue.

All highway authorities are required to carry out safety inspections. At TfL, the highway inspection regime covers carriageways, cycle routes and footways. Safety inspections, which identify defects such as potholes, are undertaken weekly or monthly, depending on the road classification.

In 2010 TfL started inspecting some routes on bicycle to better understand the issues faced by cyclists. Also in 2010, TfL set up an internal group to specifically look at inspection and maintenance in relation to the needs and aspirations of cyclists. In April 2011 this group initiated a study, with the national Footway and Cycle-track Maintenance Group (FCMG) to:

- Review UK wide inspection and maintenance practices and standards relating to cyclists; and
- Help promote and share the work undertaken by TfL with other highway authorities, including London boroughs.

The final report from the FCMG study is due in March 2012 and will be incorporated in a subsequent revision to the national code of practice for highway maintenance. This code is generally adopted by all highway authorities, including London Boroughs.

In addition, TfL has produced the draft guidance document Cyclists at Roadworks. In due course it will be subject to consultation with London boroughs and complementary work is progressing on inspection and maintenance of cycle routes.

Bus route P12

Question No: 2661 / 2011

[Valerie Shawcross](#)

As the new school year begins, please give an update on TfL's efforts to improve reliability and capacity on this beleaguered bus route.

Written response from the Mayor

Both of these issues, of reliability and capacity, are being addressed. The P12 continues to be disrupted by ongoing water main replacement works by Thames Water, particularly those at the junction of Queens Road and Asylum Road. TfL is in ongoing contact with Thames Water regarding these works to ensure their impact is minimised as far as possible. Transport for London will provide an additional bus within the route P12 schedule from 10 September in order that the route is more resilient to the effects of delays.

From 8 October, TfL plans to introduce larger, dual-door buses which will provide greater passenger capacity. TfL will continue to work closely with the operator of the P12 to ensure the level of service offered to passengers is to the required standard.

Thames Cable Car

Question No: 2662 / 2011

[Valerie Shawcross](#)

Please provide an update on progress on the cable car. Will it be ready in time for the 2012 Games?

Written response from the Mayor

The Cable Car project is not an Olympic deliverable. The Cable Car will open when Transport for London is satisfied that all applicable tests and trials have been satisfactorily completed.

The project is progressing well and we aim to open the Cable Car in summer 2012.

Thames Cable Car 2

Question No: 2663 / 2011

[Valerie Shawcross](#)

Please give an update on how much has been spent to date on the cable car, how much of this is sponsorship funding and TfL funds and how much is projected to be spent in total.

Written response from the Mayor

£3m has been spent to develop the project up to the end of March 2011, on areas such as technical and advisor costs associated with securing planning, undertaking design work, procurement of the contractor and legal advice.

In addition Transport for London is forecasting to spend £60m on the build cost.

TfL is seeking to recoup the build cost through a combination of commercial sponsorship and third party funding (via an application to the European Regional Development Fund). TfL is in discussions with a potential sponsor and it is hoped an announcement on this will be made shortly.

Future transport projects 1

Question No: 2664 / 2011

[Valerie Shawcross](#)

The TfL business plan has demonstrated enthusiasm for the extension of Croydon Tramlink to Crystal Palace – a project dropped by you in 2008 – when do you envisage that development of this plan will be included in the TfL business plan?

Written response from the Mayor

When I came into office in 2008 I had to make some very difficult decisions on future priorities. However, I have always been enthusiastic about Tramlink and my Transport Strategy states that I will review the potential benefits of extensions to this very popular system.

As well as introducing increased capacity to the existing system, Transport for London is reviewing the benefits of a number of possible longer term extensions, including the extension to Crystal Palace. This work is on-going and should conclude next year with a clear view on future priorities for Tramlink.

Future extensions are not currently funded in TfL's Business Plan and could only progress if funding was made available.

Future transport projects 2

Question No: 2665 / 2011

[Valerie Shawcross](#)

The TfL business plan has demonstrated enthusiasm for the extension of the Bakerloo line southwards via Southwark and Lewisham to Hayes. When do you envisage that development of this plan will be included in the TfL business plan?

Written response from the Mayor

As I have said before, I am supportive of the southward extension of the Bakerloo line and excited about the opportunities this prospect offers residents and businesses in south east London.

Some initial assessment has been undertaken by Transport for London and an extension to Lewisham, and then southwards to Hayes, shows some considerable merit. This is obviously a very expensive scheme and further work on costs, benefits, demand and impacts, particularly on local people and the rail network, require much further assessment.

However, given the current funding constraints, TfL is not in a position to undertake detailed development work on this proposal or pursue its implementation at the moment. Our priority remains to complete the renewal and upgrade works already planned on the Tube, including the upgrade of the Bakerloo line.

London-Surrey Cycle Classic

Question No: 2666 / 2011

[Valerie Shawcross](#)

It is reported that motorists were very critical of the recent test event relating to the above in August, describing it as causing 'chaos' and 'gridlock'. Are you concerned about this and how will TfL improve this for future test events, and indeed the Games itself?

Written response from the Mayor

I am aware of the concerns and have been briefed on the operation of the event, as well as on some of the lessons learned. The London-Surrey Cycle Classic was a LOCOG test event. Transport for London supported LOCOG by managing the traffic and road closure programme required. Around 1,400 road closures were needed along the race route in London and Surrey, including a number which are regularly used by large amounts of traffic. Hence there was the potential for disruption to traffic. Overall, the aims were to ensure that the race ran smoothly and to minimise disruption by encouraging local people to change their usual travel habits and avoid key, sensitive areas. As a sporting event it was very successful, acknowledged by riders, teams, the IOC and UCI.

As a result of the race there was some, very localised, congestion and some roads remained closed longer than they should have been. However, thanks to close co-ordination between LOCOG, TfL and the event partners, congestion was managed and minimised.

Transport for London's publicity campaign to raise awareness with people along the route was also successful. People planned their travel by road to avoid the area or used Tube and rail services that Transport for London ensured operated as planned in the race area. Only 17 vehicles had to be removed from the race route in London as those most directly affected by the race were clearly aware and had planned accordingly. LOCOG, TfL and the other event partners are now working to identify any lessons from the event so that solutions can be identified and implemented. These include reopening roads as quickly as possible, providing better information and training to stewards and reviewing the location and management of pedestrian crossing points.

Cycle Super Highways

Question No: 2667 / 2011

[Valerie Shawcross](#)

Please give an update on the Cycle Super Highway programme. What evaluation of these schemes has been done so far?

Written response from the Mayor

Four Barclays Cycle Superhighways (CS) are now open. Pilot routes CS3 and CS7 launched in July 2010 and were followed this July by routes CS2 and CS8. The latest data shows that cycling has increased by 46 per cent along the Merton to City route (CS7), and by 83 per cent along the Barking to Tower Gateway route (CS3), with increases of more than 100% on some sections of both routes.

TfL has published its evaluation of the two pilot Barclays Cycle Superhighways, CS3 and CS7. The report considers the numbers and profile of cyclists on the routes; how the routes are perceived; the implementation, costs and impacts of the individual measures; the impact on other modes of transport; and what lessons have been learnt to improve delivery of the next phases of the programme. It can be found on the TfL website:

<http://www.tfl.gov.uk/assets/downloads/roadusers/BCS-pilot-evaluation-report.pdf>

TfL will be undertaking customer research and cycle counts on the two new routes CS2 and CS8 over the coming year, and will continue to monitor all routes over the life of programme.

Cycle Super Highways 2

Question No: 2668 / 2011

[Valerie Shawcross](#)

How much money has been spent on the Cycle Super Highway programme to date? How much of this is Barclays sponsorship and how much is TfL funds?

Written response from the Mayor

To date, Transport for London has spent £37 million on the Barclays Cycle Superhighways programme. This figure covers the delivery of the four operational routes with the accompanying Borough and business supporting measures, as well as design and planning costs for future routes.

The sponsorship agreement between TfL and Barclays is worth up to £50m over eight years. Details of payments are commercially sensitive.

Red Routes and blocked drains.

Question No: 2669 / 2011

[Valerie Shawcross](#)

The recent heavy rain has highlighted that sections of our Red routes, including around Kennington, have inadequate or blocked drains. Do you believe that TfL have adequate inspection and drainage clearance arrangements in place to deal with red routes in leafy areas which regularly develop problems with blocked drains?

Written response from the Mayor

The standards to which drainage systems are built were developed to prevent flooding from the effects of all but the severest of storms, based on events which have occurred in the past. Over recent years the frequency of severe storms has increased and, as a consequence, flooding now tends to occur more often.

Transport for London's road maintenance contracts provide for all road gullies to be cleared on an annual basis and where known drainage problems exist they are recorded on a risk register and cleaned more frequently. While this is generally sufficient to keep drains operable, there are locations where system capacity (not due to problems with drainage clearance) is simply insufficient to cope with flash storms. In those cases, TfL routinely liaises with the drainage authority to identify and lobby for improvement schemes. In order to respond to isolated incidents, TfL is able to respond to road drainage problems with suitable plant and equipment on a 24/7 basis.

In the case of Kennington, considerable additional effort has been made to ensure that gullies and connector drains are free running, which resulted in the system coping adequately during the storms which recently occurred during early September 2011.

TfL is also working with the GLA, boroughs and other relevant organisations to better understand surface water flood risks through the Drain London Project. The results of this work are now emerging and TfL will examine the new data with regard to where we focus our efforts

Funding for young people

Question No: 2670 / 2011

[Valerie Shawcross](#)

In a table please give the annual budgetary allocations from both the GLA and LDA which were intended specifically for activities for young people during each of the last five years.

Written response from the Mayor

Please see the table below and please note that the phased investment in the Stephen Lawrence Centre reflects the capital requirements of that project.

LDA & GLA budgets specifically for activities for young people	2007-08 £000	2008-09 £000	2009-10 £000	2010-11 £000	2011-12 £000
LDA					
Stephen Lawrence Centre	775	661	651	481	19
Mayor's Youth Offer	20	6,246	6,990	25	-
Young Londoners' Fund	-	210	2,130	1,885	-
LDA ESF Youth Co-Financing	-	-	244	2,746	4,461
LDA sub-total	795	7,117	10,015	5,137	4,480
GLA					
Children & Young People Unit	428	530	566	487	379
Community Safety youth projects	-	-	427	738	1,445
Culture/events youth programme	55	71	30	16	26
Stakeholder youth programme	16	16	-	-	60
HR work placements	76	66	137	286	339
D&E youth projects	615	625	606	665	-
Child Poverty Commission	70	21	20	-	-
GLA sub-total	1,260	1,329	1,786	2,192	2,249
Total	2,055	8,446	11,801	7,329	6,729

South London Line removal 1

Question No: 2671 / 2011

[Valerie Shawcross](#)

Following my recent survey of Clapham residents it became clear that many people living near Clapham High Street and Wandsworth Road rail stations were not aware of the impending removal of the 'South London Line' service to Victoria late next year. What steps are you planning to take to consult the community about TfL's plans to 'decrement' – remove funding – from the previously proposed SLL part-replacement service and what will you be doing to make them aware of the loss of this service?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Written answer received on 26 September 2011:

The South London Line service is being withdrawn in 2012 to make way for the improved Thameslink services that will run through London Bridge. This has the effect of reducing the number of services that can terminate at the station.

Two new rail services were proposed in the South London Route Utilisation Strategy to help mitigate the loss of the South London Line service – the London Overground extension to Clapham Junction and a Victoria to Bellingham service. However, there was not sufficient funding for both. TfL made a successful argument to the Department for Transport that the London Overground extension should take priority as it would provide greater benefits. This option would carry more people and provide access to more jobs, thus providing greater benefits overall to south London.

The removal of the existing South London Line service is not due until December 2012, which is over 15 months away.

TfL will publicise the introduction of the new four trains per hour London Overground service and Southern will be responsible for publicising the removal of the existing services. Discussions on how this will be managed are currently ongoing and the detail will be available next year.

South London Line removal 2

Question No: 2672 / 2011

[Valerie Shawcross](#)

What progress are you making on seeking some mitigation on the loss of peak time services to Victoria and London Bridge for the users of Clapham High Street and Wandsworth Road stations?

Written response from the Mayor

I continue to press for the full proposed mitigation package, which includes a new Victoria – Bromley service in the off peak, to be specified in the next Southeastern franchise, probably April 2014. Indeed, these proposals form part of our recommendations to Government for their next High Level Output Specification.

You will be aware I have written to the Department for Transport to request that additional stops in existing services to Victoria are incorporated into the Southeastern timetable from December 2012 (at peak times). I and TfL continue to press for a response to this proposal, which requires Ministerial approval. I would appreciate any support in this endeavour as we are obviously keen to ensure that any adverse impacts of these service changes are mitigated as far as possible.

Privatisation of Fire Brigade Control Room staff

Question No: 2673 / 2011

[Valerie Shawcross](#)

Do you support the Chairman of LFEPA's proposals to turn London Fire Brigades' outstanding control room into yet another private sector managed call centre? Does TfL's difficult experience with private sector provided call centres give you any confidence at all that this would be a wise move?

Written response from the Mayor

As resources are coming under increasing pressure, the London Fire Brigade needs to examine every option to improve its service to the public. As such, LFEPA has approved a project to

procure a refresh or replacement mobilising system, and the future operation of the London Fire Brigade mobilising system.

I am sure that when the outcome of that process is reported LFEPA would not approve any proposal unless it provided a resilient control room function that gave the same high level of service to Londoners. Any lessons learnt from the TfL experience will be factored into any such decision.

Outer London Funding Investment

Question No: 2674 / 2011

[Valerie Shawcross](#)

When will I receive the reply to Question number 2352/2011? The information I requested was promised "by the end of July." Can you please supply the information as requested?

Written response from the Mayor

With apologies for the delay, I understand that TfL provided this to you on 5 September.

New Bus for London 1

Question No: 2675 / 2011

[Valerie Shawcross](#)

In your reply to earlier questions your response on the reduction in greenhouse gas emissions of Hybrid buses and the new bus for London was given in comparative percentages - could you now please give some actual quantitative data on the performance of the new bus for London as compared to the hybrid buses. Give data on NOx, PM, CO2, CO and HC for the New Bus for London and compare this with hybrid buses.

Written response from the Mayor

Emissions tests on the New Bus for London at Millbrook Proving Ground in Bedfordshire are not yet complete but when the assessment concludes the results will be published later this year. I understand the initial test results are very encouraging and that the vehicle will comfortably be the greenest hybrid double deck bus in the fleet.

New Bus for London 2

Question No: 2676 / 2011

[Valerie Shawcross](#)

Why are the prototype New Routemaster buses for London being built to a Euro V compliance standard when the Euro VI standard will be applied from 2014 – are Euro VI engines not currently available?

Written response from the Mayor

Euro VI engines are not yet available on the market. The new buses for London, launched in 2012, will be fitted with a Euro V certified diesel engine. The bus itself will meet more stringent TfL emissions standards. Future buses manufactured for delivery after January 2014 will be fitted with Euro VI engines. The "Euro" standards apply only to engines, not vehicles. The bus is designed to be capable of being fitted with Euro VI-compliant engine when the new standard comes into force. The space required for exhaust after treatment has been provided so the new Euro VI engines can be fitted into the engine bay.

Mayor's Fund for London

Question No: 2677 / 2011

[Valerie Shawcross](#)

As Patron of the Mayor's fund for London, which you do as the Mayor of London, are you satisfied that the Charity is not spending a disproportionate amount of funding on

administration, fundraising, development and strategy as opposed to directly benefitting Londoners?

Written response from the Mayor

As an independent charity, the Mayor's Fund for London is not part of my administration and thus not subject to Mayor's Questions. However, to be helpful, I would point out the following:

1. The fund's central overheads are largely covered by its Trustees personal donations - this is quite unusual but very beneficial, as it means all the external funding raised can go on programmes.
2. The small central team of the Mayor's Fund raise the funding needed, develop the projects with its partners, contract out the delivery and then monitor and evaluate. This is also unusual in that few funds have to cover such a range of activities.

In this context, the central costs of the Mayor's Fund are very reasonable. However, it is something that the Trustees keep under regular review.

Northern Line Extension

Question No: 2678 / 2011

[Valerie Shawcross](#)

What is the planned timetable for developing the plans and designs for the extension and what further opportunities to influence this scheme will local residents and Councillors along the planned route have before the project is submitted to Parliament?

Written response from the Mayor

Transport for London (TfL) continues to work very closely with Treasury Holdings UK (the developer of the Power Station site), other major landowners and the London Boroughs of Wandsworth and Lambeth on the planning of this route.

The second phase of public consultation on potential options for the route closed on 10 August and TfL is working with partners to analyse the responses received. A report will be published in the autumn which sets out the results of the consultation. This will form a key part of the decision making around the selection of a preferred route.

Engagement with local people and representatives continues and the developer, with the assistance of TfL and the London Boroughs of Lambeth and Wandsworth, has already held many formal and informal meetings at the request of residents in addition to the exhibitions held during the consultation. There would be further public consultation prior to the submission of any Transport & Works Act Order (TWAo) application to the Secretary of State.

A decision to proceed with a formal TWAo application is dependent on reaching an agreement with the developer and other partners on how the scheme can be financed.

London Bridge redevelopment - Southwark Playhouse

Question No: 2679 / 2011

[Valerie Shawcross](#)

Will you be urging Network rail to put serious effort into finding new alternative accommodation for the Southwark Playhouse as their move is necessitated by the redevelopment of London Bridge station.

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Written answer received on 29 September 2011:

The Southwark Playhouse is one of many important cultural uses within the station arches which contribute to the Southbank/Bankside/London Bridge Strategic Cultural Area. I have raised concerns regarding the loss of cultural uses with Southwark Council and Network Rail.

I understand that Network Rail is engaging with the Playhouse and, other operators who may be affected by the proposals, to seek a solution that retains the presence within the area, whilst also facilitating the important regeneration of the station.

London Bridge Redevelopment – Cycling

Question No: 2680 / 2011

[Valerie Shawcross](#)

The station redevelopment will be of a great benefit to London, but I am concerned that the redesign does remove cycling routes in the area. Will you be urging Network Rail to find a way of providing some replacement passage routes under the track and some storage facilities for cyclists?

Written response from the Mayor

As part of ongoing discussions on the planning application for the station redevelopment, TfL is working with the London Borough of Southwark and Network Rail to ensure that adequate facilities are provided for cyclists.

In terms of cycle routes, the closure of the Weston Street tunnel will lead to the removal of the southbound cycle lane. Proposals are being developed to provide this in an alternative location to ensure that this important route is maintained. Other opportunities to improve cycle facilities around the station are also being explored, including the proposed Cycle Superhighway Route 4 which is due to open in 2015.

With regard to storage facilities, discussions on the location and volume of cycle parking are ongoing, with the aim of providing sufficient numbers of spaces for existing demand and a significant amount of potential future growth. This will include provision for various types of users including station staff, visitors and passengers.

Bus Crime in Southwark

Question No: 2681 / 2011

[Valerie Shawcross](#)

Crime on buses in Southwark has risen by 26% over the latest quarter - what steps are TfL and the Police working together taking to tackle this growing problem?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Outer London Fund – Southwark

Question No: 2682 / 2011

[Valerie Shawcross](#)

Will you review the Outer London's Fund's recent decision to refuse to assist with the improvements and support of Peckham's town centre and grant support to Southwark to boost Peckham town centre in light of the recent riots and looting and the significant damage to businesses on Rye Lane?

Written response from the Mayor

Currently there are no plans to revisit the technical assessments of the Outer London Fund (OLF) Round 1 bids which informed the Appraisal Panels decisions and selection of Round 1

funding allocations. OLF Project Managers are keen to provide LB Southwark with every possible assistance in the preparation of their Round 2 submissions.

In addition, my officers are currently in discussions with the London boroughs most affected by the August disorder with regard to potential support from the London Regeneration Fund, The London Enterprise Fund and Round two of the Outer London Fund.

Litter

Question No: 2683 / 2011

[Valerie Shawcross](#)

A constituent has contacted me about the appalling amount of litter and general filthy state of roads and pavements between Victoria Station and Hyde Park. She was horrified at the amount of rubbish strewn over pavements and ashamed at the image this presents to visitors to London. Given that you have recently awarded £30k to Keep Britain Tidy to provide a co-ordinator to help deliver the 2011/12 Capital Clean-up Campaign, will you please have a word with them about focusing their attentions on Westminster Council to persuade them to clean up their act?

Written response from the Mayor

I am disappointed to hear of your constituent's experience. My Capital Clean-up campaign aims to make London cleaner and greener for the 2012 spotlight by co-ordinating events from litter-picks to litter enforcement and education activities across the capital. Around 1,700 volunteers took part in nearly 150 events across 22 boroughs during the campaign's June/July campaign. At the Capital Clean-up September launch last week, more than 200 volunteers collected over 300 bags of litter from the scrub and woodland around Tottenham Marshes. The City of Westminster has taken part in previous years' campaigns; I will pass on your constituent's specific concerns and strongly urge them to deliver clean-up events during our September and January 2012 campaigns.

Lane Rental Scheme

Question No: 2684 / 2011

[Valerie Shawcross](#)

I have been contacted by a Londoner who expresses great concern of the effects of the potential new lane rental scheme on pedestrians, notably due to the proposal that utility works affecting only pavements would not be subject to the charge. The resident feels that the needs of elderly, frail and vulnerable people have not been given due consideration by TfL and asks; why are the costs and time of the non-motorised public realm user/voter dismissed from the study? There is concern that this will encourage more works involving pavements, obviously this is to the detriment of pedestrians. Can you provide reassurance that contractors will not be allowed to block pedestrian footways in order to avoid a lane rental charge?

Written response from the Mayor

Lane Rental charges will apply to footway works that have an impact on the carriageway, including where pedestrians are diverted into the carriageway.

Footway works that do not impact on the carriageway will be closely monitored to ensure that all safety standards are adhered to and that minimum footway widths are provided for pedestrians especially the elderly, frail and vulnerable people.

In addition, TfL has been running a permitting scheme for road works and street works since January 2010 and, through this scheme, TfL is able to impose conditions on all of those undertaking works to ensure that the needs of all road users are taken into consideration. TfL will continue to use these powers to ensure that pedestrian footways will not be blocked, regardless of whether these works take place within lane rental areas or not.

There will not be more footway works as a result of the charging regime, since works promoters undertake works in order to access their plant, and so the split of footway works and carriageway works should remain the same.

'Pedal Confusion' Study

Question No: 2685 / 2011

[Valerie Shawcross](#)

When will TfL make public the findings of their study into 'pedal confusion' among London's bus drivers – that is, when drivers have accidentally pressed the accelerator instead of the brake, in one case causing a fatal accident.

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Pedestrian Countdown Equalities Impact Assessment

Question No: 2686 / 2011

[Valerie Shawcross](#)

When will TfL publish the findings of the Pedestrian Countdown Equalities Impact Assessment?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

London Bridge bus congestion

Question No: 2687 / 2011

[Valerie Shawcross](#)

There are currently issues with congestion at London Bridge station caused by the current 'Shard' development works. This seems to be having a disproportionate effect on the buses leaving and entering the bus terminus at the station, potentially affecting journey times and efficiency. What steps are Transport for London taking to minimise disruption to bus services during these works?

Written response from the Mayor

I am aware of the concerns and have discussed this with TfL. TfL emphasised to bus operators the need to monitor closely the performance of buses passing through this area to ensure services were as reliable as possible. Additional running time was provided on route 381 that runs close to the Shard development works. TfL will continue to monitor bus reliability.

Monitoring suggests that bus services through London Bridge Bus Station are not significantly affected by the construction of the Shard. However Transport for London (TfL) has been proactive in managing any potential issues. TfL has reviewed signal timings in the area and where relevant these were adjusted to minimise delays to buses.

New Trams

Question No: 2688 / 2011

[Valerie Shawcross](#)

Tramlink have recently purchased six new trams from the German company Stadler Rail. The trams were originally designed for use in Bergen, Norway and differ from the existing Tramlink fleet as they are longer and have a different interior. I understand both the new vehicles and the existing Tramlink infrastructure will need altering so that the new trams can run on the network properly. What will these alterations cost? Are TfL making a saving by buying 'secondhand' rather than trams designed for the Croydon system? If so what is the saving and what has this endeavour cost as compared to buying new trams which are designed for use on the existing system?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

New Trams 2

Question No: 2689 / 2011

[Valerie Shawcross](#)

What were the reasons for TfL's purchase of trams designed for use in Norway, rather than purchasing trams designed for the Croydon system? Please outline the tender process for the new trams.

Written response from the Mayor

The Croydon tram will be a version of Variobahn family of trams delivered successfully for many years by Stadler across Europe. The Stadler vehicle was assessed against London Tramlink's specifications and found to be the best commercial and technical offer made by the bidders.

The trams were procured in accordance with EU procurement rules and included publication of an OJEU notice, prequalification of interested suppliers, competitive tender and post tender clarification and negotiation with bidders.

New Trams 3

Question No: 2690 / 2011

[Valerie Shawcross](#)

On the press release announcing the purchase of new trams for Tramlink, there is a note stating that 'At 32 metres long, the Stadler trams are 2.5 metres longer than the existing vehicles, are air-conditioned, and are low-floor which provides better accessibility'. Given that accessibility on Tramlink is entirely step free, what do TfL think is wrong with the accessibility of the existing vehicles and why are the new trams 'better' in this regard?

Written response from the Mayor

The existing CR4000 vehicles have a raised section behind the driver's cabs which is accessed by a step-up from the low floor section.

The Variobahn Croydon tram is 100 per cent low floor and thus has no internal step making all seating areas more accessible to the mobility impaired.

While the CR4000 trams are fully compliant with accessibility requirements in this respect the provision of step-free access to all areas of the tram is considered to be an improvement for Tramlink's customers.

Crossrail tender

Question No: 2691 / 2011

[Valerie Shawcross](#)

What is your view on the decision to delay tendering for Crossrail trains? Do you share hopes that contract will go to a UK based firm, providing valuable manufacturing jobs in these unstable times?

Written response from the Mayor

The original procurement programme for the Crossrail rolling stock would have delivered the new train fleet earlier than was necessary, given a 2018 opening of the central section. Delaying the tender process will allow the Crossrail trains to be delivered over a shorter period of time, thereby saving tens of millions of pounds.

I hope that we are able to maximise the job opportunities and lasting skills legacy offered by all aspects of Crossrail's construction, from jobs creation through to building on and enhancing our

construction and engineering skills base for the future. With that in mind I would hope every corner of the UK would benefit from its construction. That said, all procurement is subject to European law and must be undertaken with the view of providing the best possible value for the farepayer and the taxpayer.

Primary School Places

Question No: 2692 / 2011

[Valerie Shawcross](#)

What steps have you taken to make London's case for a fair slice of government funding to tackle the acute shortage of primary school places?

Written response from the Mayor

I recognise the real and growing pressure on schools in both inner and outer London, which is more severe than in any other part of the country. I have discussed this issue with London boroughs leaders and, in May, told the Chair of London Councils that I fully support London Councils in this matter. I plan to agree practical ways to do so when we meet again this month. This will be informed by London Councils' analysis of how much of London's school places shortfall needs are likely to be met by the Government's announcement in July on its schools capital funding programme and £500 million to be provided in 2011/12 to help local authorities provide extra school places.

Cycle Super Highways wet weather conditions

Question No: 2693 / 2011

[Valerie Shawcross](#)

A Londoner has asked that I put the following question to you:

'Has anyone who designed or laid the CSH along York Road near the Wandsworth roundabout ridden on it in the wet? This is a painted surface that you cannot stop on, there are quite a few areas like this, the part leading up to Chelsea Bridge from the south side is the same. I nearly went under a bus, as I couldn't stop!! There is no grip at all, very fast in the dry lethal in the wet.'

Please ask TfL to investigate and address this.

Written response from the Mayor

The blue surfacing material used for Barclays Cycle Superhighways was extensively tested during its development across a wide range of attributes including skid resistance. Its skid resistance in wet conditions has also been tested after application on the street. Although it may appear shiny when wet, the surfacing exceeds skid resistance requirements for use on London's roads in all tests conducted to date.

The routes have also been ridden in all conditions by members of the programme delivery team. Transport for London continues to monitor the material's performance and any feedback received from users.

Communities Against Guns, Gangs and Knives initiative

Question No: 2694 / 2011

[Valerie Shawcross](#)

Following the announcement in June 2011, can the Mayor confirm what funding has been allocated to London boroughs and the MPS from the Communities Against Guns, Gangs and Knives initiative?

Written response from the Mayor

The £2.1 million Communities Against Guns Gangs and Knives (CAGGK) programme will run across 2 years in London from April 2011 to support activity which will reduce victimisation of 10-19 year olds from gang, gun and knife related offences.

£1.1 million of funding will be allocated in 2011/12.

£915,000 has been allocated to 14 local authorities identified as being most significantly affected by gangs, serious youth violence and gun and knife crime to support activity which will address their locally identified priorities relating to the CAGGK agenda.

The remaining £185,000 has been allocated to support centrally co-ordinated activity by the GLA and Metropolitan Police Service to tackle gangs and serious youth violence.

A further £1 million will be allocated in 2012/13.

Excessive Journey Times

Question No: 2695 / 2011

[Valerie Shawcross](#)

Please list excess journey time, month by month in 2008, 2009, 2010, 2011, by each tube line and across the tube network.

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Tube Train Service

Question No: 2696 / 2011

[Valerie Shawcross](#)

Please list the number of tube trains in service, month by month, in 2008, 2009, 2010, 2011, by each tube line and across the tube network

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Severe Tube Delays

Question No: 2697 / 2011

[Valerie Shawcross](#)

Please list the number of severe tube delays month by month, in 2008, 2009, 2010, 2011, by each tube line and across the tube network

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Tube Station Closures

Question No: 2698 / 2011

[Valerie Shawcross](#)

Please list the number of tube station closures by month, in 2008, 2009, 2010, 2011, by each tube line and across the tube network

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Queen's Park to Wealdstone: Division of Responsibilities

Question No: 2699 / 2011

[Navin Shah](#)

Many thanks for your responses to 2318, 2319 and 2322, which may appear contradictory. Please outline how responsibilities are shared and divided between Queen's Park and Harrow & Wealdstone between TfL and Network Rail.

Written response from the Mayor

These responses are not contradictory.

Transport for London has been responsible for day-to-day management and operation of stations from Queen's Park to Harrow & Wealdstone since November 2007. London Underground (LU) manages all the stations, except Willesden Junction which is managed by London Overground (through the train operator LOROL).

Network Rail still owns the freehold of the station structures and infrastructure as well as the track and signalling north of Queen's Park.

The station approach road referred to in the response to MQ 2322/2011 is beyond the Willesden Junction station premises and is owned and managed by Network Rail.

If it would be helpful, I am happy to ask Transport for London to meet with you and explain the division of responsibilities in greater detail.

Queen's Park to Wealdstone: Division of Responsibilities 2

Question No: 2700 / 2011

[Navin Shah](#)

In response to 2322, where else to 'lease areas' vary from Network Rail land? Please provide information and diagrams if possible for the Bakerloo Line/London Overground stretch north of Queen's Park.

Written response from the Mayor

Please see Appendix D showing diagrams for each station between Queen's Park and Harrow & Wealdstone which provide an indication of the Transport for London-leased area (in dark blue) versus Network Rail (NR) land. It is important to note, however, that the leased area does not necessarily equate to responsibility for assets.

For example, while TfL is responsible for operating platforms in a station, NR continues to be responsible for maintenance of structural aspects of the platform; NR is responsible for underground drainage, but TfL's responsibility is to keep the drainage free-flowing; NR is responsible for light fittings, however their operation, i.e. replacing the light bulbs, is TfL's responsibility.

Queen's Park to Wealdstone: Division of Responsibilities 3

Question No: 2701 / 2011

[Navin Shah](#)

Are step-free improvements on the Bakerloo Line/London Overground stretch north of Queen's Park now the responsibility of Transport for London or do they remain for Network Rail's Access for All funding?

Written response from the Mayor

The freehold of the stations between Queen's Park and Watford High Street remain with Network Rail, so they remain eligible for the Department for Transport's "access for all" funding.

In developing and delivering projects, Network Rail would work with London Underground and London Overground as the relevant station operators.

Municipal Journal Awards and Harrow Council

Question No: 2702 / 2011

[Navin Shah](#)

Is your response to question 2328/2011 exemplary of your “new relationship with the boroughs?”.

Written response from the Mayor

Yes. I was praising a council that had been won an award after building on the successes of the previous administration, which itself had inherited a council in crisis in 2006.

London GP Practice Portal

Question No: 2703 / 2011

[Navin Shah](#)

You seem to have misunderstood my question 2340/2011. What is the benefit of a Londonwide GP practise portal when GP practices, and the new consortia models will only provide localised eligibility, not citywide registration?

Written response from the Mayor

The Londonwide portal will provide a webpage for every GP practice in London that will support patient engagement, access to local services and information about outcome standards. It will be useful for Londoners, GP practices and the emerging consortia. Making data available empowers patients and encourages professionals to bring their practice up to the best thereby reducing variation and increasing standards. In addition the tool will provide opportunities for patients to participate in surveys and forums and for practices to promote the local health and wellbeing services and community groups in their area.

Willesden Green

Question No: 2704 / 2011

[Navin Shah](#)

How many passengers used Willesden Green station when it was opened as a stop on the Metropolitan Line during the Jubilee Line closures over the past two years? What are the obstacles to making it a permanent stop on the Metropolitan Line?

Written response from the Mayor

During Jubilee line closures, starting in 2009, the Metropolitan line stopped at Willesden Green for a total of 37 days. Over this two year period 323,088 passengers used the station – an average of 8,732 on each day, compared with a typical Saturday and Sunday usage by Jubilee line customers at the station of 14,131 and 10,804 respectively.

Stopping Metropolitan line trains at Willesden Green station during planned Jubilee line closures has clearly provided significant benefits for people affected by the closures, whether travelling to Willesden Green or connecting with buses to continue their journey to another station.

However, stopping Metropolitan line trains at the station permanently would have the opposite effect. It would give only a very marginal benefit to those using the station, who have a fast and frequent Jubilee line service, with easy connections to the Metropolitan line at Wembley Park or Finchley Road. Conversely it would make journey times longer for the much larger

group of passengers already on Metropolitan line trains.

Transport for London (TfL) therefore has no plans to make this change.

Stanmore Station

Question No: 2705 / 2011

[Navin Shah](#)

Would you agree that accessible de jure doesn't necessarily equal accessible de facto? This is the case with Stanmore Station, which is deemed by TfL as accessible but in practice is extremely difficult for disabled people, people with luggage, elderly people and people with children to navigate because there is no lift?

Written response from the Mayor

I wholeheartedly agree that making the Tube network as accessible as possible for all Tube customers is vital and this is something Transport for London has focused on significantly in recent years.

I also appreciate that for some customers, particularly independent wheelchair users, the current step-free route at Stanmore is difficult to navigate and I can understand the challenges faced by customers with mobility impairments using this station.

While improvements could be made to the current step-free access route, the reality is that there is no funding available to progress the installation of a lift or new route in the current TfL business planning period.

In the meantime, improvements are being made to the step-free access route signage at Stanmore. TfL is also investigating ways to continue to improve information for customers, both at the station and in advance of their journeys, through TfL travel tools. For example, in August, TfL released its first Tube map which distinguishes whether an accessible station is step-free from street to train or from street to platform.

Harlesden traffic

Question No: 2706 / 2011

[Navin Shah](#)

Harlesden's residents suffer from a high volume of lorry traffic. This is due to weight restrictions on the Scrubs Lane bridge in Hammersmith & Fulham. Lorry traffic has to pass through High Street Harlesden and by many residential properties. What discussions have TfL had with Hammersmith & Fulham in regard to the traffic diversions, increased emissions in residential areas resulting from this and any potential upgrade?

Written response from the Mayor

TfL has contacted colleagues in the London Borough of Hammersmith & Fulham to discuss this issue. The borough has identified the need to strengthen Scrubs Lane bridge as a key priority. However, the Bridge is owned by Network Rail who have indicated that the earliest any works can take place would be within the next three years.

Scrubs Lane bridge currently operates an 18 tonne restriction which could increase to 40 tonnes following completion of the works. The London Boroughs of Hammersmith & Fulham and Brent are in discussion with Network Rail and are committed to working in partnership to minimise the impact of the works and to improve the quality of life for local residents.

I have asked Isabel Deding to raise this at a senior level with Network Rail to see if the timescales can be accelerated.

Energy Efficiency Plans

Question No: 2707 / 2011

[Navin Shah](#)

Can I have a list of the stations who have Energy Efficiency Plans and when will all stations have one?

Written response from the Mayor

141 Tube stations which currently have Energy Efficiency Plans are set out in Appendix E. The remaining stations will have these by spring 2012.

Manual Light Switches

Question No: 2708 / 2011

[Navin Shah](#)

Is it a TfL policy to install manual light switches in London Underground stations? How long will this take and how much energy do TfL calculate this could save?

Written response from the Mayor

Transport for London is committed to energy efficiency across all its activities. Due to the original design and specification of the lighting within a number of London Underground (LU) stations, there are no switches that allow the lights to be easily turned on or off (historically, lights were turned off via a circuit breaker though this is now seen as unacceptable on safety grounds).

Work has been undertaken to install manual switches at some stations and LU has installed automatic switches on many stations with open platforms (i.e. so the lighting is off during the day).

LU is currently progressing a number of initiatives to save energy across its operations, and I know that a more detailed explanation of these has been sent to the Transport Committee. As part of this work, LU will be looking further at the energy savings that can be made through various initiatives. It will therefore look to install manual switches at further stations where this is a sensible and efficient prioritisation of funding resources

Reducing Jubilee Line speeds

Question No: 2709 / 2011

[Navin Shah](#)

A constituent has contacted me to request a slight reduction in the speed of trains on the Jubilee line when passing very near to houses where the gardens are in close proximity to the lines? Local residents have noticed that speed reductions make a great deal of difference to the level of noise heard. Would this provide a simple and cost effective way of reducing the day to day noise that the trains create although providing a minimal, and previously tolerated delay?

Written response from the Mayor

I do appreciate the impact that noise can have on some residents. Unfortunately, a reduction in speed has a big impact on delivering the level of service the hundreds of thousands of passengers on the Jubilee Line expect.

NHS Waiting Lists

Question No: 2710 / 2011

[Navin Shah](#)

Are you concerned about the consequences for equality in health outcomes in London,

following the increase in NHS waiting times by an average of 61% nationwide over the last year?

Written response from the Mayor

My overall priority is for all Londoners to have access to high quality health services and for health inequalities to be addressed. Although there is always more that could be done to reduce waiting lists, I am reassured by the NHS in London that the vast majority of patients in the capital still receive treatment within 18 weeks.

I will continue to receive updates on health services through my regular contact with the NHS London Chief Executive, Ruth Carnall, and will raise concerns with her directly should the need arise.

Health Inequalities as a National Priority

Question No: 2711 / 2011

[Navin Shah](#)

Public Health Manchester have recently published findings that changes in the weighting awarded to health inequalities within the PCT allocation (from 15% to 10%), a ministerial judgement, are resulting in significant overall cuts to PCTs in deprived areas, such as Tower Hamlets' reduction at almost £19,000 and with the NHS London Strategic Health Authority itself losing £40,000. In contrast, Surrey PCT is receiving a £61,000 increase as a result of this reformulation. Is it difficult to have Mayoral responsibility for health inequality reduction in the capital when the national government are reducing this priority within NHS funding? What meetings did the Mayor and his Health Advisor have in regard to lobbying against this proportional loss of cash for the NHS in London, or is this yet another area where you have failed to represent the capital, and it's most vulnerable in regard to cuts and ideological priorities?

Written response from the Mayor

When I was appointed Mayor in 2008, it became apparent that the Greater London Authority had accepted responsibility to prepare and publish a Health Inequalities Strategy without accompanying funding for implementation. The significant issue going forward will be the new allocation for public health funding for 2012 and beyond, as responsibility for public health transfers to local authorities, and through them to the London Health Improvement Board.

My Advisor for Health, Pam Chesters, has met with Anita Marsland, Transition Managing Director, Public Health England and Sir David Nicholson, Chief Executive of the NHS in England with whom she has discussed a number of issues, including funding.

I remain committed to tackling health inequalities in London in the following ways:

- through my Health Inequalities Strategy which focuses on the social determinants of health, the 'causes of the causes'
- through the London Health Improvement Board which will, in time, take on the further development of the Health Inequalities Strategy
- through working closely with NHS London on the development of and transition to the new locally-driven public health system, including a Health and Well-being Board development programme. This will lay the foundations for better collaboration at local level by bringing together responsibility with the levers to address health inequalities.

Mental Health Funding

Question No: 2712 / 2011

[Navin Shah](#)

Have you lobbied for well-funded mental health services in the capital? If so, when?

Written response from the Mayor

As you are aware, I am not responsible for NHS funding decisions for health or social care services. However, mental health and access to good quality mental health services are referenced in my Health Inequalities Strategy, and through this I will continue to promote the importance of good mental health services for all Londoners.

EDL

Question No: 2713 / 2011

[Navin Shah](#)

Do you and the MPA support Detective Chief Superintendent Adrian Tudway's claim that EDL is "not a far right group". Can you explain the reason for the position you take on this matter.

Written response from the Mayor

Labels can be un-helpful, and regardless of the label given to any organisation, such as EDL, our responsibility remains to maintain safety. The responsibility of the police is to reassure the public and keep them safe and to be in a position to continue to engage with all sections of the community effectively.

The EDL is not a proscribed group. Police are committed to taking robust action against anyone who causes harm by crossing into criminality in support of any issue. There is no place for violence irrespective of how strongly people hold views. The police are committed to protecting all communities and work with them to combat violent extremism in all its forms. This includes any individual associated with EDL who goes beyond the bounds of lawful protest by committing criminal acts and public order offences.

EDL 2

Question No: 2714 / 2011

[Navin Shah](#)

According to Searchlight ('HOPE not hate campaign') Detective Chief Superintendent Adrian Tudway, the officer in charge of political extremism, refuses to accept that EDL is a racist organisation. Do you support Searchlight's campaign to 'educate' Mr Tudway?

Written response from the Mayor

As mentioned in my answer to MQ 2713, labels are unhelpful and do not determine the seriousness with which the police address the impact / potential impact on local communities which is managed by individual police forces. The National Co-ordinator for Domestic Extremism (NCDE) heads the National Domestic Extremism Unit (NDEU). The Unit's role is to monitor those individuals who go beyond the bounds of lawful protest by committing criminal acts or public order offences. The role of the NCDE is to support police forces to facilitate lawful, peaceful protest, and help them to respond in an effective and proportionate manner to those activists who go beyond the boundaries of lawful protest.

Victoria Line

Question No: 2715 / 2011

[Navin Shah](#)

What advice are drivers being given when the 'sensitive edge' door-safety system immobilises a train?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Strategy for the Security Estate for Children and Young People

Question No: 2716 / 2011

[Joanne McCartney](#)

Please can you share with me your response to the Ministry of Justice consultation on their proposed strategy for under-18s secure estate?

Written response from the Mayor

The consultation you refer to does not end until 11 October. Consultation responses are regularly published after the deadline date.

Freedom Pass

Question No: 2717 / 2011

[Joanne McCartney](#)

A constituent has contacted me to highlight the fact that some Freedom Pass users with mental health issues are being challenged when they use their pass on buses. As it is the boroughs, not the drivers, who oversee assessing eligibility for the scheme, do you agree with me that drivers should not interrogate Freedom Pass holders who do not have visible disabilities about the validity of their passes? Will you ensure that drivers receive the appropriate training?

Written response from the Mayor

Transport for London would not wish for any driver to question a passenger's eligibility for such a concession. Bus drivers should certainly ensure that passengers have a valid ticket to travel. Where necessary this may require a driver asking to see the Photocard that would accompany (and validate) a Freedom Pass.

Drivers are trained not only to recognise different tickets and concessions but also in providing the best and most appropriate level of service to disabled passengers. All drivers have been provided with a 'Big Red Book' which summarises TfL's policies and provides advice on how to approach certain situations. TfL extensively monitors the standard of bus driving and discuss the results with operators, to ensure that drivers receive the advice or training they need.

It would be useful if you could provide TfL with the specific details of the complaint, so that they can investigate with the operator.

Assistance to Tottenham

Question No: 2718 / 2011

[Joanne McCartney](#)

What assistance is the GLA providing to Haringey Council, Tottenham traders and other local organisations to assist with their needs arising out of the recent disturbances?

Written response from the Mayor

A package of support has been made available in response to the recent disorder in London to drive regeneration and economic growth and support town centres and high streets affected by the disturbances. This includes £20m funding from Central Government which is earmarked for Tottenham and Croydon, £50m I have earmarked for large scale projects and the unallocated £40m from the Outer London Fund which may require revisions to published criteria for Round 2 to enable bids from a different geography and wider scope. I am also pleased to have been able to support London's High Street Fund with a contribution of £500k which is directed at very immediate support for businesses.

My officers are in discussions with Haringey Council and plan to engage with local people and businesses about how they can benefit from these funds. Tottenham is identified as a priority

for the government funding and may also draw on the other funding streams depending on what is needed and the overall demand for funding. The High Street Fund is available now and I have encouraged businesses across London to apply to this to help them get back on their feet.

Assistance to Enfield

Question No: 2719 / 2011

[Joanne McCartney](#)

What assistance is the GLA providing to Enfield Council, Enfield traders and other local organisations to assist with their needs arising out of the recent disturbances?

Written response from the Mayor

A package of support has been made available in response to the recent disorder in London to drive regeneration and economic growth and support town centres and high streets affected by the disturbances. This includes £20m funding from Central Government which is earmarked for Tottenham and Croydon, £50m I have earmarked for large scale projects and the unallocated £40m from the Outer London Fund which may require revisions to published criteria for Round 2 to enable bids from a different geography and wider scope. I am also pleased to have been able to support London's High Street Fund with a contribution of £500k which is directed at very immediate support for businesses.

Tottenham is identified as a priority for the government funding and may also draw on the other funding streams depending on what is needed and the overall demand for funding. The area for the prioritised Tottenham investment will likely involve both Haringey and Enfield Councils. My officers are working with both and plan to also engage with local people and businesses about how they can benefit from these funds. The High Street Fund is available now and I have encouraged businesses across London to apply to this to help them get back on their feet.

Safer Neighbourhood Teams

Question No: 2720 / 2011

[Joanne McCartney](#)

What role did London's SNTs perform in the recent disturbances?

Written response from the Mayor

The initial response mobilised officers from the available police resources that were on duty and drew on some local borough officers including SNTs. As the response developed, officers and PCSOs from SNTs provided high profile community reassurance and helped maintain normal policing at a local level across London.

CRB Checks

Question No: 2721 / 2011

[Joanne McCartney](#)

What was the Home Secretary's response to your letter regarding the Government's proposed relaxation from enhanced CRBs to standard CRBs for taxi and private hire drivers? Labour Members have also written against these changes set out in the Protection of Freedoms Bill. What further action will you take?

Written response from the Mayor

As a result of my letter to the Home Secretary, TfL and other stakeholders including London TravelWatch, the Licensed Taxi Drivers' Association the Local Government Group and the Suzy Lamplugh Trust were invited to meet officials at the Home Office to discuss the appropriate level of vetting for taxi and private hire drivers.

Since the meeting, a joint submission has been made to the Home Office requesting a change in the law to allow the continuation of enhanced disclosures for taxi and private hire drivers. This will now be presented to Ministers for their consideration and I am awaiting a response. At the moment, TfL is still requesting, and the CRB has agreed to process, enhanced CRB checks for applicants.

Press Officers

Question No: 2722 / 2011

[Joanne McCartney](#)

Please can you provide a breakdown of how many press and media officers are employed by the GLA and in each of the Functional bodies. Please can you also provide details of the associated costs?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Written answer received on 26 September 2011:

GLA response

There are currently 14 press and media officer posts within the Mayoral component: 1 Press Assistant (fixed-term post), 6 Press Officers, 5 Senior Press Officers, 1 Deputy Head of Media and 1 Head of Media. The budget for these posts in 2011-12 is £723,000.

There are currently 8 press and media officer posts within the Assembly component: 1 Assistant Communications Officer (fixed-term post), 1 Communications Officer – Media, 1 Press Liaison Officer, 3 Senior Press Officers, 1 Communications Manager and 1 Head of External Relations. The budget for these posts in 2011-12 is £408,000.

LDA response

The LDA currently employs 1.5 FTE press officers: a Marketing and Communications Manager and a Press Officer at a total cost of £115,825 per annum (salary and on-costs). The cost given is the full year cost, however, it is important to note that the LDA is currently reducing staff in anticipation of closure on 31 March 2012. The number of officers working on press related matters will reduce to 0.5 FTE by the 01 October 2011 with a saving of £37,055 in the period 1st October 2011 to 31st March 2012.

LFEPA response

1 x Assistant Communications Officer
3 x Senior Communication Officers
1 x News Manager
1 x Communications Manager
Salary costs (including employer contribution, as used for audit) = £327,902.

TfL response

TfL, which is one of the largest transport authorities in the world, supporting the needs of over 7.6 million Londoners and millions more visitors each year, employs 27 press officers. This is a reduction of 38 per cent since 2009.

The TfL Press Office staff budget for 2011/12 is £2.09 million, including salaries, pension and National Insurance contributions.

MPA response

The MPA has a Communications Manager and a Senior Press Officer to engage with national, regional, local and international print and broadcast media, provide publicity and advertising services and an internal communications function. The two posts provide a 24/7 365 service for the Authority at a total pay related cost of £161K in 2011/12.

MPS response

The MPS Directorate of Public Affairs (DPA) currently has 37 dedicated Press Officers, whose role is to engage with international, national, regional, local and specialist media. The total pay related cost of this press/media team, which provides a 24/7, 365 days a year service is £2.11m, including costs for on-call, overtime and shift disturbance etc.

In addition to DPA, the former HR Directorate included a Press and Communications Team of four posts which has now moved to the Resources Directorate. Approximately half of the work it now carries out is proactive and reactive media activity with national, regional, local and trade media. In addition the team deliver internal communication in relation to the work of the new Resources Directorate to staff in both the directorate and across the MPS. The team also provide support to officers and staff who are subject to significant media interest. The team's pay related budget for 2011/12 is £174k.

Some other communication roles at a borough level do have responsibility for dealing with local newspapers, regional media and dealing with trade publications etc. However as this equates to only approximately 20% of their role, these posts are not classed as Press Officers, as they deal with wider communication issues including internal communication and stakeholder engagement.

Crime Mapping

Question No: 2723 / 2011

[Joanne McCartney](#)

What are your thoughts on Direct Line's recent survey that revealed 14% of London residents have not reported a crime for fear of it showing on a police crime map and affecting their house sale or rental, and that 24% would not do so in future for the same reason?

Written response from the Mayor

Crime maps allow residents to hold their local police to account for the level of crime and antisocial behaviour in their neighbourhood. I have always encouraged proper reporting of crimes

Youth projects

Question No: 2724 / 2011

[Joanne McCartney](#)

Numerous commentaries on the recent disturbances in our Capital have warned that the continuing cuts to youth services are a major factor of discontent. Would you recommend reinstating the £8m Borough Command Unit Fund which funded many valuable diversionary schemes, such as the Haringey Police Community Boxing Club, as the MPA Partnership fund of £1.6m is a poor substitute?

Written response from the Mayor

The vast majority of young people in London did not take part in the disturbances and juveniles were the minority (only about 20%) of those subsequently arrested by the police.

I reject the link you are trying to draw between recent funding decisions and the disorder. There is no excuse for mindless criminality.

Disturbances in London

Question No: 2725 / 2011

[Joanne McCartney](#)

How much did it cost to police the recent disturbances in the Capital? What case are you making to Government that they should pay for this?

Written response from the Mayor

The estimated total cost of Operation Kirkin (inclusive of Operation Withern) as at 2 September 2011 is £83.5m. This figure is exclusive of costs as a result of claims under the Riot Damages Act 1886, but inclusive of opportunity costs of policing time (£42.5m). Please note, however, that the final amount is likely to change as we get a more precise and complete figure.

I have been lobbying the Government to get reimbursement for all costs, including both compensation under the Riot Damages Act and the policing and mutual aid costs for the hugely costly policing operation.

Funding for Broomfield House

Question No: 2726 / 2011

[Joanne McCartney](#)

What is the progress with utilising £8.6m underspend from the 2008-11 Targeted Funding Stream programme in the North sub region for this project?

Written response from the Mayor

Negotiating over reallocating funding within the North London Sub-region's Targeted Funding Stream allocation is a matter for LB Enfield and the north London boroughs.

Re:New 1

Question No: 2727 / 2011

[Nicky Gavron](#)

What is anticipated to be the average capital spend per household through the Re:New programme and what proportion is estimated to come from grant and what proportion from the homeowner?

Written response from the Mayor

The amount of capital spend per household varies significantly depending on the property and the measures installed. The proportion of the funding that comes from grant and that which comes from homeowners also varies significantly depending on the circumstances of the occupier, as well as due to the funding available in that area.

Due to the way the programme works, we do not collect this data, therefore are not able to calculate an average capital spend.

However, I can tell you that on average in the demonstration programmes, we levered approximately £112 external grant funding per home. This is on top of the grant funding provided from the LDA/GLA. As we ramp up the number further measures such as loft and

cavity wall insulation installed in the pan-London rollout, we expect the amounts of levered funding to increase.

Re:New 2

Question No: 2728 / 2011

[Nicky Gavron](#)

What is the estimated average reduction in CO2 emissions per household through Re:New?

Written response from the Mayor

The RE:NEW demonstration projects showed an average reduction in CO2 emissions of 0.4 tonnes per home. As RE:NEW is rolled out in areas in all London boroughs, further data will be gathered on the average CO2 emissions reductions per home.

Re:New 3

Question No: 2729 / 2011

[Nicky Gavron](#)

What loan facilities are available to participants in the Re:New programme and on what conditions are these available (for example, repayment times, interest rates, etc)?

Written response from the Mayor

At the moment, there are no loan facilities available to participants in the RE:NEW programme. We are focussing on installing insulation measures using Carbon Emissions Reduction Target and other funding.

Athletes Village 1

Question No: 2730 / 2011

[Nicky Gavron](#)

Can the Mayor confirm that the Athlete's Village will contain social rented homes and if so how many?

Written response from the Mayor

The Athletes Village will create 2,818 new homes in East London, including 1,379 affordable homes which have been sold to affordable housing provider Triathlon Homes. Of the 1,379 affordable homes, 675 will be social rented homes.

Athletes Village 2

Question No: 2731 / 2011

[Nicky Gavron](#)

The private homes on Athlete's Village land have been sold to Delancey and Qatari Diar with a commitment that the majority of homes in the Village will be for rent, not for sale, creating the UK's first private sector residential fund of over 1,000 homes to be owned and directly managed as an investment.

What discussions has the Mayor had with this group about what the development can (and will) offer private rented sector tenants in terms of stability and security of tenure in order to tackle the problem of transience in the sector?

Written response from the Mayor

The Olympic Delivery Authority (ODA) is working closely with Delancey and Qatari Diar, to ensure high quality management of the new housing. There is a focus on family housing in the Village, with nearly 1,000 three and four bedroom family homes across the site, of which over 500 are within the private homes purchased by Delancey and Qatari Diar. The rental approach

will help families secure high-quality family housing, when mortgages are difficult to obtain. It is envisaged that lettings will be for longer periods of 2-5 years, rather than basic assured tenancies of six months.

Rough Sleeping 1

Question No: 2732 / 2011

[Nicky Gavron](#)

What factors do you believe have led to the recent CHAIN figures, which show that rough sleeping in London is on the rise again?

Written response from the Mayor

There are many potential causes of this increase, which has been very uneven across boroughs. But as important as the number coming onto the streets is how quickly and effectively we help people off them, and it was encouraging that of those recorded on CHAIN in the last quarter, 57 per cent were only seen once.

Rough Sleeping 2

Question No: 2733 / 2011

[Nicky Gavron](#)

In light of disappointing CHAIN figures on rough sleeping in London, how have you adapted your policies to meet your target to end rough sleeping by 2012?

Written response from the Mayor

I will continue to work with a range of partners to end rough sleeping and to respond to changes and challenges as they arise. I will also continue to support, and monitor the impact of, the new No Second Night Out project, and have set out my commissioning priorities for services to help rough sleepers.

National Planning Policy Framework 1

Question No: 2734 / 2011

[Nicky Gavron](#)

Do you agree with Richard Bourn of the Campaign for Better Transport that the proposed removal of the cap on acceptable parking provision on major schemes will lead to more car use and how will this impact upon your Transport Strategy?

Written response from the Mayor

No. There is nothing in the NPPF that prevents us from taking the approach we consider best for London in either the London Plan or the Transport Strategy. It supports the strong emphasis we have placed in these documents on the vital roles of public transport, cycling and walking. I am afraid I fundamentally reject Mr Bourn's implication that local policymakers need to be told precisely how to address these issues by national Government.

National Planning Policy Framework 2

Question No: 2735 / 2011

[Nicky Gavron](#)

Do you agree with the Government's proposal to remove targets for brownfield development? What impact do you anticipate this having on urban regeneration in London?

Written response from the Mayor

I think local policymakers in London are best placed to decide the most sustainable patterns of development in their area. The implication that we need nationally-set targets to make them do so is not exactly a ringing endorsement of the value of what we have all been doing since we started on the first London Plan. As it is, in London our achievements in surpassing the national brownfield targets by a very substantial margin make the matter less of a concern, and the London Plan has a clear statement about the need to manage London's growth without encroaching on the Green Belt or London's other protected open spaces. There is nothing in the NPPF that calls this into question, and so I do not expect it will have any implications for London's regeneration.

National Planning Policy Framework 3

Question No: 2736 / 2011

[Nicky Gavron](#)

Are you happy with the Government's proposals outlined in the National Planning Policy Framework, what amendments did you seek during the consultation period?

Written response from the Mayor

The consultation period for the draft NPPF closes on 17 October, so I have yet to submit a comprehensive response. While I generally welcome the draft, there are a number of detailed areas where I am likely to make comments, particularly around housing and some environmental issues.

National Planning Policy Framework 4

Question No: 2737 / 2011

[Nicky Gavron](#)

Do you anticipate that the proposed changes outlined in the National Planning Policy Framework would necessitate revisions to your London Plan?

Written response from the Mayor

It is too early to say for certain whether I will have to consider altering the London Plan as a result of the NPPF; so far we only have a draft, and I think there is considerable scope for change before the document is finally published. I am encouraged, though, at how closely aligned the draft NPPF is with the policies in the new London Plan.

Homes damaged by rioting

Question No: 2738 / 2011

[Nicky Gavron](#)

Is it known how many homes suffered fire damage during the London riots? Of these, is it known how many of these homes were made (a) permanently and (b) temporarily uninhabitable?

Written response from the Mayor

The London Fire Brigade does not record the details of every individual property affected when fires spread beyond the original site of fire (as was the case with many of the large building fires along Tottenham High Road). However it is my understanding, from a report made to the London Resilience Partnership that 157 residential properties experienced damage during the civil disturbances (but not necessarily from fire).

Local Housing Allowance

Question No: 2739 / 2011

[Nicky Gavron](#)

Are you concerned by BDRC Continental's research revealing that 25% of landlords are examining ways of reducing their number of LHA tenants? What are you doing to prevent the disastrous impact this would have in London?

Written response from the Mayor

It is too early to tell the extent to which this will happen in practice, but we will be monitoring the impact of the LHA changes very closely, working with central government and the boroughs.

I have already secured more time for boroughs to help existing claimants find alternative accommodation, more money to help some households stay in their home and incentives for landlords to reduce their rents.

Social Care and the London Plan 1

Question No: 2740 / 2011

[Nicky Gavron](#)

I have received an email from the English Community Care Association, who is concerned that the extension of affordable housing principles to residential care homes (as outlined in paragraph 3.51 of your new London Plan) will result in "very little new provision... (and) will also stop older facilities being replaced by new provision".

Could you explain whether you agree with this assessment or not?

Written response from the Mayor

I do not agree with this assessment. London Plan Policy 3.8Be provides positive support for provision to meet 'the varied needs of older Londoners, including for supported and affordable provision'. Paragraph 3.51 makes clear that the principles of affordable housing policy which boroughs may wish to apply to these types of development include "taking account of site circumstances, development viability, relevant public subsidy... the need to encourage rather than restrain development and circumstances where 'off-site contributions, contingent obligations' or other phasing measures may be appropriate".

This flexibility will not "result in 'very little new provision..." and will not "stop older facilities being replaced by new provision".

Social Care and the London Plan 2

Question No: 2741 / 2011

[Nicky Gavron](#)

Did any responses received during the consultation to the Draft Replacement London Plan or during the Examination in Public by the Inspectors Panel warn that extending affordable housing principles to Class C2 developments could lead to a net reduction in the number of residential care units being delivered?

Written response from the Mayor

Concern was expressed by some providers of specialist housing for older people including that falling with Use Class C2. This appeared to be predicated on a misunderstanding that the Plan supported boroughs applying the affordable housing policy per se, not the principles underlying the policy. Para 3.51 of the draft Plan was therefore changed to repeat these principles, and as

my answer to Question 2740 makes clear, there is very considerable flexibility in the principles which will not lead to a net reduction in the number of residential care units being provided.

Pratt Street

Question No: 2742 / 2011

[Nicky Gavron](#)

Following the fatal accident on July 13 involving a pedestrian and a motorist, are there any plans to improve to safety of Pratt Street in Camden?

Written response from the Mayor

As the highways authority for Pratt Street, the London Borough of Camden is proposing to implement significant traffic management improvements across a wide area in Camden Town East, of which Pratt Street is part. The scheme will improve road safety, pedestrian and cyclist access and the public realm. Implementation is planned over a three year period to 2013/14, and at a cost of around £880,000. Transport for London makes funding available to boroughs through the Local Implementation Plan process, as you know, and this includes funding for road safety measures.

New Homes

Question No: 2743 / 2011

[Nicky Gavron](#)

In regard to the Mayor's recently published London Plan the planning inspector who assessed it found that London needs between 34,900 to 37,400 new homes a year to meet anticipated demand. Why then does the Plan call for just 32,210 new homes per year and why does the Mayor say that under this Plan "there are enough homes" for Londoners?

Written response from the Mayor

The 32,210 figure is London's highest ever minimum housing provision target which I will work with boroughs and other stakeholders to achieve and exceed to ensure that there are enough homes for Londoners. The London Plan makes this very clear.

Affordable New Homes

Question No: 2744 / 2011

[Nicky Gavron](#)

According to evidence before the London Assembly's Planning and Housing Committee (implications of the affordable rent model in London, July 2011) the number of affordable new homes in London will fall from just over 50,000 in the 4 years to 2012 to just over 11,400 in the 3 years to 2015. What is the cause of this dramatic fall, what are the likely implications of this shortfall and what efforts he is making to address it?

Written response from the Mayor

The figures you quite refer only to homes started in the 2008-11 investment programme that will complete after the end of March 2011. There will be many more new affordable homes completed in the four years from 2011 to 2015, funded under the new 2011-15 investment programme.

Mobility Scheme for Social Housing Tenants

Question No: 2745 / 2011

[Nicky Gavron](#)

You promised to produce a pan-London mobility scheme for social housing tenants to help reduce shortages in the spring of 2011. Consultation ended on January 17. But we have no scheme, just the Mayor's "high-level principles for a scheme". Where is the scheme?

Written response from the Mayor

The intention is for the pan-London mobility scheme to be operational in early 2012.

Community Land Trusts

Question No: 2746 / 2011

[Nicky Gavron](#)

In the Mayor's 2008 election Manifesto you promised to create a 'network of Community Land Trusts' across the capital to provide low-cost housing for lower-paid Londoners. Yet well into the fourth year of this Mayoral term, not a single CLT has been set to work building new homes. What efforts have you made to ensure that CLTs can take control of sites for development in London and what plans are in place to ensure work begins before is mandate ends in 2012?

Written response from the Mayor

The GLA is working with HCA London to establish community led housing initiatives in London. HCA London is currently undertaking a competitive tendering process for development of community led housing on identified sites in East London.

Countdown (1)

Question No: 2747 / 2011

[Joanne McCartney](#)

What is the progress of installing Countdown across Enfield and Haringey? Please can you provide me with a timetable for the roll out of this service?

Written response from the Mayor

The general rollout of new Countdown signs will commence towards the end of 2011 and will be completed by late 2012. During the Olympics, rollout will be suspended; however, installation of signs will take into account the importance of the Games and the increased passenger demand at key locations.

As an indicative guide, the rollout is planned in the following postcode order.

Rollout team 1		Rollout team 2	
1	E	1	EC&WC
2	SE	2	SW
3	CR	3	W
4	BR	4	NW
5	DA	5	HA
6	RM	6	UB
7	IG	7	TW
8	EN	8	KT
9	NW	9	SM
10	N		

Transport for London also expect to be able to provide bus arrival information for all bus stops

across the whole network via both mobile phone text message, smart phones and the internet from October 2011.

Countdown (2)

Question No: 2748 / 2011

[Joanne McCartney](#)

What reasons have caused the delays in installing Countdown along the A10? What is the current timetable?

Written response from the Mayor

I asked Transport for London to review the bus stops planned to receive new on-street Countdown signs to ensure that no stop which currently has a Countdown sign will lose the facility. There are nine signs in Enfield and Haringey along the A10. Please see my answer to Question 2747/2011 for more information on the timetable.

TfL also expects to be able to provide bus arrival information for all bus stops across the whole network via both mobile phone text message, smart phones and the internet from October 2011.

Thames Bylaws

Question No: 2749 / 2011

[Len Duvall](#)

Are you aware of concerns by recreational sailors that the Port of London Authority's 2011 Bylaws will make it boating on the Thames extremely difficult for leisure sailors and, if so, have you made any representations on their behalf?

Written response from the Mayor

I am aware of the concerns that some recreational sailors have about elements of the new Bylaws; specifically, the requirement for users to consult with the Harbourmaster and carry out a risk assessment when planning an event on the river, such as a regatta. The Port of London Authority (PLA) has a statutory responsibility for setting standards to ensure the safe navigation of vessels on the tidal Thames and believe that this is a reasonable requirement.

The PLA has conducted two public consultations on the new Thames Byelaws over the past three years; the most recent being the formal Department for Transport consultation, which closed on 2 September. I understand that the PLA is continuing to engage with those who have specific issues and will make every effort to resolve any outstanding concerns.

Visit London 1

Question No: 2750 / 2011

[Len Duvall](#)

Has London & Partners purchased any assets from Visit London's administrators and, if so what are they and how much have L&P paid/agreed to pay?

Written response from the Mayor

London & Partners has purchased a number of assets from Visit London's administrators. 'Tangible assets' (made up of furniture, equipment, marketing materials, communications equipment and computer hardware) were purchased for the sum of £175,000. 'Intangible' assets (made up of 'Domain names, Website and content, databases, Trademarks and name, benefit of contracts, software licenses and shares in four dormant companies) were purchased for the sum of £300,000.

MD847 approved the GLA entering in to a Scheme Rescue and Deed of Agreement relating to the British Tourist Boards Pension and Life Assurance Scheme. The effect of this is that the GLA

will initially pay around £6m but subsequently receive the remaining assets of Visit London (estimated to be in the range of £3m to £3.4m less the costs of administration and any subsequent insolvency procedure). These sums take into account the amounts paid for the assets by London & Partners.

Visit London 2

Question No: 2751 / 2011

[Len Duvall](#)

In answer to Written Question 1794/2011, you wrote: "there is an agreement in principle [for London & Partners] to purchase a range tangible and intangible assets" from Visit London's administrators. Can you please provide me with a copy of this agreement and a full inventory of assets that London & Partners has purchased and intends to purchase and the individual amount that it has or intends to pay of each asset?

Written response from the Mayor

The agreement in question is a commercial agreement between London & Partners and Visit London's administrators covering the purchase of assets (details of which are set out in my answer to question 2750/2011. I do not have a copy of the agreement.

Visit London 3

Question No: 2752 / 2011

[Len Duvall](#)

In answer to Written Question 1796/2011, you informed me that "the joint project team [managing the transition from Visit London to London & Partners] commissioned Wragge & Co to provide advice to London & Partners on the issue of pension liabilities". On what date did London & Partners commission Wragge and Co to provide this advice and how much did it cost?

Written response from the Mayor

As stated in my answer to question 1796/2011, the joint project team commissioned Wragge & Co to provide advice to London & Partners on the issue of pension liabilities. This advice was provided to London & Partners at their Board meetings on the 9th and 17th March 2011.

The advice commissioned from Wragge & Co by the joint project team covered a number of areas relating to the transition to a new single agency, including the issue of pension liabilities. The total cost of the advice was £95,000.

I am informed by London & Partners that it did not commission Wragge & Co to provide advice on the issue of pension liabilities.

Visit London 4

Question No: 2753 / 2011

[Len Duvall](#)

In answer to Written Question 1795/2011, you informed me that "two papers to the London & Partners Board contained legal advice on pension liabilities". Are you willing to provide me with copies of these papers?

Written response from the Mayor

We note your request for these papers, which we consider to be a request under the Freedom of Information Act. We will respond to you in accordance with the requirements of the Act.

Deprivation in London

Question No: 2754 / 2011

[Len Duvall](#)

In answer to Written Question 1803/2011, you wrote: "I am actively working with Government to ensure that the funding settlements across London do not increase social deprivation through a wide range of representations not just about funding but also on policy issues such as housing benefit and welfare reforms". To reassure Londoners, will you undertake to provide me with a full list of "representations" that you have made to government and what reassurances you have taken away or been offered from them?

Written response from the Mayor

My Housing Advisor, Richard Blakeway, and I met with Iain Duncan Smith on 8 November 2010.

Richard Blakeway, along with GLA officers, has also attended meetings with the Department of Work and Pension on the following dates: 30 November 2010, 29 March, 7 January, 4 May and 5 May 2011 and on the 18th August 2011. Discussions with Government on this issue are ongoing.

My discussions with Government have already secured more time for boroughs to help existing claimants find alternative accommodation, more money to help some households stay in their home and incentives for landlords to reduce their rents.

I have also secured an exemption for formerly homeless people from the government's extension to the shared accommodation rate.

Anthony Browne

Question No: 2755 / 2011

[Len Duvall](#)

In answer to question 2211/2011, you informed me that "payment [of £21,000] was made in lieu of notice because I wanted Sir Peter Rogers to be brought in to the GLA as soon as possible to advance the pace of LDA integration". Was a cost benefit analysis carried out to evaluate whether Sir Peter Rogers being brought in to the GLA "as soon as possible to advance the pace of LDA integration" was likely to outweigh the costs of providing Anthony Browne with a payment of £21,000 in lieu of notice?

Written response from the Mayor

Sir Peter has advanced the integration of the LDA into the GLA and under his lead is making it as smooth as possible. The delay required to prepare the cost benefit analysis you suggest would clearly have reduced the benefit it was analysing and would not be a sensible use of officer time.

Anthony Browne 2

Question No: 2756 / 2011

[Len Duvall](#)

How do you think Londoners would react were it widely known that, having rejected a pay increase for the lowest paid staff at City Hall last year, which would have cost £50,000, you allowed one of your City Hall advisers to leave City Hall with £21,000 of taxpayers' money "in lieu of notice" before going off to work on your campaign, and rewarded your Mayoral advisers substantial awards ranging between £82,200 to £127,784

Written response to the Mayor

The salary increases for two of my advisors reflect the expansion of their roles and responsibilities to deliver key improvements to the quality of life of all Londoners. I also refer

you to question 2211/2011.

You are aware that the Head of Paid Service is consulting on a 2 percent pay award for GLA staff on grades 1-3 and I have indicated that I am happy to support this for 2011/12. This is a higher amount that will be awarded by central or local government.

Tax Increment Financing

Question No: 2757 / 2011

[Len Duvall](#)

The Evening Standard's Anthony Hilton reported on 5 July that "the Greater London Authority is about to raise £600 million to help pay its share of the construction costs of Crossrail through the bond markets". Is this correct and, if so, who made the decision to issue these bonds and when?

Written response from the Mayor

The agreed funding package for Crossrail requires the GLA to borrow £3.5 bn by March 2015. As part of this commitment, the GLA raised £0.6bn via a bond issuance on 1 July.

The GLA's borrowing strategy has been set out in the Group Budget and Treasury Management Strategy Statement MDs and you may recall that the Assembly's Budget and Performance Committee considered the draft strategy on 3 March 2011. The final decision to use bonds as a source of this year's borrowing was taken by the Executive Director of Resources under his delegated authority. This particular transaction is covered by Directors Decision 497, dated 23 June 2011

Tax Increment Financing 2

Question No: 2758 / 2011

[Len Duvall](#)

The Evening Standard's Anthony Hilton reported on 5 July that "the Greater London Authority is about to raise £600 million to help pay its share of the construction costs of Crossrail through the bond markets". If this is correct, why were Londoners not notified in advance that this huge financial commitment was about to undertaken by them going forward?

Written response from the Mayor

As part of the GLA's commitment to Crossrail, £0.6bn was raised via a bond issuance on 1 July. Londoners have been notified in advance of the scale of the GLA's commitment to Crossrail. The GLA issued the final Crossrail BRS Prospectus publicly in January 2010 announcing its intention to borrow £3.5bn phased over 5 years from 2010/11, to finance part of the contribution towards the Crossrail project. Large business ratepayers, who actually pay the Business Rate Supplement, have been consulted extensively on this commitment. The most recent update, including the GLA's associated borrowing decisions, was communicated to all non-domestic ratepayers in March 2011. The decision on the method of raising the borrowing required is delegated to the Executive Director of Resources.

Tax Increment Financing 3

Question No: 2759 / 2011

[Len Duvall](#)

The Evening Standard's Anthony Hilton reported on 5 July that "the Greater London Authority is about to raise £600 million to help pay its share of the construction costs of Crossrail through the bond markets". If this is correct, what rate of return have bondholders been guaranteed?

Written response from the Mayor

The agreed funding package for Crossrail requires the GLA to borrow £3.5 bn by March 2015. As part of this commitment, the GLA raised £0.6bn via a bond issuance on 1 July. The bond pays a coupon of 5.017% per annum (paid semi-annually) over a weighted average life of approximately 21 years. At the point of issue, this represented a return of 0.80% in excess of UK Gilts. Since the bond's issuance it has traded a few basis points below this level. After accounting for all costs the effective rate is some 0.175% less than the cost to the GLA if it borrowed from the Public Works Loan Board. This equates to a total saving to Business Ratepayers of £22.5m, and achieving similar differentials on further borrowing will save more than £60m over the lifetime of the Business Rate Supplement.

Tax Increment Financing 4

Question No: 2760 / 2011

[Len Duvall](#)

The Evening Standard's Anthony Hilton reported on 5 July that "the Greater London Authority is about to raise £600 million to help pay its share of the construction costs of Crossrail through the bond markets". If this is correct, how long will it take for the bonds to come to maturity once purchased?

Written response from the Mayor

The agreed funding package for Crossrail requires the GLA to borrow £3.5 bn by March 2015. As part of this commitment, the GLA raised £0.6bn via a bond issuance on 1 July.

The bonds mature in full by July 2034 (23 years) but amortise semi-annually over the last 5 years, i.e. each of the final 10 payments of the bonds include a repayment of one tenth of the nominal value. The weighted average life of the bonds is therefore 20.75 years.

Tax Increment Financing 5

Question No: 2761 / 2011

[Len Duvall](#)

The Evening Standard's Anthony Hilton reported on 5 July that "the Greater London Authority is about to raise £600 million to help pay its share of the construction costs of Crossrail through the bond market" and that "a special-purpose vehicle will issue the bonds and then re-lend the money to the GLA". Who will be setting up this special purpose vehicle on behalf of the GLA and what will annual cost to the GLA be?

Written response from the Mayor

The agreed funding package for Crossrail requires the GLA to borrow £3.5 bn by March 2015. As part of this commitment, the GLA raised £0.6bn via a bond issuance on 1 July.

The GLA has used a special purpose vehicle created with Lloyds to issue the bond. The costs and fees relating to the transaction, which are charged to revenue over the life of the bonds, amount to additional interest of 0.032% (i.e. £0.19m) per annum. Taking full account of this cost, the GLA is left with a net saving of 0.175% per annum against the default option of borrowing from the Public Works Loan Board. This equates to a total saving to Business Ratepayers of £22.5m, and achieving similar differentials on further borrowing will save more than £60m over the lifetime of the Business Rate Supplement.

Articulated Bus Routes

Question No: 2762 / 2011

[Len Duvall](#)

In answer to Written Question 1568/2011, you stated that “the total cost of contracts after articulated bus removal is actually lower by £275,000 per annum than before with the articulated buses”. This is a significant saving; can you provide me with a detailed break-down of this figure?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Art School Fees

Question No: 2763 / 2011

[Len Duvall](#)

In a previous response to me, you stated you were “reinforcing to Ministers the need to protect the ‘exceptional funding’ received by HE institutions with a world class reputation for the arts and music”. Please may we have an update on your progress, and as to how Ministers will be protecting this ‘exceptional funding’, as already the threat of high fees begins to affect young people’s decisions in regard to the next academic year.

Written response from the Mayor

We have continued the conversation with HEFCE and will be responding to the consultation. Exceptional funding will continue for 2012/13, but will come under review for 2013/14 onwards. The consultation for this will be launched later this year.

Battersea power Station

Question No: 2764 / 2011

[Murad Qureshi](#)

With the Battersea Power Station site worth far less than the debt, it is worth supporting it with your transport infrastructure proposals?

Written response to the Mayor

The planning permission for Battersea Power Station remains valid, subject to it making the agreed contribution to infrastructure in the Vauxhall/Nine Elms/Battersea opportunity area. The applicant has undertaken to contribute to funding the Northern Line Extension and has entered into a Section 106 planning agreement with Wandsworth Council and TfL to contribute to the delivery of that project. It remains the case that the transport infrastructure requirements identified for the area will be funded by developers.

School Olympics Vs London Youth Games @ Olympic Park

Question No: 2765 / 2011

[Murad Qureshi](#)

How it is possible to have the Schools Olympics 2012 with its national competition in the Olympic Park when London’s very own and successful annual Youth Games will not given this privilege at all?

Written response from the Mayor

The government approached LOCOG some time ago with a bid to hold the School Olympics on the Park. Working together, government and LOCOG have reached a resolution that will allow this to happen. The School Olympics will be a national event and involve a number of London school children.

I am very supportive of the work of the London Youth Games and have had the pleasure of visiting the Games in the last two years. I very much welcome the discussions that the LYG are having with the OPLC and others about holding an event in then Olympic Park.

Mayor's Sports Fund

Question No: 2766 / 2011

[Murad Qureshi](#)

Can you give me an update of spend and outputs of your £15.5million Sports Fund to get Londoners participating in sporting activities?

Written response from the Mayor

Mayor's Facility Investment Programme

- £3.9m expenditure year to date
- 38 projects funded – either new facilities or refurbishment/upgrade of existing facilities
- Capacity created for an additional 30,000 users per week

Mayor's Skills Investment Programme

- £800,000 expenditure year to date
- 4500 training places already funded (coaching, officiating, disability sport etc)
- 25,000 volunteer hours already committed to sport in London
- All these figures to more than double over the next 12 months

Mayor's Participation Programme

- £3.8m expenditure year to date
- 33 projects funded – from BMX to dance to rugby
- Some projects focus on pure participation; others use sport as a means of helping tackle specific social issues
- Total number of beneficiaries expected to exceed 250,000; with more than 10% of these previously having been considered 'inactive'

Freesport

- Gives out around 300 grants of up to £1500 each year to small sports clubs or community groups
- Money to be used to provide free sports coaching sessions to Londoners
- Each year over 17,000 Londoners receive at least 6 hours of free coaching through this programme

'Make a Splash' mobile pools

- GLA investing £350,000 per year
- Mobile pools are deployed in six different locations each year, for a period of approx 3 months in each location
- Pools are staffed with teachers all day and evening, 7 days a week
- Pools are used by schools during the weekdays and by the community outside school hours
- Programme teaches between 6000 and 1000 Londoners to swim each year

Operational Freedom trials at Heathrow

Question No: 2767 / 2011

[Murad Qureshi](#)

At July's MQT Tony Arbour asked you to: "reiterate your opposition to mixed-mode use of the runways." to which you replied: "Yes, I will."

In light of the trials by BAA at Heathrow in September, where dual take-off and landing will be

permitted, do you still stand by this? What discussion have you had with Theresa Villiers about these trials?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Written answer received on 21 September 2011:

Efficiency improvements in the way our airports operate are welcome, but exactly how these proposals will work and how effective they are will be subject to scrutiny, particularly if they turn out to worsen the lives of West Londoners living under the flight paths. I want to see aviation thrive in London and the south-east and expect the Government's trial to be fairly conducted and its consultation to be open-minded and responsive to the people in London who could be adversely affected by this experiment.

This change would only ever be a sticking-plaster. What I want is to see a long term solution to the UK's aviation problems and Heathrow can never be that. I want to see a new hub airport for the south-east that can keep London on the global necklace of megacities and maintain its, and the UK's, position as a strong economic force.

I have not met with Theresa Villiers MP to discuss this, however, Daniel Moylan, the Deputy Chairman for Transport for London, who is leading on my aviation strategy, was consulted by Theresa on this subject.

I have asked my officers to follow the trial closely and liaise with the local authorities whose communities will be directly affected.

Fire Authority cover during the riots

Question No: 2768 / 2011

[Murad Qureshi](#)

How many fire fighters were working on London's streets during the riots? How many were from the London Fire and Emergency Planning Authority and how many were drawn from other Authorities?

Written response from the Mayor

The civil disturbances in August were an unusual events and the number of calls and incidents were much higher than would normally be expected.

However the London Fire Brigade managed this high demand with the normal fire crews and engines available and only used the resources from neighbouring brigades at incidents on or near the borders as would usually be the case at any other time.

At the height of the disturbances on the Monday night (8/8/2011) there were 98 fire engines and around 490 firefighters committed to incidents.

Supporting British Industry

Question No: 2769 / 2011

[Murad Qureshi](#)

What have you personally done to support Bombardier in their attempts to maintain a viable train manufacturing business in Britain?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Ealing Broadway Station - Access improvements

Question No: 2770 / 2011

[Murad Qureshi](#)

What works are you doing to improve access to Ealing Broadway, the second busiest station outside zone 1, where it has become unacceptable for hundreds of thousands of people currently using the station?

Written response from the Mayor

The existing station at Ealing Broadway belongs to Network Rail and is managed by First Great Western.

It is widely recognised as needing improvements in its capacity and facilities for passengers and any short-term improvements are the responsibility of Network Rail and First Great Western. I understand that Network Rail and the London Borough of Ealing are working together to investigate whether step-free access or any other short-term improvements are viable. Transport for London is also supporting the borough in taking forward improvements to the bus, taxi and pedestrian areas outside the station in advance of Crossrail where these can deliver early benefits.

In just a few years from now the substantial investment in Crossrail will deliver considerable benefits at Ealing Broadway. It will reduce congestion on existing services, provide quicker journey times across London and run 10 trains an hour during the peak. In addition to this Crossrail will deliver major improvements to the station with an upgrade of the existing forecourt and a deck structure to connect platforms and provide access to the London Underground lines. These, along with the extension of platforms necessary for Crossrail trains, will considerably improve passenger flow and reduce congestion and crowding in the station. New staircases and lifts will also be fitted to provide step-free access from the street to Crossrail platforms. Other benefits to be delivered include improved cycle storage and an upgrade of passenger information displays and improvements in lighting, signage, platform furniture and security at the station.

Tottenham Hotspurs - New ground

Question No: 2771 / 2011

[Murad Qureshi](#)

Other than the reported financial contribution of £8 million towards the new ground for Spurs, what improved transport infrastructure are you offering the club and more importantly the fans travelling to and from the stadium?

Written response from the Mayor

Fans travelling to and from the stadium will benefit from the wider transport investment in the Tottenham area including:

- increased capacity and frequency on the Victoria line
- improvements to the Tottenham Hale interchange, such as removal of the gyratory
- public realm improvements
- a Cycle Superhighway; and
- a new bus station.

Proposed development of Royal Mail sorting office, W2

Question No: 2772 / 2011

[Murad Qureshi](#)

Can you please give us a full update of your concerns for the proposed development in the old Royal Mail Sorting Office along the side of Paddington Station on London Street, W2?

Written response from the Mayor

I issued my Stage 1 planning report on 13 July 2011, in which I indicated to both the developer and Westminster City Council that the Bakerloo Line works should be given priority. I am awaiting further developments.

Penalty for driving in cycle lanes

Question No: 2773 / 2011

[Murad Qureshi](#)

I understand different stretches of cycle lane have distinct levels of authority; mandatory, advisory and the highly recognisable blue surfacing, but what is the penalty for a driver that breaches the rules and drives into any sort of cycle lane? How many drivers have been penalised for such transgressions in each year of your Mayoralty?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Monitoring Air Quality

Question No: 2774 / 2011

[Murad Qureshi](#)

Air quality seems to improve in London as one's distance increases from the centre of the city and from main roads. Greenways are safe, quiet routes through parks, green spaces and lightly trafficked streets. They are designed to connect people on foot or bike, whatever their ability or purpose, to facilities, parks and open spaces. It is important to know just how much better the greenways are for the health of people choosing to travel on foot and by bike and some Assembly Members will be working with Sustrans, Clean Air in London and Mapping 4 Change on 26th September 2011 to place NO2 monitoring boxes on 5 sites across the greenway network. Will you join us on the day and help to further our understanding of air quality on London?

Written response from the Mayor

I support the development of schemes that promote walking and cycling in London. Although I will be unable to attend, I hope that the event on 26 September is successful in raising awareness of the Greenways project. Data from air quality monitors situated at roadside and away from roads across London are available on the London Air Quality Network website (www.londonair.org.uk), which is administered by King's College London. This information, along with schemes such as the airText alert system, can help people who are vulnerable to the impacts of air pollution minimise their exposure.

English Defence League March

Question No: 2775 / 2011

[Murad Qureshi](#)

What representations did you make, and what meetings did you have with the Home Office and

the Metropolitan Police to prevent the march by the English Defence League on the 3rd of September?

Written response from the Mayor

The Metropolitan Police Service requested the Home Secretary to impose a ban on all processional marches through five boroughs and the City of London for 30 days, starting on 2 September. Based on intelligence, I was guided by the police assessment on this matter.

20mph speed limits

Question No: 2776 / 2011

[Murad Qureshi](#)

I have been contacted by a cyclist who has pointed out how unsafe certain roads are and requested that a 20mph speed limit be imposed on the following:

Fairfield Street in Wandsworth

Wandsworth High Street

West Hill

Putney Bridge

Will you please let me know the accident rate at these locations, and instruct TfL to look favourably into acquiescing to this request and let me know their findings?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Private hire vehicles in bus lanes

Question No: 2777 / 2011

[Murad Qureshi](#)

In answer to MQT 2476/2010 in July last year you advised that TfL were considering whether to allow private hire vehicles in bus lanes and assured me that "A full report and recommendations will be available by the end of the summer". Admittedly you did not specify which summer, but over a year later I am still waiting for that report. Will it ever be produced?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Hybrid car exemption from Congestion Charging Zone

Question No: 2778 / 2011

[Murad Qureshi](#)

Many Londoners bought hybrid cars because they are exempt from the congestion charge, but your recent changes to the criteria mean that many of these motorists will now be forced to pay the charge from December 2012. Would you please explain why you feel the need to penalise motorists who have tried to go green?

Written response from the Mayor

TfL has always stated that no discount will exist in perpetuity. The phasing out of the Alternative Fuel Discount (AFD) and the introduction of the Greener Vehicle Discount (GVD) reflect developments in the environmental performance of vehicles. It provides a technology-neutral approach to the discount – basing it on CO2 and air quality emissions rather than fuel type.

Since the introduction of the AFD in 2003, the benefits of alternative fuels have in some cases been outpaced by technological developments in conventional vehicles. Over 30% of petrol-electric hybrid vehicles registered for the AFD have CO2 emissions of 140g/km or above, and it is no longer considered appropriate that a Congestion Charging discount should be available for such vehicles.

Owners of hybrid cars with CO2 emissions less than 100g/km and meeting the Euro 5 standard will continue to be eligible for a Congestion Charging discount through the GVD.

Roadworks on Marylebone Road

Question No: 2779 / 2011

[Murad Qureshi](#)

When you were elected you promised Londoners you would reduce roadwork disruption, and yet Thames Water's recent excessive roadworks on Marylebone Road demonstrate your inability to take charge of this - even on a busy red route.

Can you please advise the reason for every closure of the Marylebone Road in 2011 and confirm whether and why each of these was a necessity?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

SNT Sergeants in Westminster

Question No: 2780 / 2011

[Murad Qureshi](#)

You announced that half the Safer Neighbourhood Teams across London will lose their dedicated sergeant. Which of the 27 teams in Westminster will lose theirs?

Written response from the Mayor

Every SNT will continue to be supervised by a dedicated Sergeant. The only change is that this Sergeant may also now have responsibility for teams from neighbouring wards.

SNT Sergeants in Hammersmith & Fulham

Question No: 2781 / 2011

[Murad Qureshi](#)

You announced that half the Safer Neighbourhood Teams across London will lose their dedicated sergeant. Which of the 16 wards in Hammersmith & Fulham will lose theirs?

Written response from the Mayor

Please see my answer to question 2780/2011.

SNT Sergeants in Kensington & Chelsea

Question No: 2782 / 2011

[Murad Qureshi](#)

You announced that half the Safer Neighbourhood Teams across London will lose their dedicated sergeant. Which of the 18 wards in Kensington & Chelsea will lose theirs?

Written response from the Mayor

Please see my answer to question 2780/2011.

SNT Sergeants in Richmond

Question No: 2783 / 2011

[Murad Qureshi](#)

You announced that half the Safer Neighbourhood Teams across London will lose their dedicated sergeant. Which of the 18 wards in Richmond will lose theirs?

Written response from the Mayor

Please see my answer to question 2780/2011.

SNT Sergeants in Kingston

Question No: 2784 / 2011

[Murad Qureshi](#)

You announced that half the Safer Neighbourhood Teams across London will lose their dedicated sergeant. Which of the 16 wards in Kingston will lose theirs?

Written response from the Mayor

Please see my answer to question 2780/2011.

SNT Sergeants in Hounslow

Question No: 2785 / 2011

[Murad Qureshi](#)

You announced that half the Safer Neighbourhood Teams across London will lose their dedicated sergeant. Which of the 21 wards in Hounslow will lose theirs?

Written response from the Mayor

Please see my answer to question 2780/2011.

SNT Sergeants in Ealing

Question No: 2786 / 2011

[Murad Qureshi](#)

You announced that half the Safer Neighbourhood Teams across London will lose their dedicated sergeant. Which of the 23 wards in Ealing will lose theirs?

Written response from the Mayor

Please see my answer to question 2780/2011.

SNT Sergeants in Hillingdon

Question No: 2787 / 2011

[Murad Qureshi](#)

You announced that half the Safer Neighbourhood Teams across London will lose their dedicated sergeant. Which of the 23 wards in Hillingdon will lose theirs?

Written response from the Mayor

Please see my answer to question 2780/2011.

SNT Sergeants in Redbridge

Question No: 2788 / 2011

[Murad Qureshi](#)

You announced that half the Safer Neighbourhood Teams across London will lose their dedicated sergeant. Which of the 22 wards in Redbridge will lose theirs?

Written response from the Mayor

Please see my answer to question 2780/2011.

London Citizens

Question No: 2789 / 2011

[John Biggs](#)

Do you fully support "The People's Promises" that were agreed by your predecessor in 2004?

Written response from the Mayor

I fully support the principles of improving local employment, affordable housing, training initiatives, community health, education and fair employment set out in London Citizen's "People's Guarantees".

Team London

Question No: 2790 / 2011

[John Biggs](#)

Is Team London a City Hall initiative? What are its governance and accountability arrangements?

Written response from the Mayor

Yes, Team London is a City Hall initiative. It is overseen by a programme board, chaired by Lizzie Noel and attended by GLA officers, which meets regularly to ensure delivery.

As set out in MD751 the funding is within my control. As such, all management of procurement and grants will be in line with the GLA contract and funding code. The project management of any grants is in line with the GLA funding toolkit.

Olympic Lanes

Question No: 2791 / 2011

[John Biggs](#)

Are the proposed restrictions and arrangements fair on Londoners?

Written response from the Mayor

The Olympics were awarded to London on the basis of delivering certain travel times between venues through the Olympic Route Network (ORN) provisions. This was a requirement of the International Olympic Committee and without the ORN and Games Lanes, London would not have been able to run the Games.

However, Transport for London is now working hard to ensure that they operate with the minimum impact on London, and that the ORN and Paralympic Route Network will cease operation as soon as possible at the end of the Games.

Confidence

Question No: 2792 / 2011

John Biggs

If you lose confidence in somebody for whom you are nominally responsible, should you then be reluctant and sorrowful to accept their resignation?

Written response from the Mayor

It obviously depends on the circumstances.

Disorder Policing Costs

Question No: 2793 / 2011

John Biggs

What is the current estimate of the policing costs of the recent disorder and how is this to be funded? Have the Met made additional funding bids to Government and to what extent do you think these might be met?

Written response from the Mayor

The MPS inform me that the estimated total cost of Operation Kirkin (inclusive of Operation Withern) up until 2 September 2011, is £83.5m. The additional costs are £41m (of which £15m is mutual aid) and the opportunity costs are £42.5m.

COST ELEMENT	£m
Additional Costs consisting of: -	
Overtime	24
Mutual Aid	15
Support Costs	2
Total Additional Costs	41
Opportunity Costs	42.5
TOTAL	83.5

Please note that the above figures are exclusive of costs as a result of claims under the Riot Damages Act 1886.

Definition of Riot Damage

Question No: 2794 / 2011

John Biggs

Are you content that the interpretation of the eligibility for riot damage compensation is correct? It is reported that a number of small businesses attacked in the unrest are being denied the right to use this, although their experience was clearly that they suffered damage as the result of the unrest.

Written response from the Mayor

Yes. All insured business should approach their insurance company. The Riot Damages Act 1886 prescribes what constitutes a riot for uninsured businesses who can apply to a national claims bureau set up to deal with claims. This process has been well advertised nationally and regionally. The MPA is in the process of supplying a list of streets and centres known to have been affected by 'riots' (as defined by the Act). For affected businesses outside these, they may challenge an initial negative response from the bureau, and the MPA will reconsider any reasonable cases made (e.g. by looking at CCTV footage and other evidence of whether or not a riot had taken place). The important point is that the MPA can only act within the confines of the Riot Damages Act - it must act lawfully. However, businesses may be able to obtain charitable support from the High Street Fund or from other sources such as the Retail Trust. Neither the Government nor I have decided to offer blanket support to all uninsured business

because of the obvious moral hazard this would create, but we will do all we can to point businesses to the various sources of assistance available.

Young Offenders and the Recent Disorder

Question No: 2795 / 2011

[John Biggs](#)

Many different demands and interpretations have been made about the appropriate treatment of young offenders in the London Boroughs following the recent disorder. Can you set out your preferred recipe, both for punishment, and for subsequent treatment of offenders?

Written response from the Mayor

I have been explicit in my support for firm punishment for those convicted of participation in the recent disorder in London.

I have also written to the Justice Secretary to note that I see no reason why all those convicted should not automatically be expected to have an element of unpaid community service included in their sentence to help restore the damage they have brought about in their locality.

I am nevertheless mindful of the need to ensure that adequate measures are taken to ensure that these young people are able to turn their lives around. We have made significant progress in this area through the delivery of Project Daedalus at the Feltham Young Offenders Institution.

Further Education Colleges

Question No: 2796 / 2011

[John Biggs](#)

London's FE colleges are being badly hit by a number of funding and policy changes, including the abolition of EMA, the removal of ESOL uplift funding, the change in rules on Fee Remission to those receiving benefits (the 'Active Benefit' changes) and changes to entitlement for reduced fees for those over 25. Collectively these changes risk placing colleges in severe difficulty, and reducing their ability to prepare Londoners for work. What are you doing about this and what representations are you making about it?

Written response from the Mayor

My paramount concern, following the ending of Education Maintenance Allowance (EMA), is to seek to ensure that the new Bursary Fund supports the most disadvantaged Londoners and that these young people are not deterred from continuing their education. I am continuing to make representations to the Government on this issue alongside London Councils.

I have successfully lobbied Government on behalf of Londoners and London's FE Colleges on ESOL. As a result, I am delighted that the funding restrictions for ESOL have been changed. This will mean that all adults on 'inactive' state benefits will be entitled to fully funded tuition in order to gain skills to find employment in the same way that those on 'active' benefits are entitled to fully-funded tuition. This is an excellent example of how my officers and I have campaigned jointly with London Colleges to achieve maximum benefit for Londoners. We shall continue to work together on other important areas.

Jobless Rate in London

Question No: 2797 / 2011

[John Biggs](#)

What steps are you taking to help address the huge rise in joblessness in London?

Written response from the Mayor

Using the latest data, 31.6 per cent of Londoners (1.74 million) are currently workless. Whilst worklessness has risen by 2 percentage points as a result of the recession, the rise has not been as high as we might have expected given the magnitude of the fall in economic output, or when compared to the increase seen during previous recessions.

I am doing my utmost to ensure out-of-work Londoners are given every opportunity to get back into work, including:

- Generating at least 28,000 new apprenticeships for the first 9 months of the Apprenticeship Campaign which ran from August 2010 to the end of July 2011 and a target of up to 100,000 by the end of 2012;
- Helping 32,000 Londoners into work since 2008 and over 45,000 jobs by 2015 through employment projects delivered by European Social Fund in London; and
- working with Government and London's Prime providers to ensure the Work Programme, the Government's flagship back-to-work scheme, delivers for Londoners.

Lynton Crosby

Question No: 2798 / 2011

[John Biggs](#)

How many times, and on what dates, has Lynton Crosby met you in City Hall?

Written response from the Mayor

I meet all sorts of people in City Hall and across London.

Anthony Browne

Question No: 2799 / 2011

[John Biggs](#)

Do you agree with the views expressed by Anthony Browne in his Daily Mail article 'Immigration: the scandal gets worse' on 15th July?

Written response from the Mayor

As Mayor I am not responsible for the articles Anthony Browne, who is no longer an advisor, writes.

Olympic Ticket Fiasco

Question No: 2801 / 2011

[John Biggs](#)

I have received the following correspondence from a Londoner

"I am very disappointed at the whole fiasco with the London Olympic tickets. Whilst I was fortunate to get 1 allocation of the tickets I applied for, there are very many people i know that did not get any. As a resident in a London Borough i have been paying a yearly fee to the event since London was awarded the Olympics, however there was no recognition of our donation when tickets were allocated! I feel very strongly that London borough residents should of been thanked and been given the opportunity to apply for tickets as a priority. I also feel very strongly that some people have received all the tickets they applied for, costing hundreds of pounds and some people didn't receive any, where is the fairness in the whole system. Whilst I appreciate that you are unable to change anything and that it hasn't anything to do with you directly, BUT you are our mayor and should be voicing mine, and I am sure many other people's opinions".

How would you respond to this person?

Written response from the Mayor

I understand the disappointment felt by those who were unsuccessful in their applications for Olympic Games tickets, but with applications totalling requests for 20million tickets, for the 6.6million tickets that were available, it was inevitable that there would be some disappointment.

LOCOG's ticket application system, with over-subscribed price-points in a session selected through random ballot, was the fairest possible – rather than first-come, first-served. 75% of all Olympic tickets are for the UK public, and the same approach is being used for Paralympic tickets. Paper applications available ensure that those without internet access can apply and be treated on an equal footing, which would be impossible if it was first-come, first-served.

All UK taxpayers are contributing to the regeneration of London through their council tax, income tax and lottery receipts. The additional precept paid by Londoners is in recognition of the fact that the benefits of London hosting the Games will be felt most keenly by Londoners. The costs of the staging the event itself are met by LOCOG's budget, which is raised through sponsorship, ticketing, merchandise and media rights.

Blackfriars Bridge

Question No: 2802 / 2011

[John Biggs](#)

Further to your response to my question 1750/2011, is it true that the "modelling" on which so much is based rates a cyclist as 0.2 Passenger Car Units (PCU's), in other words 20% of a PCU?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Targets for Provision of Pitches for Travellers

Question No: 2803 / 2011

[John Biggs](#)

In your response to the recommendations of the London Plan EiP Panel, it states "the Mayor does recognise that ensuring sufficient provision of pitches is a strategic matter". What particular practical steps will you take over the next year to ensure and to promote the success of this strategic policy?

Written response from the Mayor

As with all the policies of the London Plan, Policy 3.8Bi on provision for gypsies and travellers will be a consideration in coming to a view as to whether boroughs' proposals for their Development Plan Documents are in general conformity with the London Plan.

As part of the development plan for London boroughs, they should take the London Plan into account in coming to a view on any local proposals for gypsy and traveller provision.

If requested by relevant planning authorities I will work with them to coordinate cross-border provision in line with that policy and the Duty to Cooperate currently proposed in the Localism Bill.

EDL March

Question No: 2804 / 2011

[John Biggs](#)

Did you make any representations to the Home Secretary asking her to ban the EDL march on 3rd September?

Written response from the Mayor

I was guided by the police assessment on the matter and supported the Metropolitan Police Service's request to the Home Secretary to ban all processional marches through five boroughs and the City of London for 30 days, starting on 2 September.

The matter was raised with me by a number of parties. I received two letters on the subject. One was from you, and I attach my response to you in Appendix F. I also received a letter from the London Jewish Forum and I replied to them in very similar terms.

Road Safety in East London

Question No: 2805 / 2011

[John Biggs](#)

Since 2008, the numbers of pedestrians & cyclists injured on roads in City & East has risen. Why has this happened on your watch?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Stealth Tax for East London

Question No: 2806 / 2011

[John Biggs](#)

What are your headline thoughts on the Government plans to increase the Dartford Toll? Is it bad news for London?

Written response from the Mayor

I will be writing to the Secretary of State for Transport, expressing my view that although I welcome the proposals to improve capacity at the Dartford Crossing, I have some concerns about the impacts on Londoners.

I will ask that any increase in charges be delayed until after the 2012 Games, and that all charges at the Dartford Crossing be suspended during the Games period. This is in order to help Londoners to use that route as an alternative to the Blackwall Tunnel without being penalised by the charges.

I will also ask the Secretary of State to assist TfL in mitigating any problems arising, for example if more large vehicles use the Blackwall Tunnel as a result of the increased charges at Dartford.

TfL Review of Dartford Toll

Question No: 2807 / 2011

[John Biggs](#)

In MQT 2369/2001 you said that you would be happy to share the TfL review of the likely impact on Londoners of the plans to increase the toll. When will this review be completed given the deadline for submissions are 23rd September 2011?

Written response from the Mayor

TfL is now concluding its response to the consultation and I will be happy to share this with you once it is submitted to the DfT.

London Riots

Question No: 2808 / 2011

[John Biggs](#)

Why are you proposing to give £8m to Tottenham Hotspur from the limited funds available for

dealing with damage caused by the disturbances? Should others feel disappointed because they have a lesser profile?

Written response from the Mayor

A package of support has been made available in response to the recent disorder in London to drive regeneration and economic growth and support town centres and high streets affected by the disturbances. This includes £20m funding from central Government which is earmarked for Tottenham and Croydon, £50m I have earmarked for large scale projects and the unallocated £40m from the Outer London Fund which may require revisions to published criteria for Round 2 to enable bids from a different geography and wider scope. I am also pleased to have been able to support London's High Street Fund with a contribution of £500k which is directed at very immediate support for businesses.

Tottenham is identified as a priority for the Government funding and may also draw on the other funding streams depending on what is needed and the overall demand for funding. A commitment from Tottenham Hotspur Football Club to Tottenham would provide an important opportunity to unlock large scale significant regeneration in the area and send a signal that Tottenham is a thriving and successful town centre, in contrast to the perception created by the disturbances.

The funding I have offered is intended to unlock the Club's commitment to Tottenham. It is not an investment in the stadium itself but in supplementary projects and schemes, not dissimilar to the kinds of investment I envisage in other areas of London. If we can reach an agreement with the Club, I will work with them to ensure that every opportunity is exploited to bring wider benefits of their redevelopment to the people and businesses of Tottenham, which was one of the worst hit areas of London in the recent unrest.

£50million Fund for damaged areas

Question No: 2809 / 2011

[John Biggs](#)

Have you yet worked out how this announced budget is to be funded?

Written response from the Mayor

The detailed spending programme of the £50m Regeneration Fund is still under development and there is a degree of uncertainty over the timing and nature of the expenditure to be met by the GLA.

The present financial planning assumptions are that the Fund will be financed by:

- (i) prudential borrowing by the GLA of £46.2m;
- (ii) optimising capital financing decisions between the LDA and GLA, saving £2.8m in 2011-12; and
- (iii) an anticipated underspend by the GLA of £1m in 2011-12.

The funding strategy and budget implications will be kept under review as the projects and programmes are developed, and are therefore subject to change.

Olympics passes

Question No: 2810 / 2011

[John Biggs](#)

Are you yet able to list which GLA staff will receive access all areas passes for the Olympics?

Written response from the Mayor

A small number of GLA staff are likely to be provided with accreditations to Games venues because they are required to be there because of work duties. These will not be 'access all area' accreditations.

No decisions have been taken about which roles will require accreditation but I have committed to publishing a full register on the GLA website in advance of the Games.

Olympic Visitors

Question No: 2811 / 2011

[John Biggs](#)

London & Partners have said there "could be a problem" with people not wanting to come to London during the Olympics. What do you think?

Written response from the Mayor

Previous Olympic host cities have experienced a reduction in visitor numbers in the months prior to the Olympic Games. I believe we are the first city to identify this issue and take action and London & Partners is shortly to launch a major campaign, Limited Edition London, to encourage visitors to come to London to take advantage of the atmosphere in the city in the run up to the Games.

Alongside the millions of spectators and visitors expected to visit the city during the period of the Games itself, I am confident London will be a fantastic place to be before, during and after the Olympic and Paralympic Games.

Discounted Travel cards

Question No: 2812 / 2011

[John Biggs](#)

It is reported that TfL will give discounted travelcards to Olympic spectators. Will they be doing this at future major events in London? And how precisely is this to be funded, and the funding decision justified to TfL?

Written response from the Mayor

All spectators attending ticketed sporting events in the London area will receive a free Games Travelcard for London's public transport system on the day of the event.

London fare payers are not subsidising the costs of spectator travel during the Games, as the costs associated with providing this travel are being met by the Olympic Delivery Authority (ODA). The ODA is helping to fund improvements to the transport network which will provide additional capacity for the Games and beyond. The ODA will also pay for the extra operating costs incurred by TfL during the 2012 Games.

The Games are an event on a scale different to any other hosted in London – the equivalent of hosting 26 simultaneous World Championships. It therefore makes sense to work with LOCOG and the ODA to provide Games Travelcards to spectators to help manage the huge demand there will be for purchasing tickets during Games Time, and help spectators reach their events on time. There are no plans to do this for other events.

Sports Provision

Question No: 2813 / 2011

[John Biggs](#)

Do you believe that The London boroughs should be mandated to provide recreational facilities?

Written response from the Mayor

The issue of sport and recreation being a statutory function for local authorities is a question that has been raised many times over the years and it remains a finely-balanced judgement. With the commitments made by various stakeholders regarding a sporting legacy from 2012, I do believe that the time has come to reopen the debate and consider seriously whether minimum standards of provision should be applied.

This does not, however, mean that we should question the long-standing commitment of local authorities on this matter. They are still comfortably the largest investors in sport and recreational facilities and it is vital that they continue to play a key role in the future provision in their area.

Olympic Guards

Question No: 2814 / 2011

[John Biggs](#)

Do you think G4S should employ those with a criminal record during the Olympic Games?

Written response from the Mayor

I am keen to ensure that employment opportunities associated with major projects such as the Olympic Project deliver broader social benefits to London. I have supported projects to identify suitable ex-offenders for employment on the Olympic site in recognition of the importance of progressions to employment in reducing the likelihood of further reoffending among suitably motivated and risk assessed ex offenders.

All of LOCOG's workforce, staff, volunteers and security guards will be subject to background security checks as part of the wider accreditation process. These checks are conducted by the Home Office on behalf of LOCOG. People with minor convictions will not necessarily be barred from working at the Games, just as having a minor criminal conviction is no longer a bar to joining the police service.

Games Lanes

Question No: 2815 / 2011

[John Biggs](#)

Will tow trucks be fined if they enter the games lanes to rescue stranded drivers?

Written response from the Mayor

Recovery services will not be issued a penalty if entering a Games lane to undertake the recovery of a broken down vehicle. However, recovery services will not be permitted to use Games lanes whilst travelling to a vehicle which has requested assistance.

Freight Deliveries

Question No: 2816 / 2011

[John Biggs](#)

Do you think that the London Lorry Control Scheme should be suspended during the Olympic Games?

Written response from the Mayor

TfL and industry partners are in discussions with London Councils, who are responsible for the London Lorry Control Scheme (LLCS), to determine the options available to ensure that freight operators and their customers are able to operate efficiently for the duration of the Games, without detriment to local routes and residents.

I would expect that the LLCS will be modified but not suspended during Games time.

Affordable Housing (1)

Question No: 2817 / 2011

[John Biggs](#)

What are you doing to ensure affordable housing in east London?

Written response from the Mayor

By the end of my term in office I will have delivered more affordable housing than in either of the former Mayor's terms. And I will increase this rate of delivery still further in 2011-15.

Affordable Housing (2)

Question No: 2818 / 2011

[John Biggs](#)

Will you keep your promise, inherited from your predecessor but both reaffirmed and included I believe in your Manifesto, to provide a Community Land Trust?

Written response from the Mayor

I refer you to my answer to question 2746/2011

Outer London Fund Round 2

Question No: 2819 / 2011

[John Biggs](#)

Are you interested in hearing from bids without London Borough support?

Written response from the Mayor

Outer London Fund Round 2 applications can be made by a range of organisations including community, creative, cultural and business groups. However all bids must have the agreement of a local authority to act as the accountable body for the Outer London Fund.

Outer London Fund and the High Street Fund

Question No: 2820 / 2011

[John Biggs](#)

Will an award from the OLF Round 1 prejudice applications to the High Street Fund?

Written response from the Mayor

I am delighted to have been able to support the High Street Fund with a contribution of £500k. This innovative Fund is available immediately and awards can be made very swiftly directly to businesses to help them with carrying out repairs, replacing stock, and returning to trading. The High Street Fund is a charity wholly separate from the GLA and is targeted at help small businesses affected by looting, robbery, destruction or arson to get back on their feet. It complements rather than duplicates not only the Outer London Fund (OLF) but also the £70m recently announced to regenerate London's businesses hit by the riots. Therefore, a business in an area that stands to benefit from OLF Round 1 funding can still apply for funding from the High Street Fund, and the OLF funding will have no impact on their application.

Renaming the Outer London Fund

Question No: 2821 / 2011

[John Biggs](#)

I understand the OLF was due to be called the High Street initiative until the day before it was launched, when officials from the Mayor's office renamed it. Seeing as bids have been awarded to boroughs which are technically 'Inner London', did this move just represent political desperation?

Written response from the Mayor

A number of different ideas and names were discussed as part of designing the Outer London Fund including an identity that would highlight the funds focus on London's often struggling High Street Places. The Outer London Fund was deemed the most appropriate name for the initiative because it:

- supports the GLA's and the Outer London Commission's policies and strategies to support the economic and physical regeneration of Outer London; and
- the programme's funding criteria is targeted to ensure that areas benefiting least from Crossrail, the Olympics and other major regeneration initiatives are prioritised.

High Street Fund

Question No: 2822 / 2011

[Joanne McCartney](#)

How many businesses applied for the fund? Were you satisfied with how the fund was publicised and applicants were supported with completing documentation?

Written response from the Mayor

As of 14 September, 141 businesses have successfully applied, 128 in London - around 10% of those affected in the capital. I understand only a handful, if any, have applied and been unsuccessful. The fund has been advertised through various channels. I'm confident we have taken reasonable and proportionate steps to advertise it widely and successfully. My officers have encouraged local authorities, local business groups and others to ensure that businesses are supported at the local level to complete the form and provide the simple documentation required (i.e. proof of identity, bank statement of the business and a crime reference number). Staff at Barclays and Santander have also been briefed to assist and Capita are running a helpline number, 0800 093 5858. The website www.thehighstreetfund.co.uk is very clear. The deadline for emergency assistance via the fund is 30 September so businesses can still apply - and communities can still assist them with making applications.

Discount fares for higher education students

Question No: 2823 / 2011

[Valerie Shawcross](#)

I have been asked by a Londoner who works at a higher education establishment in East London to point out that students on higher education courses which have less than 15 hours per week of formal lectures are not eligible for a student discount on TfL services. The questioner feels this penalises many students, in a climate where tuition fees are increasing - as many degree courses are considered full time even where there are less than 15 hours of formal lectures. Will TfL reconsider this position?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Written answer received on 21 September 2011:

There is a misunderstanding here. It is not true that students with less than 15 hours of formal lectures a week are not eligible for the 18+ Student discount.

To be eligible, students must be enrolled on a full-time course defined as at least 15 tuition-led and/or structured learning hours a week: so the 15 hours can be made up of a mix of formal lectures and structured learning.

Full details of the eligibility criteria and terms and conditions are on the TfL website (at <http://www.tfl.gov.uk/tickets/14312.aspx>)

Structured learning includes time spent working towards a piece of work which is part of a course assessment.

Many colleges have an expectation of the ratio of contact hours to structured learning hours. For example, if you spend 5 hours a week in a classroom you may be expected to spend 10 hours a week in structured learning to support those contact hours.

TfL's Student scheme is growing with over 500,000 young people benefiting last year, a record number. In the present financial climate, any further relaxation of the rules of the scheme does not appear justified.

Safer Neighbourhood Teams during the 2012 Olympics

Question No: 2824 / 2011

[Valerie Shawcross](#)

What will Safer Neighbourhood Teams be doing during the 2012 Games? Will they be deployed to police Olympic events away from their wards?

Written response from the Mayor

The MPS preparation for what will be the largest peacetime safety and security operation is well underway. As we move closer to 2012, the numbers of staff and officers that will be required to deliver the challenge becomes clearer.

What is known already is that 2012 will be a very busy summer for the MPS, and will require all staff and officers to play their part. With regards to Safer Neighbourhoods, the MPS aims to have a visible presence across each borough to ensure a continuous policing service is provided in London. The exact level is still part of the planning process.

During the Games period from 11/6 to 23/9 there will be a standardised shift pattern in operation across the whole of Territorial Policing, which includes Safer Neighbourhoods, to support effective deployment.

EDL March 1

Question No: 2825 / 2011

[John Biggs](#)

The planned EDL march was banned, to the relief of many local residents. Were you asked by Tower Hamlets council and/or others to support a ban on the march and if so precisely what was your response, or the response of your office? If any responses were provided in writing will you publish these?

Written response from the Mayor

I was guided by the police assessment on the matter and supported the Metropolitan Police Service's request to the Home Secretary to ban all processional marches through five boroughs

and the City of London for 30 days, starting on 2 September.

The matter was raised with me by a number of parties. I received two letters on the subject. One was from you, and I attach my response to you in Appendix F. I also received a letter from the London Jewish Forum and I replied to them in very similar terms.

EDL March 2

Question No: 2826 / 2011

[John Biggs](#)

Were you advised by the Metropolitan Police Service as to whether there should be a ban on the EDL march in Tower Hamlets on September 3rd? If so what was their advice?

Written response from the Mayor

Yes. The MPS advised that based on the likelihood of serious disorder an approach should be made to the Home Secretary for marches/processions to be banned in a number of boroughs covering the weekend of 3rd September 2011. A policing operation was planned around this.

EDL MARCH 3

Question No: 2827 / 2011

[John Biggs](#)

Did you receive any advice from your deputy mayor for policing as to whether there should be a ban on the EDL march in Tower Hamlets on September 3rd? If so what was his advice?

Written response from the Mayor

Yes, Kit Matlhouse and I discussed the pros and cons of a ban. In the end, we both agreed that it was best to be guided by the police's recommendations on this issue.

Knife Crime

Question No: 2828 / 2011

[Joanne McCartney](#)

Why has knife crime risen by 1363 offences / 10.7% (Aug 2010 to July 2011 compared to Aug 2009 to July 2010) according to the MPA website?

Written response from the Mayor

A factor behind the increase which you refer to is the increased number of offences in which the threat of a knife is intimated, but no knife is seen. The MPS recorded an increase of 658 offences of this type during this period.

However, it is important to note that overall knife crime has fallen by 3.4% in London since May 2008. Youth Violence has fallen by 15.6% since May 2008.

Housing Supply 1

Question No: 2830 / 2011

[Nicky Gavron](#)

Can the Mayor break down the 28,000 affordable homes April's Planning and Housing Committee was told are in the pipeline by social and intermediate and will any of these by First Steps?

Written response from the Mayor

As at end of June 2011 a total of 29,443 homes from the 2008-11 National Affordable Housing Programme were in the pipeline. Currently 20,159 of these homes are being developed as Social Rent and 9,284 as intermediate. The intermediate homes will all be marketed as part of my First Steps programme.

Housing Supply 2

Question No: 2831 / 2011

[Nicky Gavron](#)

Can you break down the number of affordable homes you expect to deliver as part of the 2011-15 programme by year and by tenure?

Written response from the Mayor

I refer you to my answer to question number 2562/2011.

Intermediate Housing

Question No: 2832 / 2011

[Nicky Gavron](#)

Will there be any more conventional intermediate homes, i.e. part rent part buy or shared ownership, from 2011 onwards or will First Steps replace these tenures and from when?

Written response from the Mayor

First Steps will continue to deliver a wide range of products, including shared ownership and part rent, part buy.

Victoria Line Upgrade

Question No: 2833 / 2011

[Joanne McCartney](#)

Can you please provide an update on the signalling upgrade to the Victoria Line, specifying any delays to the delivery date and disruptions to normal service?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Written answer received on 26 September 2011:

The Victoria line upgrade is in its final stage – removal of the old signalling assets. Two of the seven phases of this removal have now been successfully completed. Some further planned weekend closures are needed to complete the remaining work, which is on schedule to be completed in the spring of 2012, well ahead of the original delivery date.

Planned closures are available on the Planned Works Calendar at:
<http://www.tfl.gov.uk/livetravelnews/planned-works/calendar/default.aspx>.

Front Line Policing

Question No: 2835 / 2011

[Murad Qureshi](#)

Can you please advise how much of the Met is available for front-line policing at any one time and explain why this is the case?

Written response from the Mayor

The most recent independent assessment of the concept is found in HM Inspectorate of Constabularies' (HMIC) 'Demanding Times' report published of front- line policing in March 2011. HMIC went on to quantify those that were both visible and available at three representative points in time. This element of the work included a number of caveats, such as:

it generally takes between 5 and 6 officers in total to cover a 24 hour period; and specialist roles - such as in child protection, murder investigation and counter-terrorism are critical as visibility cannot, by itself, protect the public from all the threats they face

Overall HMIC's analysis indicated that around 12% of the total number of officers and PCSOs are visible and available at any one time, again the MPS is broadly in line with this national figure.

The remaining officers are either:

- 1/ For those officers in roles defined as 'visible'. They will be on another shift or tour of duty that day; or on rest day / leave.
- 2/ Undertaking a front line 'specialist' role that is not visible to the public.
- 3/ In the 'middle office' directly supporting or managing operational policing delivery.

The MPS Public Attitude Survey shows a 9% increase in those surveyed who felt that the MPS provides a visible patrolling presence with 49% of the public report now reporting seeing a patrolling officer.

Police from other Forces

Question No: 2836 / 2011

[Murad Qureshi](#)

Of the 16,000 police officers on the streets of London during the riots, can you please confirm how many were from the Met and how many were drawn from other forces?

Written response from the Mayor

Tuesday 9 August 2011 was the first night the Met increased to 16,000 police officers of which 1,705 were provided by other forces.

Costs of Policing the Recent Disturbances

Question No: 2837 / 2011

[Murad Qureshi](#)

What was the overall bill for policing the London riots and how much did it cost the Met to draw officers from other forces? Could I have this additional cost broken down in monies due to the relevant forces?

Written response from the Mayor

The estimated total cost of Operation Kirkin (inclusive of Operation Withern) up until 2 September 2011, is £83.5m. The additional costs are £41m and the opportunity costs are £42.5m.

COST ELEMENT	£m
Additional Costs consisting of: -	
Overtime	24
Mutual Aid	15
Support Costs	2

Total Additional Costs	41
Opportunity Costs	42.5
TOTAL	83.5

The above figures are exclusive of costs as a result of claims under the Riot Damages Act 1886.

In the table above, £15m relates to the cost for mutual aid - i.e. the amount of money that will be paid to other forces for the aid they provided.

In all 49 of the 50 other forces in England, Scotland and Wales provided mutual aid both during and post the disorder. There were also two additional non Home Office forces, BTP & MDP.

Jubilee Line upgrade

Question No: 2838 / 2011

[Valerie Shawcross](#)

You have previously promised, on several occasions, various final dates for track and station closures on the Jubilee Line. When is the last scheduled closure date for this line and can Londoners be confident that this will genuinely be the case?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Written answer received on 21 October 2011:

Please refer to the answer to your question 2657 / 2011.

Apprenticeships

Question No: 2839 / 2011

[Len Duvall](#)

Of the 31 companies (out of 93) that responded to your letter 'urging them to create more than 20,000 new apprenticeships', what is the total number of apprenticeships they committed to deliver?

Written response from the Mayor

The companies that responded to my letter are all at different stages of the process, ranging from working to develop appropriate to companies 'ready to go'. As a result it is impossible, at this stage to provide a total number for the 31 companies that responded to my initial letter. A number of the 31 companies who responded to my letter have contributed to the 28,120 apprenticeships starts achieved so far in the first year of the Apprenticeships Campaign and will do so as we work towards our next target.

In addition to the 31 companies a range of other avenues have been explored with London's businesses which will continue to increase the numbers of apprentices expected to be taken on.

Apprenticeships 2

Question No: 2840 / 2011

[Len Duvall](#)

Isn't it correct that the 28,000 figure quoted by you is a national one and not one specific to London? How many of these 28,000 are based in London?

Written response from the Mayor

No. All of the 28,000 new apprenticeships are London based.

Apprenticeships 3

Question No: 2841 / 2011

[Len Duvall](#)

Why do you think that large companies such as Accenture, Microsoft, Norton Rose and Virgin Media that responded to your letter are unwilling to invest in apprentices without government funding?

Written response from the Mayor

It is not my place to discuss individual companies investment in training and skills.

Rail Ticket Office cuts

Question No: 2842 / 2011

[Valerie Shawcross](#)

Do you agree with proposals to close ticket offices at up to 295 mainline rail stations in London and the South East, in many cases meaning that stations will be completely unstaffed?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Crossrail & PFI

Question No: 2843 / 2011

[Murad Qureshi](#)

With the recent wealth of evidence against PFI, will you be making sure that the train carriage contract for Crossrail is not a PFI?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Written answer received on 21 September 2011:

TfL is considering with the Department for Transport the way of procuring Crossrail rolling stock which offers best value for money. The recently announced delay in the procurement process provides an opportunity to do this.

There are a number of possibilities for financing the Crossrail rolling stock, all of which are under consideration.

Cable Car

Question No: 2844 / 2011

[Len Duvall](#)

What studies have been done to justify your claim that 'thousands of commuters' will benefit from the cable car across the Thames and can you let us have the analysis?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Written answer received on 21 September 2011:

I have been clear throughout that the cable car will provide a valuable form of transport and new crossing of the River Thames but also support the economic development of the Royal Docks and Greenwich Peninsula, helping to kick start development in both areas.

In terms of demand, the cable car is predicted to carry in excess of a million passengers in its first year of operation. The demand for the system is expected to come from 3 principal sources: people living and working in the surrounding area; people who may use the cable car to visit surrounding facilities such as Excel/O2 and people who choose to use the cable car as an attraction in its own right, drawing new visitors to the Royal Docks and Greenwich Peninsula.

The cable car will also perform an important role in providing added resilience to the Greenwich Peninsula by providing a new public transport link that connects the Greenwich Peninsula to the Royal Docks and the DLR network and future Crossrail station at Custom House.

Actual demand will depend on a number of factors including ticketing arrangements and fare levels and I have made a commitment that fares will be set at a level which includes fares that are affordable for local people. Further information on projected demand is included in the various planning application documents which are publicly available.

Supporting London Borough of Hackney's Communities after the Riots

Question No: 2845 / 2011

[Jennette Arnold](#)

On the 17th September local residents in Clapton, Hackney will be holding a community conversation so that members of the neighbourhood that was worst hit by the riots can discuss the event and begin the process of healing rifts in their community.

Will you join me in congratulating this community for the initiative they have taken in rebuilding after the riots ?

Written response from the Mayor

Absolutely.

The positive response from the local residents clearly demonstrates the very best of Londoners' true community spirit.

Notting Hill Carnival

Question No: 2846 / 2011

[Jennette Arnold](#)

This year's Notting Hill Carnival was proof positive that the great majority of Londoners love their city and want to celebrate its diversity and deep cultural traditions in peace. Do you recommend that London's Mayoralty continues to support the Carnival in 2012 as the jewel in the crown of London's cultural life?

Written response from the Mayor

I'm delighted that Notting Hill Carnival took place this year with very little public disorder incidents; particularly in light of the recent public order issues in London. Notting Hill Carnival is one of London's important international cultural events, and I was pleased to support it, and would look to continue to support it next year.

The Future of Leyton Orient Football Club

Question No: 2847 / 2011

[Jennette Arnold](#)

In light of the fact that a judicial review has been granted to examine the processes by which West Ham was awarded the Olympic Stadium, Leyton Orient Fans Trust and Leyton Orient Supporters Club are asking you to treat their club with the even-handedness they expect from their Mayor, and to re-examine whether the 'relevant' football authorities' that you refer to in question 1119/2011 were correct in their assessment of the impact of West Ham moving into the Olympic Stadium on Leyton Orient. It seems to the fans of Leyton Orient that in your decision to endorse the Olympic Park Legacy's Company's recommendation you have taken the football authorities 'approval in principle' as an article of faith. Are you prepared to re-examine this approval in principle and reconsider your endorsement?

Written response from the Mayor

Leyton Orient has not pursued their application to the High Court to judicially review my decision of 2 March 2011. I do not intend to reconsider that decision.

Legal Advice Services in London

Question No: 2848 / 2011

[Jennette Arnold](#)

In your answer to me (2215/2011) regarding the cuts to Legal Advice, Citizens Advice Bureaus and Equalities Advice in London you stated that "we are working with SERTUC to understand the current picture of legal advice service provision across London on equality issues and the impact of EHRC savings in London."

While I am concerned that you are developing your understanding of the situation after the decision has been made to cut such vital services, I am pleased to hear that work is being undertaken. Can you give me a timeline for this work and commit to sharing your findings with me at the end of this process?

Written response from the Mayor

The impact of the changes to the Equality and Human Rights Commission advice line will not be clear until the outcome of the Government's exercise to procure a new service are known. I understand that the Government's indicative timeline for completion of this, and start date for the new service, is April 2012.

East Festival

Question No: 2849 / 2011

[Mike Tuffrey](#)

When and why was it decided to cancel the East festival 2011? How much money was spent on the festival before cancellation, and will it be revived in future years?

Written response from the Mayor

The East festival began in March 2007 to celebrate and showcase the unique creative concentration and innovation occurring in East London, encouraging Londoners and visitors to better explore and appreciate the area's offer.

The East festival took place each March for four years. Following the delivery of East in March 2010 the East London picture was reviewed and it was observed that since the East festival's inception in 2007 it had achieved its key objectives with a much more widely acknowledged and appreciated East London cultural offer, and a growing number of East London festivals showcasing a range of both local and international talent.

With these key objectives met it was therefore judged that GLA investment could be better spent on other priorities, with a decision taken in November 2010 not to deliver East in March 2011.

No money was spent on the East festival, and discussions are still ongoing regarding any future plans.