

**Transcript of Agenda Item 3****Question and Answer Session – London Fire and Emergency Planning Authority**

**Roger Evans AM (Chairman):** We will move on to Item 3, which is the main business of the day, the question and answer session. I welcome James Cleverly AM, the Chairman of the London Fire and Emergency Planning Authority (LFEPA) and Ron Dobson, the Commissioner for Fire and Emergency Planning.

Can I invite you make a short opening statement before we move on to the questions which have been tabled?

**Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning):** First of all, thank you very much, Members, and thank you for the opportunity to appear before you today. I will be brief but there are some things that I would just like to bring Members' attention to.

Since I was last here in December 2013, it has been a very busy and challenging but ultimately successful 11 months for the brigade. To begin with, it is timely for me to share an update on how we managed during the Fire Brigades Union's (FBU) 47th period of strike action, which lasted for 96 hours over the recent weekend and finished at 6.00pm yesterday evening. This obviously covered the period up to Bonfire Night this evening, which is traditionally quite a busy weekend for the London Fire Brigade (LFB), but it is a time when we normally increase our public safety messages and ask people to take extra care due to bonfire and firework associated risks. This year we tried very hard to ensure the public were aware of the strike and I am pleased to share that a number of partners, including London councils and local authorities, helped us to spread that message and it appears the message did get through.

During the strike, we received 2,302 999 calls to our control room and our emergency fire crew attended 218 incidents. These ranged from releasing people who were trapped as a result of road traffic collisions to attending building fires. One such incident occurred yesterday when a contingency crew wearing breathing apparatus rescued a man from a smoke-filled ground-floor flat in Highgate. The man was initially treated on the scene by the London Ambulance Service (LAS) and was then taken to hospital where, I am pleased to say, he is doing well. I have said many times before that I would always prefer to have our professional firefighters providing our emergency service to London, but I am pleased to be able to report that our contingency crews again worked effectively during this extended period of action.

Moving on to some more positive things and moving over to our performance particularly, during the last year our firefighters have completed 86,500 home fire safety visits, which is some 13,500 more than the target, and I am very pleased with that. Our fire safety campaigns are continuing to contribute to our success in reducing deaths and injuries caused by fire. In fact, the fire and rescue service demand in London has continued to fall with all incidents down by 12%, larger or primary fires down by 14% and smaller or secondary fires down by 30 per cent.

The launch of our Know the Plan campaign during this year sought to make sure landlords and housing providers act on their fire safety responsibilities. Working in collaboration with a variety of partners, including local authorities and housing providers, we have raised awareness about the importance of fire safety for people living in high-rise and other purpose-built buildings. The Know the Plan campaign follows recommendations from the Coroner following the inquest into the 2009 Lakanal House fire where, sadly, six people lost their lives.

We are continuing to work to reduce fires in care homes, hostels and sheltered accommodation and have seen a downward trend in primary fires in non-domestic premises subject to legal fire safety regulations. Most recently, we have used our successful prosecution of a residential care home provider to highlight the importance of such bodies carrying out full fire risk assessments and following those assessments up with all the fire safety actions identified.

In July, we announced the winners of our £180,000 funding competition, held to encourage housing providers to install lifesaving sprinklers. The competition was launched after we revealed that we deal with more than ten fires a week in London's care homes and sheltered accommodation.

As for operational matters, I am pleased to report our continued good performance. Our response times across London remain on target, with an average attendance of less than six minutes for a first fire engine to arrive at an incident and less than eight minutes for a second to arrive at an incident when it is needed.

Earlier this year, the United Kingdom (UK) experienced the wettest winter since records began in 1910 and a combination of exceptional rainfall, strong winds and high tides meant that wide areas of the UK were affected by flooding, causing major disruption to people, their homes and businesses. For nearly three weeks, the LFB provided assistance to Cornwall, Oxfordshire, Berkshire and Surrey Fire and Rescue Services, while at the time dealing with major and protracted floods, particularly in Croydon at the Kenley Water Treatment Works.

In August, the threat level from international terrorism was, of course, raised to 'severe'. All I would like to say on this point is that we are very much part of London's preparedness to respond to a whole range of potential threats and we continue to work very closely with our London Resilience partners. Earlier in April, I am proud to say, the Brigade led one of the largest and most comprehensive training exercises to test local and national response to an air crash. Over 220 emergency service personnel took part, including the Metropolitan Police Service, the LAS and City Airport.

Finally, the training of our staff remains a priority. In April, I am pleased to say we opened the first of two brand new state-of-the-art multimillion-pound training centres for London firefighters in Beckton. The second venue commenced training at Park Royal in October and I am proud to say that together these two training facilities provide world-class state-of-the-art training for London's firefighters.

I should mention that we did open a new fire station in West Norwood on 30 October and that will be officially opened later in November. We are looking forward over the next 12 months to the opening of nine new fire stations as part of a £51.5 million private finance initiative. The first of these is planned to open in Mitcham before Christmas.

I could go on with so much that has happened or is planned, including an introduction this year of professional new work wear uniforms for firefighters, our trials with zero-emission blue-light vehicles, our installation of electric vehicle charging points at fire stations and our ongoing work to look after the health and wellbeing of existing staff, as well as recruiting new staff to reflect the community we are here to serve - but I am sure Assembly Members are keen to ask questions and I will stop there. Thank you.

**Roger Evans AM (Chairman):** Thank you, Commissioner, for that comprehensive update on what has happened in the last year. Does anyone wish to ask supplementary questions? The tabled questions are probably broad enough for us to cover anywhere you would want to go. Therefore, with permission, I will begin with the tabled questions.

## 2014/4104 - Future Operational Cuts

Stephen Knight

*How soon do you believe it will be necessary to start planning further operational cuts to London's fire brigade?*

**James Cleverly AM (Chairman, London Fire and Emergency Planning Authority):** The planning process for the forthcoming financial year - which is, I take it, what you imply - will follow a very similar timescale to that which we normally go through. I have the dates here which I can run through if you wish, but it pretty much mirrors what we have done in previous years.

**Stephen Knight AM:** James, perhaps if I can help you, my question was really aimed at the longer-term issues rather than at the year ahead. It is really getting at when you envisage the next Sixth London Safety Plan (LSP6) round, if you like, of operational changes of the sort of scale that we saw in the Fifth London Safety Plan (LSP5).

**James Cleverly AM (Chairman, London Fire and Emergency Planning Authority):** Obviously, LSP5 has only recently been introduced and it is a couple of years for LSP5.

We do not have a formal date for LSP6. I am uncomfortable accepting the premise of your question that there will be 'operational cuts'. The LFB has remained, in my mind, the best fire and rescue service in the world because of its willingness and ability to adapt. The Commissioner has already mentioned the introduction of firefighters' work wear. That followed fairly soon after the introduction a year or so back of new-generation personal protective equipment. We have had the opening of the fire station in Harold Hill a couple of years ago.

The fire brigade will change and in LSP6, when it comes through, there will be some big questions that need to be asked in terms of the nature of our primary response vehicles and how we deploy the use of digital communications into the vehicles. There are some big questions that need to be asked. The answers to those questions may - may - mean that we look at delivering our fire and rescue provision for London in a fundamentally different way. It might not. I do not really want to second-guess what it might be.

**Stephen Knight AM:** Clearly, we are talking about significant reductions in funding over the next few years. You might not want to use the word 'cuts' but, in reality, that is what we are talking about. A reduced number of fire engines and fire stations is the likelihood. Indeed, we have all seen LSP5. However you might want to describe it, most people will say that there were significant cuts to fire engine numbers and fire stations. Whether you believe they are justifiable or not, there is a reduction in the number of units, if you like, that you can deploy.

**James Cleverly AM (Chairman, London Fire and Emergency Planning Authority):** I take your broader point that we are almost certainly going to see, at best, a zero increase and quite possibly a reduction in funding, irrespective of the outcome of the next general election. Therefore, it is fair to say that we are looking at what a reduction in funding might look like. However, to automatically assume or to imply that a funding reduction would mean just a net reduction in the capability or the output of the LFB is erroneous. That is unfair --

**Stephen Knight AM:** That is a slightly different question.

**James Cleverly AM (Chairman, London Fire and Emergency Planning Authority):** -- because, actually, there may be some fundamental changes in the way the LFB does its work. If that is the case, it may well be possible to put more firefighting asset actually on the ground.

**Stephen Knight AM:** James, there was a bit of a dispute at the last Authority meeting about what commitment the Mayor had given in terms of future funding represented, whether he had guaranteed the Fire Brigade budget in real terms or in cash terms in the medium term. What is your understanding of the Mayor's commitment in terms of fire funding?

**James Cleverly AM (Chairman, London Fire and Emergency Planning Authority):** My understanding is that it was quite explicit that he has promised to protect us from any major frontline realignment. The commitment was an output commitment. It was to protect us from having to do a major frontline realignment over the period of time that he is the Mayor.

**Stephen Knight AM:** In terms of the budget, he has not given a commitment beyond this year?

**James Cleverly AM (Chairman, London Fire and Emergency Planning Authority):** No, his commitment was explicit. He is going to protect us from the need to make a major frontline realignment. The way that has been read is in financial terms and he has given us a degree of financial certainty that the Fire Authority has never had before. It has given us a little bit of breathing space in terms of the full implementation of LSP5 and the resolution of the current period of industrial dispute, but it was never tied to a specific figure.

**Stephen Knight AM:** Nevertheless, it is true to say that the word there is 'major' realignment because you are still as an Authority facing having to find savings of £10 million plus over the next two years.

I wonder if I could turn to Ron now. It is Ron and not 'Rob', as your nametag says...

**Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning):** Yes. I have not changed my name.

**Caroline Pidgeon MBE AM:** It is embarrassing.

**Stephen Knight AM:** Apologies on behalf of the London Assembly for getting your name wrong, Ron.

Given the timeframe that it takes to develop a London Safety Plan (LSP) - and we know the time it took to develop LSP5 - and given that certainly beyond the 2016 budget year there is no guarantee and I guess the working assumption amongst senior officers must be that there could be serious funding shortfalls beyond that, when do you think from an officer perspective work is going to have to start to developing options?

**Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning):** In terms of any major frontline realignment, that work would need to start sometime next year, probably early next year.

The other side which is important to recognise is that there are a lot of other challenges coming through the fire and rescue service which are going to impact on the cost of the service overall. One of those is the challenge we received from the Sir Ken Knight review [*Facing the Future*] last year and certainly from statements made by Government ministers since questioning why the LFB does not have retained firefighters, for example. Retaining firefighters in London is not something that I support personally, but it is something probably we are going to have to look at in the next period.

The other thing is that there is an awful lot of change going on in the service nationally around the way we deal with fires and the way we respond to fires. Some fire and rescue authorities are looking at very different technologies, based largely upon the fact that the number of fires in London and across the whole country is reducing and, therefore, the amount of opportunity for our firefighters to get experience is reducing and people are looking at other ways of actually responding. We are already looking at that because it is a commitment in LSP5 anyway to look at smaller vehicles and new technologies which we will be doing and they will have an impact on the costs of the fire and rescue service as well.

**Stephen Knight AM:** Thanks for that. I have only a couple minutes left and I will just probe you on a couple of things there. You referred to early next year work would start on looking at potential major realignments. Did you mean the calendar year or the financial year?

**Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning):** No, what I meant was looking at and analysing all the figures we have in terms of our performance and making sure that we still have adequate cover and the right cover that we are looking for. I am hoping there will not be any major frontline realignment. We certainly will need to start planning for the year after sometime soon, but we do not know what the budget is going to be for that year yet. Obviously, our planning has to be a balance between operational risk as we assess it and the money available to the service.

**Stephen Knight AM:** In your view, is planning going to have to happen before the 2016/17 year? In other words, before the next mayoral election, are officers going to have to start planning the next round of significant realignment?

**Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning):** We will certainly have to start thinking about LSP6 next year.

**Stephen Knight AM:** OK. That is very helpful. As part of that, do you think there are likely to be options around part-time retained firefighters for the first time serving in London?

**Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning):** Personally, I do not support that. I do not think a retained firefighter system in the traditional sense would work for London for a variety of reasons which would take quite a long time to explain, but I genuinely do not believe that. However, we will need to look at other types of shift patterns that we might be interested in and that might save money and also make sure we can continue to deliver service in the right way that risk.

**Stephen Knight AM:** You used the term 'retained' earlier and I just wondered what you mean by that if it is not part-time.

**Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning):** Generally, retained firefighters are those staff that have other jobs and attend a fire station for three hours one night a week to do training and respond on a pager when there is an incident. Personally, I do not think that would work for London. We have looked at it before and we could not make it work. I do not think it would work because of the risk in London and the fact that it reduces our flexibility. Therefore, I do not think that is the right way.

**Stephen Knight AM:** Apologies, but I am running out of time. You did say that you saw a role for retained and I just wondered what you meant by that.

**Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning):** Sorry, I did not. I said I do not see a role for retained.

**Stephen Knight AM:** You do not see a role for retained?

**Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning):** No, but I do see a role possibly for looking at alternate shift patterns but for full-time firefighters rather than retained firefighters.

**Stephen Knight AM:** OK. Thank you very much.

## **2014/4107 - Fire and Emergency Planning Provision**

[Fiona Twycross](#)

*Given the effects of LFEPA budgets since the Mayor was first elected in 2008, what impact will your 2015/16 budget have on fire and emergency planning in the capital?*

**Fiona Twycross AM:** We want to go for a little bit of a broader discussion about the budget implications, but I would like to add to what Stephen Knight has said and just mention that I feel quite strongly that Boris Johnson [Mayor of London], when he was talking about ring-fencing the budget, was using weasel words and that people would then have expected there not to be any cuts to the fire service at all. Stephen Knight has covered this.

What I am quite interested in, looking at it a bit closer, is what sometime next year the possible major realignments might be. Whether you see this being something that would come from Government, given that nationally we are seeing quite a lot of cuts to fire services around the UK, and what actual control we will have from the Fire Authority's point of view and what pressures we will have on our budget in our potential realignment from a national perspective.

**Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning):** If I can start, then, in terms of the protection we have, the Mayor's statement was quite clear that he is protecting us from changes to Government funding for those two years. That does not mean that we have protection from all funding changes in terms of inflation and other things, but we are certainly protected from Government funding. We have seen that in next year's budget already.

In starting to plan for LSP6, I certainly will not come at it from the premise of trying to engineer or looking for a major frontline operational realignment. That is not where I will start. What I will be doing is starting to look at our performance as we are at the moment; the cover we provide; the sorts of risks that we are planning for and whether there are new risks to London that we should be planning for, and trying to come forward with a plan that has the best operational cover for those risks. That is where I will be starting from and that work, because it is very detailed and takes time, we will need to start looking at next year.

However, in terms of what the actual proposals will be, that will be a reflection once we do know what the budget is and once we do know what the risks are. I certainly will not start from the premise of, "There will be a major realignment", because I prefer to think there will not be.

**Fiona Twycross AM:** OK. You will be aware that we have been provided with the data around the broad attendance times, which unfortunately we had only a couple of days to look at and we have not gone into a

huge amount of depth. However, just on a top-level early analysis of it - and it is something we would want to look at in much more detail at the next Fire Authority meeting - we have noted that response times have gone up in 372 wards in London, which are over half the wards in London. We are quite concerned about that. Actually, 23 wards appear to have had an increase in the first engine arriving of over a minute, which in terms of a fire spreading is significant.

I just wondered in that context what assurances you could give Londoners that there will not be further changes that will impact on those attendance times in the next year.

**Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning):** First of all, the data that has been provided, as you quite rightly say, you have not had a lot of time to look at but we are preparing a full report for the Fire Authority at the end of November.

**Fiona Twycross AM:** Good. Thank you.

**Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning):** It will be much more detailed and it will have a full analysis from us.

From my initial look at the data that we have, firstly, I am encouraged that it is largely within predictions, although there are some outliers in that in terms in particular of wards that are not performing as we would hope. At borough level, the Brigade is currently performing slightly better than was predicted. Still, that was a very limited period of time. However, in those wards where we do see performance where attendance has increased, what we are doing is we are keeping a very close eye on that and seeing what we can do to try to address it.

The warning that needs to be placed on all that data, though, is that we do still have currently, unfortunately, 13 appliances additionally out of service for the emergency fire crew and, also, we have some fire stations where the pumps and appliances are not at their stations. Take Old Kent Road, for example. Old Kent Road's fire engines are not at their station. That obviously impacts as well in terms of their local areas. Therefore, at the moment, the data is obviously accurate but it needs to be taken with a slight health warning.

Overall, I am encouraged that the Brigade is performing largely as we thought, but I am obviously very concerned about those areas where the attendance times have gone up in those particular wards. We are looking at those very closely and we will provide a lot more information, hopefully, for the report in November.

**Fiona Twycross AM:** OK. Thank you.

**Valerie Shawcross CBE AM:** Good morning. Just on a very specific issue, I was quite alarmed to see that the LFB may well have to pick up some of the bill for the additional pension costs for retained firefighters. I know this is a complex issue and it relates to an employment tribunal and I think we all agree that retained firefighters deserve a fair deal. However, it seems to me that the idea that the LFB ought to be paying the back pensions of retained firefighters when the London Fire Authority has never employed any retained firefighters, ever, does seem to be wholly unreasonable.

What progress has been made in persuading the Department for Communities and Local Government (DCLG) that to burden London taxpayers with the costs of rural firefighters is unreasonable and what impact is this likely to be making on our budgets for the next decade or so?

**James Cleverly AM (Chairman, London Fire and Emergency Planning Authority):** You have made a very good point and I would like to put on record, actually, the cross-party support that I had in negotiating with the Department. Assembly Member Twycross and Peter Truesdale, when he was Leader of the Liberal Democrat group on the Fire Authority, joined me in a delegation to speak directly to the former Fire Minister and we made very much that case. It is probably fair to say that it was not the most successful negotiation that I have ever conducted with the Government. It was quite firm on this one.

My position - and in fact our collective position - very much reflected the point that you have made. We do not have, and we never have had, and we have no plans to have retained firefighters in London and it seemed a bit of a perverse situation that we were then going to be asked to contribute to this additional financial burden. That was very much our position.

The Government's position, which I understand if not necessarily agree with, was that there are a number of funding formulas which are allocated across the UK fire and rescue service and are not necessarily allocated proportionally as to which fire and rescue services do or do not have it in particular proportions. The Government's position was to be careful what you wish for because, if we want to unpick and go down to that level of granularity, it may well be that there is funding that we receive which is cross-sector but we would lose out on.

I am sympathetic to that and actually, until we start getting a more accurate breakdown of what that retained firefighter pension liability will be, I am keeping my powder slightly dry. It is one of these things. If it turns out that we have a small proportion, it might just be better that we swallow that. If it looks unfairly large, it may well be worth having a bit more of a battle about revisiting some of these funding formulas.

However, I think you and I are probably on the same page on this. It is not great news at the moment, but I will keep Members informed and I will keep pushing on it.

**Valerie Shawcross CBE AM:** Thank you very much, James. It does sound like the DCLG issued a bit of a veiled threat there and --

**James Cleverly AM (Chairman, London Fire and Emergency Planning Authority):** What is the phrase: "you could say that; I could not possibly comment".

**Valerie Shawcross CBE AM:** -- you can rely on having continuing cross-party support because it does seem to be perverse and unreasonable.

**James Cleverly AM (Chairman, London Fire and Emergency Planning Authority):** Yes. I do genuinely appreciate the cross-party support we have had.

**Valerie Shawcross CBE AM:** Thank you.

**John Biggs AM:** I wanted to explore further questions about the cost pressures within the budget. On the face of it, the Mayor is giving a guarantee about levels of funding. There is £389 million this year, £382 million next year and £382 million the year after that. He is also giving some assurances about compensating for further cuts in core grants. If the core grant goes down, the amount from City Hall goes up. He is also giving some advice and nudging you to do things by flogging buildings and cushioning your capital budgets and he has been very friendly and helpful in that regard.



However, there are a number of pressures. Recently, we heard about the pressures from the costs of strike action, which obviously does have a fairly significant cost for the Authority of several millions of pounds this year. Unless the matters are resolved, you should assume in future years similar amounts of money. There are staffing costs because the number of staff you have anticipated having has not reduced at the level you anticipated and, therefore, there are several millions extra in the budget. How are you cushioned on those pressures?

**James Cleverly AM (Chairman, London Fire and Emergency Planning Authority):** We have lobbied both the Mayor and central Government - again, cross-party lobbying - to get financial support for the impact of the industrial action. The department has made it very clear that the expectation is that all fire authorities have to cover that from their core budgets. It made it very clear there will not be any additional support from that.

The industrial action may well have an impact. Obviously, you will have seen that the Commissioner put forward a recommendation that we move to non-acceptance of partial performance. That was voted down by Authority Members and the Mayor is currently considering his response to that decision. The most recent nature of the strike action has meant that that particular issue to a large extent has become obsolete. I sincerely hope that we do not see any more strike action.

**John Biggs AM:** Obviously. Let us focus on the money side of things, please.

**James Cleverly AM (Chairman, London Fire and Emergency Planning Authority):** On the money side of things, if the strike action continues, we will need to look at finding a way to make it less expensive for the Authority and hence my recommendation to the Mayor would be to --

**John Biggs AM:** Will the Mayor bail you out if that happens?

**James Cleverly AM (Chairman, London Fire and Emergency Planning Authority):** No.

**John Biggs AM:** The Mayor has told you to fund it within your own resources?

**James Cleverly AM (Chairman, London Fire and Emergency Planning Authority):** The Mayor has told us to fund it within our own budgets. My strong recommendation to the Mayor is that we no longer accept partial performance because it will be financially untenable for the Fire Authority if the industrial action continues and if it reverts to the short periods of strikes we have had before.

**John Biggs AM:** OK. What about the other substantial current issue about budgeted staff members and numbers of staff?

**James Cleverly AM (Chairman, London Fire and Emergency Planning Authority):** Obviously, there was a delay in the implementation of LSP5 which was unfortunate and that has had a knock-on effect because we could not start the rebalancing of staffing numbers until LSP5 was formally implemented. The delay in the implementation has had a knock-on effect. That will ultimately work its way through the system.

**John Biggs AM:** It is another £4 million or £5 million, I think. How is that funded?

**James Cleverly AM (Chairman, London Fire and Emergency Planning Authority):** That, again, we will need to work out. We currently have a budget gap, which is unfortunate. The Resource Committee is

investigating ways of addressing that. I am not willing to second-guess the outcome of the Committee's work, but it will not be easy and we will keep looking at operational savings. We also will look at other revenue streams and we are investigating how we can better use our own resources, whether it is the mobilising centre or other things, to get a small amount of revenue coming in.

**John Biggs AM:** If we move swiftly on to the question of reserves, I have three tiny supplementaries here and the first is on reserves - which are at the level the Financial Officer views as being prudent and so there is not a bucket of extra reserves you can use. You are nodding in agreement with that.

**James Cleverly AM (Chairman, London Fire and Emergency Planning Authority):** Yes. I would feel uncomfortable dipping down into the reserves. We do not know where the industrial action is going at the moment and I would feel very uncomfortable committing to the reserves at this point.

**John Biggs AM:** OK. The second question, then, is about inflation and how you are managing that. Obviously, inflation is not a single number everywhere you go. There are different pressures in different places and you are budgeting to absorb that through additional savings. What is the quantum of that?

**James Cleverly AM (Chairman, London Fire and Emergency Planning Authority):** You are right. The plans that have been brought forward by Sue Budden [Director of Finance and Contractual Services, LFEPA] have inflation as one of the financial pressures that we are looking to absorb. We are not stripping that out. That is just one of the things that we will have to consider when we are looking at the additional savings proposals that we brought through the Committee and then ultimately to the Authority.

**John Biggs AM:** I guess I would argue that those are examples of why the Mayor's guarantee is somewhat less rosy than it might appear.

The final question, then, which is more significant, is that we have a Mayor who is here only about half a day a week; I slightly exaggerate. He has a foot halfway out the door into his new job and he is making promises which take him up to Election Day 2016. Clearly, a prudent Fire Authority - and maybe this is a message to the Commissioner - has to budget for the future as well. We are not living in the healthiest of financial climates in terms of funding for fire services. You do need to anticipate and plan for further savings. How are you managing that?

**Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning):** As I said previously, we are looking at all of our budgets and there is a report being released today.

**John Biggs AM:** OK. You are looking at it?

**Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning):** Yes.

**John Biggs AM:** What is the headline figure? You are talking about another 5% or 10% cut. Boris Johnson [Mayor of London] pretends to hold back the tide until 2016 and then what happens?

**Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning):** At the moment, we are looking at options that we may be able to look at for savings in the future. As I said earlier, I do not start from the premise of a major frontline realignment because I would hope we would not need to do that. I am looking at various ways in which we might be able to reduce the costs for the Authority in the future, but I do not have a target to look for at the moment.

**John Biggs AM:** I would argue that the Mayor is being somewhat disingenuous in cushioning you, allegedly, with a figure when we all know that future pressures require you to budget somewhat differently and to have a campaigning stance which is somewhat different from that.

**James Cleverly AM (Chairman, London Fire and Emergency Planning Authority):** The point to note is that this is the first time ever that the London Fire Authority has had anything like an idea of what its multiyear budget may be. You are completely right to highlight the fact that there will be financial pressures over which we do not have full control, but that has always been the case. What the case has never been before is that we have had anything like an explicit figure to work around and that does give us a degree of headroom. It is not to say it will be an easy process because it will not, but it does give us a degree of certainty, more than we have ever had before. Normally, it is only about this time in the year that we get an explicit set of figures for the start of the next financial year. It is typically the end of the calendar year. We are in an infinitely better position in terms of what we know for certain than we have ever been in the past, but there will be difficult decisions to make.

**John Biggs AM:** I can see you are a glass-half-full man.

**James Cleverly AM (Chairman, London Fire and Emergency Planning Authority):** I will put that on my curriculum vitae.

**Navin Shah AM:** James, as everyone knows, London is facing a steep rise in its population for decades to come. If due to these demographic changes further fire services are required and having presided over extensive cuts, how do you think you will manage to improve and enhance fire services to meet those demographic challenges?

**James Cleverly AM (Chairman, London Fire and Emergency Planning Authority):** One of the advantages of demographic increase is that the tax base increases. There are more people paying into the system and it would be unrealistic to assume that we would have an increase in population and everything else would remain the same. I would hope that as the economy picks up, as the Government's long-term economic plan starts to have the desired impact and as the UK economy improves, London's economy will improve and the tax take will improve. It may well be that the financial pressures that public services in London see, improve at some point in the future. I would hope that that will be the case.

Even if that is not the case, one of the things we have absolutely seen is that an increase in population does not correlate to an increase in fire demand. London's population has been increasing over the last decade and over the same period of time we have seen a reduction in our core volumes. There is not a correlation between the two.

The other thing that we have shown is that it is not just about the size of the Brigade. It is not just about doing more. It is about working smarter. I am very proud of the fact - and this is not me claiming credit for this because it was under both Assembly Member Coleman and Assembly Member Shawcross [former Chairs, LFEPA] - that the move towards proactive work for the Fire Brigade and fire prevention work has had a massive impact.

In terms of moving forward, however, the fact that this protracted industrial action has meant that we have had a number of our fire appliances taken out of service for almost a year now really does not help me. It really does not help me. When I negotiate with politicians - and I know when the Commissioner has

conversations with civil servants, not wanting to put words in his mouth - the fact that the figures we are producing here are at or about our predicted figures in LSP5, despite the fact that we have 13 appliances off the run for contingency cover, makes it really difficult for me to fight our corner as hard as I would like. The obvious question is, "You are doing OK with those 13 pumps off the run and that would save you quite a lot of money", and it makes it a lot harder for me to negotiate.

My strong argument would be that the quicker we can resolve this industrial action and get these pumps back on the run, the better. If you have any sway with your friends and colleagues in the FBU, I would strongly advise that you remind them of that.

**Navin Shah AM:** James, I have two concerns here. One is that not only do we have something like a 25% population increase projected over roughly 20 years, but we also have some of the evidence which Fiona [Twycross] has just mentioned of having closed fire stations. There is already slippage in terms of not meeting LSP5 target times for attendance.

**James Cleverly AM (Chairman, London Fire and Emergency Planning Authority):** Sorry, that is not what the figures show.

**Navin Shah AM:** Certainly, some of those figures would indicate that. I know that LSP5 and the modelling do mention that there will not be an increase in fires or that we should be able to cope based on those figures. I am not convinced that given the high-density high-rise buildings not only in inner London but right across in outer London boroughs that we will have, that there will not be a demand on increased services. The question is how you will meet that, given the kinds of cuts that are being implemented in the fire service.

**James Cleverly AM (Chairman, London Fire and Emergency Planning Authority):** I do not agree with the premise behind the question. You are making assertions about the effect of LSP5 which are not borne out by the facts. The modelled predictions by the team at Union Street [London Fire Brigade headquarters] closely match and they were never meant to be an absolute ward-by-ward, street-by-street, minute-by-minute prediction. It was a trend prediction. Actually, what we have seen is that 14 fire appliances came out because of LSP5 and an additional 13 - almost twice as many as predicted by the modelling data - are off the run compared with prior to LSP5, yet we are still performing at or about the predictions for LSP5. Therefore, I fundamentally disagree with the premise of the question.

The broader question is about trends over the next 20 years. As I say, if the economy picks up, as I hope it will do, and if the tax base increases in London, projecting out to what might happen in 20 years' time is very difficult because technology might change dramatically. Again, you make an assertion which is not borne out by the facts that high-rise buildings are inherently less safe than low-rise buildings. That is not borne out by the facts; particularly with modern high-rise buildings. We look at the fantastic preventative work that our fire officers did in the design inception of the Shard, for example, and I know a number of us have visited the Shard. It is that kind of preventative work built into the fabric of the building that makes high-rise buildings infinitely safer than they ever were. Therefore, I cannot agree with either part of your question.

Broadly, however, we will respond. Harold Hill Fire Station opened because, midway through the Fourth London Safety Plan (LSP4), it was identified that there was a need for a point of presence in that northeast part of London. Even during LSPs, there is a degree of flex. Over the 20-year time horizon that you are discussing, we would expect to see three or four revisions of the LSP. They will flex and adapt to meet the needs of London. We are never going to put forward a position where the LFB is incapable of providing the

excellent fire and rescue service for Londoners that we have a moral and statutory responsibility to deliver. It just will not happen.

**Navin Shah AM:** Thank you.

**Andrew Dismore AM:** I want to ask you about the emergency fire crew contract. It is a clear example of market failure, is it not?

**James Cleverly AM (Chairman, London Fire and Emergency Planning Authority):** No.

**Andrew Dismore AM:** Let us look at it. You had only one bid. If we go back to the previous contract with AssetCo, which I think Brian Coleman [former Chairman, LFEPA] had, it went bust and collapsed. That was another market failure. Here we have a position with only one bidder. Although it was advertised in the *European Journal*, two or three companies expressed interest but did not bid in the end. We have had to spend £4 million on this per year, plus two one-off payments of £200,000 every other year, plus back pay of £500,000. They have us over a barrel, do they not?

**James Cleverly AM (Chairman, London Fire and Emergency Planning Authority):** No.

**Andrew Dismore AM:** Look at it. We are required by law to provide this service by a certain date. There is only one contractor. They have us over a barrel because they know they are the only bidder. They can charge what they want and we in the end are stuck because of market failure and because there is only one bidder.

**James Cleverly AM (Chairman, London Fire and Emergency Planning Authority):** Is there a question?

**Andrew Dismore AM:** Yes.

**James Cleverly AM (Chairman, London Fire and Emergency Planning Authority):** What is it?

**Andrew Dismore AM:** Comment.

**James Cleverly AM (Chairman, London Fire and Emergency Planning Authority):** Sorry. I do not agree with you. Pointing at that contract and saying it is a market failure is like pointing at an aeroplane and saying it is a gravitational failure. It is not. That is not the case. The fact of the matter is we put this out to contract and we had only one bidder. Actually, the very difficult nature of the provision meant that it was never going to be something that we were going to get lots of bidders for. I would like to have seen more bidders go through to the final round.

However, actually, far from being a market failure, the relationship we have had with the provider of that emergency contract has been very good. It is a commercial organisation. It needs to make money. That is fair enough. They have actually proven themselves to be very flexible. There are plenty of occasions when they could have interpreted the contract much more strictly than they have done and the performance of the Emergency Fire Crew Capability (EFCC) crews has been as or better than expected in all cases.

I do not agree that it is a market failure. I do not agree that we are over a barrel. Had it been the case that we believed that provision was just not cost-effective in absolute terms, we would have come up with a fundamentally different method of provision. What that would have been I do not want to speculate on here, but the simple fact of the matter is that if it did not work for us we would have done something else.

**Andrew Dismore AM:** That is the point, is it not? We had a deadline we had to meet. We had to provide a service. This was the only option on the table. No other proposals were put forward.

**James Cleverly AM (Chairman, London Fire and Emergency Planning Authority):** That is not a market failure. That is just a feature.

**Andrew Dismore AM:** It is a market failure if you get only one bid. It is not like an aeroplane. The fact is that if we want to buy new fire appliances - although we are going to have to go through with the Babcock contract now - half a dozen companies may well tender to provide those and then we can have a proper competition between them on price and quality. There is no option to have any competition on price or quality because they have us over a barrel because they are the only bidder and because there was a legislative deadline we had to meet. To my mind, it is market failure when only one company puts forward a bid and it is a take-it-or-leave-it bid in the end. You can negotiate around the edges, but in the end we are stuffed.

**James Cleverly AM (Chairman, London Fire and Emergency Planning Authority):** I do not agree. You keep making these statements of your personal opinion in the guise of questions and I do not agree with you.

**Fiona Twycross AM:** I just wanted to talk a little bit more about the cost of the strike, which you raised. In terms of the current wave of strikes, would you agree with me that the approach taken by the Fire Minister in private, in public and in writing suggesting that a new deal was on the table has been extremely unhelpful and prolonged the strike action and the cost of the strike action?

**James Cleverly AM (Chairman, London Fire and Emergency Planning Authority):** Again, no.

**Fiona Twycross AM:** You think that you can suggest to a union that they do not take strike action because something new is going to be on the table. Then, at the moment the pension regulations are just about to be laid before Parliament, can turn around and say, "There is nothing new", on a day that in Wales with the same - I hate the term - 'cost envelope' you can come up with a better deal in another part of the country - it is an issue around devolution. You can turn around to a trade union, which you have been telling for the past few weeks and months, "Do not go on strike because we are going to come up with something new", and then you can expect a trade union to turn around and say, "All right, then. We won't"?

**James Cleverly AM (Chairman, London Fire and Emergency Planning Authority):** My understanding - and obviously I was not privy to the conversations - was that the current Fire Minister said to the union exactly what the previous Fire Minister said, which was, "Every time you go on strike midway through negotiations, you make it harder for the department to get concessions from Treasury. You going on strike is counterproductive to getting a good deal for your firefighters". That is the message that Brandon [Lewis MP, Minister of State for Housing and Planning, Department for Communities and Local Government and former Fire Minister] put forward and my understanding is that that is pretty much the same message that Penny [Mordaunt MP, Parliamentary Under-Secretary, Department for Communities and Local Government and Fire Minister] put forward. When she stepped in as the new Fire Minister - and again, this is my understanding and I am getting this second-hand - she had conversations with the national representatives of the FBU and she said, "I will do what I can. I will go and negotiate. I will see what I can get". She would not - because she would not have been in the position to - have made an explicit promise that a better deal was on the table. From my understanding, she did make a commitment to go back to Treasury to see what could be achieved.

The timescale has always been explicit. I have known what the timescale for the pension changes needed to be because I worked back from 1 April next year when they have to be implemented. The timescale is explicit. If the Union is now claiming that it was caught out because of a surprise timescale, it is disingenuous because everyone has known when the deadline needed to be.

Ms Mordaunt, as the Fire Minister, I know, had conversations with Treasury. However, Brandon [Lewis], the previous Fire Minister, before he left said, "Financially speaking, I really do think this is the best deal that we are going to get". No one should be surprised that she came back and said, "There is nothing more. I have asked and there is nothing more in the cupboard".

You mentioned Wales. With regard to Wales, Northern Ireland and Scotland, they have no extra money. The money for that future pension liability will have to come out of the budget for the fire and rescue services in the future. The only way I can see they square that circle is by reducing pumps, stations and firefighters. There is no extra money. They are robbing themselves from the future to try to make this industrial relations problem go away and I think that is the wrong answer.

**Fiona Twycross AM:** A week before the announcement was made I was at a meeting - and I think the Commissioner was there as well - where she indicated quite clearly that she thought a deal was going to take place. I can see why the FBU and firefighters, given that she had been writing open letters to them for some time, actually believed that there was something else coming forward. The approach that was taken in terms of suggesting that something new was coming forward, which I firmly believe was the case, has been extremely unhelpful in terms of prolonging the strike, in fact, and escalating it. As we have seen, we have had four days of industrial action over the weekend. I would argue that the FBU tried its hardest to negotiate on this and it is quite a big step for a union to say, "We are not to take industrial action". They suspended the strike action as a result of the requests made by the Minister and I think they were strung along for two months. Their members feel genuinely no other reason that they can be heard by Government.

Far from telling us to talk to the FBU, it would be really helpful if you went back to your colleagues in Government and said, "Look, please can you look to see if you can find some compromise on this?" Clearly, there is something in the deals that have been offered in other parts of the UK that those governments feel is possible for them to meet. You could see whether the Government in Westminster can do something similar, rather than having a situation in which it appears that they are just trying to face up to the unions as part of a bigger agenda somehow, and also come up with some money to help us address issues here in London in terms of costs rather than us having to go down the route of not accepting partial performance, which, as you will be aware, we think is putting financial interests over the safety of Londoners.

**James Cleverly AM (Chairman, London Fire and Emergency Planning Authority):** I am unsure what other option you think the Fire Minister could have taken. She entered into negotiations with the unions. The unions have painted themselves into a bit of a corner. They so vilified the previous Fire Minister and made it very difficult for them even to be seen to be negotiating. They took the change of Fire Minister as an opportunity - rightly so - to have a new relationship with Government.

The Fire Minister was also keen to press the reset button on the relationship and she promised the only thing she could promise, which was that she would talk to Government and she would talk to Treasury to see what deal could be done. She would not have and did not promise there would be a better deal on the table. If people want to interpret her attempts to get a better deal --

**Fiona Twycross AM:** If she knew there was no better deal available, then I do not personally see why she was offering that.

**James Cleverly AM (Chairman, London Fire and Emergency Planning Authority):** That is the point I am going to come on to. If she had sat down in that negotiation and said, "I am not even going to talk to Treasury about a better deal", what response do you think the FBU would have come up with then? She promised what she could promise: that she would attempt to get a better deal. Otherwise, all she would have done is at the start of that relationship just said, "I am not even going to ask". Imagine the message that would have come out from the FBU: "The new Fire Minister is not even going to ask". She did what she could. She asked.

Treasury made it quite clear, just as it was made clear to Scotland, Wales and Northern Ireland, "There is no extra money. If you want to cut a local arrangement, it is fine, but there is no extra money. You will have to make up that future pension liability from the future fire budget. There is no additional money for those deals that have been cut", which means that the only way that they can make up that financial difference is by reducing frontline delivery of fire and rescue services. It is the only way I can see they could do it.

**Fiona Twycross AM:** It cannot possibly have taken her two months to find out from Treasury that there was no extra money and to string the unions along for two months while she was apparently trying to talk to them. I cannot believe in the circumstances that it would have taken her two months to be told by Treasury that there is no extra money if that is the case. It was disingenuous and led to a situation in which the strike will escalate.

All I am saying is it would be really helpful if we did not escalate it further in London for the sake of financial considerations to stop partial performance. I just do not think that is helpful.

**James Cleverly AM (Chairman, London Fire and Emergency Planning Authority):** The choice of escalating, de-escalating or cancelling the strike action sits with one organisation and one organisation alone and that is the FBU.

**Fiona Twycross AM:** No, it sits also with the Government. There are two people in negotiations.

**James Cleverly AM (Chairman, London Fire and Emergency Planning Authority):** No. No, it does not take two. It takes two to negotiate. The decision about industrial action sits wholly and solely with the national executive of the FBU, no one else.

**Fiona Twycross AM:** The Government cannot have been in any doubt as to what was going to happen when it turned around and said there was nothing extra, three days before the pension regulations were laid.

**James Cleverly AM (Chairman, London Fire and Emergency Planning Authority):** The decision about the strike action is not made by Government. It is not made by fire authorities. It is not made by a chief fire officer. It is made by the FBU. You can try to do a bit of 'blamestorming' and say, "It is the Government's fault" or, "It is our fault" or, "It is their fault". The only organisation that can decide whether to go on strike or to not go on strike is the FBU and that is a fact.

**Fiona Twycross AM:** Given that there are better deals being offered in Wales, Northern Ireland and Scotland --



**James Cleverly AM (Chairman, London Fire and Emergency Planning Authority):** Not from Government there are not. The deal from Government to Wales, Scotland and Northern Ireland is the same deal to us, which is that there is no extra money.

**Fiona Twycross AM:** The devolved administrations have managed to find a way forward and I will leave it at that.

**James Cleverly AM (Chairman, London Fire and Emergency Planning Authority):** I will answer the implicit question in that final statement. The point that you are making is that there is something that central Government can do to match the offers in Wales, Scotland and Northern Ireland.

**Fiona Twycross AM:** There is.

**James Cleverly AM (Chairman, London Fire and Emergency Planning Authority):** There is not because central Government has given no extra resources to Wales, Scotland and Northern Ireland. The deals they have struck are local deals, not national deals. They are local deals. The only way they can fund those arrangements is from the future regional fire and rescue service.

**Len Duvall AM:** In future budgetary decision-making, do you think - and I am still not clear about the motivation - that the Mayor seeking from Government to pack LFEPA, really, given the local election results, in terms of future decisions is right?

**James Cleverly AM (Chairman, London Fire and Emergency Planning Authority):** Yes.

**Len Duvall AM:** Why?

**James Cleverly AM (Chairman, London Fire and Emergency Planning Authority):** It is his functional body. It is the Mayor's functional body. Take a situation like the DCLG. If you were to say, "If most councils in the UK are Labour-run councils, the DCLG should be a Labour-run department irrespective of the national Government", we would think that ridiculous. The national Government runs the departments of the national Government and we would expect it to do so. The logic that the Mayor should not have control of the Fire Authority just because most London boroughs are Labour-run boroughs is --

**Len Duvall AM:** He does have control, does he not, by Mayoral Direction?

**James Cleverly AM (Chairman, London Fire and Emergency Planning Authority):** He does, absolutely. However, actually, it is messy and untidy. As we saw with the implementation of LSP5, it causes costs and it causes delay.

Also, the really important thing is there is a massive democratic deficit. The Mayor will be held responsible - and rightly so - for decisions that he has made on fire issues and a whole load of other issues. That is how democracy is meant to work. If he does not have control of his own Fire Authority, how can he be held responsible for the decisions of one of his own functional bodies?

**Len Duvall AM:** Therefore, he can ignore the results of local elections being the basis of making up the Fire Authority? We still have a Fire Authority. We could end up with the Mayor or a future Mayor putting unelected people on it.

**James Cleverly AM (Chairman, London Fire and Emergency Planning Authority):** There are already unelected people on it.

**Len Duvall AM:** Even more so. They could have a majority over the elected and --

**James Cleverly AM (Chairman, London Fire and Emergency Planning Authority):** They are elected to something else. I have been elected to the committee of my old boys' rugby club. Does that mean I automatically should be able to sit on the Fire Authority as an unelected person?

**Len Duvall AM:** On your arguments about Mayoral Directions being messy, what is messy? What is the issue? The Mayor has complete control. If ever you were looking for where the control over the Fire Authority and this functional body is, it is a Mayoral Direction. You cannot be any clearer than that. Why go down this road of packing it out and stifling debate and possibly future budgetary issues at the Fire Authority, not in this place but at the Fire Authority? Why would you do that?

**James Cleverly AM (Chairman, London Fire and Emergency Planning Authority):** You have answered your own question. The Mayoral Direction makes it clear that the Mayor has control of the Fire Authority. Actually, that being the case, I do not see what your concern is about the Mayor appointing to the Fire Authority people that he wants. In terms of debate and pushback, I sat on the board of the London Development Agency (LDA) from 2008 until it was dissolved. There was cross-party --

**Len Duvall AM:** It was a local authority --

**James Cleverly AM (Chairman, London Fire and Emergency Planning Authority):** No, hang on. Let me finish. There was cross-party representation. There was a member of the Trades Union Congress on the agency.

**Len Duvall AM:** They were a quango. You are not a quango. You are a local authority by another name, a single-purpose local authority under a different jurisdiction.

**James Cleverly AM (Chairman, London Fire and Emergency Planning Authority):** There is no logic to why there is an automatic right of people elected to different authorities to sit on that Authority.

**Len Duvall AM:** I am not opposed to change. The Mayor's Office for Policing and Crime option on the table could have been further explored. There are some weaknesses with it in that sense, but why stifle? Why change the issues around democratic practices and the voice? That is what I do not understand.

**James Cleverly AM (Chairman, London Fire and Emergency Planning Authority):** OK. I was trying to be euphemistic.

**Len Duvall AM:** Could I just ask a final question?

**James Cleverly AM (Chairman, London Fire and Emergency Planning Authority):** No, I will answer that question. I was trying to be euphemistic about it but I will be explicit. I will be explicit about this.

LSP5 was the tipping point for this because it came clear - because I know - that the minute that members realised that there was not going to be a Conservative majority on LFEPA, there were conversations about what a Mayoral Direction would look like and the implications of a Mayoral Direction. From the day after the

elections in 2012, it was clear that members of the Fire Authority were going to force the Mayor to use the power of direction because it was obvious that difficult decisions were going to be made.

However, it also became clear that a number of members explicitly tried to delay the difficult decisions about LSP5 to get them as close as possible to the local government elections in 2014 in a very cynical political manoeuvre to make sure the Mayor had to make these difficult decisions that impacted on local communities. They knew that ultimately those decisions were going to be made. The fact that no proposal came from the Fire Authority other than LSP5, which matched the Mayor's budget requirement, none whatsoever, in my mind was an absolute indicator that there was a cynical ploy to make the difficult decisions as close to the local elections as possible. It is not about trying to make the right decisions. It is about trying to force the Mayor to make the difficult decisions in the most politically opportunistic way.

I apologise. I did not want to have to go down this route, but the simple fact of the matter is that what it showed is that a number of members of the Authority regarded their position on the Authority primarily as a party political vehicle rather than for the good governance of the LFB.

**Caroline Pidgeon MBE AM:** Disgraceful.

**James Cleverly AM (Chairman, London Fire and Emergency Planning Authority):** Prove me wrong.

**Len Duvall AM:** I am surprised.

**James Cleverly AM (Chairman, London Fire and Emergency Planning Authority):** Really?

**Roger Evans AM (Chairman):** Assembly Member Twycross has a point of order.

**Fiona Twycross AM:** Point of --

**Len Duvall AM:** I am surprised because if you were in a different position --

**Roger Evans AM (Chairman):** Len, can I just --

**Len Duvall AM:** If you were in a different position --

**Roger Evans AM (Chairman):** Do not fight each other. Do you want to go, Len, or should I take Fiona?

**Jennette Arnold OBE AM (Deputy Chair):** Point of order, Chair.

**Fiona Twycross AM:** You can do a point of order if you like, but it is just nonsense. It is an absolute conspiracy theory and nonsense.

**Roger Evans AM (Chairman):** That is not a point of order.

**Fiona Twycross AM:** It is a point.

**Len Duvall AM:** Politics and debate mean people take different positions and tactics. Packing a committee in any way to stifle those issues when you have a process to override that committee just seems slightly in bad

taste in terms of some of the issues. I have been in this Chamber and have been on the other end of some of those tactics you have described as well. Quite honestly, I do not understand.

We are running out of time now, are we not? We are still waiting for the Government to decide the course of action and whether to support you. In the event that that does not arrive - I think you have a deadline of November - what is the course of action that you are going to take to extend those members of the Fire Authority? What is the plan B?

**James Cleverly AM (Chairman, London Fire and Emergency Planning Authority):** You are asking me about the Mayor's decision. I will remind Members that every single member of the Fire Authority is appointed by the Mayor. I have been on record from day one saying that the current structure of the Fire Authority is not the most appropriate. A number of members confuse or fundamentally misunderstand their role on the Authority. A number of times I have heard people describe themselves as 'opposition members' of the Fire Authority and a number of times members of the Fire Authority describe themselves as 'scrutinising' the Mayor on the Fire Authority. Members fundamentally do not understand their role on the Fire Authority. Unfortunately, Londoners do not understand the role of the members of the Fire Authority. My view is that this needs clarity. It needs to be much more explicit about where the executive decision-making lies and where the scrutiny of those decisions lies.

The change of composition to LFEPA is not the perfect solution. As the Mayor said in his letter to the DCLG, he regards it as an interim solution upon moving to something much cleaner, as recommended by the Labour-chaired Communities and Local Government (CLG) Select Committee, which highlighted the fact that LFEPA's current structure is flawed. I agree with Labour in this regard: LFEPA does need reform. If that does not go through, then we will continue and I will certainly continue doing the best job I can to ensure that the Commissioner and his team continue to provide the excellent fire and rescue service for London that Londoners deserve.

**Len Duvall AM:** Thank you.

**Andrew Dismore AM:** That is the most bizarre conspiracy theory I have ever heard, verging on the United States blowing up the Twin Towers themselves.

What I wanted to ask Ron about, actually, was an issue which I put to James [Cleverly] at the last Fire Authority meeting on industrial relations training. We know from the answers there that senior officers only get half a day's industrial relations training. Do you think industrial relations in the fire service are good and well received all around and are operating as they should be?

**Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning):** No, I do not. Unfortunately, we have a very longstanding dispute at a national level at the moment, which is completely tainting industrial relations across the board and is, not surprisingly, going into other areas and disrupting relations there as well.

In London, industrial relations could be better. We are still trying very hard to improve that, in fact, we have had some quite successful negotiations at the national joint secretaries' level over the last month or so and we are starting to resolve some of the issues that have been outstanding for some time. I genuinely do wish we could have better industrial relations in the LFB and in the Service generally.

**Andrew Dismore AM:** One of my concerns is that obviously it is a uniformed, disciplined service and we do not have industrial relations as a mandatory part of the training course. The answer we had before was that training is provided to officers with an identified need in this area, which seems to me to be something of a euphemism for 'people who might not know how to manage their staff very well'. Do you think there is an argument to say that senior management should have a mandatory element in their training, rather more than half a day? The Union gives their most junior union reps a three-day training course. Why is the senior management not given the same?

**Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning):** I am not trying to argue in any way that the amount of industrial relations training we provide at the moment is sufficient because, probably, we can always do more. However, for staff and managers generally, we provide an awful lot of management training and a lot of the things that they do as good management are actually also good industrial relations. Apart from what we do in general management training, we are looking very specifically at industrial relations training as a particular area and seeing what we can do to try to increase that because, probably, we do need to provide more.

**Andrew Dismore AM:** Thank you.

## **2014/4105 - The Impact of the Fifth London Safety Plan**

[Andrew Boff](#)

*The final version of LSP5 was approved by LFEPA on 12 September 2013. Since its implementation, what impact has this integrated risk management plan had on the Authority's delivery of its three key strategic aims of prevention, protection and response?*

**Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning):** In terms of prevention, we have been able to increase the targeting of our fire safety work. At the moment, we have about 50 commitments in the LSP, all designed to target towards our three key aims. We have currently signed off on about ten of those already and the others are all making good progress, too. We focus very much on providing interventions in terms of prevention with the right type of inspections, at the right times, at the right places and cutting the target on those areas where the risk is highest.

In terms of protection, we have a very well-trained and expert fire engineering department that continues to work very closely with all major developers across London in terms of the infrastructure as it develops. Also, more often now we actually have fire safety officers embedded within local projects to ensure that fire safety is integral to the development.

On response, as I have already said, our response times since the implementation of LSP5 are within the targets that we set ourselves. We monitor those very closely. Overall, as I said earlier, the number of fire deaths in London, the number of fires generally and the number of fire injuries is continuing to decrease.

I am very confident that the LSP is already having a positive impact on our three key aims and I am confident that it will continue to do so throughout the lifetime of the plan.

**Andrew Boff AM:** Thank you, Commissioner. There have been recent reports in the media referencing official figures that suggest that the modelling used for LSP5 has actually been quite pessimistic. There were some allusions to the figures earlier. Despite the fact that you have had to keep to one side 13 appliances

because of the threat of industrial action, actually, you have been able to beat all of these predictions. Is that correct? Is that a correct sum-up of the situation?

**Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning):** It is. During the consultation on LSP5, I did - very often, actually - make the point that we were keen in our predictions to be on the pessimistic side and we were not trying to make things look better than perhaps they would be. From the evidence and the information that we have so far - and as I said, there is going to be a full report going to the Authority in November - I am very encouraged that the modelling in most areas, not all areas but most areas, is proving that the actual performance is better than the modelling was.

**Andrew Boff AM:** OK. Should the threat of industrial action be removed, what effect will those 13 appliances have on the current system? What effect do you think it will have on your performance?

**Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning):** The analysis we have so far is that putting those 13 appliances back would have a small impact on attendance times but it would be small. The main impact would be that it would enable us to do more community fire safety work. Although we are above the target at the moment, it would enable us to do more work in that area from fire stations.

**Andrew Boff AM:** Of course, the community fire safety work has made one of the largest contributions to the historic reduction, surely, in the number of fire incidents.

**Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning):** There is absolutely no doubt that across the country and in London in particular, our very proactive approach towards community safety and public education since around 2000 has had the most significant impact in terms of risk and fire deaths of anything we have ever done.

**Andrew Boff AM:** There would be fairly substantial benefits from a removal of the threat of industrial action?

**Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning):** Absolutely.

**Andrew Boff AM:** I know we alluded to it earlier and I did not quite get Mr Cleverly's response to the impact that the delay in implementing LSP5 has had on the Authority's finances. I do not know if you gave a cash figure on that or not?

**James Cleverly AM (Chairman, London Fire and Emergency Planning Authority):** I am a little bit uncomfortable giving an explicit cash figure because the way these costs are distributed within the Authority is embedded in a number of elements. Obviously, there are some explicit costs like the cost of defending the legal action, the judicial review and the cost of taking legal advice. Those are some direct costs.

Obviously, the original recommendation for the method of consultation was that the consultation would be focused on the boroughs that were impacted by the changes. It was decided through LSP5 that every single borough, irrespective of its impact, should have a consultation. When you are sitting in Newham Town Hall with six people - three of whom are FBU reps, two local media and one local resident now famous within the Fire Authority, Reg from Newham, you cannot help but think that we could have run that whole process much more financially efficiently. Plus, as I say, the rather cynical delay imposed during the implementation of LSP5 meant that the savings that it was at least partially designed to accrue were also delayed. Some of the savings

which we had hoped would have fallen into the previous financial year could not start being realised until this financial year.

In totality, I would expect we are talking about some low millions. I am uncomfortable giving an explicit figure because, as I say, those bits of money are tied up in a number of different budget lines.

**Andrew Boff AM:** Bearing in mind an intervention earlier regarding the organisation of LFEPA, have you been alerted to or do you expect any proposal from London Councils to take over the running of LFEPA?

**James Cleverly AM (Chairman, London Fire and Emergency Planning Authority):** I have not. I am no longer surprised that the pattern tends to be that people criticise the plan that gets put on the table but they provide no alternative plan and then they criticise the implementation of the only plan that is available. I now take that to be 'the pattern' and I would understand that if the tables were turned. It is rather seductive to be able to shout from the side-lines knowing that there is no risk that you are actually going to have to put your boots on and play on the field, if I can stretch the rugby analogy to its breaking point.

**Andrew Boff AM:** It is probably a bit too far, actually, for me. Thank you very much, Mr Cleverly. Thank you, Commissioner.

**Len Duvall AM:** In terms of LSP5, you said we would do some ongoing monitoring post those decisions. You will recall on 23 February 2014 there was a fatality on what can only be described as the Woolwich Ground - that might not be right - when we removed an appliance from the area. In the subsequent fatal fire review, there were a number of issues in terms of the cause of the fire. At the time, there was a technical failure that contributed to that.

In light of the recent information that we have now supplied around the implications of LSP5 and issues for wards, the three wards on the Woolwich Ground are all above six minutes with some varying from 30 seconds to 1 minute and 15 seconds. They are pretty substantial in terms of tackling fires and the time that people get.

Will you look at that fire review and see if there anything from this new data from LSP5 that you have provided can add to that learning? Will you also have a discussion around what we said would do, where we would find these gaps and see what else can be done to minimise potential fatalities like the one that occurred? I am not saying it is not but we now have this new information. You said that you would review issues after LSP5. There is a technical issue but there is something in this fatality that actually questions whether this person should have lost his life or not and the response times for people getting there following the technical hitch in terms of attendance. Could you review this particular issue and could you write to me? There may well be some learning lessons for the Fire Authority itself.

**Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning):** The particular fire death that you mentioned, Mr Duvall, I remember very clearly, actually. There were some very technical issues which I explained to you at the time around that.

All of the attendance times at ward level are under permanent review. We are looking at those areas where we do have extended attendance times, as we noticed in the data, and what we can do about that. One of the things particularly we are doing about that is a lot more fire safety intervention. It was a relief to some extent - but obviously a very sad thing when a person died - that the outcome of the inquest was that the attendance time did not actually impact on it.

Nonetheless, I am very happy to write to you with more information around that. It will probably be after the Authority meeting at the end of November, if that is okay, because members are going to get a very detailed update generally and I will write to you specifically after that, if that is OK.

**Len Duvall AM:** Thank you very much.

**Fiona Twycross AM:** I just wanted to go back to a point raised by Assembly Member Boff - even though he is obviously no longer in the room - just to say that the data we have looked at, as I said earlier, shows that over half of the wards in London have seen an increase in the time it has taken the first fire engine to reach an incident and this does appear to be in part due to the additional appliances being out of operation between the strike periods. Commissioner, I know that you have been in discussions with the FBU about trying to find a resolution and to actually get the appliances back, which is very welcome.

I am concerned, however, that some Conservative Members may have wrongly interpreted the lack of disaster in the interim period as a reason not to return the fire engines. I would argue that on an initial view the data shows that the lack of disaster is down more to luck than to lack of necessity. I just wanted to get assurances that there were no firm plans to permanently remove these fire engines.

**James Cleverly AM (Chairman, London Fire and Emergency Planning Authority):** Again, I do not agree with the premise of the question. The LFB does not base any of its decisions on the expectation of luck. During this period, we have had a number of things which have had a very significant impact on these figures. Although you say half of the wards in London have seen an increase, in some of those wards the increase was very modest and in almost all cases they are at or near the modelled increases that we were explicit about. We were explicit the whole of the way through the LSP5 consultation that this would have a very modest slowing-down of our response time. The modelling has been shown to be accurate by circumstance. That is the first point.

The second point is that, as you say, we have had these 13 appliances throughout the whole of LSP5 that have been taken off the run to support the EFCC crews. You have said there have been no disasters. There have been no big headline-grabbing disasters, but let us not forget that shortly after the implementation of LSP5 we saw one of the most extended periods of Fire Brigade deployment at the Kenley Water Works. For a very extended period of time, we had fire appliances either at the Water Works, off the run travelling to or from the Water Works or delayed going back on the run when they returned because of sodden kit and that kind of stuff. We should not underestimate the impact that the February flooding had on the number of fire appliances available for emergency response in London. Whilst it was not a disaster in the loss-of-life and headline-grabbing sense, thankfully, it was a major Fire Brigade deployment. Implying that somehow we have just been lucky because nothing difficult has happened is factually wrong. We had a massively draining deployment. Also, on a parochial level we had a significant deployment in Bromley in Sparrows Den because of flooding and we also had the Waste 4 Fuel sites, which were a very large drain.

Therefore, these figures - and they are early figures, as the Commissioner said - are set against a period of industrial action and two very significant ongoing periods of deployment. To say we have been lucky is factually wrong.

**Fiona Twycross AM:** Setting aside the difference in how we might describe the situation, have you had any firm indications that we are going to be expected to lose the appliances?



**James Cleverly AM (Chairman, London Fire and Emergency Planning Authority):** No, because the only organisation that can make a decision about putting those appliances permanently back or not permanently back is the Fire Authority. As I say, it makes it harder for me to fight the LFB's corner financially with Government when, despite those very demanding longstanding deployments at the beginning of this period of reporting and the fact that we have had industrial action, actually the figures are pretty much what we predicted for LSP5. It makes it very difficult.

**Fiona Twycross AM:** You are not going to give me a clear answer on that.

**James Cleverly AM (Chairman, London Fire and Emergency Planning Authority):** No, I have given you a clear answer. It will be the Fire Authority's decision.

**Fiona Twycross AM:** Can I just ask one more question very quickly?

**James Cleverly AM (Chairman, London Fire and Emergency Planning Authority):** Of course you can.

**Fiona Twycross AM:** It is on a completely different subject and relates to equalities. Are you committing to signing the LFB up to Stonewall (a Lesbian, Gay and Bisexual charity) so that we can get back our position as a top --

**James Cleverly AM (Chairman, London Fire and Emergency Planning Authority):** Yes.

**Fiona Twycross AM:** We are definitely going to do that?

**James Cleverly AM (Chairman, London Fire and Emergency Planning Authority):** Yes.

**Fiona Twycross AM:** OK. Great. Thank you.

## **2014/4106 - Carbon Neutral Fire Service**

[Jenny Jones](#)

*Will you set a target for the London Fire Brigade to become a carbon neutral service?*

**Jenny Jones AM:** By the way, what I mean by 'carbon neutral services' is not zero emission. It is carbon neutral in the sense that you can have one area that is carbon positive but another that is carbon negative.

**James Cleverly AM (Chairman, London Fire and Emergency Planning Authority):** We have looked at this. We have decided to do the rather more hair shirt way of going carbon neutral. Rather than just doing everything the way we would do it normally and just chucking some money at a tree-planting scheme and saying, "There you go. That is our carbon offsetting", we have decided to go down the tougher but we corporately think the more sustainable route, which is actually looking at the use of zero tailpipe emissions vehicles. We have been trialling that with some of the smaller vehicles in the fleet and the Commissioner and I have discussed - but I would not want to set any hares running because it is at a very early stage in the discussions - what an electric primary pumping appliance might look like or what the cost implications and operational implications are. We are looking at that.

I am very proud to say that we are rolling out electric vehicle charging points on a number of the fire station forecourts, one of the big advantages of the major refurbishment programme that we have had across a number of our fire stations. Although this was not a significant driver, the fact that LSP5 removed some of our oldest fire stations from our property portfolio has meant that some of those buildings which were never designed with energy efficiency in mind have gone and some of the older buildings are being refurbished. Our property portfolio will have a massive shift in the right direction.

I am not going to wear too many laurels on this because I know you will pull me up and say that there is a lot of work still to do. Our attitude is very much in the right place. I am going to steal the Commissioner's line but I get to do the talking first and I am going to do it anyway. Ultimately, preventing fires from happening is one of the most effective carbon-reduction activities for the LFB. I know it sounds glib but, as you can imagine, the impact of a fire - particularly some of the waste fires that we have been dealing with as well as household fires - can have an absolutely massive impact on our carbon footprint. Therefore, it is and will remain a massive priority for us. Sorry, I have stolen all your thunder.

**Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning):** That is all right. Could I just add to that, in terms of a reduction in the number of fires that we get in London, I have been trying very hard both internally and externally to quantify that in terms of the carbon reduction as a result of reducing that number of fires. It has proved impossible to do so far, but I would really love to be able to do that because we would be very close to being balanced already, probably. However, that is me speculating.

The other side to it is, as the Chairman [James Cleverly] mentioned there, things like the fire at the Waste4Fuel down in Orpington recently. There is an issue nationally around the control of these sites and the Environment Agency particularly needs stronger powers than it has. That is one of the things that we have been speaking about ever since the Waste4Fuel fire has been in place. We have been leading some work nationally on behalf of the Chief Fire Officers Association (CFOA) in London. There does need to be greater regulation around those sites because they are the way of the future, but at the moment it is counterintuitive that we are actually getting more fires there.

**Jenny Jones AM:** Thank you. I know you are doing good work and it is interesting what you have just laid out as well. It sounds very positive.

Could I ask you to consider or to do one thing that could make quite a big difference? I think you would be a leader in many ways on this. Could you look at switching your electricity supplier to a renewable energy supplier? I do not want to name one particularly, but doing that would have quite a big impact. If you are using more electricity, it would be a very good idea.

**Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning):** I can check and write back to you, Ms Jones. We certainly have used green energy suppliers previously and a lot of that was renewables. I am not sure that we are not doing that already, actually. I will come back to you.

**Jenny Jones AM:** It is switching to a supplier that actually generates all its electricity from solar and wind, not from nuclear. Will you let me know about that? Could you look at whether or not you could do it and let me know?

**Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning):** I will.

**Jenny Jones AM:** OK. That is great. Let the Chairman know and then we can circulate it. Can I ask you as well on your carbon savings how close you are to achieving them? Your 32% carbon dioxide (CO<sub>2</sub>) reduction target is by 2016. How close are you to that?

**James Cleverly AM (Chairman, London Fire and Emergency Planning Authority):** This is where I have to fess up a little bit. I am looking down at my briefing notes and there is a line here that says, "Currently, the London Fire Brigade (LFB) is 60% carbon neutral". I am very proud of that figure, but if you pushed me on exactly how we justify that I am going to struggle a little bit. However, it is something that we are taking very seriously.

I have just been reminded by the Commissioner that the new stations that they rolled out - Harold Hill and Ilford - both have extensive solar panelling and grey water capture and reuse. As we go through, there may well be an opportunity when we go through the disposal programme of the stations under LSP5 as we get the capital injection, some of which obviously we will want to use to modernise more of our existing fire station portfolio. It will give us a real shot in the arm and will enable us to take a real step forward on this.

**Jenny Jones AM:** You have 105 buildings and you have 28 with solar arrays at the moment. Is it actually finance that is stopping you doing more or is it the particular situations of the fire stations or what?

**James Cleverly AM (Chairman, London Fire and Emergency Planning Authority):** Partially, it is finance. There is a cost. Some of it is the fact that obviously we need to be very careful in sequencing because for some of these refurbishments - with the Old Kent Road and some others - you physically have to close the fire station for a period of time whilst you are doing the refurbishment. We have to be very careful about not creating gaps in provision. Therefore, some of it is about money, absolutely. The capital injection we will get from the disposals process will help with that.

Some if it is about sequencing and with some of our older buildings some of it is about listing, which meant that the things that we would have liked to do were just physically not possible with the buildings. Moving, on average, to younger buildings in our portfolio mix will make it easier for us to do that.

**Jenny Jones AM:** Is 'sequencing' planning and planning the deployment of resources?

**James Cleverly AM (Chairman, London Fire and Emergency Planning Authority):** No, it is more internal operational planning. For example, we cannot have the Old Kent Road closed but then also have - this is where my geography lets me down - Deptford closed at the same time because the pump from Old Kent Road would need to go there to cover the ground. We have to say, "We can do that one but, whilst we are doing that one, we cannot do any of these". It is a bit like keeping plates spinning in that regard.

**Jenny Jones AM:** I liked the sound of the trial of the tailpipe zero emissions. Can you tell me a little bit more about that? How many vehicles are involved? Have you bought them or are you just trying them?

**Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning):** We have been trialling a range of vehicles that have zero emissions from a range of manufacturers. The trials are going really well. It is to replace a fleet of about 60 or 70 vehicles, small vehicles at the moment. They are due to be replaced in the next 18 months to two years. I am hoping that by the time we get through that replacement, all of our smaller vehicles will be zero emissions. That is going very well at the moment.

As the Chairman [James Cleverly] said, I am really keen to look at what we can do for fire engines. Sadly, the fire engine market across the country is relatively small for the amount of investment that would be required. What I have been doing recently is speaking to Transport for London (TfL) because they have hydrogen buses, electric buses and hybrid buses. If they can have buses that do that, I cannot see why I cannot have fire engines that do the same thing and we are trying to talk to them about that.

Just very briefly, if I can, the 32% reduction by 2015/16 we have already achieved. The Resources Committee on 13 November will be receiving a report in which we are proposing a further more difficult target by 2020.

**Jenny Jones AM:** Indeed, yes, a better target. Can you tell me as well about the charging points? Are they going into every fire station or every building?

**Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning):** At the moment, we are looking to put them into 75 fire stations. We are looking at as many of those as we possibly can and not all sites lend themselves to it, but as many of those as possible will be available for public charging. Actually, we have a grant from the Government of £500,000 that we have to spend this financial year to introduce those 75 charging points. Then those charging points will be available to the public and we will get some income back from that as the public use them as well.

**Jenny Jones AM:** The public will not get in the way of the fire engines?

**Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning):** No. That is why I said it cannot go into all fire stations, but in the majority of fire stations we can do it and they are going on forecourts and in areas of the station that do not affect the operational capability of the station.

**Jenny Jones AM:** Thank you.

**Kit Malthouse AM:** I would not exclude nuclear entirely. It is of course carbon-free, which is what we are all aiming for. There is some interesting research into thorium, which may also overcome some of the problems we have had with nuclear in the past.

I just wanted to urge you when you are looking at electric vehicles not just to consider batteries but also to look at the fuel cell. For a service like yours where instant refuelling is critical, you cannot necessarily have an appliance sitting around for six or ten hours to recharge. Of course, the hydrogen fuel cell gives you instant refuelling. We have a fleet of six buses already running along Tooley Street and the drivetrain there might be interesting and useful for you. Of course, the other thing about instant refuelling is that it allows you to refuel on the move and you could possibly have backup fuelling vehicles that would allow you to keep all the other electrical bits, pumps and all the rest of it powered off the fuel cell as well on the vehicle. I would be happy to get the Hydrogen Partnership people to talk to you about the possibilities.

**James Cleverly AM (Chairman, London Fire and Emergency Planning Authority):** Thank you. From my point of view --

**Roger Evans AM (Chairman):** Can I just stop you? I think you might want to declare an interest. You are the Chair of the Mayor's London Hydrogen Partnership.

**Kit Malthouse AM:** I am the Chair of the Hydrogen Partnership, yes. Sorry. Is it not on my standing declarations that I am the Chair of the Hydrogen Partnership?

**Roger Evans AM (Chairman):** I think everyone knows that, but some Members were keen to have it on the record.

**Kit Malthouse AM:** I am amazed. I talk about it so often. I thought everybody knew.

**James Cleverly AM (Chairman, London Fire and Emergency Planning Authority):** In my view, I am very keen - as a non-technical expert, I confess - to explore this and to explore the mix of vehicles. One of the things that is a hallmark of a major event is that you have a certain number of fire appliances and pumping appliances, but to a large extent many of the rest of the fire appliances are basically used as personnel-moving vehicles to get the people to the job. You need more people than pumps, particularly in central London. I have been talking to a number of the borough leaders in central London about looking at a smaller pumping appliance that might be better suited to the tightly congested streets in your constituency in particular. It may well be that it is easier to start off with some of those slightly smaller vehicles than the bigger wagons that are likely still to be needed in the outer London boroughs.

**Kit Malthouse AM:** That is probably true, although for both types of vehicle there is an issue with weight. Of course, batteries are incredibly heavy and your average battery car versus a fuel-cell car is significant. A fuel-cell car is probably half the weight of a battery car.

**James Cleverly AM (Chairman, London Fire and Emergency Planning Authority):** I am very open-minded about that.

**Kit Malthouse AM:** OK. Great.

**Roger Evans AM (Chairman):** All right. In that case, that concludes the question-and-answer session. Can I thank our witnesses for attending? I wish you and the Fire Brigade well for this evening, the busiest day of the year.

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## Appendix 2

**Written Answers to Questions Not Answered at the  
London Assembly Plenary Meeting on 5 November 2014****Future Operational Cuts****Question No: 2014/4104**[Stephen Knight](#)

How soon do you believe it will be necessary to start planning further operational cuts to London's fire brigade?

**Oral response****Fire and Emergency Planning Provision****Question No: 2014/4107**[Fiona Twycross](#)

Given the effects of LFEPA budgets since the Mayor was first elected in 2008, what impact will your 2015/16 budget have on fire and emergency planning in the capital?

**Oral response****The Impact of the 5th London Safety Plan****Question No: 2014/4105**[Andrew Boff](#)

The final version of the 5th London Safety Plan (LSP5) was approved by LFEPA on 12 September 2013. Since its implementation, what impact has this integrated risk management plan had on the Authority's delivery of its three key strategic aims of Prevention, Protection and Response?

**Oral response****Carbon Neutral Fire Service****Question No: 2014/4106**[Jenny Jones](#)

Will you set a target for the London Fire Brigade to become a carbon neutral service?

**Oral response**

## Incident response times - Islington

### Question No: 2014/4108

Jennette Arnold

Please can you send details of average incident response times by month - broken down by all current and former fire stations in the Borough - for the calendar year prior to the closure of Clerkenwell Fire Station compared with the months since its closure?

James Cleverly AM (Chairman, LFEPA) & Ron Dobson (Commissioner, LFEPA)

As part of the agreed London Safety Plan 5 (LSP5), station boundaries were redrawn and data held in the LFB's Incident Management System was updated to reflect the new station grounds and aid consistent reporting. Data for old stations grounds is, therefore, not readily available.

LFEPA's Governance, Performance and Audit Committee has asked for a report assessing the impact of the LSP5 changes, as part of the considerations for the annual Statement of Assurance for 2013/14. A report to the LFEPA on 27 November will provide a range of data including attendance times for first, second and third appliances, by borough and ward.

Borough data is available and the table below shows average incident response times for the London Borough of Islington from January 2013 to October 2014 inclusive for first, second and third appliances. The pan London response time targets are 6 minutes on average for a first appliance and 8 minutes on average for a second appliance. There is no target for a third appliance although we used a benchmark of 10 minutes on average as part of the LSP5. The performance for first and second appliance attendance has been within target since January.

	First	Second	Third
Jan-13	04:34	05:49	06:22
Feb-13	04:31	05:59	07:06
Mar-13	04:31	05:55	09:10
Apr-13	04:30	05:11	06:29
May-13	04:38	06:14	06:56
Jun-13	04:38	06:06	06:25
Jul-13	04:55	05:39	07:50
Aug-13	04:39	05:42	07:06
Sep-13	04:47	06:30	08:15
Oct-13	04:31	06:21	06:48
Nov-13	04:49	06:43	08:50
Dec-13	05:00	06:28	07:38
Jan-14	04:55	06:40	07:03
Feb-14	05:18	07:03	08:32
Mar-14	04:45	06:45	07:03
Apr-14	04:55	06:29	07:11
May-14	04:48	06:34	08:00
Jun-14	05:05	07:04	06:58
Jul-14	04:55	06:41	07:39
Aug-14	05:20	06:48	07:01
Sep-14	05:02	06:47	07:18



## Incident response times - Hackney

### Question No: 2014/4109

[Jennette Arnold](#)

Please can you send details of average incident response times by month - broken down by all current and former fire stations in the Borough - for the calendar year prior to the closure of Kingsland Fire Station compared with the months since its closure?

[James Cleverly AM \(Chairman, LFEPA\) & Ron Dobson \(Commissioner, LFEPA\)](#)

Please see the answer to question no: 2014/4108.

The data for the London Borough of Hackney is set out below.

	First	Second	Third
Jan-13	04:35	05:25	08:27
Feb-13	04:52	05:37	07:17
Mar-13	04:45	05:33	07:18
Apr-13	04:39	05:04	06:55
May-13	04:44	05:46	07:09
Jun-13	04:38	05:27	07:40
Jul-13	04:43	05:46	08:20
Aug-13	04:39	05:36	07:32
Sep-13	04:52	05:39	07:19
Oct-13	05:07	05:43	08:07
Nov-13	05:04	05:59	07:06
Dec-13	04:47	06:03	06:51
Jan-14	04:52	05:33	08:11
Feb-14	05:06	05:56	08:00
Mar-14	05:09	05:43	07:30
Apr-14	05:07	06:02	08:27
May-14	04:54	05:55	07:17
Jun-14	05:17	06:09	07:21
Jul-14	05:14	06:12	08:26
Aug-14	05:07	06:11	09:06
Sep-14	05:13	06:31	07:51

## Incident response times - Waltham Forest

### Question No: 2014/4110

Jennette Arnold

Please can you send details of average incident response times by month - broken down by all current fire stations in the Borough - for the calendar year prior to the removal of fire engines from Chingford, Leyton and Leytonstone Fire Stations compared with the months since their removal?

James Cleverly AM (Chairman, LFEPA) & Ron Dobson (Commissioner, LFEPA)

Please see the answer to question no: 2014/4108.

The data for the London Borough of Waltham Forest is set out below.

	<b>First</b>	<b>Second</b>	<b>Third</b>
Jan-13	04:50	05:27	07:28
Feb-13	05:06	06:06	07:47
Mar-13	05:10	05:31	07:33
Apr-13	05:12	06:02	06:55
May-13	04:48	05:33	06:59
Jun-13	04:58	05:35	07:40
Jul-13	05:13	05:55	08:32
Aug-13	05:12	06:27	09:13
Sep-13	05:03	06:59	09:57
Oct-13	05:21	06:53	06:32
Nov-13	04:55	06:56	08:59
Dec-13	05:09	07:10	07:32
Jan-14	05:02	06:31	08:12
Feb-14	05:00	06:24	07:13
Mar-14	05:05	06:21	09:17
Apr-14	05:05	06:52	08:54
May-14	05:10	06:54	09:02
Jun-14	05:08	06:19	08:39
Jul-14	05:02	07:01	10:07
Aug-14	05:02	06:18	08:13
Sep-14	05:11	06:43	07:18

## **Fire Brigade HQ**

**Question No: 2014/4111**

[Andrew Dismore](#)

Do you consider the cost of the rent of Brigade HQ good value for money?

[James Cleverly AM \(Chairman, LFEPA\) & Ron Dobson \(Commissioner, LFEPA\)](#)

The LFEPA HQ premises provides good quality offices at a current rent of £19/sq ft rising to £25.75/sq ft in March 2015. This is very good value for money compared to rents in new office spaces in the same area (SE1) which are typically around £50/sq ft. The current rent is being offset by additional income earned from subletting unoccupied space.

## Response times in Enfield

### Question No: 2014/4113

[Joanne McCartney](#)

Can you provide me with the latest response times for Enfield before and after LSP5, and how they compare to the targets set?

[James Cleverly AM \(Chairman, LFEPA\)](#) & [Ron Dobson \(Commissioner, LFEPA\)](#)

The table below shows average response times in the London Borough of Enfield, by month, between January 2013 and September 2014. LSP5 was implemented on 9 January 2014. The pan London response time targets are 6 minutes on average for a first appliance and 8 minutes on average for a second appliance. There is no target for a third appliance although we used a benchmark of 10 minutes on average as part of the LSP5. Whilst the average first appliance response in Enfield has remained outside the pan London response target of 6 minutes since the implementation of LSP5, this average response time is well within that modelled for the borough and the London Fire Brigade will continue to carefully monitor risk and performance throughout the lifetime of the plan.

	First	Second	Third
Jan-13	06:33	07:45	10:48
Feb-13	06:31	07:33	09:35
Mar-13	06:19	06:55	08:35
Apr-13	06:07	07:04	09:08
May-13	06:19	06:57	08:32
Jun-13	05:57	07:37	10:05
Jul-13	06:30	07:20	09:52
Aug-13	06:05	07:30	10:02
Sep-13	06:00	06:42	08:41
Oct-13	06:28	07:24	11:12
Nov-13	06:29	08:51	10:26
Dec-13	06:04	07:47	09:57
Jan-14	06:26	07:37	08:22
Feb-14	06:22	08:12	10:24
Mar-14	05:56	07:00	08:46
Apr-14	06:10	07:14	08:13
May-14	06:01	06:56	09:02
Jun-14	06:26	07:55	08:44
Jul-14	06:43	07:34	09:49
Aug-14	06:26	07:59	10:16
Sep-14	06:19	07:31	09:55

## Response times in Haringey

### Question No: 2014/4114

[Joanne McCartney](#)

Can you provide me with the latest response times for Haringey before and after LSP5, and how they compare to the targets set?

[James Cleverly AM \(Chairman, LFEPA\) & Ron Dobson \(Commissioner, LFEPA\)](#)

The table below shows average response times in the London Borough of Haringey, by month, between January 2013 and September 2014. LSP5 was implemented on 9 January 2014. The pan London response time targets are 6 minutes on average for a first appliance and 8 minutes on average for a second appliance. There is no target for a third appliance although we used a benchmark of 10 minutes on average as part of the LSP5.

	First	Second	Third
Jan-13	05:48	06:22	07:44
Feb-13	05:56	06:30	10:38
Mar-13	05:35	05:59	08:22
Apr-13	05:31	06:07	08:55
May-13	05:46	06:56	08:31
Jun-13	05:31	06:14	07:54
Jul-13	05:30	06:05	07:44
Aug-13	05:18	06:39	07:03
Sep-13	05:19	06:50	07:01
Oct-13	05:37	06:59	07:48
Nov-13	06:01	07:19	09:19
Dec-13	05:23	06:55	08:25
Jan-14	05:27	06:26	07:57
Feb-14	05:27	06:30	08:21
Mar-14	05:43	06:33	08:21
Apr-14	05:34	06:04	07:58
May-14	05:25	06:02	09:23
Jun-14	05:48	06:27	08:07
Jul-14	05:38	06:48	07:47
Aug-14	05:20	05:33	08:08
Sep-14	05:34	06:16	07:59

## Flooding in Enfield

Question No: 2014/4115

Joanne McCartney

How many times have the Fire Brigade been called out to deal with flooding in Enfield this year? Please can you breakdown by causes?

James Cleverly AM (Chairman, LFEPA) & Ron Dobson (Commissioner, LFEPA)

Flooding incidents attended by the London Fire Brigade (LFB) include surface water flooding after heavy rain and fluvial flooding of rivers, but most flooding incidents we attend are a result of leaky plumbing, burst pipes or sinks/baths left to overflow.

The LFB did not record cause of flooding until 1 July 2014 so can only provide the action taken (e.g. advice, pumping out) at a flooding incident between 1 January to 30 June 2014. A more detailed breakdown of the type of flooding is available from 1 July 2014.

Between January to September 2014, the LFB attended flooding incidents in London Borough of Enfield as follows:

<b>Flooding – January to June 2014</b>	<b>Enfield</b>
<b>Flooding</b>	<b>80</b>
Make safe	47
Advice only	16
Other action	15
Stand by - no action	2
<b>Total – January to June 2014</b>	<b>80</b>

<b>Flooding – July to September 2014</b>	<b>Enfield</b>
<b>Burst Water Main</b>	<b>4</b>
Make Safe	3
Stand By Only	1
<b>Water Leak Within Building</b>	<b>62</b>
Make Safe/Isolate Supply	49
Advice Given Only	10
Stand By Only	2
Pumping Out	1
<b>Weather Related Flooding</b>	<b>8</b>
Advice Only	5
Make Safe	3
<b>Total – July to September 2014</b>	<b>74</b>

<b>Grand Total– January to September 2014</b>	<b>154</b>
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## **Flooding in Haringey**

**Question No: 2014/4116**

[Joanne McCartney](#)

How many times have the Fire Brigade been called out to deal with flooding in Haringey this year? Please can you breakdown by causes?

[James Cleverly AM \(Chairman, LFEPA\) & Ron Dobson \(Commissioner, LFEPA\)](#)

Flooding incidents attended by the LFB include surface water flooding after heavy rain and fluvial flooding of rivers, but most flooding incidents we attend are to buildings are a result of leaky plumbing, burst pipes or sinks/baths left to overflow.

The LFB did not record cause of flooding until 1 July 2014 so can only provide the action taken (e.g. advice, pumping out) at a flooding incident between 1 January to 30 June 2014. A more detailed breakdown of the type of flooding is available from 1 July 2014.

Between January to September 2014 , the LFB attended flooding incidents in London Borough of Haringey as follows:

<b>Flooding – January to June 2014</b>	<b>Haringey</b>
<b>Flooding</b>	<b>107</b>
Flooding - Make safe	67
Flooding - Advice only	32
Flooding - Other action	5
Flooding - Stand by - no action	1
Flooding - Pumping out	2
<b>Total – January to June 2014</b>	<b>107</b>

<b>Flooding – July to September 2014</b>	<b>Haringey</b>
<b>Burst Water Main</b>	<b>0</b>
<b>Water Leak Within Building</b>	<b>73</b>
Make Safe/Isolate Supply	57
Advice Given Only	11
Stand By Only	4
Other Action	1
<b>Weather Related Flooding</b>	<b>10</b>
Advice Only	7
Make Safe	2
Pumping Out	1
<b>Total – July to September 2014</b>	<b>83</b>

<b>Grand Total– January to September 2014</b>	<b>190</b>
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## **Teaching fire safety in schools**

**Question No: 2014/4117**

[Joanne McCartney](#)

Does the London Fire Brigade teach fire safety to every school in London? If so, how many schools are visited each year and how often do they go into each school?

[James Cleverly AM \(Chairman, LFEPA\) & Ron Dobson \(Commissioner, LFEPA\)](#)

During the academic year September 2013- July 2014, officers visited a total of 722 'Very High' and 'High' priority rated primary schools, delivering to around 100,000 children.

In 2012/13, officers extended delivery to Key Stage three (year eight - ages twelve to thirteen) pupils in 211 'Very High' and 'High' risk priority secondary schools across London with 29 schools visited in 2013/14. This is being further extended to 'Low' and 'Medium' risk primary schools.

## **Haringey Fire Cadet Scheme**

**Question No: 2014/4118**

[Joanne McCartney](#)

I understand that the LFB were seeking funding this summer in order to continue with the Fire Cadet Scheme whose future is currently uncertain. Can you provide me with an update on the funding situation and what action you are taking to help to continue with this scheme?

[James Cleverly AM \(Chairman, LFEPA\) & Ron Dobson \(Commissioner, LFEPA\)](#)

One of the aims of the LFB's fire cadet programme is to deliver a model of sustainability and as such securing external funding from a range of sources is a key priority. Funding has been secured from a range of different sources including local and central government and through the national model managed by FSYTA (Fire Services Youth Training Association). The fire cadet course in the London Borough of Haringey started in September 2014 and has secured a total of £31,000 funding through a successful application to the Department of Work and Pensions 'Flexible Support Grant'.



## **Diversity**

### **Question No: 2014/4119**

[Fiona Twycross](#)

What are you doing to ensure that LFEPA represents and reflects the communities it serves?

[James Cleverly AM \(Chairman, LFEPA\) & Ron Dobson \(Commissioner, LFEPA\)](#)

The LFB has an active community programme that seeks to promote the service to Londoners and we use existing staff as role models and encourage their participation in community events particularly school visits, festivals and cultural events. The LFB takes part in community activities such as Pride, Vaisakhi and Black History Month celebrations as well as outreach events that specifically aim to target those who are interested in pursuing a career as a firefighter. Details of recruitment initiatives can be found in the Recruitment Strategy Update FEP 2286 which was agreed by the LFEPA Resources Committee on 22 July 2014. It includes a targeted marketing and advertising campaign directed at websites and social media which will focus on under-represented groups and provides an opportunity to target those who fit the profile. The LFB monitors all pre-recruitment attraction, including for non-operational roles, and actively seeks to redress any imbalance in areas where there has traditionally been under-representation.

## **Unoccupied space**

### **Question No: 2014/4120**

[Fiona Twycross](#)

How many square feet of unoccupied a) office b) residential/dormitory and c) other space is there in the Brigade estate, including the recently closed stations?

[James Cleverly AM \(Chairman, LFEPA\) & Ron Dobson \(Commissioner, LFEPA\)](#)

The LFB estate currently has 124,000 sq ft of empty space across the entire estate ranging from entire floors to individual rooms. This is made up of 45,400 sq ft of office space, 4,000 sq ft of residential and 74,600 sq ft of other space which includes the rear block workshop and former control centre at 8 Albert Embankment as well as storage space.

In addition, the 10 stations that have recently closed under LSP5 total 116,310 sq ft of vacant space.

## **BAME staff**

### **Question No: 2014/4121**

[Fiona Twycross](#)

Can you please advise how many BAME operational staff are eligible for retirement in the next 5 years? Please provide information about what roles they are in and what action being taken to ensure that levels of BAME rise to reflect the diversity in London and do not fall as a result of retirements.

[James Cleverly AM \(Chairman, LFEPA\) & Ron Dobson \(Commissioner, LFEPA\)](#)

The table below shows the numbers of BME operational staff who can retire over the next five

years by their current role.

	2014/15*	2015/16	2016/17	2017/18	2018/19	2019/20	Total
Role*	BME	BME	BME	BME	BME	BME	BME
Commissioner							0
Director							0
Assistant Comm							0
Deputy Asst Comm	1						1
Group Manager	3					1	4
Station Manager	5	1		1		1	8
Watch Manager B	10	1	2	1	1	2	17
Watch Manager A	14	2	2	2	2		22
Crew Manager	8	7	2	4	3	3	27
FireFighter	25	11	7	7	2	9	61
<b>Total</b>	<b>66</b>	<b>22</b>	<b>13</b>	<b>15</b>	<b>8</b>	<b>16</b>	<b>140</b>
							<b>22.3%</b>

\*Staff recorded as 'Not Known' not included

\*\*2014/15 includes all operational staff who are already eligible for retirement

Proportionally, fewer BME staff are due to retire over the next five years than white staff – overall 22.3% of BME staff are eligible to retire compared to 30% of white staff.

The following action is being taking to ensure that levels of BME rise to reflect the diversity in London:

- Introduction of a geographical restriction on new entrant firefighters;
- Provision of pre-application support including open days and courses to support application form writing;
- Targeted social media for recruitment advertising campaign;
- Use of role models in all advertising; and
- Removal of psychometric tests from the selection process.

The above are designed to ensure that the LFB increases both the actual numbers of BME staff, but also their proportionality across the operational workforce.

The LFB is working to provide pre-recruitment development and support for potential BME applicants. Workshops are operated before each round of recruitment to assist BME candidates in addressing the requirements of the selection process. Evidence has shown that BME candidates perform equally well as white candidates provided that they get shortlisted. A major emphasis is, therefore, placed on support in completing application forms effectively.

## Employee Development

Question No: 2014/4122

Fiona Twycross

What is London Fire Brigade doing to promote employee development?

James Cleverly AM (Chairman, LFEPA) & Ron Dobson (Commissioner, LFEPA)

The LFB promotes employee development through a variety of methods. Key to the identification and prioritisation of training and development programmes are job/role requirements to ensure a high quality, professional service to London. This is done through structured development programmes (e.g. operational and control staff development programmes) and through ongoing discussions on performance and development between line managers and employees as part of performance management/appraisal discussions. Information is collated and reviewed centrally, influencing the range of training and development inputs that are offered and delivered to employees.

The primary method of delivering formal training and development is through the LFB contract with Babcock Training Limited. Babcock are responsible for delivering a training and development portfolio currently consisting 267 courses focusing on both operational training and personal skills development.

The Babcock Training Limited portfolio of 267 courses includes –

- 48 personal skills
- 32 fire safety related qualifications
- 20 linked to development programmes
- 5 LIFE/youth engagement courses
- 4 health and safety related qualifications

The 20 courses linked to management development programmes focus on providing development for supervisory, middle and strategic managers through structured programmes of interventions.

The LFB is currently developing a Qualification Strategy to affirm its commitment to employee development and its expectation that courses delivered by Babcock Training (and others where applicable) will result in employees receiving certificates/qualifications that reflect the learning and development undertaken. This will also allow employees to have training and development received through the LFB to be recognised by external organisations/awarding bodies when employees seek qualifications externally. Most recently Babcock have confirmed that their Firefighter development programme will lead to a Level 3 NVQ.

In addition to the delivery of training and development via the Babcock Training Limited contract:

- LFB departments have dedicated professional development budgets that can be used to support employee development in areas that may not be provided by Babcock. For example, departments can support staff seeking professional qualifications or membership in areas such as finance, human resources and development, procurement, property, information and communication technology, where these qualifications are deemed to be important for staff to hold in order to deliver high quality services to the LFB, and the communities the LFB serve.
- A leadership development programme was delivered for the Top Management Group (Assistant Commissioners, TMG1-3 **Page 48**) during 2013/14 and has been extended in 2014/15 to the next tier (Deputy Assistant Commissioners & TMG4 managers). These programmes will be reviewed at the end of the 2014/15 year and a leadership development programme developed to be cascaded throughout the remainder of the

## Retention figures for operational staff

**Question No: 2014/4123**

[Fiona Twycross](#)

Can you please advise what the retention figures are for operational female staff, and operational male staff?

[James Cleverly AM \(Chairman, LFEPA\) & Ron Dobson \(Commissioner, LFEPA\)](#)

The table below sets out the voluntary leaver rate for the year 2013/14. The voluntary leaver rate comprises staff who resigned from LFB employment; it includes those who resigned to take up an operational role but excludes retirements, dismissals etc. The voluntary leaver rate is the retention matrix used by the LFB.

Gender	Number of voluntary leavers in 2013/14	% of voluntary leavers within gender group
Female	4	1.19%
Male	252	4.90%
Total	256	4.67%

## Zero Hour Contracts

**Question No: 2014/4124**

[Fiona Twycross](#)

Can you advise if Babcock Training still operate zero hours contracts for some of their trainers? Does LFB have any suppliers who use zero hours contracts?

[James Cleverly AM \(Chairman, LFEPA\) & Ron Dobson \(Commissioner, LFEPA\)](#)

Babcock Training employs 38 staff on zero based hours contracts, the majority of whom are retired LFB staff. The LFB does not have any other suppliers who use zero hours contracts.

## **Youth engagement schemes**

**Question No: 2014/4125**

[Fiona Twycross](#)

What plans do you have for the future of youth engagement schemes in the London Fire Brigade?

[James Cleverly AM \(Chairman, LFEPA\) & Ron Dobson \(Commissioner, LFEPA\)](#)

There are four centrally delivered youth engagement programmes in the LFB:

Education,

Local Intervention Fire Education (LIFE)

Juvenile Firesetters Intervention Scheme (JFIS)

Fire Cadets

Wider youth engagement programmes such as Crossfire, Junior Citizens and Prince's Trust also continue to be delivered and supported at borough level. In addition to frontline delivery, new governance processes are now in place to provide a strategic input from the young people we work with. This includes the first annual children and young people's conference for ages 11-18 which took place on 21 October 2014 at Union Street.

A Young People's Board is also being established and will have its first meeting on 22 November 2014 and will then meet quarterly going forward from that point and will act as a consultation forum. Further work is also being undertaken to research potential delivery programmes for ages 11-14.

## **Apprenticeship levels at LFB**

**Question No: 2014/4126**

[Fiona Twycross](#)

Can you tell me how many apprentices have completed an apprenticeship at LFB, and can you differentiate between Level 2, Level 3 and Level 4? If you do not collect this data, how do you evaluate the potential difficulties in completing the scheme, and would you consider collecting this information in the future?

[James Cleverly AM \(Chairman, LFEPA\) & Ron Dobson \(Commissioner, LFEPA\)](#)

The LFB currently has three Business Administration Apprentices and since the scheme started 13 others have completed the Apprentiships. LFB Business Administration Apprentices are employed to undertake the NVQ Level 2 during their apprenticeship.

### Level 2

13 have started and completed the scheme to date, three more are due to complete in January 2015.

Prior to changes in rules around the duration of apprenticeships in August 2012, the first two cohorts were able to continue with their studying and begin the Level 3 qualification whilst still under a fixed term 12-18 month apprenticeship contract. Six of these seven were retained and continued with their study.

After the new rules were introduced, apprentices had to spend 12 months minimum on their apprenticeship and only undertake a single NVQ during that period. All completed and invariably undertook additional units to assist them in their development and progression to Level 3. This ensured a smoother transition to the higher level of qualification that began after they were offered a permanent contract with the LFB.

### Level 3

Of the above group of 13, nine have gone on to complete an NVQ Level 3 qualification successfully. One left the LFB after completing their initial Apprenticship, one chose not to complete the qualification and two are working through the course currently.

### Level 4

Of the above group three have gone on to complete an NVQ Level 4. One other started but chose not to complete the Level 4 qualification and one is nearing completion.

## Age breakdown for apprenticeships in LFB

### Question No: 2014/4127

[Fiona Twycross](#)

Can you provide a breakdown of the number of apprentices under 19s, 19-24 and over 25s, per year since the apprenticeship scheme started?

[James Cleverly AM \(Chairman, LFEPA\) & Ron Dobson \(Commissioner, LFEPA\)](#)

Please note that due to the ineligibility for funding of over 25s and the age profile of the LFB staff population, over 25s are ineligible for this scheme.

Apprenticeship start date	Age group of apprentices		
	under 19	19-24	over 25
February 2010	0	4	0
September 2010	2	1	0
January 2012	0	3	0
February 2013	0	3	0
December 2013	0	3	0

## Competition for apprenticeships in LFB

### Question No: 2014/4128

[Fiona Twycross](#)

Can you tell me how many people apply for, and how many apprenticeships places there are each year? Have you noticed an increase in competition for LFB apprenticeships?

[James Cleverly AM \(Chairman, LFEPA\) & Ron Dobson \(Commissioner, LFEPA\)](#)

As the table below indicates, the application numbers have been fairly constant. This is set in a wider context of more Apprenticeship schemes being available in the job market.

Groups	Eligible applications	Posts	Ratio of candidates to each position
Cohort 1 2010	130	4	33
Cohort 2 2010	143	3	48
Cohort 3 2012	128	3	43
Cohort 4 2013	117	3	39
Cohort 5 2014	106	3	35
Current selection	120	3	40

## Completion of apprenticeships in LFB

Question No: 2014/4129

[Fiona Twycross](#)

How many apprentices in the LFB go on to full time employment in the LFB?

[James Cleverly AM \(Chairman, LFEPA\)](#) & [Ron Dobson \(Commissioner, LFEPA\)](#)

Apprenticeship start date	Apprentices employed	Moved on to full time employment at LFB
February 2010	4	3
September 2010	3	3
January 2012	3	2
February 2013	3	3
December 2013	3	Still undergoing NVQ



**London Assembly (Mayor's Question Time) - 19 November 2014****Transcript of Agenda Item 4 – Oral Update on the Mayor's Report**

**Roger Evans AM (Chairman):** The Mayor will now provide an oral update of up to five minutes in length on matters occurring since the publication of his report. Mr Mayor, you have been particularly requested by three of the Groups here to provide an update on the bidding process for the Royal Albert Dock development.

**Boris Johnson (Mayor of London):** Yes. I have also just been asked a minute or two ago to provide an update on the story in *The Guardian* about education and youth. Do you want me to answer that as well?

**Roger Evans AM (Chairman):** Yes, please.

**Boris Johnson (Mayor of London):** OK. Quickly, since we last met, Members of the Assembly will know loads of stuff has happened, particularly on fares, where Transport for London (TfL) has made a very creative response to the GLA Conservatives' campaign for part-time fares and, of course, with the Liberal Democrats tucking in behind them. The result is that it is a good deal for people who travel one or three days a week. If you travel three days a week in zones 1 to 2, you will save £270 a year or, if you are doing it in zones 1 to 3, £418 a year. Basically, 600,000 people in London, part-time workers, will, we think, pay lower fares over the course of a typical year as a result of this change. These are very considerable annual savings and reflect the way the London economy is changing and the way people choose to go to work.

We have done a big new partnership with National Grid and Berkeley Group to create 14,000 new homes on brownfield sites owned by National Grid in London and across the southeast. Greg Barker, Member of Parliament (MP) for Bexhill and Battle, is the new Chairman of the London Sustainable Development Commission. We have sold New Scotland Yard - the building - and I know that Members of the Assembly will want to look at details of that transaction in due course, but I can assure you that they are favourable to this city.

On the couple of oral updates that you have asked for, on the education and youth budget, really, and the stories [in *The Guardian*] you have seen this morning, the paper [referred to in the article] in question I have not seen. It has not come to the eighth floor [of City Hall – the Mayor's Office]. What I certainly can say is there has been a massive increase in funding for youth projects of all kinds under this mayoralty. Sorry, Jennette. Did you want to butt in?

**Jennette Arnold OBE AM (Deputy Chair):** No.

**Roger Evans AM (Chairman):** No, questions will come when you have completed your update.

**Boris Johnson (Mayor of London):** OK. The increase is approaching about £50 million. I have mentioned all the things that we are doing through the London Enterprise Panel (LEP)

with the £129 million European Social Fund Youth Employment Initiative delivering careers, education, advice and support for employers to create apprenticeships, traineeships and so on; the £5 million Digital Skills Fund; the London Schools Excellence Fund; and many other activities that are being supported through Team London and the Mayor's Fund and other ways in which we are leading the support of youth and helping to address the challenges of youth in London. Whatever the outcome of the budget, it will, I can assure you, be a budget that supports young people in this city as we have done over the last six years.

Finally, on the Royal Albert Dock selection process, we instigated an internal audit into this whole business as soon as we started to get a series of rather peculiar questions from media outlets. They were asking lots of very detailed questions about the Royal Albert Dock developer selection process. We thought we had better get it all ironed out. Today we published the internal audit report which provides what is called 'substantial assurance', which I am told is the strongest possible audit outcome. The finding is that there is particularly effective management of key risks contributing to the achievement of business objectives. In particular, the report concludes - and I am afraid I will just read this out in the time I have, if I can, Roger:

*"A defined procurement strategy in support of the London Development Agency (LDA) and Greater London Authority (GLA) strategic objectives. The procurement process was compliant with the LDA's Procurement Code and Standing Orders and the GLA's Contract and Funding Code, Financial Regulations, Scheme of Delegation and EU procurement requirements. The bid evaluation criteria and weightings had a clear rationale consistent with the Mayor's Development Strategy, were clearly communicated to bidders and were subject to legal review. Access to LDA/GLA staff during the international engagement with the People's Republic of China was supported by a clearly defined business needs ..."[reading quickly]*

**Tom Copley AM:** This is ridiculous.

**Roger Evans AM (Chairman):** Mr Mayor--

**Boris Johnson (Mayor of London):** I have only got five minutes.

**Roger Evans AM (Chairman):** I am going to be generous and give you a little bit more if you have more to update us on.

**Boris Johnson (Mayor of London):** All right. I will read more slowly. OK.

**Tom Copley AM:** This is being ridiculous.

**Roger Evans AM (Chairman):** You know what it is like. We were at Waltham Forest and we could not hear what people were saying there.

**Boris Johnson (Mayor of London):** All right. I am just conscious that I did not want you to cut me off. OK.

*“Access to LDA/GLA staff during the bidder engagement trip to the People’s Republic of China was for clearly defined and robust business needs, was subject to senior management review and approval and legal advice was sought and acted on.”*

It is therefore clear that any suggestion made by Channel 4 that the developer selection was in any way compromised is unfounded and I am confident that due practice was followed at every stage. London & Partners did provide support to the LDA and GLA during the promotion of the opportunity, but they did not participate in the assessment of any bids or the day-to-day management of the procurement process.

The programme made a number of allegations relating to Advanced Business Park’s (ABP) human rights record. I have not been provided with information or evidence to support these allegations and I understand ABP has issued its own rebuttal of these claims.

I will just conclude by pointing out that the development in the docks, the ABP proposal or scheme, will add about £6 billion to the United Kingdom (UK) economy. There was no rival and no comparable scheme that would deliver anything like that, certainly not in the immediate future. It will deliver £23 million in business rates every year. That is money in to be spent on worthy objectives in our city and elsewhere. It will deliver 15,000 to 20,000 new jobs and will help deliver further development in the Royal Docks, including more affordable homes. I would remind you that that area of the Royal Docks has been derelict and neglected for decades and I reckon it has been a very good deal for this city.

**Roger Evans AM (Chairman):** Thank you. Assembly Member Knight?

**Stephen Knight AM:** Mr Mayor, back in June this year, I asked you if you had thought about how you might improve the transparency and openness of London & Partners - which, as you know, receives over £11 million of GLA funding each year - for example, by publishing a register of interests of directors or gifts and hospitality registers and so on. You responded that you felt that the annual report brought before your investment and partnership board and published deep somewhere on the GLA website was enough.

However, in the light of these recent allegations, I want to ask you again: do you think that London & Partners is doing enough to be transparent and accountable to Londoners for the large sum of money that they spend?

**Boris Johnson (Mayor of London):** I do. The register that you have is a useful one. On the allegations - as you call them - that were ventilated the other day. The point is that London & Partners were not involved in the procurement process at all. They did not make the decision. I do not think it really arises.

**Kit Malthouse AM:** Point of order, Chair. Can I declare an interest as Chair of London & Partners.

**Stephen Knight AM:** Chair, I hope that is not on my time.

Mr Mayor, the allegations presented last week by Channel 4 News were serious because they did relate to a procurement exercise undertaken by London & Partners as part of that exercise.

**Boris Johnson (Mayor of London):** No.

**Stephen Knight AM:** That was the accusation put forward and that is the accusation which certainly needs to be properly investigated. Indeed, it was not just Channel 4 News putting forward these allegations. There were comments on that programme, as you will know, from Sir Alistair Graham, the former Chair of the Government Committee on Standards in Public Life, a very senior and eminent person on this issue of standards in public life, who said himself, "It has the smell of a semi-corrupt arrangement, doesn't it?"

Don't you think Londoners will be rather worried when a public body funded by their taxpayers' money is described like that by the former Chair of the Committee on Standards in Public Life?

**Boris Johnson (Mayor of London):** I agree that it was a very strange and surprising thing for Sir Alistair to say and I am sure that he will be reassured by the audit report that we will be sending him this morning.

**Stephen Knight AM:** Mr Mayor, do you honestly think that Londoners are going to be reassured by an internal report, commissioned and published within a matter of days? Is it really sufficiently independent and sufficiently thorough to get to the bottom of these allegations and to be seen to get to the bottom of these allegations and to be seen to reassure the public?

**Boris Johnson (Mayor of London):** Yes. I urge you, Stephen, to have a look at the report. You need to be clear in your head about what you are trying to say because the allegation is not that London & Partners were involved in the procurement process. As far as I understand the allegation, it is that there was some sort of collusion between ABP and the GLA or something to steer the contract in the way of ABP. London & Partners were not --

**Stephen Knight AM:** At what point, Mr Mayor, did you first become aware that London & Partners and ABP were sharing an office?

**Boris Johnson (Mayor of London):** Yes, there was an office building, as I understand it, that they shared --

**Stephen Knight AM:** At what point, Mr Mayor, did you first become aware that they were sharing an office?

**Boris Johnson (Mayor of London):** You have to understand that London & Partners is an overseas promotional agency that played no role whatever in the procurement decision for the development of the Royal Albert Docks. If you look at the report, it is absolutely obvious that they had no role. This was done by officers here in the GLA. It was done in accordance with all our procedures.

Before you make any further accusations against London & Partners, who are doing a fantastic job and represent this city extremely well outside London to the rest of the world, you should really look at what the report says because it is always possible in these cases to confect. Obviously, it is an extraordinary thing that a Chinese investor is showing great interest in a part of London that has been neglected for decades and people are going to be curious as to the circumstances. As the report shows, all the due processes were followed.

**Stephen Knight AM:** It is important not only that there is no favouritism or bias in these procurement exercises but - and this is reflected in the GLA's own Code - it is important that there is no appearance of favouritism or bias as well. Would you not agree that when you have one publicly funded GLA body sharing an office with an organisation which is then given a contract by another part of the GLA, there is an appearance, or there could well be an appearance, of bias? Do you not think that in the light of that there has to be a proper independent inquiry to assure Londoners that their taxpayers' money is being properly spent? I hope that it will entirely show that it is being - but I --

**Boris Johnson (Mayor of London):** I recommend that you read this report and you will find much in it to console you and to reassure you. It is very, very clear that the procurement process was followed scrupulously, as I say, that the bid evaluation criteria and the weighting had a clear rationale and that all bidders were treated on the same basis. As it turned out --

**Stephen Knight AM:** Mr Mayor, when was this internal audit report commissioned?

**Boris Johnson (Mayor of London):** If I can just finish this point: as it turned out, one bid was significantly better than the others.

**Stephen Knight AM:** Was it this time last week? Was it Wednesday last week? When did you commission the internal audit report?

**Boris Johnson (Mayor of London):** We commissioned the internal audit report as soon as we received --

**Stephen Knight AM:** Was that Wednesday last week?

**Boris Johnson (Mayor of London):** No, it was as soon as we received inquiries from Channel 4 and I believe another media organisation.

**Stephen Knight AM:** The Channel 4 programme was broadcast on Thursday night. When did you first get inquiries?

**Boris Johnson (Mayor of London):** There were inquiries long before the programme.

**Stephen Knight AM:** How long before?

**Boris Johnson (Mayor of London):** I cannot give you the exact period.

**Stephen Knight AM:** Are we talking days? Hours? Weeks?

**Boris Johnson (Mayor of London):** I am happy to get back to you on the exact period, but it was certainly several days, perhaps more.

**Stephen Knight AM:** Several days. Therefore, we are talking about a report that has been commissioned, investigated and published in about a week. Is that right?

**Boris Johnson (Mayor of London):** I cannot give you the exact timescale, I am afraid, Stephen, but I can tell you that it was not a laborious process because virtually everybody involved in this decision is either in this building or nearby. If you are seeking to impugn the reputation of the officials who took this decision--

**Stephen Knight AM:** Mr Mayor, I am not seeking to impugn anybody's reputation but I am saying that the public needs reassurance and I'm not sure that this provides it.

**Boris Johnson (Mayor of London):** I think you are, actually. You need to be very careful what you are saying. You are using slur and innuendo --

**Stephen Knight AM:** Mr Chair, I have finished my questioning and I think I am out of time.

**Boris Johnson (Mayor of London):** --in a typical Liberal Democrat way to cast aspersions on people who have done a very good job and who have followed the correct procedures and secured a massive investment for this city. You need to be very careful what you say. Before you go any further, can I strongly recommend that you actually study the internal audit report and see exactly what took place?

**Roger Evans AM (Chairman):** We have two different matters here, the Royal Albert Dock development and the education cuts. As we have started with the Royal Albert Dock stuff, I am going to take questions on that first and then we will move back to education later. Can anyone indicate who wishes to come in on this specifically? Darren?

**Darren Johnson AM:** Yes. Thank you, Chair. There have been some very, very serious concerns thrown up around the Royal Albert Dock development. However, if you look at the development itself as well, there is a low percentage of affordable housing. There is a luxury development going up on what is supposed to be employment land and it is publicly owned land.

Is it not the case that you are so desperate now for any sort of personal legacy as you come to the end of your term that you are prepared to sell off just about anything to anyone for some Boris Johnson vanity project?

**Boris Johnson (Mayor of London):** All right. I really think that the debate has plumbed the depths of triviality if you think that.

This is a project that we embarked on a long time ago because, as you know, Darren, in spite of the manifest obtuseness of your question, the Royal Albert Dock is a site that has been neglected for decades; 45 or 50 years. This is an area of London that is due for regeneration. None of the schemes and none of the proposals that came forward were anything like as financial advantageous to this city or delivered development as fast as the ABP scheme. We all know, by the way, schemes in that part of town that promise a great deal and then do not get off the ground. This one is actually showing signs of making progress. Even as we speak, things are happening there and it is a fantastic thing for that part of London. I repeat: this will be worth £6 billion to the UK economy and 15,000 to 20,000 jobs and it will mean affordable homes in an area that has not had any homes at all. I would rather have some affordable homes than nothing, which is your policy.

I do congratulate the officials of this body, the GLA and the people from the former LDA, who worked very hard to get this away and who have done it, actually, in accordance with the procurement processes that we stipulate for this body. I resent the continued imputation that they have in some way done something wrong. As far as I can see, they have done a blindingly good job.

**Darren Johnson AM:** You are happy that on this development all the due diligence checks have been carried out and you are going to produce a report on that? What about due diligence on similar developments, Crystal Palace, for example, where a single developer was given exclusivity on half of a public park for two years without any competitive tendering process? They do not have a very good track record. They have completed only a few office blocks in Shanghai to date. There were some concerns about their record raised as well. They seem to have employed the same lobbyist, Lady Bates [Chinese-British property developer], as ABP. Do you have concerns about them as well?

**Boris Johnson (Mayor of London):** No. Again, Crystal Palace Park, as you know, is something that is an expensive thing to maintain. It has long been an issue how to seek a regeneration of that area, how to get the park going again and how to stimulate activity in that area. As you will remember, there was a plan for some very extensive housing developments which would pay for the upgrade of the park. That was by no means popular locally. An alternative plan came forward for a rebuilding of the Crystal Palace. That has caught people's imagination, although there are some concerns about the deliverability of the project.

I will accept all sorts of criticisms, but what I will not accept is the criticism that we are doing the wrong thing by trying to stimulate activity and economic development in areas of London that have been stalled for a very long time.

**Darren Johnson AM:** OK. Thank you. I will leave it there, Chair, and let other Members come in.

**Boris Johnson (Mayor of London):** In both cases, both Crystal Palace and the Royal Docks, it was right for the GLA to seize the initiative and to try to get things moving. You are not always going to pull it off. I happen to think that at the Royal Docks we will pull it off. At

Crystal Palace it is much more difficult, but you have to try. The Royal Albert Dock is a great success.

**Roger Evans AM (Chairman):** Assembly Member Duvall?

**Len Duvall AM:** Thank you. Mr Mayor, look, I have questions and I think people will need some answers to those questions. We have tried to find this report. You said it was published today, but I think you meant you are sending it out because we cannot find it on the web.

**John Biggs AM:** There's a link.

**Len Duvall AM:** There is a link now. We could not find it literally ten minutes ago. This deal represents about £1 billion in total to the various partners. That is what we are talking about. Your desire to see action taking place on these particular developments is much to be lauded.

However, the question is about the process and the arrangements that surround this particular deal and maybe others. There are legitimate questions. It is no good saying they are slurs and accusations. I am not going to make slurs and accusations, but I am going to raise a number of issues that you should be wishing to seek answers to and sharing that in the most transparent way. The Chair of ABP, the preferred contractor to win this development site, in 2009 when speaking to the press stated that it was a frontrunner for the Royal Albert Dock project. That was before any tendering process or evaluation. We are willing to furnish that to you and to others if there is an independent inquiry.

Notwithstanding that, I just want to pass over this because, coincidence or not, questions should be asked and you should be asking them. Xuelin Black, the London representative of ABP. During the pre-tendering and tendering stages, her pattern of donations to the Conservative Party changed and they changed substantially when the award was given on a preferred contractor basis. I say this because Xuelin Black pops up - and as rightly said, my colleague has raised questions around Crystal Palace - on the joint agreement that the Greater London Authority has signed up to, as well as the London Borough of Bromley and the developer, and she sits on a steering committee. Maybe we should be asking questions about that.

However, let us turn to the role of London & Partners, bizarrely described in your Mayoral Decisions sheet as a 'stakeholder' or 'contractor'. Actually, you are the principal funder. It is said two-thirds, but I think they are about 90% totally funded. It is a quango that works on behalf of you, Mr Mayor, chaired by one of your Deputy Mayors. The role of London & Partners was not just in finding this company but, to our understanding, during the tendering process it was asked to do some work into the due diligence part. Could this company, ABP, attract other Chinese investors or companies into the Royal Albert Dock? They had no track record or a limited record in terms of these developments. There is an inherent risk in appointing them.

**Boris Johnson (Mayor of London):** Yes, I understand what you are saying.



**Len Duvall AM:** It would have been surprising, in a sense - and this is why people are asking these questions - that the London & Partners representative, Tongbo Liu [General Manager for Overseas Affairs, ABP], changed job processes. While this tender evaluation was going on, he went to work from London & Partners to ABP. He did not have to travel far, Mr Mayor, because actually he just switched desks. They share the same office. There are questions that London & Partners need to answer about whether they are being subsidised in terms of their office accommodation and in terms of leases and arrangements. We need to know this because they are involved in a process and there is a degree of lobbying or may be for this particular firm once it has shown an interest. It is bizarre. It is almost the stuff of *Private Eye*. During the process of ABP, it appears --

**Boris Johnson (Mayor of London):** I think it has been in *Private Eye*.

**Len Duvall AM:** -- It appears there are recorded meetings that they had access to the members of the evaluation panel in one-to-one meetings. We do not know - and no doubt the report today may furnish that - whether other people had access to those meetings. They have taken place and they are a matter of record, but others do not appear to have been offered that opportunity.

**Boris Johnson (Mayor of London):** You have had that from others?

**Len Duvall AM:** You talked earlier, Mr Mayor, about the criteria and what the internal audit process found. On the internal audit process, I will be looking very interestedly at this part of the document because you changed the criteria - not you personally but the organisation - midway through the process. I presume there is some audit trail that will explain why these criteria were changed?

**Boris Johnson (Mayor of London):** Yes. I will tell you, Len.

**Len Duvall AM:** The question we need to ask: why did it favour any one particular bidder in terms of those issues?

**Boris Johnson (Mayor of London):** I understand.

**Len Duvall AM:** On the due diligence work around its financial operations, it is very important that we understand how that was done and who did it on behalf of the GLA.

**Boris Johnson (Mayor of London):** OK. I understand.

**Len Duvall AM:** Finally, Mr Mayor, there is more because it gets worse. Finally, Mr Mayor, there are some questions --

**Boris Johnson (Mayor of London):** You are asking substantially the same question, if I may say so, as Stephen [Stephen Knight AM].

**Len Duvall AM:** No, Mr Mayor, I am giving you some detail of other stuff and building on the work.

**Roger Evans AM (Chairman):** Yes, can you frame this as a question?

**Len Duvall AM:** There is one more point, Chair, that I wish to raise. We get towards the end of this process and I will name the individual because, again, it is on public record. Tom Keady [Development Director, ABP], who worked on behalf of the GLA and who was involved in the tendering process and was chair of the evaluation process, left the GLA in 2012 and took up a position with ABP. Please, Mr Mayor.

**Boris Johnson (Mayor of London):** Six months later.

**Len Duvall AM:** Six months later or not, I would expect at least a break in terms of working for them.

**Boris Johnson (Mayor of London):** Six months later.

**Len Duvall AM:** Please Mr Mayor, it was within a month of you awarding the contract to a preferred bidder. These questions need some independent oversight. I will go away and read the report today --

**Boris Johnson (Mayor of London):** You should.

**Len Duvall AM:** – but unless there are some issues that have covered those questions and those from my colleagues in terms of that information and unless it contains that detail, then there are still questions outstanding and you should commit yourself to some independent investigation.

**Boris Johnson (Mayor of London):** OK. The substantial of what you are trying to say, Len, is that you are building on what Stephen [Stephen Knight AM] has said and what you are really trying to assert is that there was some dirty work at the crossroads and that within the GLA the Housing Investment Group changed the criteria midway through the process - that was the most substantive of your points - in order to favour one bidder or another. I am content, having looked at it, that that is not what happened. The reason for the changes in the criteria was simply to put more weighting on cash flow and on early delivery. There was no intention that I can see to favour one bidder or the other.

I am afraid to say that it is a comment on the financial state of the world that the other bidders came nowhere near being able to supply the kind of cash flow that ABP did and nowhere near being able to get things moving as fast. In the end, they basically withdrew. What is inserted by implication is that within this building somehow in that group of officials there was a bias in favour of ABP for one reason or another, relations between London & Partners and ABP or whatever. That does not seem to be the case. If any of the other bidders had come anywhere near the weight and effectiveness of the ABP bid, then of course they would have won or they would have stood a better chance at any rate. I really urge you to look at the report. .

**Len Duvall AM:** Mr Mayor, is the answer 'no' to independent oversight of that piece of work?

**Boris Johnson (Mayor of London):** Yes.

**Len Duvall AM:** You came in and were elected on a great deal of words about transparency and access to information. Will you allow the various GLA scrutiny bodies--

**Boris Johnson (Mayor of London):** Yes, of course.

**Len Duvall AM:** -- like the Audit Panel and Economy Committee to have the full background to all the background papers? We are beyond the commercial confidentiality issue.

**Boris Johnson (Mayor of London):** Well--

**Len Duvall AM:** Listen. Let me finish. In terms of getting to the bottom of those issues because, actually, these are legitimate questions. I am not sure. Are you 100% sure this was the best deal for Londoners?

**Boris Johnson (Mayor of London):** Yes.

**Len Duvall AM:** You would say that? You are 100% sure --

**Boris Johnson (Mayor of London):** Yes, I am sure.

**Len Duvall AM:** -- and you think the processes around that -- Going back to my earlier point, Mr Mayor, in 2009 the chair of the company in briefing press people - a matter of record - said, "I am the frontrunner for this project". That was in 2009, long before you even started the tendering processes or not. What led to that chairman of that company to believe that he was the frontrunner when they had no track record in delivering the type of project that you want to see on the Royal Albert Dock?

**Boris Johnson (Mayor of London):** Businessmen are always entitled to their opinions and businessmen are entitled to be confident - or, indeed, overconfident - about their position. I imagine that he was speaking from knowledge of the financial resources he was able to call upon.

**Len Duvall AM:** Insider knowledge, maybe.

**Boris Johnson (Mayor of London):** The ABP project is backed, as you know, by HSBC and the Bank of China. Before everybody starts thinking this is all delivering stuff for the Chinese, there are tons of British firms that are already being called in to work on this project. Stanhope is the development manager. Terry Farrell is the architect. CBRE is the planning consultant. Savills is the marketing agent. This is pumping money into the London economy. It is going to be building homes in this city. It is going to be creating jobs in this city. To the best of my knowledge, Len, the reason that ABP was out in front was because it was able to offer the cash

and the fastest delivery timetable. I recommend, as I say, that you look at what the internal audit report has to say.

On your point about how much we can make available to you about the innards of the deal, it will depend on what is still commercially confidential but I am more than happy for this to be scrutinised by the Assembly in any way that you see fit.

**Len Duvall AM:** I am very grateful for that, Mr Mayor. This is my last point to you. For the audience as well as the people around the table, if there is nothing to hide and there is nothing that is being done that you think is wrong, why will you not subject this to an independent investigation and oversight?

**Boris Johnson (Mayor of London):** Because it would be a complete waste of time and money.

**Len Duvall AM:** If there is nothing to lose in what you said this morning, why are you hiding from it?

**Boris Johnson (Mayor of London):** Because you in the Assembly, as you well know, are pretty handsomely remunerated to scrutinise what goes on in London. You have just volunteered to have a look at it yourself with all your forensic acuity and I propose that you do so and earn your crust.

**Len Duvall AM:** What do you have to hide, Mr Mayor? What do you have to hide?

**Boris Johnson (Mayor of London):** There it all is. We will make it available and I suggest you draw your own conclusions. However, it would be a good thing and a healthy thing if people just guarded their tongues before they joined the general hue and cry about an investment that will be very good for this city and about the reputations of extremely diligent officials who have done their best to get best value for London and who have followed all the procurement processes that we would expect.

**Roger Evans AM (Chairman):** Assembly Member Boff?

**Andrew Boff AM:** Mr Mayor, we have had a long and enjoyable discussion about a report none of us have read. It reminds me of the Maastricht Treaty. We all have an opinion on that, haven't we? However, we here are doing our jobs and the questions from Members are entirely correct about this. This is what we are here for and this is what we are paid for.

However, we are a bit too previous and there is something that worries me a bit and that is the lack of confidence that some Members of the London Assembly to have in the internal audit process. If that lack of confidence is something that they have had for a considerable amount of time, then I wonder why it has not been brought to the fore. Can I ask that after a decent amount of time to give Members the opportunity to read the report, you invite Messrs Knight and Duvall to actually point out which of our internal auditors are inadequate in their view? It is

very vital to have an internal audit function that we can have confidence in and I am concerned that those Members do not have confidence in that function.

**Boris Johnson (Mayor of London):** Yes. I have great confidence in the original officials who made the recommendations on the procurement process. They followed all the proper procedures and they took a judgement about what was best for London. They recommended that to me and I gave the Mayoral Direction. The internal auditors are also extremely good and everybody, I am sure, in this building knows them. They have done a thorough job and they have got to the bottom of what happened.

The people of London also, though, have this line of defence, which is the Assembly. The Assembly, as Len [Len Duvall AM] has said, wants to look into this and wants to get its teeth into it and so it should. You will find it interesting and you will find it richly comforting about the scale of interest there is in London around the world and that there is the appetite to invest in London. You will also see that all the procedures were followed. I hope very much that the Assembly digs into it with a will.

**Andrew Boff AM:** I am assuming you will make all the officials available to us when we come to scrutinise this. In addition, it is quite important that we actually do get an opportunity for Messrs Knight and Duvall to question the internal audit and that you would make that available to those Members who obviously want to speak to that department because they seem to have so little confidence in it.

**Boris Johnson (Mayor of London):** I cannot imagine that there would be any problem with that. I am looking at Ed Williams [Monitoring Officer, GLA] a bit here. I cannot imagine there would be any reason why the Head of Paid Service should refuse for the internal auditors to appear in front of them. I am sure it would be. Yes. I cannot see any problem there at all.

**Andrew Boff AM:** Thank you very much. Thank you, Chair.

**Roger Evans AM (Chairman):** Thank you. Assembly Member Biggs?

**John Biggs AM:** I do not have Labour time to make an observation on this, but I am Chair of the Audit Panel of the Assembly and I have had the benefit on reading on my iPhone the audit report, which is 11 pages long and appears to be, as I can see it, a box-ticking exercise. Certainly as Chair of the Audit Panel I want us to investigate that further because the Mayor seems to be hiding behind a document no one has seen.

**Boris Johnson (Mayor of London):** I am not. You have just seen it.

**John Biggs AM:** No one has seen it other than being sent a link at the beginning of this meeting.

**Boris Johnson (Mayor of London):** No one has seen it apart from you?

**Roger Evans AM (Chairman):** We will take questions on the education budget.  
Assembly Member Dismore?

**Andrew Dismore AM:** Thank you. I have a copy of your internal paper here in front of me.

**John Biggs AM:** Point of order, Chair. It is outrageous that the Mayor comes here and raises an audit report which has not been published, which has not been seen and which was released on a link that I received from the Head of Audit upon requesting it at 10.10am this morning. The Assembly has had no sight of this and it is being used as a veil behind which the Mayor is hiding.

**Jenny Jones AM:** Hear, hear.

**Tom Copley AM:** Hear, hear.

**John Biggs AM:** It is not a proper use of process. I am not suggesting there is anything corrupt or untoward in this, but he is hiding behind this.

**Boris Johnson (Mayor of London):** I might just point out I am about to answer questions on an urgent thing on which I was given one minute's notice.

**Roger Evans AM (Chairman):** Could I just say that that is not a point of order. However, it is a reasonable point to make.

**Jenny Jones AM:** Yes.

**Fiona Twycross AM:** Yes.

**Tom Copley AM:** Yes.

**Boris Johnson (Mayor of London):** It is also reasonable that I am happily answering questions about this blooming question you have about some leaked document.

**Fiona Twycross AM:** It is called 'Mayor's Questions'.

**Jenny Jones AM:** You are the Mayor.

**Roger Evans AM (Chairman):** Mr Dismore?

**Andrew Dismore AM:** Thank you.

**Boris Johnson (Mayor of London):** You were talking about time to prepare. What is your question?

**Andrew Dismore AM:** I have your paper here in front of me and it is headed “Education and Youth Forward Planning”, dated 4 November. You have had a couple of weeks to prepare on this one, anyway.

**Boris Johnson (Mayor of London):** That paper, as you know perfectly well, Dismore, has not come to my office.

**Andrew Dismore AM:** The very first line of the paper says,

*“We are forecasting a 90% reduction in GLA-managed investment in education and youth from 2014/15 to 2016/17.”*

That is the first line. The very last paragraph starts this way, “We need to manage expectations”. Is that not just what you have been trying to do?

**Boris Johnson (Mayor of London):** I do not know. The paper you are talking about has not come to the eighth floor and I have not seen the thing you are talking about.

**Tom Copley AM:** It was in *The Guardian*.

**Boris Johnson (Mayor of London):** It is not a paper prepared by me. What I can tell you is that there will continue to be massive funding for youth projects.

**Andrew Dismore AM:** That is not what the paper says here. It is headed “Greater London Authority”. I thought you were in charge of the Greater London Authority?

**Boris Johnson (Mayor of London):** Dismore, that is not my paper. It is your paper. I think you have written it! Dismore, you have written it! You have and you have planted it! It is a Dismore document!

**Andrew Dismore AM:** I am not the Mayor; you are. Have you forgotten you are the Mayor in your efforts to get elected to Parliament? It says “Greater London Authority” on the top. That is you, is it not?

**Boris Johnson (Mayor of London):** You have written it.

**Andrew Dismore AM:** What it says here quite clearly is,

*“Decreasing our funding has a disproportionate impact on the most vulnerable groups of young people.”*

**Boris Johnson (Mayor of London):** That sounds like very good sense, in that case.

It says,

*“Investment in positive activities that supports young people to sustain education is decreasing with three large projects closing by March 2016.”*

It says,

*“There remains a need to invest in education and youth because there is increasing concern with respect to aged 17-plus achievement, there are low numbers of apprenticeships, high numbers of children are living in poverty and specialised support is required ...”*

**Boris Johnson (Mayor of London):** Mr Chair, can I just raise a point of order?

**Roger Evans AM (Chairman):** You may raise it when Mr Dismore has finished asking his question.

**Boris Johnson (Mayor of London):** I want a point of order. He is asking a question about a paper. I have not seen this wretched paper.

**Andrew Dismore AM:** It is your paper.

**Boris Johnson (Mayor of London):** It is not my paper.

**Andrew Dismore AM:** It has “Greater London Authority” written on the top of it.

**Boris Johnson (Mayor of London):** It is not my paper.

**Andrew Dismore AM:** I know you are a bit lazy and you do not want to do your homework, but I thought you would have read this up.

**Boris Johnson (Mayor of London):** It is some leak that has been given to *The Guardian*, which we totally disown and he is entitled to make up his own version of it but he is not entitled to ask me about some document that I have not even read.

**Andrew Dismore AM:** It is here. You are in charge of the Greater London Authority. It says so at the top.

**Boris Johnson (Mayor of London):** That is not budgetary policy. It is not.

**Andrew Dismore AM:** It says so. It says at the top.

**Boris Johnson (Mayor of London):** The whole quotation I heard you just read just now was that the cuts that were suggested in *The Guardian* would lead to serious disadvantage and that seemed to me to be a wholly plausible point and one reason --

**Andrew Dismore AM:** Yes, and that is why you want to raise expectations, is it not?



**Boris Johnson (Mayor of London):** -- one reason why the construction that is being placed on that paper by *The Guardian* is a load of absolute nonsense.

**Andrew Dismore AM:** Actually, it is absolutely spot-on.

**Boris Johnson (Mayor of London):** I am just going to repeat what we are doing.

**Andrew Dismore AM:** Can I put this to you? I will help you out here, Mr Mayor.

**Boris Johnson (Mayor of London):** I am going to repeat what we are doing. Let me help you out. Dismore, let me help you out.

**Andrew Dismore AM:** I will help you out here, Mr Mayor.

**Roger Evans AM (Chairman):** Mr Cleverly has a point of order.

**Andrew Dismore AM:** All right.

**Jennette Arnold OBE AM (Deputy Chair):** Stand. He has to stand.

**James Cleverly AM:** Mr Chair, the points that were raised by Assembly Member Biggs about us commenting and questioning on documents to which we are unsighted was a valid one, a point you made yourself. We are now entering into a prolonged exchange when only one person seems to have seen the document in question. I would ask that perhaps Mr Dismore holds his questions back until a copy of that document is circulated to all Members.

**Joanne McCartney AM:** It was in the press last night.

**Roger Evans AM (Chairman):** Can I just make a ruling on this. I was asked if I would allow this as an item earlier on this morning as a mayoral update. My view was that it is --

**Jennette Arnold OBE AM (Deputy Chair):** In the public domain.

**Roger Evans AM (Chairman):** -- unfair on the Mayor to ask him to update us on something which has just appeared in the press in the morning that he has not had a chance to brief himself on and when the information the Assembly will get will be not of the best quality as a result of that.

**Boris Johnson (Mayor of London):** Uncharacteristically.

**Roger Evans AM (Chairman):** I suggested to the Labour Group that they raise it as part of a supplementary later on, which I am very happy to take. However, I just want to make it clear that that is actually the way that I suggested we go around this. It appears that the Mayor's Office has agreed to take this as a part of the update anyway because you commented on it in the update.

**Fiona Twycross AM:** Hear, hear.

**Roger Evans AM (Chairman):** Therefore, questions on the update are allowed.

**Len Duvall AM:** It was a request and we fully understand it was the Mayor's choice whether to provide this update or we would go down the question route. We thought we would ask the Chair whether he would wish to ask the Mayor, knowing it was outside the time but was topical, whether the Mayor wishes to answer those questions.

**Boris Johnson (Mayor of London):** All I am saying is you cannot expect me to be familiar with the contents of a paper I have not seen and that I disown.

**Len Duvall AM:** It is reasonable, Chair; not the full detail but the gist of the proposals because they are part of these budget proposals. The Mayor can say either they are true or they are not and he is not going to do it and we will be happy.

**Boris Johnson (Mayor of London):** No, of course I am not because the budget process has not been completed. What I can certainly tell you just to clear this whole thing up is --

**James Cleverly AM:** Mr Chair, *The Guardian* refers to a document produced by the Mayor's Office and we have not had a chance to see it.

**Boris Johnson (Mayor of London):** Let me finish.

**Andrew Dismore AM:** You should do your job better.

**Roger Evans AM (Chairman):** Whether that is a good thing or not is a matter of opinion, but it does happen quite often at Question Time and at committees that some people have papers that other people do not have. I am not going to stop a line of questioning just because the paper is not in the possession of other Members.

**Boris Johnson (Mayor of London):** What is all this doing to help young people in London?

**Roger Evans AM (Chairman):** The budget process, I understand, is going to start tomorrow in front of the Budget and Performance Committee when it will be --

**Boris Johnson (Mayor of London):** Can I just say what we are doing to help young people in London, which is much more interesting than who has a paper?

**Andrew Dismore AM:** You should have done that in the Mayor's update.

**Boris Johnson (Mayor of London):** What we are doing is investing massively in apprenticeship programmes and as a result --

**Andrew Dismore AM:** I hope this is not coming out of my time because I have not actually asked him a question.

**Roger Evans AM (Chairman):** No, I am not stopping you asking the question, Andrew. I am just making an observation about ways that we may better deal with this. Carry on.

**Andrew Dismore AM:** The Mayor gave us a load of flannel at the start in response to the issue.

**Boris Johnson (Mayor of London):** Can I answer the question?

**Roger Evans AM (Chairman):** As far as I can tell, a question has not been asked yet. Mr Dismore?

**Andrew Dismore AM:** Thank you, Chair. Where had we got to?

**Boris Johnson (Mayor of London):** We were trying to help young people in London. That is what we are doing.

**Andrew Dismore AM:** Yes, which you are going to try to do by cutting 90% from the budget.

**Boris Johnson (Mayor of London):** No, I am not.

**Andrew Dismore AM:** What is quite interesting, having looked at all the problems that that is going to cause and at you trying to manage expectations with all your flannel, is that the next steps apparently are to “influence Mayors Fund for London’s plans to support young people”. That is quite interesting because it of course refers back to the Penny for London campaign launched by the *Evening Standard* a couple of weeks ago. What you are effectively going to do is ask the *Evening Standard*’s Penny for London campaign to bail out your cuts. I thought it was supposed to be charitable donations by Londoners to help disadvantaged kids. What you are actually going to do is try to get the Mayor’s Fund for London to bail out your cuts. That is what it says in this paper, is it not?

**Boris Johnson (Mayor of London):** OK. That is a question: are we going to get the Mayor’s Fund for London to bail out cuts, as you call them, in the programme? There are not any cuts because we have not agreed the budget yet and we are investing vastly more in youth and young people’s programmes already under the mayoralty than ever before in the history of the Greater London Authority, £50 million more. We have had huge success, as you know, with getting young people into apprenticeships, more than ever before. The rate of people not in education, employment or training in London is now at its lowest for 25 years. We are putting --

**Andrew Dismore AM:** It is interesting you say that because paragraph 5.4 refers to --

**Boris Johnson (Mayor of London):** Can I just finish the answer?

**Andrew Dismore AM:** -- increasing concern over levels of achievement of those 17-plus and in particular says there are low numbers of apprenticeships. That is exactly the opposite of what you have just said. This is your paper. Never mind all the flannel and waffle. Why do you not address the point in this paper that you are going to impose 90% cuts? Will you say here and

now that you will not impose 90% cuts on youth and education in the next two years? Will you give an undertaking not to cut by 90%?

**Boris Johnson (Mayor of London):** We will have budget that does more for young people in this city than your party ever did.

**Andrew Dismore AM:** Now, now. Temper, temper.

**Boris Johnson (Mayor of London):** We will continue to expand support for young people.

**Andrew Dismore AM:** If this paper is wrong, will you undertake now not to cut youth services by 90%?

**Boris Johnson (Mayor of London):** I am proud of our record and I am proud of what the Mayor's Fund for London has done. I am proud of what we have done with apprenticeships. You should take that paper and stick it up your ...

**Andrew Dismore AM:** Temper, temper.

**Boris Johnson (Mayor of London):** I am proud of what we have done.

**Andrew Dismore AM:** Calm down, Mr Mainwaring. Let us have a look at this.

**Boris Johnson (Mayor of London):** I am proud of what we have done in this city.

**Andrew Dismore AM:** Will you give an undertaking not to cut by 90%? No, you will not.

**Boris Johnson (Mayor of London):** We have invested more in young people and we have more young people into work in this city over the last six years than ever before. I am very proud that we will be continuing with investment.

**Andrew Dismore AM:** That is why you are going to cut education and careers guidance to £600,000 from 2016, is it?

**Boris Johnson (Mayor of London):** We are continuing with investment

**Andrew Dismore AM:** That is what this says.

**Boris Johnson (Mayor of London):** -- in youth employment initiatives, in apprenticeship schemes and in careers advice --

**Andrew Dismore AM:** No, you are not.

**Boris Johnson (Mayor of London):** --which is absolutely crucial with helping young people to learn digital skills and coding so that they can take part in the tech revolution that is sweeping this city. We are investing in all those things. You should look at the outcomes. You should look at what is happening to the attainment of young people in this city, which is now

excelling that of young people, I am afraid to say, in the rest of the country and that is a fantastic thing for London.

**Andrew Dismore AM:** That is not what this paper says, Mr Mayor. That is not what your paper says.

**Boris Johnson (Mayor of London):** That is exactly what is happening in London and we will continue to support it.

**Andrew Dismore AM:** That is what it says. Long nose, Mr Mayor.

**Roger Evans AM (Chairman):** Are we finished? Deputy Chair?

**Jennette Arnold OBE AM (Deputy Chair):** Yes, Chair. Can I just briefly say to the Mayor that I have seen this report on *The Guardian* Website. It came on early last night. Both because of my own on-going long-term in this issue and as chair of the Assembly's [Education] panel, I downloaded and read it. Mr Mayor, it should not be a surprise to you what is published in *The Guardian*. I am not talking to the paper that Andrew has, but what is reported in *The Guardian* is correct in that --

**Boris Johnson (Mayor of London):** No, it is not.

**Jennette Arnold OBE AM (Deputy Chair):** No, it is. Can I finish?

**Boris Johnson (Mayor of London):** No, it is not.

**Jennette Arnold OBE AM (Deputy Chair):** Can I finish? You say you have not read the article.

**Boris Johnson (Mayor of London):** I have read the article. I have not read this paper.

**Jennette Arnold OBE AM (Deputy Chair):** What is there is correct and you would know it and your officers would know it because a significant amount of the funding that has gone to some of these vital projects has always been predicted to end at 2016. I have addressed this with you in the past. It is a really good opportunity now for you to once more show the young people of London that you are not a hit-and-miss Mayor and that for the initiatives that you have seen that have worked and that required an amount of funding to the tune of some £26 million, you will be looking in your budget proposals to ensure that those programmes carry on to 2016/17 and beyond your mayoralty.

**Boris Johnson (Mayor of London):** I agree with that. There is a risk. I agree.

**Jennette Arnold OBE AM (Deputy Chair):** That would show a long-term commitment and honesty in dealing with this vital issue for our young people.

**Boris Johnson (Mayor of London):** Yes. There is a risk that there will be a Labour Mayor. I cannot conceal that from you. There is always that downside risk that in 2016 there may be a Labour Mayor who does not continue to invest in young people. The projects that we are supporting will be protracted. They will continue out. They are on tram tracks. The £129 million that I spoke of, the funding through the LEP will continue. It is part of an overall package of £500 million and these things are absolutely invaluable for London.

**Jennette Arnold OBE AM (Deputy Chair):** Will you commit to carrying them on?

**Boris Johnson (Mayor of London):** In many areas of what we are trying to do now, obviously we are working very, very hard to ensure that if there were to be the catastrophe of a Labour mayoralty, it would be impossible - or indeed a Liberal Democrat mayoralty or a Green mayoralty - for there to be --

**Jennette Arnold OBE AM (Deputy Chair):** I know we are politicians, but does it all have to be politics with you? Just answer the question.

**Boris Johnson (Mayor of London):** These things will continue.

**Jennette Arnold OBE AM (Deputy Chair):** Just answer the question. Will you commit to carrying on the programmes so that they do not finish and have to start again?

**Boris Johnson (Mayor of London):** Yes. My answer is yes. I am not being frivolous. My answer to you is yes.

**Roger Evans AM (Chairman):** Assembly Member Cleverly?

**James Cleverly AM:** Thank you, Mr Chairman. I am waiting for a copy of the document that Assembly Member Dismore has promised to email to me.

**Jennette Arnold OBE AM (Deputy Chair):** Go to *The Guardian* online.

**James Cleverly AM:** He felt incapable of handing me the printed copy he had on his desk.

**Male Speaker:** It has his notes on it.

**Boris Johnson (Mayor of London):** He has notes on it? That would be very interesting for scholars.

**James Cleverly AM:** Do you agree to every proposal put forward to you by officers of the GLA?

**Boris Johnson (Mayor of London):** No. James, characteristically, you have asked the first sensible question on this issue. All sorts of documents swirl around in the budget process about what could or could not be done. The interesting thing about the document that Andrew [Andrew Dismore AM] read out actually was that it counselled, as far as I understood what he

was saying, quite strongly against making cuts of that kind. That seemed to me to be persuasive.

**James Cleverly AM:** Mr Mayor, on the legacy that you inherited as Mayor of London with regard to youth engagement, what youth-related projects were really working, would you say, when you stepped in? What projects initiated by the previous Mayor had actually made a positive difference? If you need to take a little bit of time to mull that over, I completely understand.

**Jennette Arnold OBE AM (Deputy Chair):** I can tell you.

**Boris Johnson (Mayor of London):** There was a serious problem when I took over in 2008 that was gang crime and knife crime. There were many young kids dying at the rate of about 30 a year, sustaining terrible injuries as a result of vendettas that were taking place between gangs. You were involved, James, and Kit [Kit Malthouse AM] was involved and many people were involved in the effort to try to create a comprehensive strategy to deal with it.

There were lots of legs to it. One was to try to support interventions by groups already in existence and try to get money to them through the Mayor's Fund and other means. Another was to actually initiate our own mentoring scheme - finally, because it took a long time to get going - with some success and more importantly to support and encourage other mentoring schemes across the city and also, in parallel with that, to have a thoroughgoing law and order solution. After a great deal of effort by the Metropolitan Police Service (MPS) cracking down on 'key gang nominals', as they are called, they have made a huge amount of progress. Both gang crime and knife crime have come down substantially and the numbers of young people dying in those terrible fights have diminished. They have not gone down to zero but they have substantially diminished and the murder rate overall has come down by about 50%, thanks very largely to the fall in fatalities of those kinds.

There is always more to be done. I fully accept that there are people in this Assembly of all parties who take a keen interest, quite rightly, in pursuing this. There is more to be done with early-years intervention, with championing literacy, with championing numeracy or with boxing academies. There is a whole range of things that you would expect us to do and we are doing. I really do not think that you could fault us for the determination with which we have tried to address it. I think we have. I think most Londoners would agree there has been a considerable measure of success. There is a long way to go, but that is in no way to denigrate or deprecate what has already been achieved.

As to what was achieved in the previous years, I make no comment on that except to say that when I came in, it was the number one issue that Londoners felt we had to address.

**James Cleverly AM:** Thank you, Mr Mayor.

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**London Assembly (Mayor's Question Time) - 19 November 2014****Transcript of Agenda Item 5 – Questions to the Mayor****2014/4151 - Cycle Superhighways**

Caroline Pidgeon

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

**Boris Johnson (Mayor of London):** Thank you so much, Caroline. With the Cycle Superhighways, basically, we have the North-South and the East-West that you want to know about. They are both still works in progress in the sense that we have had the consultation for the big East-West concluded on 9 November. We had 20,000 responses, including a huge amount of support and a lot of criticism, as you know. TfL is looking at it very carefully.

What I can tell you - and I must reassure Londoners about this - is that I do understand the concerns that many people feel about aspects of these Cycle Superhighways on both sides of the ledger. I know the cyclists have a passionate desire for thoroughgoing segregation. Motorists' groups are alarmed about some of the congestion issues that will arise. I have to take a balanced view and do what is best for the city.

**Caroline Pidgeon MBE AM:** Thank you very much for your update. We know these plans are hugely popular with Londoners. There was 80% support in the response you have had. Two-to-one in a recent poll support them, even if they result in longer journey times for motorists. However, we know there are powerful vested interests that have been publicly and privately opposing these plans.

Peter Anderson, one of your board members at TfL, is the Finance Director of Canary Wharf Group. Given Canary Wharf Group is still very heavily lobbying against these plans, can you give us an update on his position and whether he will be sitting on the committee that decides this on 25 November?

**Boris Johnson (Mayor of London):** Peter Anderson always registers his interests and declares his interests at the start of board meetings of TfL. We will take the decision, as far as I know, in the normal way. I do not think there is any particular reason why he should recuse himself from that decision any more, say, than the taxi drivers or the minicab drivers should recuse themselves.

**Caroline Pidgeon MBE AM:** If necessary, Mr Mayor, given that the role of the TfL board is to enable your vision and your strategy and that this is something you are really committed to and that the Assembly - certainly the Transport Committee - is very supportive of your plans, if necessary will you use your power of direction on the TfL board to make sure these segregated Cycle Superhighways go ahead?

**Boris Johnson (Mayor of London):** I will make sure that we get a solution that is in the interests in London and of the London economy. I must make it clear, though, Caroline, that I will not support measures that in my view result in excessive paralysis of the traffic. I must be absolutely clear with you about that.

**Caroline Pidgeon MBE AM:** We do not want to see these plans scaled back or watered down so much that they are just blue paint on the road as you previously had.

**Boris Johnson (Mayor of London):** That will be the dilemma.

**Caroline Pidgeon MBE AM:** One of the main objections - and you have talked about this - is the claim that it will increase congestion and I assume this is more the Citi and Canary Wharf Group's concerns about their chairs and chief execs being chauffeured around rather than ordinary staff.

**Boris Johnson (Mayor of London):** That is unfair.

**Caroline Pidgeon MBE AM:** In line with your Cycle Superhighways, which actually show really great vision for this city, is it not the obvious thing to do to tackle congestion by increasing the congestion charge and maybe to use smart pricing that varies the charge depending on the time of day, as supported by London First? Is that not the obvious thing to do to tackle this issue of congestion?

**Boris Johnson (Mayor of London):** I am interested that you want to increase the congestion charge. I wonder how much you would like to put it up and I wonder how consistent that is with wanting to bear down on the costs of living for people who work very hard in this city and who maybe - I am thinking of teachers and of nurses and of people with white vans - have to drive through the centre of London and who have absolutely no choice. I am not convinced that that is a universally progressive move. Yes, you caricature the opponents of the Cycle Superhighways as being bosses in limos and so on.

**Caroline Pidgeon MBE AM:** You need to tackle congestion alongside your plans.

**Boris Johnson (Mayor of London):** If you just study some speeded-up images of the traffic flowing along the Embankment and see what that vehicle flow consists of, you will see many, many people driving vans who are by no means fat-cat plutocrats. You will see buses. You will see people who absolutely depend on the traffic flowing smoothly.

**Roger Evans AM (Chairman):** All right. The Liberal Democrats are out of time. Assembly Member Malthouse?

**Kit Malthouse AM:** Yes. Mr Mayor, I wanted to first of all thank you for the delicate process that is taking place around the East-West. Many of my residents are going through the consultation process at the moment. There are obviously various wrinkles that are alarming them, but we seem to be working our way through them.

I wanted to ask you about the North-South at King's Cross and what consideration you were giving to extending the Cycle Superhighway north of King's Cross up towards Kentish Town and Belsize Park --

**Boris Johnson (Mayor of London):** Kentish Town, where you live?

**Kit Malthouse AM:** -- or indeed up towards Holloway, where I would declare an interest.

**Boris Johnson (Mayor of London):** Is that so that you can be propelled on a sort of magic carpet? We will look at it --

**Kit Malthouse AM:** No, but the truth is there are a lot of people who cycle from that part of town who would not be able to access the Cycle Superhighway until they get to King's Cross.

**Boris Johnson (Mayor of London):** All right, Kit. We will look at the 'Malthouse Stretch' and we will see if it is --

**Kit Malthouse AM:** It is not just me. It is Tom [Copley AM] as well and one or two other people

**Boris Johnson (Mayor of London):** Not just you, OK. We will see if it makes sense.

**Kit Malthouse AM:** OK. The other thing I wanted to raise with you which is connected, I guess, is whether you would support an amendment to the next road traffic bill that is going through Parliament to make it illegal to cycle while wearing headphones.

**Boris Johnson (Mayor of London):** Generally speaking, I dislike excessive regulation and legislation like this. As you know, I have not insisted on helmets for Londoners, least of all on the hire bikes. We have not insisted on mandatory helmets because we think it discourages cycling. It is crazy. My own personal view is that it is absolutely crazy to cycle along with earphones in.

**Kit Malthouse AM:** If you will forgive me--

**Boris Johnson (Mayor of London):** I said this once and I was viciously denounced in the *Evening Standard* by some guy who liked to do it and thought it was the ultimate in nannying to tell him not to. I have gone quiet on it. What I would like to do is to try to find a bit more data about some of the cycling accidents and fatalities we have had and whether they are connected with wearing earphones. We are looking into that. Unfortunately, I have to tell you that sometimes the injuries are so dreadful that it is not possible to tell.

**Kit Malthouse AM:** The difference of course is that not wearing a helmet makes me a danger to myself, whereas wearing earphones makes me an extreme danger to other cyclists, pedestrians and motorists when I cannot hear shouts and cries of, "Get out of the way". I can tell you from bitter experience having had some very close shaves with - I have to say - young men on fixed-gear bikes wearing earphones and going at high speed.

**Boris Johnson (Mayor of London):** What you say is absolutely true. One of the things we have, as you know, is Operation Safeway whereby the police stand on street corners and it is one of the best ways we have found of actually improving cycling safety. After the spate of accidents in November last year, we had a big Operation Safeway and we have continued to have it now and then without warning the public, as it were, when it is going to happen. They have rounded up loads of both motorists and cyclists who have been breaking the law by jumping the lights or whatever. I see no reason if a cyclist is cycling without due care and attention with his earphones in that the police should not haul him over as well and no doubt they do.

**Kit Malthouse AM:** Thank you.

### **2014/4307 - Mayor's Schedule**

Len Duvall

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

**Boris Johnson (Mayor of London):** Thank you very much. You want my engagements out of London. I cannot give you many engagements out of London. I can tell you what I did in London, if you like. Shall I read the list? It is fantastic.

**Len Duvall AM:** It is not the question, Mr Mayor.

**Roger Evans AM (Chairman):** The question is actually about out-of-London engagements.

**Len Duvall AM:** Let me help you. I have a list of them.

**Boris Johnson (Mayor of London):** Of what?

**Len Duvall AM:** I have a list of engagements outside London and obviously your diary does not cover that: Bath, Swindon, Northampton, Corby, St Albans and Bedford. I think Blenheim Palace was a book-signing and I might cut you some slack on that and your trip to the United States while others might not. All those other issues are where you have done campaigning for the Conservative Party, Mr Mayor.

The question, Mr Mayor is: should Londoners be subsidising the Conservative Party and will you be submitting a bill for the days that you were out campaigning for them outside the London boundaries? I would cut you some slack if you were campaigning for them inside London. I do not think we should be paying for you to toddle off up and down the country to rescue your party, which is in dire straits.

**Boris Johnson (Mayor of London):** Give me a break. This is bollocks.

**Len Duvall AM:** Will you be asking them to reimburse for those little sorties you have done in supporting various Prospective Parliamentary Candidates (PPCs) and all the rest of it or are you going to try to justify that this is London business?

**Boris Johnson (Mayor of London):** This is something I do for the Conservative Party. I do it in my own time and I do it because I think it is the right thing to do and because I do not want a Labour Government. If you want what I did within London in the last 31 days, I have had seven weekend days--

**Len Duvall AM:** No, Mr Mayor, I am not interested in London. I am quite aware of your work in London. This is about outside London.

**Boris Johnson (Mayor of London):** You asked about my mayoral engagements. These are not mayoral engagements.

**Len Duvall AM:** They are not, but how do you justify what is your time and what is our time in London? Does it have to be that you are physically here and that everything else is not - if you know what I mean - London mayoral duties or what? How do you do that?

**Boris Johnson (Mayor of London):** Unless I specifically tell you otherwise, Len --

**Len Duvall AM:** But you --

**Boris Johnson (Mayor of London):** Listen. The only way we can settle this is if we read out the list of all the things that I have done in the last 31 days in London.

**Len Duvall AM:** Are you going to do a lot more in the run-up to the general election outside London? Are you going to do a lot more? Londoners will feel short-changed, never mind your own constituency.

**Boris Johnson (Mayor of London):** No, they will not.

**Len Duvall AM:** The question is, Mr Mayor, you are the London Mayor.

**Boris Johnson (Mayor of London):** This is rubbish. This is a transparent attempt and a pathetic attempt to try to stop me campaigning.

**Len Duvall AM:** You are not the Leader of the Conservative Party and you are unlikely to be. The question, Mr Mayor, is: London is being short-changed while you work here. We knew that you were going to be an MP. Fair do's. It is a London constituency. We think you can manage both jobs. We think that has happened in the past. However, you are trooping up and down from London at our expense to campaign for a political party.

**Boris Johnson (Mayor of London):** It is not at your expense.

**Len Duvall AM:** Do you have no morals in seeking repayment--

**Boris Johnson (Mayor of London):** Sorry, it is not at your expense.

**Len Duvall AM:** Do you have no morals in seeking repayment back to us here in London for your duties?

**Boris Johnson (Mayor of London):** It is not at your expense. Listen. I really will not take any lessons from you guys. As anybody who is on the eighth floor, I work unbelievably hard the whole time. I would be amazed if there is anybody who has done as much in the last month as I have.

**Len Duvall AM:** Outside London? Yes, I would be amazed.

**Boris Johnson (Mayor of London):** Let me read it to you.

**Len Duvall AM:** You are the London Mayor, Mr Mayor.

**Roger Evans AM (Chairman):** Are we through?

**Len Duvall AM:** We are through.

**Boris Johnson (Mayor of London):** OK. Among my additional engagements in the last --

**Len Duvall AM:** You are the London Mayor.

**Boris Johnson (Mayor of London):** I chaired the Mayor's Advisory Group on 9 October to discuss the London Ambulance strike and the Ebola crisis. I met with Sir Roy McNulty [Chairman, Gatwick Airport Ltd]--

**Len Duvall AM:** Shall we talk about your book-signings, Mr Mayor, or was that in your own time?

**Roger Evans AM (Chairman):** Could I stop--

**Boris Johnson (Mayor of London):** Let me give you the whole list of what I have done in London. Come on. I met with Michael McGee, Non-Executive Director and Transport Partner with Global Infrastructure Partners (GIP), and Stewart Wingate, Chief Executive of Gatwick Airport, on 9 October to discuss Gatwick.--

**Jennette Arnold OBE AM (Deputy Chair):** Mr Mayor.

**Roger Evans AM (Chairman):** Stop the clock.

**Boris Johnson (Mayor of London):** This is interesting. You might learn something.

**Tom Copley AM:** This is disrespecting the Chair.

**Boris Johnson (Mayor of London):** This is interesting. I launched the New Tube for London on 9 October. I met with Mark Rowley [Assistant Commissioner, MPS].

**Roger Evans AM (Chairman):** Mr Mayor, we have stopped the clock.

**Boris Johnson (Mayor of London):** I am still on 9 October.

**Roger Evans AM (Chairman):** We have stopped the clock so that you are not taking up anyone's time with this. I appreciate what you are saying is actually quite interesting. It is in the report that you have submitted to us already.

**Boris Johnson (Mayor of London):** I know.

**Roger Evans AM (Chairman):** If you wish to submit it as an appendix to the minutes of this meeting then that is probably the best way to have it in the record.

**Boris Johnson (Mayor of London):** I am happy to do that. Very good.

**Roger Evans AM (Chairman):** Assembly Member Cleverly?

**James Cleverly AM:** Mr Mayor, on your campaigning, did you manage to get to Doncaster at all? Have you been campaigning in Doncaster?

**Andrew Dismore AM:** He does not know where it is!

**Tony Arbour AM:** Does Ed Miliband [Leader of the Labour Party] know where it is?

**Boris Johnson (Mayor of London):** Quite possibly, yes.

**James Cleverly AM:** I was just wondering in the various constituencies that you have visited to campaign whether you bumped into Ed Miliband at all. Actually, it is ridiculous even asking the question --

**Boris Johnson (Mayor of London):** I hope Ed Miliband does as much campaigning as possible.

**James Cleverly AM:** -- because he would only ever be in either Westminster or Doncaster, surely. According to the new proposal put forward by our colleague, the only place that he would be allowed to be is either Westminster or Doncaster. I wait with eager anticipation for Assembly Member Duvall's rebuke of Ed Miliband--

**Boris Johnson (Mayor of London):** I know.

**James Cleverly AM:** -- .for being anywhere other than Westminster or Doncaster.

**Boris Johnson (Mayor of London):** He should stay in Doncaster.

**James Cleverly AM:** He should stay in Doncaster.

**Boris Johnson (Mayor of London):** For the Labour Party to have any hope of winning the election, he should stay in Doncaster. I want Miliband out and around the country, meeting Myleene Klass [British musician and television presenter].

**James Cleverly AM:** Hands up which one of you think he will be a decent Prime Minister.

**Boris Johnson (Mayor of London):** I thought he did very well against Myleene Klass. Did you not think he had a particularly good answer to why the 'mansion tax' was--

**Roger Evans AM (Chairman):** We have drifted a little bit beyond the original parameters of the question.

**Boris Johnson (Mayor of London):** I thought he was brilliant. Bring back Miliband.

**James Cleverly AM:** Who wants him as Prime Minister?

**Roger Evans AM (Chairman):** The next question is about the Living Wage.

**James Cleverly AM:** Put your hand up if you want him as Prime Minister, one of you.

**Roger Evans AM (Chairman):** Mr Cleverly--

**James Cleverly AM:** Everyone is looking down, "Do not ask me".

**Roger Evans AM (Chairman):** Can you save the Labour Party's blushes and poll them in private?

**James Cleverly AM:** I apologise, Mr Chairman.

**Boris Johnson (Mayor of London):** Amongst the things I did in the last week, by the way --

**Roger Evans AM (Chairman):** We have moved on to the next question, Mr Mayor. Time has moved on.

**Boris Johnson (Mayor of London):** People's Question Time in Walthamstow. Was anybody there? Who came to People's Question Time in Walthamstow?

**Tony Arbour AM:** We were there.

**Boris Johnson (Mayor of London):** Did anybody notice Len Duvall at People's Question Time in Walthamstow? Where was Duvall? Some of us went to Walthamstow for People's Question Time. Not Len Duvall. He was washing his hair.



**Roger Evans AM (Chairman):** The next question is about the Living Wage.

**Boris Johnson (Mayor of London):** He was flogging his book, *My Life and Times* by Len Duvall!

**Len Duvall AM:** Be careful on book-signings, Mr Mayor.

**Roger Evans AM (Chairman):** Let us deal with something that is of importance to Londoners, Mr Mayor.

**Len Duvall AM:** Be careful on book-signings. You do not want to go there, Mr Mayor, do you?

**Andrew Dismore AM:** Are they remaindered yet?

**Boris Johnson (Mayor of London):** They have been on the *Sunday Times* bestseller list for four weeks, mate. Put that in your pipe and smoke it.

**Tony Arbour AM:** Can we have it as a raffle prize?

**Roger Evans AM (Chairman):** If this continues, I am going to take it out of the Labour Group's time.

**Jennette Arnold OBE AM (Deputy Chair):** Yes.

**Roger Evans AM (Chairman):** It is the London Living Wage, Mr Mayor. We will return to the agenda.

**Boris Johnson (Mayor of London):** It is the number one bestseller in hardback nonfiction books about Winston Churchill [former Prime Minister] written by Conservative politicians.

**Tony Arbour AM:** Published in 2014.

## **2014/4954 - Living Wage**

Tony Arbour

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

**Boris Johnson (Mayor of London):** Tony, thank you very much. This is actually an extremely good question and a thoughtful idea. I have asked Kit [Kit Malthouse AM, Deputy Mayor for Business and Enterprise] to take it away and see if this is something that we could develop. Obviously, there is an anxiety I have about using taxpayers' money, as it were, to

subsidise the Living Wage because you would be cutting business rates in order to encourage businesses to pay it, but it might be a price worth paying because one of the advantages of the Living Wage is that it helps us to reduce the number of people who are receiving in-work benefits at the same time. It is definitely worth looking at.

**Tony Arbour AM:** I am pleased to hear that and I look forward to the results of Kit's investigation. As you know, there are no greater supporters for the London Living Wage than those of us who are sitting here. We very much applaud your efforts in seeing that London businesses sign up to the Living Wage. You have been infinitely more successful than your predecessor was, and you have been doing something substantial for it.

I wonder, Mr Mayor, if you are familiar with the situation of workers and owners of small businesses in parts of London. I wonder if I can give you a couple of quotations here. This is a man who owns an off-licence in Tower Hamlets. When we were doing our research he said, "I have one person working here and he is on £6.79 an hour. It is tough owning an off-licence. I spend over £2,000 a quarter just on value-added tax (VAT), £420 a month on business rates alone, plus rent and rates on top. I would pay the London Living Wage tomorrow if I had some relief on my massive tax burdens, but if it becomes compulsory I know about 20 people in my position who will go under in a flash".

Similarly, someone in a business which is a little larger said, "I employ eight people and pay them between £6.50 and £8.00 an hour. I value them immensely and want to hold on to them, but in order to do that I need to pay them the best I can. I feel terrible that I cannot yet pay them the London Living Wage, but frankly if it is made compulsory it will put me out of business. I would have to cut staff in order to meet the increased wage bill, which is unthinkable as the customer demands great service and we need people in order to fulfil this. I have to increase sales anyway to make a fair living wage for myself. We have been going for three years and we are still constantly on the line. I pay myself £10,000 a year even though I do six days a week. What would help people like me is a VAT cut for the hospitality sector. I pay £7,000 a quarter just in VAT. It is a killer".

Under these circumstances, do you not think it incredibly mistaken of the people sitting on the opposite side who believe that the London Living Wage should be compulsory and that the way to deal with the matter is to encourage people to pay the Living Wage by giving them carrots rather than using the stick?

**Boris Johnson (Mayor of London):** I agree. It is a very interesting proposal, the business rate relief. Maybe there is something you could do on VAT. I have to say that I agree with your basic point, which is that it should not be compulsory. There is a minimum wage which is compulsory, but the point about the London Living Wage is that it is specifically to reflect the extra cost of living in London. It is spreading. The number of firms paying it has multiplied 15 times or more since I have been Mayor and 429, maybe more, companies now are paying it. It was only about 27 when I started. Huge progress is being made.

The difficulty with making it compulsory is that you lose the moral aspect of it. This is something that is about companies making a commitment to their staff that is supererogatory,

that genuinely shows that they value those people and that shows that they are committed to their employees and they want to help them meet the costs of living. Companies should do it. They should do it. They will find that it engenders loyalty; it produces higher productivity and all the rest of it. However, if you make it compulsory you nullify that aspect of the thing, and you also probably have some of the bad impacts you describe in terms of making it very difficult for some smaller businesses.

**Tony Arbour AM:** The spin-offs are obvious because every employer wants workers who are going to be loyal to them, and the employer wants to be loyal to his workers. In the two examples I have given you that is exactly what happens.

Did you know that there are some quite wealthy people who work in London who are not paying the London Living Wage, and indeed use zero-hour contracts, and indeed I refer to 62 Labour Members of Parliament who --

**Boris Johnson (Mayor of London):** You are joking.

**Tony Arbour AM:** I am not joking, Mr Mayor.

**Boris Johnson (Mayor of London):** Are these the people that Ed Miliband [Leader of the Labour Party] was attacking?

**Tony Arbour AM:** Indeed.

**Boris Johnson (Mayor of London):** The predators. Predatory Labour MPs.

**Tony Arbour AM:** Absolutely right, and yet they come here and they posture and they say how terrible the administration is here in London..

**Boris Johnson (Mayor of London):** Velociraptor Labour MPs.

**Tony Arbour AM:** -- when no one has done more to ensure that the London Living Wage is paid than you. In relation to the point about business rates, of course, as you know, Mr Mayor, there has always been a provision whereby local authorities can give a rebate on business rates in relation to charity shops and indeed other premises which local authorities consider to be adding to the quality of life in London. Since manifestly the London Living Wage will add to the quality of life in London, do you not think that because you are a preceptor, you may be able to have some particular influence in ensuring that the kind of discretion that I am asking for is given? No doubt you could give Kit [Kit Malthouse AM, Deputy Mayor for Business and Enterprise] a steer on that one.

**Boris Johnson (Mayor of London):** As I think Murad [Murad Qureshi AM] said, Brent is looking at this. They have not actually done it as far as I understand it. They are looking at a business rate discount of £5,000 for 2015/16 if they become accredited London Living Wage employers. There is going to be a discussion at cabinet level in Brent in January 2015. It is an interesting idea. A one-off payment to 200 firms they will be making.

The question for the state is, “Will you ultimately save money by taking people off in work benefits, by helping their firms to pay them more?” That is the interesting--

**Tony Arbour AM:** Classical economist Adam Smith would certainly say that by giving people more disposable income, which they can choose to spend themselves, that in itself will generate far more than we are laying out. It is a sprat to catch a mackerel.

**Boris Johnson (Mayor of London):** Yes.

**Tony Arbour AM:** Thank you, Mr Mayor.

**Boris Johnson (Mayor of London):** Thank you.

**Roger Evans AM (Chairman):** Assembly Member Boff?

**Andrew Boff AM:** Mr Mayor, are you aware that to make the London Living Wage compulsory would cost London businesses over £600 million a year and put under threat over 32,000 jobs?

**Boris Johnson (Mayor of London):** There are ways of calculating these things. Obviously those were the types of argument that were made against the minimum wage before it was introduced. I nonetheless agree that a compulsory Living Wage is not the way forward. You would be voiding the point of it. The Living Wage is there as a bond or as a compact between employers and employees. It is something that is special and that has been championed by London citizens. They are the people who really deserve credit for getting this whole thing going and for continuing their campaign. They do not want it to be compulsory. You should talk to them. I respect what they have to say. They do not want it made mandatory. You lose the mission and the campaign and it becomes a matter of state coercion and that is not how it should be done.

**Andrew Boff AM:** Of course, Mr Mayor, when the minimum wage was put in, the Labour Government at the time accepted that too high a minimum wage could actually affect jobs; hence that is one of the parameters that the Low Pay Commission must consider when it reaches that minimum wage figure.

**Boris Johnson (Mayor of London):** Of course.

**Andrew Boff AM:** I think it is accepted by Londoners as well. In the research we have been doing, we have talked to a young full-time waitress called Augustina in Greenwich, 18 years old, and she said, “I earn £7.00 an hour and can double this with tips on a good day. Of course I would like more money to help out with my rent, bills, petrol and other expenses, but at the same time I understand why the London Living Wage is not compulsory for good employers like mine. I want to see the kind of job opportunity I have for other people, and by making the London Living Wage compulsory that opportunity would be removed”. Do you see that, Mr Mayor?

**Boris Johnson (Mayor of London):** I completely agree. I completely agree.

**Andrew Boff AM:** Curiously enough, a restaurant owner, again in Greenwich, also - one of your voters no doubt, Mr Duvall - who said, "In France, where I come from, there is too much tax and regulation which stifled business owners like myself".

**Boris Johnson (Mayor of London):** Look at their unemployment rate.

**Andrew Boff AM:** Exactly. "That is why I [this business owner] came and invested in the United Kingdom. My restaurant has been running for six months and I employ five people on £7.00 per hour. On busy days they can easily double their tips. A blanket mandatory London Living Wage would be counterproductive. It just would not work in this industry". This is somebody who has come to this country to provide job opportunities and sees that those opportunities will go if the London Living Wage is made compulsory.

Mr Mayor, I urge you to carry on in the good work that you have done in promoting the London Living Wage and ensuring more responsible large companies sign up to it. Only in that way can we have responsible employers paying the kind of wages that Londoners want to see paid.

**Boris Johnson (Mayor of London):** Absolutely. What is so exciting about what is happening at the moment is that we are finally starting to see some of the more difficult companies joining the ranks. Big cleaning companies and retail companies are joining as well. I congratulate Deputy Mayor Malthouse on the work that he and his team continue to do to help London citizens. It is a great campaign.

**Andrew Boff AM:** Just one last point, Mr Mayor. You may want to make yourself familiar; we have talked a lot about zero hours contracts, of course. The Labour Party has made it a big thing. Ed Miliband [Leader of the Labour Party] had made it a big thing. I wonder if you could acquaint yourself with which local authority uses more zero-hours contracts than any other in the United Kingdom. Are you guessing? It is Doncaster, Mr Mayor.

**Boris Johnson (Mayor of London):** No kidding.

**Andrew Boff AM:** It uses more zero-hours contracts than any other local authority in the country.

**Boris Johnson (Mayor of London):** Absolutely extraordinary. Absolutely extraordinary.

**Andrew Boff AM:** It is do as they say not do as they do, by the sounds of it.

**Boris Johnson (Mayor of London):** That is amazing. Is that not amazing? I agree with you. I agree with you passionately. I hope very much that the Living Wage will continue to be something that basically we all support and drive forward together.

## 2014/4203 - "One Man Can Make All the Difference"

Jenny Jones

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

**Boris Johnson (Mayor of London):** Yes, thanks, Jenny. I am going to ignore your very kind plug for my book.

**Jenny Jones AM:** I have heard there are mistakes in it, but we will not talk about those now.

**Boris Johnson (Mayor of London):** There are no mistakes in it. You are welcome to read it and you will find much to your advantage in it, as many thousands are at the moment.

**Jenny Jones AM:** You do make a point of leadership, though, and you are in a --

**Boris Johnson (Mayor of London):** Can I just answer your question?

**Jenny Jones AM:** -- particularly favourable position, are you not?

**Boris Johnson (Mayor of London):** Yes. On what we are doing with the Climate Change Summit.

**Jenny Jones AM:** In the lead-up.

**Boris Johnson (Mayor of London):** Under this mayoralty, London's carbon dioxide (CO<sub>2</sub>) emissions have been reduced, as you know, by 12%, a stunning achievement. London's per capita emissions continue to be the lowest of any region in the United Kingdom at 4.9 tons. London is close to achieving the interim target of 20% reduction with three years to go. We have done a huge amount. I will tell you how we have done it. We have done it through RE:FIT, RE:NEW and decentralised energy in public sector buildings and schools. We have saved 30,000 ton of CO<sub>2</sub> through retrofitting 100,000 homes. That is saving 22,000 ton of CO<sub>2</sub> annually. We will continue with all those measures. You know what we are doing with decentralised energy, the London Plan policy to reduce CO<sub>2</sub> automatically in buildings that we approve and in low CO<sub>2</sub> energy generation. We have a meeting just this afternoon on that subject which I shall be addressing.

**Jenny Jones AM:** I am really glad about that. Are you going to go to the Paris Summit? It is in December next year.

**Boris Johnson (Mayor of London):** I am told that you want me to stay in London. You cannot have it both ways.

**Jenny Jones AM:** Please do not confuse Labour and the Greens. We are substantially different.

**Boris Johnson (Mayor of London):** Yes. Can I say how much more effective a left-wing opposition the Greens are turning out to be than Labour?

**Jenny Jones AM:** I am going to use that on a Green Party leaflet. You are very kind.

**Boris Johnson (Mayor of London):** I wonder whether left-wing people agree with me that the Greens are increasingly the natural alternative.

**Jenny Jones AM:** Perhaps you would come down to Brighton for us and help. Can I get back to the point? Are you going to go to the Paris Summit next year?

**Boris Johnson (Mayor of London):** We are looking at it. I am not ruling it out, but it is not in the diary at the moment.

**Jenny Jones AM:** Perhaps I could urge you to put it in the diary. Quite honestly, the new agreement that has just happened between the United States of America and China actually changes the whole global view of how well we can battle against climate change. Having you in Paris would send out some really big signals about what is happening here in London and what could happen in the United Kingdom.

**Boris Johnson (Mayor of London):** My friend Mr Biggs [John Biggs AM] is inviting me to go to Paris permanently.

**Jenny Jones AM:** I do not care about what he says. Could you please just answer my question?

**Boris Johnson (Mayor of London):** Jenny, quite seriously, I am looking at the Paris Summit. I take your point about wanting London to show leadership. London would in any event be admirably represented by Mr Matthew Pencharz [Senior Advisor - Environment & Energy, GLA], luxuriantly moustachioed at the moment as he is. He has been receiving all sorts of prizes around the world recently for some of the things that he has been doing.

**Jenny Jones AM:** I am more interested in you because it does send out a signal if we send our top person to these events.

**Boris Johnson (Mayor of London):** Matthew is a pretty top person.

**Jenny Jones AM:** No, I am sorry, Mr Mayor, you must understand the difference between you going and an advisor going to a summit of that sort.

**Boris Johnson (Mayor of London):** Are you going, Jenny?

**Jenny Jones AM:** Yes, I can, if you like.

**Boris Johnson (Mayor of London):** I am not paying for you to go.

**Darren Johnson AM:** She will go if you will.

**Jenny Jones AM:** Yes. No, Darren said it. I will go if you will. The thing is I am concerned that you do not appear really to be 100% convinced that climate change is happening in spite of all the reports that we have had from masses of governments. Nearly 200 governments signed up to the Climate Change Report that came out this month. I feel you are still a bit dubious about it.

**Boris Johnson (Mayor of London):** No. I have always said that I cannot possibly dissent from the best scientific advice. I am not sufficiently versed in meteorology and climatology to dissent. What I have also said is that even if the sceptics are right, it is a good thing for the city to reduce pollution, to reduce consumption and to reduce CO<sub>2</sub> emissions because you save people loads of money, particularly people who are in fuel poverty, who cannot insulate their homes and so on. There are great reasons for doing this, for all the RE:NEW and RE:FIT stuff that I have talked about, irrespective of the big arguments about climate change. I have two reasons for wanting to see the programme succeed. As I say, the reductions in CO<sub>2</sub> outputs are pretty impressive for a city that has been growing economically at such a fantastic rate.

**Jenny Jones AM:** I am sure you do understand how much of a signal it would be if you went to those climate talks. You did not go to the last one in New York.

**Boris Johnson (Mayor of London):** I was at Copenhagen.

**Jenny Jones AM:** Going to Paris next year will send out all sorts of signals. Like it or not.

**Boris Johnson (Mayor of London):** What is the most eco-friendly way I could go --

**Darren Johnson AM:** It is not very far. It is not very far on Eurostar, is it? Come on.

**Jenny Jones AM:** Like it or not, you are a personality. You would be a heavyweight person there and --

**Boris Johnson (Mayor of London):** I cannot believe I am being bullied by the Assembly to go on a foreign junket.

**Darren Johnson AM:** You just said they are effective and we are trying to be even more effective in making you go.

**Boris Johnson (Mayor of London):** Look, Jenny, quite seriously, I will be honest with you. I have not focused on the Paris Summit yet and whether it is crucial to be there. If I decide that it is, I will make sure I let you know. I hope that you will go anyway. Whatever happens, London will be very powerfully represented and we will make sure that we make a strong and positive contribution to the discussions.



**Jenny Jones AM:** Do you understand that climate change is very dangerous and that if we do not do something to actually slow it down we are going to be facing some much higher temperatures in the next few years? London is a global city. It will hit us very hard. Our Economy Committee is hearing from big business at the moment that they think the biggest risk to their business that they have to assess is climate change. It will hit London very hard.

**Boris Johnson (Mayor of London):** Yes. The Eurozone is a more immediate problem than climate change for business. I do not in any way minimise the importance of tackling it. As I say, I have to accept the overwhelming majority of scientists have this view. As I say, even if the sceptics are right there will still be a good case for putting in lots of insulation and helping people save money and that is what we are doing.

**Jenny Jones AM:** I agree with you completely and it is fantastic. Thank you.

**Roger Evans AM (Chairman):** The Greens are out of time.

#### **2014/4308 - Labour Market Inequality**

Fiona Twycross

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

**Boris Johnson (Mayor of London):** Thank you, Fiona. You are asking why there are now more people in London being paid less than the equivalent of the London Living Wage than when I took office. More people are now being paid more than the London Living Wage than when I took office, basically, because there are more people in employment. London actually has the lowest proportion of workers on less than the Living Wage of any region in the country. We have more people as a proportion of the population in London on Living Wage incomes even allowing for the London Living Wage, which is set at higher level, as you know, than the rest of the country.

**Fiona Twycross AM:** There is an issue about how the statistics are used in relation to your record on the Living Wage. If you look at what GLA Economics reports, it says that over 20% of jobs in London pay less than the Living Wage now. In 2012 this was 17% of jobs, and in 2007, just before you came into office, this was 13% of all jobs. Do bear with me. It is actually going the other way to what you suggest. The truth is that the London Living Wage rate is not really worth the paper of your press release announcing the new rate unless there are more people being paid it. It is about the money in people's pockets.

**Boris Johnson (Mayor of London):** More people are now being paid it, as I said.

**Fiona Twycross AM:** Yes, but more people are not.

**Boris Johnson (Mayor of London):** No, more people are being paid it.

**Fiona Twycross AM:** If we go to the proportion of people who are not, the proportion of people who are paid below the Living Wage has gone up and the actual number of people who are paid below the Living Wage has also gone up. You can argue that more people are paid it, but actually more people are not paid it as well.

**Boris Johnson (Mayor of London):** The more-people figure.

**Fiona Twycross AM:** It is about which figure you want to concentrate on. The number of people who are not being paid it or the number of people who are not.

**Boris Johnson (Mayor of London):** There are now more people, yes. I understand the point you make, Fiona. It is also true that the proportion of people in London, as I said, who earn less than the Living Wage is lower than the rest of the country, even allowing for the fact that the Living Wage in this city is higher than in the rest of the country. It is 17% in London who are paid less than the Living Wage and 22% of the rest of the country are paid less than --

**Fiona Twycross AM:** No, it is over 20% of jobs in London that pay less than the Living Wage.

**Boris Johnson (Mayor of London):** It is 17%.

**Fiona Twycross AM:** No, it was 17% in 2012. The latest figure for London is 20% of jobs in London pay less than the Living Wage.

**Boris Johnson (Mayor of London):** The figure I have here is 17%.

**Fiona Twycross AM:** -What percentage of jobs in London paid below the Living Wage are there going to be next year? Is it going to be higher or lower? What percentage is it going to be next year, higher or lower?

**Boris Johnson (Mayor of London):** The figure I have is 17%.

**Fiona Twycross AM:** I have a figure of 20%.

**Roger Evans AM (Chairman):** You are out of date, Boris.

**Fiona Twycross AM:** Your figures are out of date because the 17% is from 2012. Over half of all working-age adults and children in poverty in London actually live in a household where somebody is working. Poverty pay is a massive issue in London. Unless people are paid and get a rate that pays for their work, it is difficult to see how people can get on in a high-cost city such as this. Data from the Office of National Statistics shows the average pay in London in real terms has fallen by £87 a week - that is in real terms - for the average Londoner since 2009. Another failure on your watch is that in real terms the average pay has gone down. The scandal of poverty pay is getting worse and not better.

**Boris Johnson (Mayor of London):** Hang on. Do you know by how much the number of jobs in London has increased since I have been Mayor? It has gone up from 4.94 million to 5.6 million. That is more than 500,000 people more in work. That is an extraordinary expansion.

**Fiona Twycross AM:** How many of those are on poverty pay?

**Boris Johnson (Mayor of London):** That is why there are more people being paid the Living Wage

**Fiona Twycross AM:** Work should pay. If people are in work it should pay.

**Boris Johnson (Mayor of London):** Above all, what you are seeing is that the number of employers signed up to the Living Wage has doubled just in the last 12 months. As you know very well, we are taking all sorts of other measures to help people on low pay. Cutting council tax, making sure that people continue to have access to cut-price travel for those --

**Fiona Twycross AM:** The overall costs for Londoners are increasing out of all proportion. In real terms, average pay has fallen by £87 a week. At the same time, FTSE 100 directors' pay increased by 21% over the past year alone to an average of a staggering £2.4 million annually, which is about 120 times the average worker's. What is your message to Londoners on low pay about the message this sends?

**Boris Johnson (Mayor of London):** My message to Londoners is that this is an administration that cares deeply about trying to ensure that they have the Living Wage. We have expanded it, as I say, massively, by about 1,500 times or whatever it is, since I was elected.

**Fiona Twycross AM:** Still the number of people paid less than the Living Wage is going up and as a proportion.

**Boris Johnson (Mayor of London):** No, the number of people who are being paid more than the Living Wage is also going up.

**Fiona Twycross AM:** But the proportion is going up. The proportion is going up and that matters. Do you agree?

**Boris Johnson (Mayor of London):** That is because there has been a massive increase in jobs. That is a good thing. What you are really comparing, if I may so, Fiona --

**Fiona Twycross AM:** But the proportion is a massive increase in low-paid jobs and people cannot afford to eat.

**Boris Johnson (Mayor of London):** What you are comparing is people who have no job and people who are in work. --

**Fiona Twycross AM:** However, they cannot afford to eat, cannot afford to pay their bills, cannot afford the rent and cannot afford to live in London.

**Boris Johnson (Mayor of London):** -- and whom we are helping through cutting council tax, as we have done every year.

**Fiona Twycross AM:** Do you agree?

**Boris Johnson (Mayor of London):** Your policy and what you would rather have is everybody on the dole.

**Fiona Twycross AM:** That is absolutely patently not true. I welcome the fact that the Conservatives recognise the value of incentives, which has actually been Labour policy for some time.

However, I want to talk briefly about how you have said before that you think that where people can afford to pay, they should. Do you agree with Arsenal's position on the Living Wage or do you think they should listen to campaigners such as Fair Play Fair Pay and recognise that as Arsenal and other Premier League clubs clearly can afford to pay the Living Wage, they should do so?

**Boris Johnson (Mayor of London):** I do.

**Fiona Twycross AM:** You do?

**Boris Johnson (Mayor of London):** I agree that companies who can pay it should pay and many of them are now. The movement is building. It is a great thing to watch. We have had an interesting discussion with Tony [Tony Arbour AM] already about his proposal to try to encourage companies to pay it, particularly small businesses. It is not always easy for everybody to pay it, but big companies who have big cost bases can certainly do it. They can do it without detriment to their shareholders. In fact, it would be positive for their shareholders because they get their higher productivity, lower human resources (HR) costs and more loyalty in their staff and they should do it.

**Fiona Twycross AM:** Yet many of the jobs at the football ground, as you will be aware, will be part-time. Almost half the jobs paid below the Living Wage in London are part-time jobs, compared to less than 13% of full-time jobs. Do you believe that part-time work is effectively second-class work?

**Boris Johnson (Mayor of London):** No. We believe in supporting everybody on low incomes in London and making sure that the maximum possible receive the Living Wage and ensuring that we do what we can to help people on low incomes through cut-price travel for those in search of work and for a 24-hour Freedom Pass. We have now concessions for apprentices in addition to all of the other concessions that you know of on the transport network.

**Fiona Twycross AM:** Will you have a specific focus on take-up on part-time jobs?

**Boris Johnson (Mayor of London):** The tax that absolutely everybody, every homeowner and every householder has to pay in London is the council tax, of which we have cut our share by 24%.

**Fiona Twycross AM:** Yes, but will you have a particular drive on increase of Living Wage among part-time workers?

**Boris Johnson (Mayor of London):** I do not know whether you were listening to my opening statement, but we have just helped part-time workers with an effective cut in their annual travel cost of about £200, £300 and £600 depending on what their route is.

**Fiona Twycross AM:** That is of minimal comparison to getting a decent pay. It would be much better if you just made sure everybody had a decent level of pay. It is very well for him but--

**Boris Johnson (Mayor of London):** That will be of substantial benefit.

**Fiona Twycross AM:** Thank you.

**Roger Evans AM (Chairman):** Assembly Member Bacon?

**Gareth Bacon AM:** Can you clarify whether or not it is within your gift to compel all organisations in London to pay the London Living Wage or not?

**Boris Johnson (Mayor of London):** Of course not. We have been very successful by moral-suasion and evangelism and bright-eyed optimism. That is how we win.

**Gareth Bacon AM:** Yes, because I am quite confused.

**Boris Johnson (Mayor of London):** We do not believe in gloom, misery and coercion.

**Gareth Bacon AM:** I am quite confused by the line of questioning taken by the Member opposite. It seemed to imply that it was your fault that everybody in London was not being paid the London Living Wage. Do you think that is a fair criticism?

**Fiona Twycross AM:** He was claiming success for a policy that is failing.

**Gareth Bacon AM:** Is it failing? Is it failing, Mr Mayor?

**Boris Johnson (Mayor of London):** It did very well under Labour, did it not? Do you know how many companies they had under Labour? Twenty-seven companies paid under Labour.

**Gareth Bacon AM:** Could you confirm how many now?

**Boris Johnson (Mayor of London):** How many are there now?

**Gareth Bacon AM:** How many are there now, Mr Mayor?

**Boris Johnson (Mayor of London):** No. They do absolutely nothing. The reason they are basically not interested in it - shall I tell you why - is because the Living Wage is a policy that supports working people. It supports people who actually make an effort. The policies they really like are policies that support people who live in homes that are entirely funded by the taxpayer. They love that. They love that stuff. There is not an earthly chance that those people will ever vote Conservative. They think, "We will build more of that". That is what they really like. That is why I basically do not support the Labour Party. I do not think they are fundamentally interested in labour. They are interested in inertia.

**Gareth Bacon AM:** Mr Mayor, employment in London has increased exponentially in the last few years, which is why it is simultaneously true to say there are more people on the London Living Wage and more people not on the London Living Wage than a few years ago. The Labour Party, as we have heard ad nauseam, wants to make the London Living Wage compulsory. We have heard evidence earlier this morning that that would actually force certain small and medium-sized enterprises (SMEs) to go into bankruptcy and an alternative to that would be laying off people in large numbers. Perversely, this would mean that the percentage of people in work who are paid the London Living Wage would be higher than it is now. Do you think that that would be a win for London?

**Boris Johnson (Mayor of London):** Completely right, Gareth. You have put your finger on the fallacy in their argument. What we have had is a massive expansion of employment. That has led to more people being paid the Living Wage and, yes, of course there will be also more people not being paid the Living Wage. The name of the game now is to get more companies to pay the Living Wage and that is what we are doing.

**Gareth Bacon AM:** Thank you, Mr Mayor.

#### **2014/4309 - Child Poverty in London**

Joanne McCartney

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

**Boris Johnson (Mayor of London):** Thanks, Joanne. What we are doing on child poverty is what we can within the powers we have. We are investing £500 million of European Social Fund (ESF) money over seven years to support workless, low-skilled and low-paid Londoners into jobs. The best way of helping children in poverty is to help their families to have a decent income. There are specific things you can do for kids whose lives may be chaotic for one reason or another and whose parents are not in a position to deliver the help that they need. There is the Food Programme, breakfast clubs and Magic Breakfast. We support the voucher scheme we are piloting through Alexandra Rose Charities to help kids' families buy fresh fruit and vegetables. We have leadership clubs in schools to help kids develop their potential between the ages of 10 and 14. Also, there are many other initiatives, as you know, through Team

London and other programmes to support literacy, numeracy and all the things that kids need to be more confident and successful in their lives. It is not just our campaign but long-running campaigns to help children in poverty in London that are starting to pay off if you look at some of the results in London schools where they are much, much better than they were 10 or 20 years ago.

**Joanne McCartney AM:** Mr Mayor, that is all very good. I want to focus particularly on poverty and what you can do in your role as Mayor. You have said previously that tackling poverty is key to ensuring that children get the best start in life. We would all agree with that. Recent research has shown that 14 of the top 20 boroughs in the country for child poverty are in London. If I look at my figures from my own boroughs of Enfield and Haringey, child poverty is actually increasing rather than decreasing. London has a particular problem if you take it after housing costs are included. Therefore I am going to ask you today if you would consider bringing a greater focus on tackling this and actually developing a specific child poverty strategy which would put all necessary interventions in one document and actually would bring more focus to the area. It would be a real leadership commitment from you into tackling this --

**Boris Johnson (Mayor of London):** I am interested in the idea. I will look at it. It is a matter of concern. The biggest driver is the housing costs. There is no question that that is the thing which is now sucking so much of a family's income. The answer, as everybody knows, is to build more homes and more affordable homes. Whether there is advantage in a specific child poverty action group here in the GLA I will consider.

**Joanne McCartney AM:** If you would do because the Government has a strategy. It seems to me that being the capital city we should have one too. There are so many cross-cutting themes.

**Boris Johnson (Mayor of London):** No, I understand that.

**Joanne McCartney AM:** ...and quite often people operate in silos in their own departments and do not see the cross.

**Boris Johnson (Mayor of London):** Joanne, I am not dismissing this at all.

**Joanne McCartney AM:** I am very grateful.

**Boris Johnson (Mayor of London):** I am not dismissing this.

**Joanne McCartney AM:** Perhaps if you could do that as soon as possible, I would be grateful.

**Boris Johnson (Mayor of London):** We have some great people engaged on that here in the GLA.

**Joanne McCartney AM:** Thank you.

**Boris Johnson (Mayor of London):** Whether there is something that they could produce that would be genuinely worthwhile and that would add value, I will consider. I do not want to produce a document that is just a hodgepodge of all the things that we are already doing and does not really take it further.

**Joanne McCartney AM:** There could be something significant if you could do it. Thank you.

**Boris Johnson (Mayor of London):** All right, we will have a look. We will have a look.

**Roger Evans AM (Chairman):** Any supplementaries on this question? No. The next question on debt in London has been set aside for a written response.

### **2014/4929 - Tower Hamlets**

Andrew Boff

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

**Boris Johnson (Mayor of London):** Yes, thanks very much, Andrew. I share your concerns and indeed the Government's concerns. Democracy must be done and it must be seen to be done. It is important that the commissioners whom the Secretary of State has directed to go into Tower Hamlets should be given every possible support. They should not be vilified and abused. It is very important that we should get to the bottom of what has or has not gone on. That is the reason for supporting what Eric Pickles [Secretary of State for Communities and Local Government] has directed.

**Andrew Boff AM:** Thank you, Mr Mayor. However, you have a particular concern with regard to the funding that comes from this building, which amounts, as I can see, to about £6 million. Will you ensure that there is a review or taskforce allocated to ensure that this £6 million has been properly spent according to the specifications on that grant money?

**Boris Johnson (Mayor of London):** We will be taking steps to ensure that all GLA resources that go to Tower Hamlets are properly spent. Obviously there are matters of serious concern. It will be no secret to anybody here. This must be done in a calm and rational way. It was most unfortunate the other day that my predecessor seemed to invite people to find the homes of these commissioners and said, "Make their lives intolerable". Here is what he said, "When these commissioners turn up, find out where they live and then have a peaceful demonstration outside their homes so their neighbours know that these are the sort of people who turn out and overturn a democratically elected Mayor. Make their lives intolerable. Fight them. Expose them. Make certain everybody knows that they are doing".



I do not think that was the kind of language that the Labour Party would want to associate itself with. I wonder whether the Labour Assembly Members might now like to dissociate themselves from their former Leader.

**Tony Arbour AM:** I assume the meeting was after lunch.

**Boris Johnson (Mayor of London):** I do not know whether the meeting was after lunch or not.

**Len Duvall AM:** If you suspend the time I am more than willing to confirm what the Mayor said.

**Roger Evans AM (Chairman):** No, we will not suspend your time for it.

**Len Duvall AM:** Then our nods will have to be--

**Boris Johnson (Mayor of London):** Thank you, Len.

**Len Duvall AM:** We concur --

**Boris Johnson (Mayor of London):** I am sure that will be appreciated by those commissioners and the people who are tasked with getting to the bottom of what has gone on in Tower Hamlets.

**Roger Evans AM (Chairman):** Any more supplementaries?

**Andrew Boff AM:** Just very quickly, Mr Mayor, I am still not getting quite what I want, which is an instruction from you to ensure that there is a review of GLA funds allocated to Tower Hamlets and how that has been spent. That is what I am looking for from you.

**Boris Johnson (Mayor of London):** Yes, we are looking at all the spending, particularly the Decent Homes money. We are asking for an independent auditor's report, along with the annual statement of grant use.

**Andrew Boff AM:** That is what I am looking for. Thank you very much, Mr Mayor.

**Boris Johnson (Mayor of London):** No problem.

**Roger Evans AM (Chairman):** Assembly Member Malthouse.

**Kit Malthouse AM:** Mr Mayor, do you think it is appropriate for the former Mayor, who has encouraged the intimidation of public officials, to remain on the National Executive Committee (NEC) of the Labour Party?

**Boris Johnson (Mayor of London):** No, of course not. He should resign immediately.

**Roger Evans AM (Chairman):** That question falls outside the Mayor's responsibilities.

**Kit Malthouse AM:** The very heart of Labour.

**Roger Evans AM (Chairman):** The next question about the Metropolitan Police officer arrest targets has been withdrawn.

## **2014/4315 - London NHS in Crisis**

Dr Onkar Sahota

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

**Boris Johnson (Mayor of London):** Thank you, Onkar. This is a very relevant question and one that Victoria [Victoria Borwick AM, Deputy Mayor of London] and I have been thinking about a great deal in the last few months. Everybody is aware that the London Ambulance Service (LAS) does a fantastic job but it is under colossal pressure. It basically does not have enough paramedics. It has a rising volume of calls. It has very, very serious problems. I, as Mayor, cannot ignore that, even though of course I do not directly run the ambulance service. We have had lots of conversations with Ann Radmore [Chief Executive, LAS] and have also written to Jeremy Hunt [Secretary of State for Health] with Ann's encouragement to try - you will have to forgive me, I am not very well - to set out our concerns. We are in contact with NHS England's London Director to try to tackle the waiting times in A&E departments, including by improving GP and community services.

There are many factors that are causing the difficulties in the ambulance service and many solutions are now being adopted, including trying to recruit urgently the paramedics that they need. Forgive me, I think I am going to have to go and take a break.

**Roger Evans AM (Chairman):** Do you want to take a moment just to compose yourself?

**Boris Johnson (Mayor of London):** Yes. Will you forgive me if I go and have a drink? I will be back. Take it out of my time.

**Roger Evans AM (Chairman):** Can we just adjourn the meeting for a moment while the Mayor recovers? This is turning into quite a long session.

**Boris Johnson (Mayor of London):** Sorry, Roger. I have a bad cold.

[Adjournment.]

**Roger Evans AM (Chairman):** Are you feeling better?

**Boris Johnson (Mayor of London):** I am. I just did not want to keep spluttering while I am trying to answer Onkar [Sahota] about health.

**Roger Evans AM (Chairman):** We quite understand.

**Boris Johnson (Mayor of London):** Forgive me, Onkar.

**Victoria Borwick AM:** Mr Mayor, we are just welcoming Charlton Manor, which was the first school in London to receive the Gold Healthy School Award.

**Boris Johnson (Mayor of London):** Well done.

**Roger Evans AM (Chairman):** I am just going to resume the meeting because this is being recorded. Carry on.

**Boris Johnson (Mayor of London):** Anyway, I have more or less finished my answer. Onkar?

**Dr Onkar Sahota AM:** Mr Mayor, I know that you have just come back from New York and you may not have caught up with all the headlines in this country. The headline of the *Mail on Sunday* was the A&E closures are in meltdown. This is something I have been warning about for the last two years and so has the *Mail on Sunday*. We have a situation where you cannot get an ambulance in time, people are waiting.

**Boris Johnson (Mayor of London):** Where what?

**Dr Onkar Sahota AM:** We have a situation that the ambulances cannot reach their own target. Their target is they should reach the caller within eight minutes 75% of the time and they are only hitting the target 62% of the time. Moreover, if you look at Northwick Park and the A&E at the Ealing Hospital, they do not see the patients 30% of the time within the target and it should be below 5%. Further, another hospital randomly I am looking at is Hillingdon Hospital and it does not see the patients 21% of the time within the target, although they are meant to see 5%. They are meant to see 5% outside the four hours but they only manage to see 21%.

What I am saying is we have an A&E meltdown crisis. We have a crisis in the ambulance staff. You cannot get an appointment with GP services. What are you doing about it?

**Boris Johnson (Mayor of London):** On the A&E crisis and the difficulties A&Es are having, we have written to and sought assurances from NHS England that they are trying to get back up to the 95% waiting times standard. We are on that.

The difficulty, as you know very well, Onkar, as a GP, is that London has a shortage of GPs and indeed of effective GP cover in my view. You will be familiar with some of the arguments that have raged in London over the last few years about how to deal with that. We should be encouraging more GPs but we should also in my view have gone down the route of having more, whether you want to call them cottage hospitals or polyclinics or however you want to

describe them, walk-in centres. That was the right thing for our city to do. It was a great shame that that was all dropped, as I remember, by Labour when [Lord] Ara Darzi [Chair, London Health Commission] produced ages ago what I thought was a very credible solution. It is very sad that we have not gone forward with that.

The problem with primary care and GPs is feeding through into the A&E problem. It has been compounded by the shortage of paramedics. It is not just the shortage, of course. The big change that happened was that the paramedics - I am looking at Victoria [Borwick AM, Deputy Mayor] to prompt me here - was that the paramedics' qualification became applicable not just for the ambulance service but for all sorts of other jobs. Suddenly they were being sucked away to do all sorts of employment other than working in the ambulance service. The result is that there is a huge shortage of paramedics, to the point now where we had to recruit in Australia for 180 London Ambulance Service paramedics. You will appreciate--

**Dr Onkar Sahota AM:** Mr Mayor, the question was that the population of London is going up. We cannot recruit the paramedics. The answer is not to close A&E departments. You set up the London Health Commission and you mentioned Lord Darzi and he called upon you to call together the decision-makers in London. He called upon you to make a case for a £1 billion investment in the community service over the next five years. What are you doing about it? How are you taking the findings of the London Health Commission?

**Boris Johnson (Mayor of London):** Unfortunately, as you know, I do not run the ambulance service.

**Dr Onkar Sahota AM:** Part of the problem, Mr Mayor, is that we do not know who is running it. The whole thing is all fragmented. Who is running the LAS? That is part of the problem. We do not know who is running it.

**Boris Johnson (Mayor of London):** I would love to do it.

**Dr Onkar Sahota AM:** You are not running it. The Secretary of State is not running it. Who is running it?

**Boris Johnson (Mayor of London):** No, the Secretary of State is running it.

**Dr Onkar Sahota AM:** No, they are not. The GPs have no choice in the matter at all.

**Boris Johnson (Mayor of London):** As you know, we do not have control of the budgets, but clearly there is a problem.

**Dr Onkar Sahota AM:** I know you have been dealt with a bad hand, Mr Mayor. You have been dealt a bad hand of cards by the Secretary of State, but you need to stand upright and show leadership.

**Boris Johnson (Mayor of London):** I am very happy to.

**Dr Onkar Sahota AM:** -The leadership you referred to in the Churchill book. The same leadership is required here on the NHS.

**Boris Johnson (Mayor of London):** Thank you for another plug. I cannot fault the Assembly this morning for the generosity you have shown in mentioning this book.

**Dr Onkar Sahota AM:** Walk the talk.

**Boris Johnson (Mayor of London):** We have intervened on all the issues that you mention. Onkar, you should be in possession of the correspondence. It is very frustrating because it would be a huge advantage to London if primary care was basically devolved to London, be it at borough level or with a strategic role for the GLA. That is basically what should happen. There is a natural fit between social services and primary care. It would give the boroughs much more control and you would have genuine local democratic responsibility. You might get some good decisions. You might get some braver decisions because at the moment you have national politicians who are absolutely terror-stricken about taking difficult decisions, if we are honest about some of these issues. Yes, they are terror-stricken because they are wrong. Only [John] Biggs has a totally wrong line on the airports.

If you look at healthcare and hospital provision, many of the arguments are very similar, in my view, to some of the arguments that you hear about ticket offices or fire stations or police stations. People have too much of an attachment to bricks and mortar and not enough attachment to excellent services. You could have reforms that benefited healthcare and increased longevity right through the city. I am a passionate believer in devolution, not just fiscally but in healthcare as well.

**Dr Onkar Sahota AM:** Thank you, Mr Mayor.

## **2014/4956 - Legal Highs**

Victoria Borwick

*The Prime Minister has spoken up in the last week about the need to combat the rise of so-called 'legal highs'. Would the Mayor campaign for a change in regulations about the sale of these perceived 'legal highs'?*

**Boris Johnson (Mayor of London):** Victoria, you know more about this than I do, I have to admit. We had this conversation the other day. You drew it to my attention. You pointed out what the Prime Minister had said. I am prepared to take it from you that these are nasty and dangerous things. Whether it is timely to ban them I do not know. You could consider me more educated on the subject than I was before. I can now see that there is an argument. I had thought it was not something that we needed to worry about, but you are persuading me that it is.

**Victoria Borwick AM:** The important thing, Mr Mayor, is that town halls are waking up on Sunday mornings and finding their streets littered with the debris. All of us have had correspondence about this.

**Boris Johnson (Mayor of London):** This is the little vials of stuff? Yes.

**Victoria Borwick AM:** Yes, that is right. The trouble is we are all now seeing the evidence which will make people wake up to what has been going on the night before. Let us not beat around the bush here and let us use this morning to remind people--

**Boris Johnson (Mayor of London):** What has been going on in the bush?

**Victoria Borwick AM:** -- that 60 people died last year taking what they thought were legal highs, 60 children who will not be with their families this Christmas because they took something that they thought was legal and then mistakenly, because it was legal, they thought it was safe. Therefore, I would like you to use this forum this morning, Boris, particularly as we are coming up to the party time of the year to remind people. Please, let us give a message from this Assembly today from all of us: do not take legal highs because actually this might not be a safe thing to do. Yes, go out and party but, please...

**Boris Johnson (Mayor of London):** That is right.

**Victoria Borwick AM:** Let the message be more amicable around our horseshoe today to say, please, let us keep our children safe, particularly at this time before Christmas. May I have your endorsement for that message?

**Boris Johnson (Mayor of London):** Yes, you certainly can. The drugs that we are talking about are called new psychoactive substances or novel psychoactive substances. They include drugs such as King Cobra, Clockwork Orange and Bliss. There is one called Meow Meow, which apparently has already been banned. What they do is they mimic the effective of drugs that are already illegal but they can be bought in this city.

I hear what you say. We need to look further into the usage of and the harm done by these things. I will ask the Mayor's Office for Policing and Crime (MOPAC) to see whether we think as London that any further action should be taken against them. When you talk about 60 kids dying, it is obviously not something that we can ignore.

**Victoria Borwick AM:** Thank you very much and thank you, Assembly Members.

**Roger Evans AM (Chairman):** The next question on the London Living Wage is set aside for a written answer.

## 2014/4314 - International Sales of London Homes

Tom Copley

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

**Boris Johnson (Mayor of London):** Yes. I do think that homes should be marketed to Londoners first or first-equal. It is difficult to exclude foreigners. Someone will say they cannot see them under European law because we live in a single market. Many so-called foreign buyers are Irish, French or whatever.

Tom, it is still the case - and I really have insisted that my team go away and thrash these figures out again because I wanted to be absolutely sure - that overseas buyers account for about 3% of London's transactions and about 6% of the value. Yes, there are cases - and I have seen them - of big new developments where seemingly a dismayingly large proportion of homes are being bought by overseas investors. It is important to recognise two points. The first is that to get those developments going, you often need the upfront cash that those buyers have. The second point is that those homes will not necessarily be occupied solely by the international investors; they will be available for rent by Londoners.

**Tom Copley AM:** I want to talk about your concord which 59 developers have signed up to, which says that they are committed to marketing homes in their developments first or first-equal to Londoners. How are you ensuring that developers honour this commitment?

**Boris Johnson (Mayor of London):** Those which do not - and there is one case in particular; I think it is Galliard which has not done so - we have named. We are seeking urgent consultations with them and we have struck them off the list.

**Tom Copley AM:** They have been struck off a list. You said in response to a question from Nicky Gavron that the concord is a voluntary agreement based on goodwill. What sort of monitoring is there? Is it simply based on when these things are reported to you?

**Boris Johnson (Mayor of London):** Obviously we do not have our own police service to go and vet every contract in London. You know, these things emerge pretty quickly and --

**Tom Copley AM:** Yes, are you aware?

**Boris Johnson (Mayor of London):** -- one case has emerged --

**Tom Copley AM:** You have mentioned one case. I believe there is another case here of the Battersea Power Station Development Corporation. Are you aware that it is violating the agreement?

**Boris Johnson (Mayor of London):** I am not aware of that. If you have evidence of people violating the agreement, then you should bring it to us and we will --

**Tom Copley AM:** It says a number of homes in the third phase of the development were marketed in the United Kingdom first, but the *Evening Standard* reported that 539 of the 1,305 homes in the third phase of the development are being kept in reserve to take on international roadshow starting next month. Are you aware of this? This was in the *Evening Standard*, your favourite newspaper.

**Boris Johnson (Mayor of London):** If there is a failure to market those homes to Londoners and if they are being restricted to international investors in some way that goes against the spirit or letter of the concord, then we will get them in. Battersea is one of the sites where you could look at the proportion buying those homes from overseas and say, "What is in this for Londoners?"

**Tom Copley AM:** Absolutely, can I --

**Boris Johnson (Mayor of London):** Can I just give you the answer? The answer is that actually many Londoners do buy homes, even on these big prime projects, but also that the asset or the home is available on the London rental market. It adds to the supply and that is a good thing.

**Tom Copley AM:** Yes, but it is no good if you are a first-time buyer, is it? If you have international investors who are essentially outbidding first-home buyers and pushing up the price of property? It is no good if you are a first-time buyer.

**Boris Johnson (Mayor of London):** What you must do for first-home buyers is build tens of thousands, hundreds of thousands, more affordable homes and homes for part-buy/part-rent as we are doing. What would be a deep mistake would be turn all xenophobic and hostile to international investment and to garb ourselves in the raiment of the UK Independence Party (UKIP) and say that we did not want nasty foreign money coming to our shores. That is not the way forward.

**Tom Copley AM:** Can I press you there? In terms of the Battersea Power Station Development Corporation, based on what I have said today, will you look into this and see if they are indeed in violation.

**Boris Johnson (Mayor of London):** I will. Of course, we will look and see if they are indeed in violation.

**Tom Copley AM:** Thank you.

**Boris Johnson (Mayor of London):** I do not have any direct evidence that they are. We have obviously worked very closely on that site for many, many years to get it going. It is a triumph that Battersea is being rebuilt and it will deliver tens of thousands of homes for Londoners.

**Tom Copley AM:** That is a good example. He has answered my question.



## 2014/4313 - Homelessness

Jennette Arnold OBE

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

**Boris Johnson (Mayor of London):** Thank you, Jennette. What we agreed with the charities and the boroughs was that nobody should spend a second night on the street. There has been a huge problem with homelessness in London. You are right in what you say. It is a continuing problem. I would contrast it with what goes on in other cities. For instance, most rough sleepers just spend one night on the street. Only 3% of all rough sleepers - and that is just 169 people, in other words - were reported on the streets every quarter of the last year.

If you look at a place like New York, the New York's Deputy Mayor for Housing was interviewed in *The Guardian* last week and he pointed out that 53,000 people sleep in the city's homeless shelters every night. As you have been kind enough to point out, if you go to Washington or New York, as I have done lately, and you see what is going on there, it is of a different order of magnitude, the homeless problem.

That is in no way to minimise the problem we have. We have a problem. It is vital to understand the causes of this problem though also, Jennette. There has been a substantial increase in the proportion of homeless people who are from European Union (EU) accession countries and it is very difficult for local councils to budget for them and for homeless charities to work out how to deal with the problem when you have unrestricted access by large numbers of people to London in the way that we have. The No Second Night Out scheme is very effective.

**Jennette Arnold OBE AM (Deputy Chair):** OK. That might well be working for some people. I am glad you are agreed that the situation has not got any better and that we now have an 85% increase of rough sleepers. That is looking from 2007/08 when there were just over 3,000 to now when there is 6,500.

I just want to spend the next few minutes drawing to your attention the plight of London's young people who are homeless. I want to know if you know that many young people who are homeless through no fault of their own use your bus network as a place to call home and a place of safety. If you do, would you agree with me that is something that has to be stopped because it is totally unacceptable and will you commit to revisiting the work of the Bus Outreach service that formed part of the Government's No One Left Out programme, which was stopped about two years ago? It cannot be acceptable that the bus service becomes the home and the place of safety for our homeless children of this city.

**Boris Johnson (Mayor of London):** I will certainly have a look at that. Obviously the impact of that on the bus service is not being felt because the crime continues to be very low. In fact, crime has fallen by 45% on buses, but I will certainly look at what is happening.

**Jennette Arnold OBE AM (Deputy Chair):** I will follow up in writing.

**Boris Johnson (Mayor of London):** Do not forget that Gordon Selfridge, the American founder of Selfridges, spent his declining years going around. He went completely bust and he lived on a bus. He went around with plastic bags. He went around and around.

**Jennette Arnold OBE AM (Deputy Chair):** There is this romantic view that adults can take and adults can maybe be involved in. That does not apply to our young people. I will write to you and I will send you a case study of this (overspeaking)

**Boris Johnson (Mayor of London):** I will be grateful. Are you talking about people actually sleeping on buses?

**Jennette Arnold OBE AM (Deputy Chair):** Absolutely and that is totally unacceptable.

**Boris Johnson (Mayor of London):** Yes. I will look into it. It is not feeding through into our crime figures or passenger discomfort but I will find out about that.

**Jennette Arnold OBE AM (Deputy Chair):** Thank you.

#### **2014/4934 - Million Mask March**

James Cleverly

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

**Boris Johnson (Mayor of London):** Yes, absolutely. The police do a fantastic job. They have about 4,500 demonstrations a year, but when people are breaking the law and wearing a mask they must expect to have that mask removed and they cannot keep it on in defiance of the wishes of a police officer. That is the legal position and I am glad it is.

**James Cleverly AM:** Thank you. I would be very happy to put on record that the police, both in that circumstance and more widely, did a very balanced and very effective job. I happened to be in Parliament Square - not protesting, I have to confess - on that particular evening and I noted the police were very much conscious of keeping a convivial atmosphere as far as possible. Do you share my concern that the vast majority of people who went on to that protest were intent on peaceful protest but by wearing masks made it a lot easier for our *agents provocateurs* and people who would commit crime? It makes it a lot easier for them to get away with it by virtue of the fact they were masked up and we should encourage protesters not to hide their faces if they genuinely want to pursue peaceful protests.

**Boris Johnson (Mayor of London):** Yes. 'Encourage' is the right word. It would be a bit difficult for us to say to people that they cannot wear masks when they are protesting at any stage. The law is pretty clear. They are obliged to remove their mask if a police officer requires them to do so and quite rightly.

**James Cleverley AM:** Thank you, Mr Mayor.

**Roger Evans AM (Chairman):** The next question on street markets has been withdrawn.

### **2014/4316 - Air pollution**

Murad Qureshi

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

**Boris Johnson (Mayor of London):** Yes, thank you. Obviously great confidence has to be placed in the King's College London's Environmental Research Group. We have a very close working relationship with them. They work with the boroughs and with the London Air Quality Monitoring Network. We depend on their analysis, which shows amongst other things that omissions of nitrogen oxide (NO<sub>x</sub>) has fallen by 20% and particles less than 10 microns in diameter (PM10s) by 15%. The latest analysis actually shows that concentrations of nitrogen dioxide (NO<sub>2</sub>) have fallen by 12% since 2008.

Where we are entitled to be cautious is in the spin that is put on their findings by - I am sure - perfectly well-meaning journalists who slightly soup it up and make statements that cannot really be justified, saying that London has the worst air quality in the world or that Oxford Street is the most polluted place on the planet. These things simply are not true and it is important to correct those.

**Murad Qureshi AM:** OK, thank you very much, Mr Mayor. Can I just inform you that this morning the UK Supreme Court has made a requirement of the Department for Environment, Food and Rural Affairs (Defra) to produce a meaningful air quality plan to ensure that the exceedance period for nitrogen dioxide limited values beyond 2010 is as short as possible? Producing a plan is not enough in itself. Do you welcome that?

**Boris Johnson (Mayor of London):** I do. You know - and, Murad, you have worked on this for years - that the issue for us in London is we feel that often we are in the lead. We care about it and we are doing all sorts of stuff and taking huge amounts of flak from drivers to make vehicles cleaner, putting in the Ultra-Low Emission Zone and all the sorts of things we are doing, but the Government we do not think is funding this enough. There is a £500 million Office of Low Emission Vehicles fund. We could spend it far better than any other place in Britain and the lion's share of that money should come to us.

**Murad Qureshi AM:** OK, with this ClientEarth of victory, I am sure Defra will be knocking on your door very soon. The case is that we have to move beyond the plan and before you move beyond a plan you have to accept scientific advice. I did hear you say earlier that you cannot dissent against best scientific advice on climate change and air quality. I hope you will re-emphasise that and also offer an apology to King's College because there is no doubt they felt threatened by the letter for whatever reason. We do need them on board still because - let us face it - there are not many scientists amongst the political classes. I just think this is an

opportunity for you, given that you said over the weekend that you accept the scientific advice and also this morning, to offer them an apology and draw a line under the whole episode.

**Boris Johnson (Mayor of London):** No. Perhaps it would be more appropriate if I could just offer my renewed support for the scientific work that King's College does. What I object to is ill-informed headlines in newspapers based fallaciously on those reports which say things like, "Welcome to London, the most toxic place on the planet". That I think is palpable nonsense. In London, if you look at overall air quality and if you look at NO<sub>2</sub> we are better than Stuttgart, Paris, Munich, Rome, Milan and Mexico City where levels are nearly double that of London. Hong Kong, Istanbul, Beijing and Shanghai all have higher readings. London comes at about, as far as I can remember, fifteenth on the city-wide index and seventeenth on the traffic-focused index. There are plenty of other cities that have far worse air quality than London. It is just not true. All I am objecting to is the way that this stuff is spun. Then perhaps what would be nice would be sometimes when the academics see that their words are being misrepresented, they then could themselves point out that actually things are not quite as the newspapers would have it.

**Murad Qureshi AM:** Yes. Mr Mayor, there is no need to get defensive on this because last week we did ask Frank Ellis [Branch Chief, United States Environmental Protection Agency] here and he confirmed your interpretation that it has been a misrepresentation by the media of what was said.

**Boris Johnson (Mayor of London):** I was not being defensive, I was just stating the facts.

**Murad Qureshi AM:** Can I just move on to another issue that has come up, which is dealing with the diesel pollution which the Environment Committee is presently dealing with? The removal of the diesel particulate filters by lorry drivers, suburban utility vehicles (SUV) drivers and what-have-you is critical.

**Boris Johnson (Mayor of London):** Absolutely.

**Murad Qureshi AM:** We can talk about the future and what-have-you. There are immediate things that can be done. I am going to be writing to the Police Commissioner about this, I just hope you will join me in emphasising the importance of making this a criminal offence.

**Boris Johnson (Mayor of London):** Yes, I absolutely agree.

**Murad Qureshi AM:** This is happening with the present diesel car stop at the moment, whether they be lorries or whether they be SUVs or family cars. There seems to be a lot of garages offering this service.

**Boris Johnson (Mayor of London):** Are you sure? They are doing this all to get more miles to the gallon?

**Murad Qureshi AM:** Whatever the reasons, but actually the Department of Transport is saying this weekend that modifying vehicles is actually acting illegally and they could face prosecution.

**Boris Johnson (Mayor of London):** It is not just illegal; it is immoral.

**Murad Qureshi AM:** It is immoral, indeed.

**Boris Johnson (Mayor of London):** What they are doing actually is they are wilfully disabling the devices in their machines that can reduce the amount of pollution. It is completely wrong for them to do that. Murad, you are bringing something to me that I was not aware of. I will look at it.

**Murad Qureshi AM:** That is why I have brought it up here because I did not think you had. Du Pont also admits there is a loophole over its own regulations because companies can carry out such alterations without breaking the law.

**Boris Johnson (Mayor of London):** We should close that loop.

**Murad Qureshi AM:** Exactly. The whole thing is that the Police Commissioner, given he is quite keen on car crime anyway, could get the message out that this is not morally right and this is actually a public health issue as much as a legality issue as well.

**Boris Johnson (Mayor of London):** Absolutely. I am very interested by that.

**Murad Qureshi AM:** I will write the letter and you can sign it with me.

**Boris Johnson (Mayor of London):** I am not promising to sign any letter with you but I will have a look at the letter. I certainly agree with the thrust of what you say.

**Murad Qureshi AM:** That is an immediate thing you can do and that is the kind of action we need on top of the legal action we have had this morning against Defra.

**Boris Johnson (Mayor of London):** Yes. OK.

**Murad Qureshi AM:** Thank you.

**Roger Evans AM (Chairman):** Assembly Member Bacon?

**Gareth Bacon AM:** Mr Mayor, again, I am slightly confused by the attack that was just made on you.

**Boris Johnson (Mayor of London):** I do not think he really did attack me much, did he?

**Gareth Bacon AM:** In the preamble to his question, he said that there was no doubt that King's College London were threatened and invited you to apologise to them. Then later on in his questioning he confirmed - and I was at the meeting and I heard this myself - that King's College London had said that the journalist's report was a misrepresentation of the facts. Which is it?

**Boris Johnson (Mayor of London):** Murad was gracious enough to accept that the academics themselves were concerned about the way that their findings had been presented in the media. It is very important that neither politicians nor the media seek to distort academic phrases. There is legitimate anxiety about pollution in Oxford Street. As it happens, one of the reasons that pollution levels in Oxford Street are so high is because we are punctilious and we put our monitors very near the curb side where they are likely to inhale the maximum level of pollution. If you look at other cities around Europe, they are not quite so observant and some of their readings, we think, are a bit optimistic. That does not mean we should not tackle pollution in Oxford Street. Yes, we are. We have to bring in more low emission buses. We have to deal with the taxi fleet in particular, which is an issue in Oxford Street because there are many more taxis now using that street. After we pushed a lot of buses out, it was filled up with taxis. We have to deal with the whole vehicle fleet all together, but this can be done with technology, and we are.

**Gareth Bacon AM:** Just to confirm, there was no threat made to King's College by your office at all?

**Boris Johnson (Mayor of London):** No.

**Gareth Bacon AM:** The journalist wrote that there was a threat to their funding and I was going to invite you to read out the line in the letter that was referred to.

**Boris Johnson (Mayor of London):** Their funding? No.

**Gareth Bacon AM:** Yes, as the threat. Murad Qureshi in his opening remark said they were clearly threatened and there was no doubt about it.

**Boris Johnson (Mayor of London):** No. I will tell you what it was. What we were hoping was that the academics would be so rigorous as to point out that some of the more hysterical media coverage - almost all of the media coverage - of their report was misleading and tendentious and that was what we were hoping.

**Gareth Bacon AM:** Just to confirm, then, it was --

**Boris Johnson (Mayor of London):** From what I heard from Murad [Qureshi AM], they have been kind enough to do that.

**Gareth Bacon AM:** There was not threat and no apology is required?

**Boris Johnson (Mayor of London):** No.

**Gareth Bacon AM:** Thank you, Mr Mayor.

**2014/4312 - Sexual harassment on the Transport Network**

Joanne McCartney

*What progress have you made in your sexual harassment awareness campaign on London's Transport Network?*

**Boris Johnson (Mayor of London):** Joanne, we obviously take this extremely seriously because this is one crime type that, as you know, has been going up, but part of the reason we think it has been going up is because people's awareness is being raised. The activity on Project Guardian, which we launched in 2013 to reduce unwanted sexual harassment on public transport, includes 150,000 leaflets handed out to show people we take it seriously. There is a hashtag Twitter link for the whole project. I cannot tell you what it is, unfortunately. There are police engagement days every month where they focus on this issue and how to tackle it and 2,000 police officers have been trained to help them spot offender behaviour and provide better victim care. One hundred officers are now undertaking cover patrols and surveys of targeted individuals and that has resulted in 500 detections so far. A 'detection', as you know, is where the suspect is identified and there has been an outcome for sexual crime on the London Transport Network.

**Joanne McCartney AM:** Is that MPS officers who have been trained?

**Boris Johnson (Mayor of London):** That is MPS officers. There has been a big increase in activity. One of the results has been a big increase in reports of sexual offences. There have been 1,639 reports of sexual offences in the 14 months since the project was launched, compared to 1,182 in the 14 months prior to the project. The hope is that that is because people are reporting it.

**Joanne McCartney AM:** We had this discussion when I last raised this in September and we had looked at the figures and London's own survey showed that fewer women were now reporting than the previous year and so there looks to be an increase not only in reporting but in actual incidents. I asked you at that meeting to do a proactive campaign similar to New York City's and you and Peter Hendy [CBE, Commissioner, TfL] - because it was in the TfL period - both said that you were looking at this and that you have been launching a proactive campaign. I asked about posters going up in the Transport Network and you said, yes, you were going to do that. My question is actually asking you for an update on the awareness campaign.

**Boris Johnson (Mayor of London):** On the posters. I can tell you there are 150,000 leaflets that have been handed out. I cannot tell you about posters. I do not have any information on that.

**Joanne McCartney AM:** We thought that this was an actual proactive campaign. I can tell you that New York City has just launched the second phase of its programme called Sexual Harassment is a Crime in the Subway Too and it has messages played on its boards. It has station announcements saying that sexual harassment will not be tolerated. It has all its station staff trained and witnesses are urged to approach them. It has an online reporting tool, where both people that have been victims and also witnesses can post pictures and it is directly fed

into the police. Is that something that we are going to see in London under your mayoralty, a concerted effort like that? You talked about a lot of leaflets.

**Boris Johnson (Mayor of London):** There is a fair bit of activity going on, on this front. Whether it exactly resembles the New York campaign --

**Joanne McCartney AM:** It does not look like it does and I am asking you to do that.

**Boris Johnson (Mayor of London):** -- in terms of the number of posters and the visibility of the rhetoric against sexual harassment.

**Joanne McCartney AM:** Mr Mayor, it is not rhetoric against sexual harassment.

**Boris Johnson (Mayor of London):** When I say 'rhetoric', I mean announcements on the station and the message being very, very out there in the public realm. Let me look at what is currently going on and see whether it is adequate.

**Joanne McCartney AM:** In September I thought you had taken this on board and were saying you were going to launch something this autumn.

**Boris Johnson (Mayor of London):** A fair amount of people would say that 150,000 leaflets is a lot.

**Joanne McCartney AM:** That is not a proactive awareness campaign, Mr Mayor, which is what I am calling for. Will you go away and look at it again and let me know if you are able, under your mayoralty, to actually take a lead on this and do something that has been done in New York City to great effect?

**Boris Johnson (Mayor of London):** As I say, we think that there has been a considerable impact from this campaign because the reports of sexual offences have gone up 38%, we think as a result of the greater awareness by officers and the staff of this issue, the training that we now give them and all the various ways in which we are engaging with stakeholder groups who are campaigning against this to raise awareness.

**Joanne McCartney AM:** Mr Mayor, TfL's own survey shows that 96% of interviewees say they did not report the incident and so only 4% are reporting. An awareness campaign is needed. If we see those figures go up as a result of an awareness campaign, we are going to actually support you in that.

**Boris Johnson (Mayor of London):** As I say, you are being a little unfair, Joanne, in saying that nothing is going on.

**Joanne McCartney AM:** I am not saying that. You should do more, a proactive --

**Boris Johnson (Mayor of London):** That I am willing to accept. Before I commit myself to a gigantic poster campaign, I want to go and look and see just exactly what we have.



**Joanne McCartney AM:** Mr Mayor, in September you told me you would do that.

**Boris Johnson (Mayor of London):** Let us see how we are getting on.

**Joanne McCartney AM:** I will put the question down again in two months' time.

**Boris Johnson (Mayor of London):** OK.

**Roger Evans AM (Chairman):** All right, the Labour Group is out of time. The next question on the Infrastructure Delivery Board is set aside for written answer, as is the question on the Garden Bridge and the question on New Bus for London pollution. The next question is the *Green Light* report.

### **2014/4933 - *Green Light* report**

James Cleverly

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

**Boris Johnson (Mayor of London):** Thank you, James. I want you to know that of course we have studied Dick's [Tracey AM] excellent suggestion. I am very open-minded. In boroughs, particularly in outer London where traffic may be lower late at night, boroughs have it within their existing powers to turn off traffic lights and it would be quite difficult to do in some places. The risk is particularly on big roads that you will get a free-for-all and Enfield in particular is worried about encouraging drag racing, which they have a certain amount of already. I know people would not want to see that.

Generally I have become a bit gloomy about the willingness of boroughs to do anything with traffic lights. They talk a good game but when it actually comes to removing traffic lights what happens is that a massive local campaign is started, mainly by Liberal Democrats.

**James Cleverly AM:** Not massive anymore.

**Boris Johnson (Mayor of London):** That is right. At any rate, there is a Liberal Democrat campaigns to keep whatever oppressive instrument of the state they can find and so it becomes very difficult to remove traffic lights. We have managed to remove about five, basically because everybody says that it would cause unacceptable risk of injury. If boroughs want to do it, they will have our full encouragement.

**James Cleverly AM:** I appreciate that. Obviously the report is calling for something subtly but significantly different, which is not the removal of the traffic lights in totality.

**Boris Johnson (Mayor of London):** No.

**James Cleverly AM:** You will remember 2009 when my constituency suffered a very widespread and prolonged power outage shortly after I was elected.

**Boris Johnson (Mayor of London):** Not because you were elected?

**James Cleverly AM:** Correlation does not prove causality. The traffic lights across the whole of North Bexley were out for a good three - and in some cases four - days. At some of our most difficult junctions, there was an obvious improvement in traffic flow. I am thinking particularly of a junction by Danson Park, which is a particularly difficult offset.

**Boris Johnson (Mayor of London):** Danson?

**James Cleverly AM:** Danson, a part which you know very well.

**Boris Johnson (Mayor of London):** I know well. I remember Danson.

**James Cleverly AM:** The point we are making, Mr Mayor, is that in parts of London there are very modest traffic flows and you find the ridiculous situation of cars sitting at red lights when they have a completely open view of all the traffic that is not there and they have to sit there with their engines running, waiting for nothing to happen, until the light changes. What we are suggesting is that TfL should use its modelling software to model the impact, which we have estimated could save a huge amount of time, a whole load of unnecessary pollutants and save money for Londoners in the periods of time when there are very, very low traffic volumes, often but not exclusively in outer London.

**Boris Johnson (Mayor of London):** It is more likely to be a relevant approach in outer London areas where there are very low traffic volumes in the small hours. The difficulty in the centre of town is that we are a 24-hour city now and people can be particularly vulnerable late at night for one reason or another. I would be reluctant to see such a measure on the Transport for London Route Network (TLRN) because there would be considerable risk.

I accept the point you make about traffic flow when there are no lights. The trouble is wherever we have tried to do this, making that fine libertarian argument, what happens is that there is an absolute backlash locally and people want that light because they are terrified that their grandmothers are going to get knocked down, or their children are going to get knocked down. I am afraid against that sentiment it is very hard to fight. It is easily whipped up.

**James Cleverly AM:** Mr Mayor, I do appreciate that. Obviously you are familiar that the report suggests that we are talking in the small hours of the morning, typically between 1.00am and 6.00am, and the number of grandparents and small children trying to cross roads at that stage, I would guess, would be fairly modest.

**Boris Johnson (Mayor of London):** No, I mean London is changing. It is a 24-hour city. The other thing that is a great statistic, one of the great unsung achievements of TfL and the police in this city generally is the massive reduction that we are now seeing in killed or seriously

injured (KSIs) on our roads of pedestrians and other vulnerable road users and that is big, big falls now. That is incredible given the pace at which the city lives and the growth in population. That is a prize. I would not want to see that prize put at risk. I am willing to see this idea trialled by boroughs if they want it. We are unlikely to proceed with it systematically across London on the TLRN. I have to be honest with you.

**James Cleverly AM:** I am disappointed to hear that because we have seen this with shared space schemes, the evidence has shown that actually if you have the courage to trust road users and say, "You are expected to use your eyes. You are expected to be conscious and careful of other road users", with shared space schemes which have been promoted by your mayoralty, we have actually seen the evidence, whilst counterintuitive, is quite compelling that actually if you remove the need for drivers to be observant and be considerate, they are more likely to be less observant and less considerate. What we are saying is in the same philosophy of those shared space schemes we say to drivers, "You have the responsibility to be considerate of other road users". As I say, the evidence that I have seen in my own constituency in 2009 shows that actually drivers are considerate and they allow other road users to take their fair turn at junctions and crossing.

**Boris Johnson (Mayor of London):** Yes. I am not sure that that is true over a long period of time. What happens is that frustrations build up and you do need traffic lights to keep traffic flowing smoothly. What we are certainly doing is putting in more Split Cycle Offset Optimisation Technique (SCOOT) systems so the lights are sensitive to the volume of traffic coming down the road. That, it seems to me, is a much more sensible approach. If the traffic is very light then you might have much longer on green. That is what we are doing in the small hours of the night. That is probably the way we will go for the time being, giving motorists more time on green in the small hours is the approach we will follow.

**James Cleverly AM:** Thank you, Mr Mayor.

**Roger Evans AM (Chairman):** The final question is on stamp duty.

**Gareth Bacon AM:** It is a bit wider than that.

## **2014/4932 - Stamp duty**

[Gareth Bacon](#)

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

**Boris Johnson (Mayor of London):** Thank you very much, Gareth, and, yes, you are absolutely right. I want your support for this.

When we make this case to Government about devolution, we should be talking not about the mayoralty or about councils or about politicians. This is about people. This is about London being able to build more homes for its people, being able to invest in transport and being able

to do great things for people who are having a tough time in our city. That is why we need stable and continuous financing. It is not some arcane argument about sovereignty or who controls the money. It is about actually being able to deliver and to be able to plan and to invest in the infrastructure the city needs and so I am very grateful for your report.

**Gareth Bacon AM:** In turn, I am grateful for that answer, Mr Mayor. The problem is that Greg Clark, the current Minister for Cities, has recently said that stamp duty was not on the table for London devolution talks. Is that something that you accept and will you be continuing to make the case for London?

**Boris Johnson (Mayor of London):** No. As you know in every negotiation with Government I have a doctrine of unlimited negotiating capital and we go forward. I do not think the position will be tenable in the long term and that there is a snowballing desire to see devolution to the great cities. We are working, as you know, with all the other great cities of England to achieve this. The Government is listening. Greg [Clark] is very keen to help. What he said is strictly accurate. It is not on the agenda at the moment but that does not mean it will not be on the agenda and it is something that will inevitably have to be considered.

**Gareth Bacon AM:** Two boroughs in London - Westminster and Kensington & Chelsea - together raise more in stamp duty than Wales, Scotland and Northern Ireland put together. If you are successful in getting this on to the table and the GLA does take a portion of stamp duty revenues, will you fight to ensure that those two London boroughs also receive a fair deal on that?

**Boris Johnson (Mayor of London):** Yes. We have to be careful with this because the Treasury does regard stamp duty as being a fantastic cash cow and it is only human of them to want to keep it. We can show that there is no loss to the Treasury and that we can do a deal with them so that we shared some of the upside if stamp duty receipts go up. If there was a compromise and the boroughs and the GLA shared the proceeds of growth with the Treasury. There is no reason for them to be paranoid about this. This is something that can work well for Her Majesty's Treasury and the Exchequer. It will mean more money all round in tax yield because it will mean more growth and better housing and more employment.

**Gareth Bacon AM:** Thank you, Mr Mayor. Finally, in our final 18 months in this building and indeed when you move down the road to the more attractive building, can you fight to ensure that any nonsensical and economically illiterate proposals such as a mansion tax never see the light of day?

**Boris Johnson (Mayor of London):** I thought it was a wonderful session the other night with Myleene Klass whipping the ass of the Labour Leader. I thought that was absolutely superb. It is interesting that of all the Labour would-be Mayors, they have all distanced themselves from that. Tessa [Tessa Jowell MP] has, Sadiq [Sadiq Khan MP] has, Lammy [David Lammy MP] [prospective Labour candidates for Mayor of London] has.

**Boris Johnson (Mayor of London):** Sadiq is behind it, is he? OK, so Tess and Lammy. Sadiq is pro this ageist tax on London, but we do not know what the position of the Labour Group on the Assembly is.

**Len Duvall AM:** We have run out of time.

**Boris Johnson (Mayor of London):** They have conveniently run out of time. Len says he has run out of time. Normally all too easy to interject, all too eager. They have run out of time. There they are luxuriating in their mansions. Look at them, unwilling.

**Roger Evans AM (Chairman):** I see you have conceded the general election, Gareth [Gareth Bacon AM] and you, that Labour will go on to win. You just made the comment you were out of time. Assembly Member Boff.

**Andrew Boff AM:** Mr Mayor, in the absence of Home Rule that seems to be indicated by Westminster, do you think it is time for a referendum for independence for London?

**Boris Johnson (Mayor of London):** No, I do not. I have never believed that and I do not think you do either, Andrew. I know that it was the policy of the former Mayor to create a kind of city state. London is the capital of England, the capital of Britain, the capital of the United Kingdom and long may it remain so.

**Andrew Boff AM:** We are the ones who are propping up the rest of the United Kingdom and is it not about time that we had more of our money kept locally?

**Boris Johnson (Mayor of London):** Yes, absolutely right. When we talk about child poverty in London, it is unbelievably important to people in the rest of the country understand that this is not a city that is some sort of plutocrats paradise. It is a city which has huge inequality, huge social problems and it is a city which needs proper funding and that is what we are asking for. We are asking for the ability to plan long term and to pay for the needs of all our people. It is completely equitable and will be in the interest of the whole country.

**Andrew Boff AM:** Thank you, Mr Mayor, but I still think while we are still paying the bills for the rest of the country we should be a little more assertive about our rights to keep the money that we actually create in this great city.

**Boris Johnson (Mayor of London):** We are. We are being very, very modest. All we want to do is go up from 5.6%, which is what London currently keeps of the tax it generates, to a mere 11.5%. The Government would keep the overwhelming bulk of London's tax yield. It would remain with the Treasury. This is a very, very modest and sensible step that we are asking for.

**Roger Evans AM (Chairman):** Everybody is now out of time and that is good note to end the session on. Thank you, Mr Mayor for your answers.

**Boris Johnson (Mayor of London):** Thank you, sir.

**Roger Evans AM (Chairman):** I am pleased to see your throat held out.

**Boris Johnson (Mayor of London):** Yes, thank you.

## Appendix 3

**Written Answers to Questions Not Answered  
at Mayor's Question Time on 19 November 2014****Cycle Superhighways****Question No: 2014/4151**[Caroline Pidgeon](#)

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

**Oral response****Mayor's Schedule****Question No: 2014/4307**[Len Duvall](#)

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

**Oral response****Living wage****Question No: 2014/4954**[Tony Arbour](#)

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

**Oral response****"One man can make all the difference"****Question No: 2014/4203**[Jenny Jones](#)

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

**Oral response**

## **Labour market Inequality**

**Question No: 2014/4308**

[Fiona Twycross](#)

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

**Oral response**

## **Child poverty in London**

**Question No: 2014/4309**

[Joanne McCartney](#)

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

**Oral response**



## **Debt in London**

### **Question No: 2014/4310**

[Joanne McCartney](#)

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

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

In terms of helping Londoners cope with debt, free debt advice services and credit unions in the capital are promoted on the GLA website and through my annual Know Your Rights campaign.

I have also introduced a number of measures to help Londoners cope with a rise in the cost of living. These include:

Reducing my share of the Council Tax for the 3<sup>rd</sup> year in a row. This amounts to a 24% reduction in real terms since 2008-09.

In November 2014, I raised the London Living Wage from £8.80ph to £9.15. There are now 429 accredited Living Wage Employers in London compared to 27 in 2008. An estimated 19,000 Londoners have benefited from the LLW putting over £60m into the pockets of Londoners since its introduction.

A total of 103,000 homes have received energy efficiency measures through RE:NEW saving on energy bills.

Fares will be frozen in real terms for 2015 - TfL recently reviewed the daily fares cap giving flexible and part-time workers, including those with unpredictable hours, access to lower fares.

I have also:

- Allowed the Freedom Pass to be used on all TfL services in the morning peak;
- Protected the Freedom Pass for Londoners over 60;
- Introduced concessions for apprentices;
- Introduced free travel for disabled war veterans and armed forces personnel in uniform

## **Tower Hamlets**

### **Question No: 2014/4929**

[Andrew Boff](#)

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

#### **Oral response**

## **Metropolitan Police Officer Arrest Targets**

**Question No: 2014/4955**

[Tony Arbour](#)

Will you ensure that the Commissioner of the Metropolitan Police is seeking assurances from every borough commander that they are not setting individual officer arrest targets?

**Question withdrawn**

## **London NHS in crisis**

**Question No: 2014/4315**

[Onkar Sahota](#)

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

**Oral response**

## **Legal Highs**

**Question No: 2014/4956**

[Victoria Borwick](#)

The Prime Minister has spoken up in the last week about the need to combat the rise of so called "legal highs." Would the Mayor campaign for a change in regulations about the sale of these perceived "legal highs"?

**Oral response**

## **London Living Wage**

**Question No: 2014/4263**

[Stephen Knight](#)

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

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

In the past year alone, the number of accredited London Living Wage employers has doubled to 429. I'm proud that we have far exceeded my manifesto commitment to reach 250 employers in this term.

I have written to over 100 businesses, primarily in the retail, culture and football sectors, in addition to a number of FTSE 100 targets. These letters have been proactively followed up by GLA officers and the Living Wage Foundation, with the offer of meeting to discuss accreditation and offer guidance on the process.

I continue to raise the issue of the London Living Wage and strongly advocate for its introduction in all my meetings with business leaders and at relevant speaking engagements. I also raised this with members of my International Business Advisory Council (IBAC) meeting earlier this year.

On my behalf, my Deputy Mayor for Business and Enterprise, Kit Malthouse, has actively and repeatedly lobbied fast food chains and hostels, speaking on their staff meetings on the LLW.

During Living Wage Week, I visited Kaffeine, an independent coffee shop and small business who became accredited this year, showing that we are reaching new sectors.

As a result, together with the hard work of the Living Wage Foundation, the London Living Wage has reached new sectors and employers of all types and size in the past year.

## **International Sales of London Homes**

**Question No: 2014/4314**

[Tom Copley](#)

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

### **Oral response**

## **Homelessness**

**Question No: 2014/4313**

[Jennette Arnold](#)

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

### **Oral response**

## **Million Mask March Damage**

**Question No: 2014/4934**

[James Cleverly](#)

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

**Oral response**

## **Street Markets**

**Question No: 2014/4931**

[Gareth Bacon](#)

The Mayor has no doubt seen my latest work that shows many street markets are under threat. Does he agree with me that London's markets are an extremely valuable asset to Londoners that should be protected?

**Question withdrawn**

## **Air Pollution**

**Question No: 2014/4316**

[Murad Qureshi](#)

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

**Oral response**

## **Sexual Harassment on the Transport Network**

**Question No: 2014/4312**

[Joanne McCartney](#)

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

**Oral response**

## **Infrastructure Delivery Board**

**Question No: 2014/4951**

[Steve O'Connell](#)

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

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

The London Infrastructure Delivery Board met for the first time recently. It comprises senior representatives of London's infrastructure providers, regulators, contractors and advisers, as well as borough and business representatives. Its aim is to collectively lead the delivery of more efficient, integrated and innovative infrastructure solutions to maintain London's position as a globally competitive city and improve the quality of life for those living and working in the city.

It includes Jules Pipe, Chair of London Councils, Cllr Claire Kober, Leader of Haringey Council, Cllr Philippa Roe, Leader of Westminster City Council.

Although the Delivery Board will help make the case for the investments London needs but it is not responsible for ensuring London gets the infrastructure it needs. Its chief responsibility is to ensure best value delivery of infrastructure within the funds available.

Current arrangements for infrastructure delivery are disjointed. That is why, for the first time, I believe, I have brought everyone involved in leading and responding to London's unprecedented growth together.

## **Garden Bridge**

**Question No: 2014/4311**

[John Biggs](#)

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

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

I was very pleased to see Lambeth Council approve the Bridge's planning application.

The Garden Bridge will make a major contribution towards making central London easier and more attractive for people to walk around, and contribute towards the health and quality of life in the City. This fits well with both London and local transport policies to encourage and enable walking, including my Transport Strategy. That is why TfL has provided funding for this new pedestrian connection for commuters, residents and visitors.

## **New Bus for London pollution**

### **Question No: 2014/4205**

Darren Johnson

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

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

I expect 494 of the 800 New Routemasters to be fitted with the latest Euro 6 engine and 306 with the Euro 5.

The Euro 5 buses are the cleanest diesel-electric hybrids of their generation in the fleet with nitrogen oxide (NO<sub>x</sub>) emissions close to the Euro 6 standard (a reduction of 80 per cent on a fleet average Euro 5 compared to 95 per cent for a Euro 6).

TfL will operate these buses in the ULEZ because of the marked air quality contribution they will make. No other types of diesel-electric Euro 5 hybrids buses come close to the New Routemaster for NO<sub>x</sub> and will not be allowed to operate in the ULEZ without modification.

TfL must spend its funds as cost efficiently as possible to raise air quality in London at the earliest time. Replacing higher emitting Euro III buses outside the ULEZ, for instance, would cut NO<sub>x</sub> from these vehicles by up to 95 per cent.

However, upgrading 306 New Routemasters from Euro V to the Euro VI standard would result in a vehicle NO<sub>x</sub> saving of 15 per cent. The cost would be £7 million to £15 million, depending on technical challenges faced, and would increase NO<sub>x</sub> savings for the ULEZ from only 51% to 52% in 2020 – a poor emission return by comparison. The latter strategy frees up resources to remove higher emission vehicles from London sooner and bring about more rapid change in air quality.

TfL is confident Euro VI engines delivers markedly better exhaust emissions after testing most types available on a standard London buses test cycle. This shows that in real-world conditions they deliver a step-change in performance.

*[Note: The following are priority questions, but not in proportional order.]*

## **Green Light Report**

**Question No: 2014/4933**

[James Cleverly](#)

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

**Oral response**

## **Stamp duty**

**Question No: 2014/4932**

[Gareth Bacon](#)

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

**Oral response**

## **Bus service from Wood Green to North Middlesex Hospital**

**Question No: 2014/4131**

[Caroline Pidgeon](#)

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

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

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

## **Missing bus shelters in Wood Green**

**Question No: 2014/4132**

[Caroline Pidgeon](#)

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

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

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

## **Capacity on bus route W4**

**Question No: 2014/4133**

[Caroline Pidgeon](#)

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

**Written response from the Mayor**

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

## **Accessibility of bus stops**

**Question No: 2014/4134**

[Caroline Pidgeon](#)

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

**Written response from the Mayor**

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

## **Bus drivers' discretion - cashless buses**

**Question No: 2014/4135**

[Caroline Pidgeon](#)

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

**Written response from the Mayor**

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

## **Fines incurred by TfL contractors for roadworks**

**Question No: 2014/4136**

[Caroline Pidgeon](#)

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

**Written response from the Mayor**

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

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

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



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

## **Tower Bridge Road & Queen Elizabeth Street junction**

**Question No: 2014/4137**

[Caroline Pidgeon](#)

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

**Written response from the Mayor**

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

## **Oyster card online facility**

**Question No: 2014/4138**

[Caroline Pidgeon](#)

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

**Written response from the Mayor**

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

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

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

## **Bus maps on TfL website**

**Question No: 2014/4139**

[Caroline Pidgeon](#)

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

**Written response from the Mayor**

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

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

## **Disused Underground stations and tunnels**

**Question No: 2014/4140**

[Caroline Pidgeon](#)

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

**Written response from the Mayor**

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

## **Bus service from Sutton to Epsom General Hospital**

**Question No: 2014/4141**

[Caroline Pidgeon](#)

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

**Written response from the Mayor**

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

## **HGVs on Gander Green Lane, Sutton**

**Question No: 2014/4142**

[Caroline Pidgeon](#)

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

**Written response from the Mayor**

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

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

## **'Year of the Bus' Budget**

**Question No: 2014/4143**

[Caroline Pidgeon](#)

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

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

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

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

## **Collisions involving buses - KSI figures & costs**

**Question No: 2014/4144**

[Caroline Pidgeon](#)

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

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

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

## **Oxford Street**

**Question No: 2014/4145**

[Caroline Pidgeon](#)

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

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

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

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

## **Hidden disabilities card scheme**

**Question No: 2014/4146**

[Caroline Pidgeon](#)

Many people with hidden disabilities who have difficulty standing on public transport often find asking other passengers to vacate priority seating awkward, and this can lead to conflict

between passengers. Will you look into introducing a card scheme, in addition to or as part of the Travel Support Card, so that those with hidden disabilities are able to access priority seating without facing difficulty from fellow passengers.

**Written response from the Mayor**

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

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

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

**Cycle Hire - mistaken penalty charges (1)**

**Question No: 2014/4147**

[Caroline Pidgeon](#)

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

**Written response from the Mayor**

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

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

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

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

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

**Cycle Hire - mistaken penalty charges (2)**

**Question No: 2014/4148**

[Caroline Pidgeon](#)

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

**Written response from the Mayor**

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

**Uber advertising on TfL Taxi & Private Hire website****Question No: 2014/4149**[Caroline Pidgeon](#)

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

**Written response from the Mayor**

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

**Waterloo-Greenwich Quietway - Junction of Trundley's Road****Question No: 2014/4150**[Caroline Pidgeon](#)

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

**Written response from the Mayor**

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

**Cycling budget****Question No: 2014/4152**[Caroline Pidgeon](#)

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

**Written response from the Mayor**

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

**One Hour bus ticket cost****Question No: 2014/4153**[Caroline Pidgeon](#)

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

**Written response from the Mayor**

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

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

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

**Question No: 2014/4154**

[Caroline Pidgeon](#)

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

**Written response from the Mayor**

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

## **Morning Peak-Fare Hours**

**Question No: 2014/4155**

[Caroline Pidgeon](#)

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

**Written response from the Mayor**

There are no plans to change the times.

## **Cable Car - Breakdown of fares sold**

**Question No: 2014/4156**

[Caroline Pidgeon](#)

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

**Written response from the Mayor**

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

## **TfL - Staff Nominee Travel (1)**

**Question No: 2014/4157**

[Caroline Pidgeon](#)

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

**Written response from the Mayor**

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

## **TfL - Staff Nominee Travel (2)**

**Question No: 2014/4158**

[Caroline Pidgeon](#)

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

**Written response from the Mayor**

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

## **TfL use of taxis and private hire vehicles**

**Question No: 2014/4159**

[Caroline Pidgeon](#)

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

**Written response from the Mayor**

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

## **TfL Advertising (1)**

**Question No: 2014/4160**

[Caroline Pidgeon](#)

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

**Written response from the Mayor**

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

## **TfL Advertising (1)**

**Question No: 2014/4161**

[Caroline Pidgeon](#)

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

**Written response from the Mayor**

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

## **TfL - Cost of Consultants**

**Question No: 2014/4162**

[Caroline Pidgeon](#)

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

**Written response from the Mayor**

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

## **Cost of MPS Cars for Senior Officers (1)**

**Question No: 2014/4163**

[Caroline Pidgeon](#)

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

**Written response from the Mayor**

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

### **Cost of MPS Cars for Senior Officers (2)**

**Question No: 2014/4164**

[Caroline Pidgeon](#)

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

**Written response from the Mayor**

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

### **Cost of MPS Cars for Senior Officers (3)**

**Question No: 2014/4165**

[Caroline Pidgeon](#)

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

**Written response from the Mayor**

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

### **Cost of MPS Cars for Senior Officers (4)**

**Question No: 2014/4166**

[Caroline Pidgeon](#)

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

**Written response from the Mayor**

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

### **MPS use of taxis and private hire vehicles**

**Question No: 2014/4167**

[Caroline Pidgeon](#)

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

**Written response from the Mayor**

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

### **MPS Advertising (1)**

**Question No: 2014/4168**

[Caroline Pidgeon](#)

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

**Written response from the Mayor**



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

## **MPS Advertising (2)**

**Question No: 2014/4169**

[Caroline Pidgeon](#)

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

**Written response from the Mayor**

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

## **Cost of Consultants**

**Question No: 2014/4170**

[Caroline Pidgeon](#)

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

**Written response from the Mayor**

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

## **MPS - Cost of Agency Staff**

**Question No: 2014/4171**

[Caroline Pidgeon](#)

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

**Written response from the Mayor**

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

## **MPS residential properties for ACPO officers**

**Question No: 2014/4172**

[Caroline Pidgeon](#)

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

**Written response from the Mayor**

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

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

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

### **MPS - Cost of Flights**

**Question No: 2014/4173**

[Caroline Pidgeon](#)

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

**Written response from the Mayor**

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

### **Human Trafficking and Kidnap Unit**

**Question No: 2014/4174**

[Caroline Pidgeon](#)

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

**Written response from the Mayor**

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

### **Cost of Policing Julian Assange (1)**

**Question No: 2014/4175**

[Caroline Pidgeon](#)

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

**Written response from the Mayor**

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

### **Cost of Policing Julian Assange (2)**

**Question No: 2014/4176**

[Caroline Pidgeon](#)

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

**Written response from the Mayor**

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

### **Children of the Night**

**Question No: 2014/4177**

Caroline Pidgeon

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

**Written response from the Mayor**

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

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

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

**Child sexual exploitation training****Question No: 2014/4178**

Caroline Pidgeon

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

**Written response from the Mayor**

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

**Policing of children and young people****Question No: 2014/4179**

Caroline Pidgeon

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

**Written response from the Mayor**

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

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

**Rise in young victims of gang violence****Question No: 2014/4180**

Caroline Pidgeon

The Evening Standard reported an exponential rise in young victims of gang violence, aged between 11-25 that require lifesaving treatments at London A&Es. Last year St Mary's A&E saw

almost as many young victims of stabbings, shootings and beatings with a blunt weapon as those injured in road collisions. What work are you doing in conjunction with London Hospital Trusts to support these victims?

**Written response from the Mayor**

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

**Dog use in anti-social behaviour**

**Question No: 2014/4181**

[Caroline Pidgeon](#)

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

**Written response from the Mayor**

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

**Commercial Vehicle Unit**

**Question No: 2014/4182**

[Caroline Pidgeon](#)

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

**Written response from the Mayor**

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

**Recorded knife crime with injury**

**Question No: 2014/4183**

[Caroline Pidgeon](#)

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

**Written response from the Mayor**

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

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

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

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

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

## **Speed Guns**

**Question No: 2014/4184**

[Caroline Pidgeon](#)

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

**Written response from the Mayor**

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

## **MPS officer convictions**

**Question No: 2014/4185**

[Caroline Pidgeon](#)

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

**Written response from the Mayor**

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

## **Hate Crime Reduction Strategy**

**Question No: 2014/4186**

[Caroline Pidgeon](#)

When will your Hate Crime Reduction Strategy be published?

**Written response from the Mayor**

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

## **MPS Freemasonry membership**

**Question No: 2014/4187**

[Caroline Pidgeon](#)

When can I expect an answer to MQ 2014/3065?

**Written response from the Mayor**

**Question Withdrawn**

## **Aviation unit**

**Question No: 2014/4188**

[Caroline Pidgeon](#)

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

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

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

## **MPS ride-along schemes**

**Question No: 2014/4189**

[Caroline Pidgeon](#)

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

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

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

## **MPS cycle to work**

**Question No: 2014/4190**

[Caroline Pidgeon](#)

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

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

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

## **Water Cannon**

**Question No: 2014/4191**

[Caroline Pidgeon](#)

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

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

The modifications to all three vehicles are complete.

## **MOPAC leased estate in Kingston and Richmond**

**Question No: 2014/4192**

[Caroline Pidgeon](#)

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

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

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

## **Bus watch**

**Question No: 2014/4193**

[Caroline Pidgeon](#)

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

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

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

## **Roads and Traffic Policing Command (1)**

**Question No: 2014/4194**

[Caroline Pidgeon](#)

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

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

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

## **Roads and Traffic Policing Command (2)**

**Question No: 2014/4195**

[Caroline Pidgeon](#)

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

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

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

## **MPS gun amnesty**

**Question No: 2014/4196**

[Caroline Pidgeon](#)

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

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

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

Final figures will be broken down by borough.

## **Weekly cap on Oyster pay as you go**

**Question No: 2014/4197**

[Caroline Pidgeon](#)

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

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

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

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

## **New Year's Eve fireworks (1)**

**Question No: 2014/4198**

[Caroline Pidgeon](#)

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

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

Please find below the sales to date:

<b>DATE</b>	<b>TICKETS</b>	<b>DATE</b>	<b>TICKETS</b>
26.09.14	23153	21.10.14	612
27.09.14	2605	22.10.14	606
28.09.14	1748	23.10.14	540
29.09.14	1264	24.10.14	552
30.09.14	839	25.10.14	555
01.10.14	626	26.10.14	896
02.10.14	708	27.10.14	706
03.10.14	455	28.10.14	676
04.10.14	515	29.10.14	655
05.10.14	850	30.10.14	613
06.10.14	577	31.10.14	595
07.10.14	582	01.11.14	748
08.10.14	528	02.11.14	1539
09.10.14	440	03.11.14	1139
10.10.14	466	04.11.14	1063
11.10.14	509	05.11.14	1233
12.10.14	824	06.11.14	1182
13.10.14	650	07.11.14	890



14.10.14	501	08.11.14	1123
15.10.14	574	09.11.14	1561
16.10.14	437	10.11.14	1439
17.10.14	430	11.11.14	1328
18.10.14	451	12.11.14	1068
19.10.14	712	13.11.14	1004
20.10.14	774		

## **New Year's Eve fireworks (2)**

**Question No: 2014/4199**

[Caroline Pidgeon](#)

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

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

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

## **New Year's Eve fireworks (3)**

**Question No: 2014/4200**

[Caroline Pidgeon](#)

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

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

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

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

## **New Year's Eve fireworks (4)**

**Question No: 2014/4201**

[Caroline Pidgeon](#)

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

**Written response from the Mayor**

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

## **New Year's Eve fireworks (5)**

**Question No: 2014/4202**

[Caroline Pidgeon](#)

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

**Written response from the Mayor**

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

## **Brent Cross Gyratory (1)**

**Question No: 2014/4206**

[Darren Johnson](#)

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

**Written response from the Mayor**

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

[http://questions.london.gov.uk/QuestionSearch/searchclient/questions/question\\_274944?findQuestionsByQuestionSequenceId=MQ 1380/ 2014](http://questions.london.gov.uk/QuestionSearch/searchclient/questions/question_274944?findQuestionsByQuestionSequenceId=MQ 1380/ 2014).

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

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

## **Brent Cross Gyratory (2)**

**Question No: 2014/4207**

[Darren Johnson](#)

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

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

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

## **Brent Cross Gyratory (3)**

**Question No: 2014/4208**

[Darren Johnson](#)

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

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

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

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

## **A5 turning west at the A406 North Circular**

**Question No: 2014/4209**

[Darren Johnson](#)

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

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

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

## **Bus brake repairs**

**Question No: 2014/4210**

[Darren Johnson](#)

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

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

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

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

## **Confidential Incident Reporting & Analysis System**

**Question No: 2014/4211**

[Darren Johnson](#)

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

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

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

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

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

## **Poppy display at Tower of London - crowd management and transport**

**Question No: 2014/4212**

[Darren Johnson](#)

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

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

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

## **Portuguese on London Underground ticket machines**

### **Question No: 2014/4213**

[Darren Johnson](#)

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

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

The Tube ticket machines have the capacity for 17 languages.

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

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

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

## **Composition of TfL Board**

### **Question No: 2014/4214**

[Darren Johnson](#)

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

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

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

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

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

## **Older Buses and collisions Syon Lane, Isleworth**

**Question No: 2014/4215**

[Darren Johnson](#)

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

**Written response from the Mayor**

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

## **Mechanical Faults and serious bus incidents**

**Question No: 2014/4216**

[Darren Johnson](#)

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

**Written response from the Mayor**

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

## **Homophobic incident on TfL bus**

**Question No: 2014/4217**

[Darren Johnson](#)

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

**Written response from the Mayor**

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

## **Uber advertising on TfL website**

**Question No: 2014/4218**

[Darren Johnson](#)

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

**Written response from the Mayor**

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

## **House building assumptions**

**Question No: 2014/4219**

[Darren Johnson](#)

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

**Written response from the Mayor**

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

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

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

**Empty homes after 2015 (1)**

**Question No: 2014/4220**

[Darren Johnson](#)

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

**Written response from the Mayor**

No.

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

**Empty homes after 2015 (2)**

**Question No: 2014/4221**

[Darren Johnson](#)

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

**Written response from the Mayor**

Please see my response to MQ 4220 / 2014.

**London Datastore purpose**

**Question No: 2014/4222**

[Darren Johnson](#)

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

**Written response from the Mayor**

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

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

**Transparency on the Datastore (1)****Question No: 2014/4223**

[Darren Johnson](#)

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

**Written response from the Mayor**

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

**Transparency on the Datastore (2)****Question No: 2014/4224**

[Darren Johnson](#)

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

**Written response from the Mayor**

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

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

**Drupal security patch****Question No: 2014/4225**

[Darren Johnson](#)



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

**Written response from the Mayor**

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

## **Lenox Project Planning Obligation - Convoys Wharf**

**Question No: 2014/4226**

[Darren Johnson](#)

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

**Written response from the Mayor**

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

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

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

## **National Sports Centre proposal costs**

**Question No: 2014/4227**

[Darren Johnson](#)

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

**Written response from the Mayor**

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

## **Disjointed approach to Crystal Palace**

**Question No: 2014/4228**

[Darren Johnson](#)

Constituents have told me that they feel under siege from a number of disjointed proposals you are leading in the Crystal Palace area, including: the plans from the ZhongRong Group to build a large commercial development on the park hill top, your plans to demolish the athletics facilities and build a free school in the middle of the park, the study you commissioned to look at regeneration opportunities in some areas adjacent to the park, your proposal that the wider area be designated a Strategic Outer London Development Centre in the Further Alterations to

the London Plan, the short-term improvements to the park that you are part-funding following the collapse of the Heritage Lottery Fund bid, and TfL's possible long-term aspiration to extend the Tramlink to the area. Beyond a superficial level, these plans do not appear to be joined up, local stakeholders are not being involved at an early stage to develop a coherent vision for the park and wider area, and important information such as the options appraisal for the National Sports Centre has been withheld. Will you take these comments on board and review your approach?

**Written response from the Mayor**

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

## **Crystal Palace NSC consultation**

**Question No: 2014/4229**

[Darren Johnson](#)

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

**Written response from the Mayor**

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

## **Crystal Palace study briefs**

**Question No: 2014/4230**

[Darren Johnson](#)

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

**Written response from the Mayor**

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

## **Portable Emission Testing on all Euro 6 buses**

**Question No: 2014/4231**

[Jenny Jones](#)

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

**Written response from the Mayor**

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

## **ULEZ costs**

**Question No: 2014/4232**

[Jenny Jones](#)

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

**Written response from the Mayor**

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

## **Tramlink to Sutton**

**Question No: 2014/4233**

[Jenny Jones](#)

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

**Written response from the Mayor**

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

## **Help for boroughs on Living wage**

**Question No: 2014/4234**

[Jenny Jones](#)

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

**Written response from the Mayor**

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

## **Community Energy companies and solar PV**

**Question No: 2014/4235**

[Jenny Jones](#)

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

**Written response from the Mayor**

My RE:NEW and RE:FIT programmes continue to support installation of solar PV on London homes and public buildings. I continue to encourage installation of solar PV on appropriate

new developments through my London Plan carbon targets. To further support community energy projects:

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

## **Review of electricity generating potential of solar PV (1)**

**Question No: 2014/4236**

[Jenny Jones](#)

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

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

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

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

## **Review of electricity generating potential of solar PV (2)**

**Question No: 2014/4237**

[Jenny Jones](#)

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

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

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

## **Solar Energy and Mayor's High Level Electricity Working Group**

**Question No: 2014/4238**

[Jenny Jones](#)

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

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

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

### **Jasna Badzak case (1)**

**Question No: 2014/4239**

[Jenny Jones](#)

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

**Written response from the Mayor**

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

### **Jasna Badzak case (2)**

**Question No: 2014/4240**

[Jenny Jones](#)

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

**Written response from the Mayor**

Police officers are not permitted to engage in any form of political activity (Schedule 1 of The Police Regulations 2003) with the exception of standing for election as a Parish Councillor.

Officers and staff should also not engage in the activities of any organisation which is likely to undermine staff or public confidence in the commitment to observe the principles of equality.

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

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

**Question No: 2014/4241**

[Jenny Jones](#)

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

**Written response from the Mayor**

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

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

**Question No: 2014/4242**

[Jenny Jones](#)

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

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

Please see my response to MQ 3189 / 2014.

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

**Question No: 2014/4243**

[Jenny Jones](#)

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

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

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

## **Number of protests turned down**

**Question No: 2014/4244**

[Jenny Jones](#)

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

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

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

## **Parliament Square bylaws**

**Question No: 2014/4245**

[Jenny Jones](#)

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

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

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

## **Metropolitan Police discrimination complaints**

**Question No: 2014/4246**

[Jenny Jones](#)

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

**Written response from the Mayor**

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

**Borough police officers who live in London**

**Question No: 2014/4247**

[Jenny Jones](#)

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

**Written response from the Mayor**

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

**Metropolitan Police overtime budget**

**Question No: 2014/4248**

[Jenny Jones](#)

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

**Written response from the Mayor**

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

**Impact on Metropolitan Police overtime budget from Employment Appeal Tribunal 1**

**Question No: 2014/4249**

[Jenny Jones](#)

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

**Written response from the Mayor**

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

**Impact on Metropolitan Police overtime budget from Employment Appeal Tribunal 2**

**Question No: 2014/4250**

[Jenny Jones](#)

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

**Written response from the Mayor**

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

**Interception of Communications Commissioner investigation into police use of RIPA****Question No: 2014/4251**[Jenny Jones](#)

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

**Written response from the Mayor**

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

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

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

**Metropolitan Police press leak investigations 1****Question No: 2014/4252**[Jenny Jones](#)

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

**Written response from the Mayor**

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

**Metropolitan Police press leak investigations 2****Question No: 2014/4253**[Jenny Jones](#)

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

**Written response from the Mayor**

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

**Metropolitan Police targeting communications of lawyers****Question No: 2014/4254**[Jenny Jones](#)



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

**Written response from the Mayor**

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

**Record transfer to NSBIS**

**Question No: 2014/4255**

[Jenny Jones](#)

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

**Written response from the Mayor**

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

**Data processor for NSBIS**

**Question No: 2014/4256**

[Jenny Jones](#)

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

**Written response from the Mayor**

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

**Record removal from NDEDIU/NSBIS database**

**Question No: 2014/4257**

[Jenny Jones](#)

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

**Written response from the Mayor**

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

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

**Data removal from NDEDIU/NSBIS intelligence records**

**Question No: 2014/4258**

Jenny Jones

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

**Written response from the Mayor**

Please see my answer to MQ 4257 / 2014.

**Relaxing the rules on unmanned airborne vehicles****Question No: 2014/4259**

Jenny Jones

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

**Written response from the Mayor**

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

**Wildlife crime 1****Question No: 2014/4260**

Jenny Jones

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

**Written response from the Mayor**

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

**Wildlife crime 2****Question No: 2014/4261**

Jenny Jones

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

**Written response from the Mayor**

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

Duties of the Borough Wildlife Crime Officer

- To investigate offences on their borough relating to crimes against indigenous and exotic wildlife.
- To be familiar with the application of relevant legislation including the Wildlife & Countryside Act 1981, the Control of Trade in Endangered Species (Enforcement)

Regulations 1997 (CITES), the Protection of Badgers Act 1992, the Wild Mammals Protection Act 1996, The Hunting Act 2004 and the Animal Welfare Act 2006.

- To record intelligence related to wildlife crime on the criminal intelligence system.
- To develop working partnerships with local authority officers responsible for wildlife issues - including park rangers, animal wardens and Trading Standards.
- To develop partnerships and be a first point of contact with local community groups and non-governmental organisations - including local badger groups and RSPCA inspectors
- To assist the Met's Wildlife Crime Unit with serious and organised wildlife crime investigations.
- To provide wildlife expertise to other colleagues and the local community.
- To act as a single point of contact for the Met's Wildlife Crime Unit.

## **Impact of inflation in London's housing market**

**Question No: 2014/4264**

[Stephen Knight](#)

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

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

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

## **Causes of inflation in London's housing market**

**Question No: 2014/4265**

[Stephen Knight](#)

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

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

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

## **Measures to curb inflation in London's housing market**

**Question No: 2014/4266**

[Stephen Knight](#)

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

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

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

## **Devolved powers to control inflation in London's housing market**

**Question No: 2014/4267**

[Stephen Knight](#)

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

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

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

## **Council Tax premiums on unoccupied homes**

**Question No: 2014/4268**

[Stephen Knight](#)

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

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

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

## **MOPAC - Disposal of Raynesfield Estate, Merton (1)**

**Question No: 2014/4269**

[Stephen Knight](#)

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

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

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

## **MOPAC - Disposal of Raynesfield Estate, Merton (2)**

**Question No: 2014/4270**

[Stephen Knight](#)

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

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

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

## **MOPAC - Disposal of Raynesfield Estate, Merton (3)**

**Question No: 2014/4271**

[Stephen Knight](#)

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

**Written response from the Mayor**

See my response to MQ 4270/ 2014.

**MOPAC - Disposal of residential properties****Question No: 2014/4272**

[Stephen Knight](#)

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

**Written response from the Mayor**

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

**Housing Associations - complaints procedure****Question No: 2014/4273**

[Stephen Knight](#)

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

**Written response from the Mayor**

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

**Housing Associations - openness and transparency****Question No: 2014/4274**

[Stephen Knight](#)

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

**Written response from the Mayor**

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

**TfL Shared Services - property management and commercial development****Question No: 2014/4275**

[Stephen Knight](#)

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

**Written response from the Mayor**

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

**LFEPA - disposal of land and property**

**Question No: 2014/4276**

[Stephen Knight](#)

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

**Written response from the Mayor**

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

**MOPAC - disposal of land and property**

**Question No: 2014/4277**

[Stephen Knight](#)

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

**Written response from the Mayor**

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

**Disposal of GLA land and property**

**Question No: 2014/4278**

[Stephen Knight](#)

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

**Written response from the Mayor**

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

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

**New Vehicles - emissions data and potential rating system****Question No: 2014/4279**

[Stephen Knight](#)

Given road transport is one of the biggest sources of air pollution in London, would you support the introduction of a 'traffic light' rating system informing consumers of the exhaust emissions of all new vehicles (including particulate matter (PM) and nitrogen dioxide (NO<sub>2</sub>) in addition to carbon dioxide (CO<sub>2</sub>))?

**Written response from the Mayor**

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

**TfL bus fleet - New vehicles that aren't Euro VI compliant****Question No: 2014/4280**

[Stephen Knight](#)

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

**Written response from the Mayor**

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

**New Routemaster bus - Euro VI compliance****Question No: 2014/4281**

[Stephen Knight](#)

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

**Written response from the Mayor**

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

## TfL hybrid bus fleet - Euro standard

**Question No: 2014/4282**

[Stephen Knight](#)

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

**Written response from the Mayor**

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

## NO2 emissions of Euro VI double decker hybrid bus fleet

**Question No: 2014/4283**

[Stephen Knight](#)

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

**Written response from the Mayor**

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

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

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

<b>Bus Type</b>	<b>NO2 (g/km)</b>
New Routemasters (Euro V)	0.53
Alexander Dennis E400H (Euro V)	1.6
Volvo B5H (Euro V)	1.1

<b>Hybrid Bus Type</b>	<b>NO2 (g/km)</b>
Alexander Dennis E400H (Euro VI)	0.11
Volvo B5H (Euro VI)	0.07
New Routemasters (Euro VI)	N/A

## Environment Advisor - comments on Oxford Street

**Question No: 2014/4284**

[Stephen Knight](#)

Was it appropriate for your Environment Advisor to question the rigour of the widely respected Environmental Research Group (ERG) at King's College London with regard to the statement



made by their Principal Air Quality Scientist that Oxford Street has, to his knowledge, the highest concentrations of nitrogen dioxide (NO2) recorded by any roadside air pollution monitor anywhere in the world?

**Written response from the Mayor**

Please see my response to oral MQ 4316 / 2014.

**Air Pollution - Oxford Street**

**Question No: 2014/4285**

[Stephen Knight](#)

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

**Written response from the Mayor**

Please see my response to oral MQ 4316 / 2014.

**Partial Devolution to Boroughs of Minimum Wage Enforcement**

**Question No: 2014/4286**

[Stephen Knight](#)

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

**Written response from the Mayor**

No.

**Social Care Campaign**

**Question No: 2014/4287**

[Stephen Knight](#)

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

**Written response from the Mayor**

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

**Living Wage Efforts**

**Question No: 2014/4288**

[Stephen Knight](#)

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

**Written response from the Mayor**

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

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

## **Newly Accredited London Living Wage Employers**

**Question No: 2014/4289**

[Stephen Knight](#)

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

**Written response from the Mayor**

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

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

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

## **London Datastore**

**Question No: 2014/4290**

[Stephen Knight](#)

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

**Written response from the Mayor**

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

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

## **Broadband Funding**

**Question No: 2014/4291**

[Stephen Knight](#)

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

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

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

## **Apprenticeships Information Ambassadors Network**

**Question No: 2014/4292**

[Stephen Knight](#)

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

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

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

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

## **New Homes Bonus Package Apprentices**

**Question No: 2014/4293**

[Stephen Knight](#)

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

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

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

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

## **Apprenticeship Figures**

**Question No: 2014/4294**

[Stephen Knight](#)

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

**Written response from the Mayor**

Yes.

## **London Childcare Strategy**

**Question No: 2014/4295**

[Stephen Knight](#)

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

**Written response from the Mayor**

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

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

## **British Bankers Association Roundtable**

**Question No: 2014/4296**

[Stephen Knight](#)

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

**Written response from the Mayor**

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

## **London Transport Insurance (Guernsey) Limited (1)**

**Question No: 2014/4297**

[Stephen Knight](#)

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

**Written response from the Mayor**

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

## **London Transport Insurance (Guernsey) Limited (2)**

**Question No: 2014/4298**

[Stephen Knight](#)

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

**Written response from the Mayor**

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

## **London Transport Insurance (Guernsey) Limited (3)**

**Question No: 2014/4299**

[Stephen Knight](#)

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

**Written response from the Mayor**

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

## **Silvertown Tunnel (1)**

**Question No: 2014/4300**

[Caroline Pidgeon](#)

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

**Written response from the Mayor**

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

## **Silvertown Tunnel (2)**

**Question No: 2014/4301**

[Caroline Pidgeon](#)

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

**Written response from the Mayor**

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

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

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

### **Silvertown Tunnel (3)**

**Question No: 2014/4302**

[Caroline Pidgeon](#)

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

**Written response from the Mayor**

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

### **Silvertown Tunnel (4)**

**Question No: 2014/4303**

[Caroline Pidgeon](#)

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

**Written response from the Mayor**

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

### **Silvertown Tunnel (5)**

**Question No: 2014/4304**

[Caroline Pidgeon](#)

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

**Written response from the Mayor**

Overwhelmingly, issues of resilience experienced on the A102 relate to the significant issues experienced at the Blackwall Tunnel, which is closed around 1,000 times each year. Most closures relate to the attempted use of the northbound bore by vehicles which exceed its

height limit. The Silvertown Tunnel scheme would reduce the frequency of these closures by providing a full-sized crossing immediately adjacent to the existing tunnel.

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

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

## **Silvertown Tunnel (6)**

**Question No: 2014/4305**

[Caroline Pidgeon](#)

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

**Written response from the Mayor**

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

## **Blackwall Tunnel**

**Question No: 2014/4306**

[Caroline Pidgeon](#)

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

**Written response from the Mayor**

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

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

**Question No: 2014/4317**

[Jennette Arnold](#)

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

**Written response from the Mayor**

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

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

## **Mount Pleasant Planning Application**

**Question No: 2014/4318**

[Jennette Arnold](#)

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

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

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

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

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

## **Net Immigration Target and International Students Clarification**

**Question No: 2014/4319**

[Jennette Arnold](#)

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

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

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

## **W19 Bus Route**

**Question No: 2014/4320**

[Jennette Arnold](#)

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



**Written response from the Mayor**

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

**Equality Impact Assessment - The Mayor of London's Budget****Question No: 2014/4321**[Jennette Arnold](#)

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

**Written response from the Mayor**

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

**Stonewall Equality Index - Public Sector Equality Duty training****Question No: 2014/4322**[Jennette Arnold](#)

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

**Written response from the Mayor**

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

**Stonewall Equality Index - Inclusive workplace programme****Question No: 2014/4323**[Jennette Arnold](#)

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

**Written response from the Mayor**

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

- small group workshop discussions chaired by members of the Equalities Taskforce between July-September 2014 (attended by Heads, ADs and Directors);

- Senior Management Team-wide discussion on 14 October 2014 (attended by the Heads, ADs, Directors and the Head of Paid Service).

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

## **Tube Train Speeds**

**Question No: 2014/4324**

[John Biggs](#)

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

**Written response from the Mayor**

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

## **Crossrail 2 route options**

**Question No: 2014/4325**

[John Biggs](#)

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

**Written response from the Mayor**

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

## **Paralympic Legacy**

**Question No: 2014/4326**

[John Biggs](#)

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

**Written response from the Mayor**

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

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

broader initiatives such as housing development; and attracting international disability sporting events.

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

## **Bus Overcrowding in Barking and Dagenham**

**Question No: 2014/4327**

[John Biggs](#)

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

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

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

## **Question: Orbit Visitor Numbers**

**Question No: 2014/4328**

[John Biggs](#)

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

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

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

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

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

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

## **Transport for London advertising**

**Question No: 2014/4329**

Tom Copley

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

**Written response from the Mayor**

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

**Improvements to Cycling in London following Tour de France****Question No: 2014/4330**

Tom Copley

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

**Written response from the Mayor**

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

**London Buses****Question No: 2014/4331**

Tom Copley

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

**Written response from the Mayor**

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

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

**Homelessness****Question No: 2014/4332**

Tom Copley

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

**Written response from the Mayor**

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

**Discretionary Housing Payments****Question No: 2014/4333**

Tom Copley

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

**Written response from the Mayor**

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

**Key workers**

**Question No: 2014/4334**

[Tom Copley](#)

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

**Written response from the Mayor**

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

**Housing Benefit**

**Question No: 2014/4335**

[Tom Copley](#)

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

**Written response from the Mayor**

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

**Affordable housing reform**

**Question No: 2014/4336**

[Tom Copley](#)

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

**Written response from the Mayor**

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

## **Empty Homes**

**Question No: 2014/4337**

[Tom Copley](#)

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

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

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

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

## **Landlord accreditation**

**Question No: 2014/4338**

[Tom Copley](#)

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

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

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

## **signage at Kings Cross tube station**

**Question No: 2014/4339**

[Andrew Dismore](#)

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

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

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

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

## **North & West London Light Railway**

**Question No: 2014/4340**

[Andrew Dismore](#)

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

**Written response from the Mayor**

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

## **Stirling corner 1**

**Question No: 2014/4341**

[Andrew Dismore](#)

When will the 50 MPH speed limit be introduced?

**Written response from the Mayor**

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

## **Stirling corner 2**

**Question No: 2014/4342**

[Andrew Dismore](#)

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

**Written response from the Mayor**

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

## **Stirling Corner 3**

**Question No: 2014/4343**

[Andrew Dismore](#)

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

**Written response from the Mayor**

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

## **Stirling Corner 4**

**Question No: 2014/4344**

[Andrew Dismore](#)

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

**Written response from the Mayor**

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

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

## **Stirling Corner 5**

**Question No: 2014/4345**

[Andrew Dismore](#)

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

**Written response from the Mayor**

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

## **Stirling Corner - Cycling Round the Junction**

**Question No: 2014/4346**

[Andrew Dismore](#)

Further to Question No: 2014/3747

Further to Question No: 2014/3331: "Further to Question No: 2014/1999:"Further to Question 2014/1459:"Further to your answer to Question 2014/1015, further to your answer to Question 2014/0258 and further to your answer to Question 4161/2012: "I cycle the whole of London. When I next do Stirling Corner I will give you a report"; And your answers to questions 261/2013, 522/2013, 1041/2013, 1464/2013 and Question 2039/2013 and Question 2497 / 2013 referring back to your non-answers to my invitation to you to attempt to go round Stirling Corner on your bike, and your repeated answer "I have nothing to add to MQ 4161/2012", and your answer to Question 3083/2013, "I cycle the whole of London and when I next pass through Stirling Corner I will be sure to give you a report"; and your answer to Question 2013/3698: "Since my last response to you on this matter "I cycle the whole of London and when I next pass through Stirling Corner I will be sure to give you a report", I have not cycled through Stirling Corner. However, when I next pass through Stirling Corner, I will be sure to give you a report." And further to Question 2013/5236: "Have you ever cycled round Stirling Corner? Have you cycled round Stirling Corner since you promised to do so; if not why not; and if not when do you expect to cycle round Stirling Corner? Or is it that you have no intention of doing so in the foreseeable future and just want to pretend you are a keen cyclist with cyclists' concerns at heart and have no intention of honouring your commitment to do so, so that your original answer can be seen as nothing more than a fobbing off exercise? Or are you frightened of doing so, as it is too dangerous? Why do you have nothing to add? Aren't you embarrassed by your non responses when reminded of your promise? And to Question 2013/4184 "I have nothing further to add to my previous answers to this question. It costs around £70 to respond to each Mayor's Question and this question has now been asked 10



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

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

your response being:

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

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

**Written response from the Mayor**

Please see my response to MQ 2012/ 4161 at:

[http://questions.london.gov.uk/QuestionSearch/searchclient/questions/question\\_45351?findQuestionsByQuestionSequenceld=MQ%204161/2012](http://questions.london.gov.uk/QuestionSearch/searchclient/questions/question_45351?findQuestionsByQuestionSequenceld=MQ%204161/2012)

**Mill Hill East and Finchley Central**

**Question No: 2014/4347**

Andrew Dismore

Further to Question No: 2014/3750

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

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

your response being

Officers are drafting a response which will be sent shortly.

When will I get a substantive reply?

**Written response from the Mayor**

Please see my response to MQ 3750/ 2014.

## **Permitted Development Rights 1**

**Question No: 2014/4348**

[Andrew Dismore](#)

Further to Question No: 2014/3754

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

your response being

Please see my response to MQ 2014/ 3245.

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

**Written response from the Mayor**

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

[http://questions.london.gov.uk/QuestionSearch/searchclient/questions/question\\_277297](http://questions.london.gov.uk/QuestionSearch/searchclient/questions/question_277297)

and

[http://questions.london.gov.uk/QuestionSearch/searchclient/questions/question\\_277884](http://questions.london.gov.uk/QuestionSearch/searchclient/questions/question_277884).

## **Permitted Development Rights 2**

**Question No: 2014/4349**

[Andrew Dismore](#)

Further to Question No: 2014/3755

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

Will you now give a substantive reply?

your response being

Please see my response to MQ 2014/ 3246.

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

**Written response from the Mayor**

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

[http://questions.london.gov.uk/QuestionSearch/searchclient/questions/question\\_277885?findQuestionsByQuestionSequenceId=MQ%202014/%203246](http://questions.london.gov.uk/QuestionSearch/searchclient/questions/question_277885?findQuestionsByQuestionSequenceId=MQ%202014/%203246)

and

[http://questions.london.gov.uk/QuestionSearch/searchclient/questions/question\\_277885](http://questions.london.gov.uk/QuestionSearch/searchclient/questions/question_277885).

**Employment in the suburbs**

**Question No: 2014/4350**

[Andrew Dismore](#)

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

**Written response from the Mayor**

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

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

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

### **Barnet Domestic Violence policy**

**Question No: 2014/4351**

[Andrew Dismore](#)

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

**Written response from the Mayor**

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

### **Homophobia, sexism and racism within the Met**

**Question No: 2014/4352**

[Andrew Dismore](#)

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

**Written response from the Mayor**

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

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

### **homophobic hate crime reporting**

**Question No: 2014/4353**

[Andrew Dismore](#)

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

**Written response from the Mayor**

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

### **Contact points 1**

**Question No: 2014/4354**

[Andrew Dismore](#)

When will the review of Contact Points be completed?

**Written response from the Mayor**

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

## **Contact points 2**

**Question No: 2014/4355**

[Andrew Dismore](#)

further to Question No: 2014/3760

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

your response being

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

Will you now answer the question as asked?

**Written response from the Mayor**

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

## **Contact points 3**

**Question No: 2014/4356**

[Andrew Dismore](#)

further to Question No: 2014/3762

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

your response being

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

Will you now answer the question as asked?

**Written response from the Mayor**

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

## **Hate Crime**

**Question No: 2014/4357**

[Andrew Dismore](#)

further to question No: 2014/3765

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

your response being

Officers are drafting a response which will be sent shortly.

will you now respond substantively?

**Written response from the Mayor**

Please see my response to MQ 2014/3765 at:

[http://questions.london.gov.uk/QuestionSearch/searchclient/questions/question\\_277895](http://questions.london.gov.uk/QuestionSearch/searchclient/questions/question_277895).

**Longest S and Longest I Calls: Barnet**

**Question No: 2014/4358**

[Andrew Dismore](#)

further to Question No: 2014/3767

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

your response being

Officers are drafting a response which will be sent shortly.

will you now respond substantively?

**Written response from the Mayor**

Please see my response to MQ 3767 / 2014.

**Longest S and Longest I Calls: Barnet 2**

**Question No: 2014/4359**

[Andrew Dismore](#)

further to Question No: 2014/3768

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

your response being

Officers are drafting a response which will be sent shortly.

will you now respond substantively?

**Written response from the Mayor**

Please see my response to MQ 3768 / 2014.

**Longest S and Longest I Calls: Barnet 3**

**Question No: 2014/4360**

Andrew Dismore

further to Question No: 2014/3769

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

your response being

Officers are drafting a response which will be sent shortly.

will you now respond substantively?

**Written response from the Mayor**

Please see my response to MQ 2014 / 3769 at:

[http://questions.london.gov.uk/QuestionSearch/searchclient/questions/question\\_277899](http://questions.london.gov.uk/QuestionSearch/searchclient/questions/question_277899).

**Longest S and Longest I Calls: Barnet 4****Question No: 2014/4361**

Andrew Dismore

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

**Written response from the Mayor****I GRADES****CAD 5192/20OCT (121 minutes)**

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

**CAD 4401/06OCT (73.37 Minutes)**

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

**CAD 9402/01OCT (56.42 Minutes)**

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

**S GRADES****CAD 10827/24OCT (1188.03 minutes)**

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

**CAD 9682/20OCT (1094.59 minutes)**

Caller reporting their window had been smashed. Informant later called back requesting an appointment. An appointment was then made for the informant and the time of arrival given

was when officers arrived on scene for the appointment. This was resulted as a crime report for Criminal damage.

**CAD 8179/15OCT (1003.19 minutes)**

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

**Longest S and Longest I Calls: Camden**

**Question No: 2014/4362**

[Andrew Dismore](#)

further to Question No: 2014/3770

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

your response being

Officers are drafting a response which will be sent shortly.

will you now respond substantively?

**Written response from the Mayor**

Please see my response to MQ 3770 / 2014.

**Longest S and Longest I Calls: Camden 2**

**Question No: 2014/4363**

[Andrew Dismore](#)

further to Question No: 2014/3771

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

your response being

Officers are drafting a response which will be sent shortly.

will you now respond substantively?

**Written response from the Mayor**

Please see my response to MQ 2014 / 3771 at:

[http://questions.london.gov.uk/QuestionSearch/searchclient/questions/question\\_277901](http://questions.london.gov.uk/QuestionSearch/searchclient/questions/question_277901).

**Longest S and Longest I Calls: Camden 3**

**Question No: 2014/4364**

[Andrew Dismore](#)

further to Question No: 2014/3772



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

your response being

Officers are drafting a response which will be sent shortly.

will you now respond substantively?

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

Please see my response to MQ 2014 / 3772 at:

[http://questions.london.gov.uk/QuestionSearch/searchclient/questions/question\\_277902](http://questions.london.gov.uk/QuestionSearch/searchclient/questions/question_277902).

## **Longest S and Longest I Calls: Camden 4**

### **Question No: 2014/4365**

Andrew Dismore

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

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

#### **I GRADES**

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

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

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

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

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

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

#### **S GRADES**

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

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

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

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

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

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

## **Barnet Police Numbers**

**Question No: 2014/4366**

[Andrew Dismore](#)

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

**Written response from the Mayor**

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

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

## **Camden Police Numbers**

**Question No: 2014/4367**

[Andrew Dismore](#)

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

**Written response from the Mayor**

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

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

## **Appointment cars Barnet**

**Question No: 2014/4368**

[Andrew Dismore](#)

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

**Written response from the Mayor**

791 appointments were made in October 2014.

## **Appointment cars Camden**

**Question No: 2014/4369**

[Andrew Dismore](#)

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

**Written response from the Mayor**

717 appointments were made in October 2014.

## **Stop and search 1**

**Question No: 2014/4370**

[Andrew Dismore](#)

further to Question No: 2014/3786

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

your response being

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

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

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

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

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

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

## **Stop and search Camden**

**Question No: 2014/4371**

[Andrew Dismore](#)

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

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

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

## **Stop and search Barnet**

**Question No: 2014/4372**

[Andrew Dismore](#)

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

**Written response from the Mayor**

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

**Tasers 1****Question No: 2014/4373**

[Andrew Dismore](#)

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

**Written response from the Mayor**

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

**Tasers 2****Question No: 2014/4374**

[Andrew Dismore](#)

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

**Written response from the Mayor**

During October 2014 there were no recorded uses of Tasers.

**Crime Statistics for Barnet; 1****Question No: 2014/4375**

[Andrew Dismore](#)

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

**Written response from the Mayor**

This information is published on MOPAC's crime dashboard:

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

**Crime Statistics for Barnet (2)****Question No: 2014/4376**

[Andrew Dismore](#)

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

**Written response from the Mayor**

This information is published on MOPAC's crime dashboard:

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

### Crime Statistics for Barnet (3)

**Question No: 2014/4377**

[Andrew Dismore](#)

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

#### Written response from the Mayor

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

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

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

### Crime Statistics for Barnet (4)

**Question No: 2014/4378**

[Andrew Dismore](#)

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

#### Written response from the Mayor

This information is published on MOPAC's crime dashboard:

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

### Crime Statistics for Barnet (5)

**Question No: 2014/4379**

[Andrew Dismore](#)

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

#### Written response from the Mayor

This information is published on MOPAC's crime dashboard:

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

## Crime Statistics for Barnet (6)

**Question No: 2014/4380**

[Andrew Dismore](#)

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

### Written response from the Mayor

This information is published on MOPAC's crime dashboard:

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

## Crime Statistics for Barnet (7)

**Question No: 2014/4381**

[Andrew Dismore](#)

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

### Written response from the Mayor

This information is published on MOPAC's crime dashboard:

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

## Crime statistics for Barnet (8)

**Question No: 2014/4382**

[Andrew Dismore](#)

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

### Written response from the Mayor

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

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

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

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

### Crime statistics for Barnet (9)

**Question No: 2014/4383**

[Andrew Dismore](#)

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

**Written response from the Mayor**

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

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

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

<b>Barnet</b>	<b>People Proceeded Against by Proceeded Date (01/01/2014 – 31/10/2014)</b>
Burglary	143

### Crime statistics for Barnet (10)

**Question No: 2014/4384**

[Andrew Dismore](#)

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

**Written response from the Mayor**

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

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

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

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

## **Crime statistics for Barnet (11)**

**Question No: 2014/4385**

[Andrew Dismore](#)

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

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

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

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

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

<b>Barnet</b>	<b>People Proceeded Against by Proceeded Date (01/01/2014 – 31/10/2014)</b>
Criminal Damage	125

## **Crime statistics for Barnet (12)**

**Question No: 2014/4386**

[Andrew Dismore](#)

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

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

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

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



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

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

### **Crime statistics for Barnet (13)**

**Question No: 2014/4387**

[Andrew Dismore](#)

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

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

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

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

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

<b>Barnet</b>	<b>People Proceeded Against by Proceeded Date (01/01/2014 – 31/10/2014)</b>
Robbery	105

### **Crime statistics for Barnet (14)**

**Question No: 2014/4388**

[Andrew Dismore](#)

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

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

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

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

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

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

### **Crime statistics for Barnet (15)**

**Question No: 2014/4389**

[Andrew Dismore](#)

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

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

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

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

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

<b>Barnet</b>	<b>People Proceeded Against by Proceeded Date (01/01/2014 – 31/10/2014)</b>
Theft from MV	39

### **Crime statistics for Barnet (16)**

**Question No: 2014/4390**

[Andrew Dismore](#)

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

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

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

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

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

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

## **Crime statistics for Barnet (17)**

**Question No: 2014/4391**

[Andrew Dismore](#)

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

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

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

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

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

<b>Barnet</b>	<b>People Proceeded Against by Proceeded Date (01/01/2014 – 31/10/2014)</b>
Theft of MV	31

## **Crime statistics for Barnet (18)**

**Question No: 2014/4392**

[Andrew Dismore](#)

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

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

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

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

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

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

## **Crime statistics for Barnet (19)**

**Question No: 2014/4393**

[Andrew Dismore](#)

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

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

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

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

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

<b>Barnet</b>	<b>People Proceeded Against by Proceeded Date (01/01/2014 – 31/10/2014)</b>
VWI	416

## **crime statistics for Barnet (20)**

**Question No: 2014/4394**

[Andrew Dismore](#)

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

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

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

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

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

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

### **Crime statistics for Barnet (21)**

**Question No: 2014/4395**

[Andrew Dismore](#)

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

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

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

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

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

<b>Barnet</b>	<b>People Proceeded Against by Proceeded Date (01/01/2014 – 31/10/2014)</b>
Theft from the person	13

### **Crime statistics for Barnet (22)**

**Question No: 2014/4396**

[Andrew Dismore](#)

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

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

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

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

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

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

### **Crime statistics for Barnet (23)**

**Question No: 2014/4397**

[Andrew Dismore](#)

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

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

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

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

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

<b>Barnet</b>	<b>People Proceeded Against by Proceeded Date (01/01/2014 – 31/10/2014)</b>
MOPAC 7	872

### **Crime statistics for Barnet (24)**

**Question No: 2014/4398**

[Andrew Dismore](#)

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

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

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

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

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

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

## Crime statistics for Barnet (25)

### Question No: 2014/4399

[Andrew Dismore](#)

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

### Written response from the Mayor

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

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

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

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

## Crime statistics for Barnet (26)

### Question No: 2014/4400

[Andrew Dismore](#)

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

### Written response from the Mayor

Please find below a table containing the information requested

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

### Crime statistics for Barnet (27)

**Question No: 2014/4401**

[Andrew Dismore](#)

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

**Written response from the Mayor**

Please find the requested information below

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

### Crime statistics for Barnet (28)

**Question No: 2014/4402**

[Andrew Dismore](#)

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

**Written response from the Mayor**

The Sanction Detection rate for Barnet for the rolling year (November 2013–October 2014) is 19% for Total Notified Offences (TNO).

### Crime Statistics for Camden

**Question No: 2014/4403**

[Andrew Dismore](#)

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

**Written response from the Mayor**

This information is published on MOPAC's crime dashboard:

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

### Crime Statistics for Camden (2)

**Question No: 2014/4404**

[Andrew Dismore](#)



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

**Written response from the Mayor**

This information is published on MOPAC's crime dashboard:

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

**Crime Statistics for Camden (3)**

**Question No: 2014/4405**

[Andrew Dismore](#)

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

**Written response from the Mayor**

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

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

NOV –OCT Camden	2012/13	2013/14	% change	MPS % change
Domestic Abuse	1,145	1,305	<b>14.0%</b>	<b>20.8%</b>
Total Notifiable Offences (TNOs)	30,597	27,005	<b>-11.7%</b>	<b>-4.1%</b>

**Crime Statistics for Camden (4)**

**Question No: 2014/4406**

[Andrew Dismore](#)

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

**Written response from the Mayor**

This information is published on MOPAC's crime dashboard:

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

**Crime Statistics for Camden (5)**

**Question No: 2014/4407**

[Andrew Dismore](#)

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

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

This information is published on MOPAC's crime dashboard:

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

### **Crime Statistics for Camden (6)**

**Question No: 2014/4408**

[Andrew Dismore](#)

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

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

This information is published on MOPAC's crime dashboard:

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

### **Crime Statistics for Camden (7)**

**Question No: 2014/4409**

[Andrew Dismore](#)

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

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

This information is published on MOPAC's crime dashboard:

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

### **Crime statistics for Camden 8**

**Question No: 2014/4410**

[Andrew Dismore](#)

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

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

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

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

The Sanction Detection rate for burglary in Camden based on the calendar period to date is currently 10%.

<b>Camden</b>	<b>Burglary</b>
Percentage of offences with at least one arrest	8%
Percentage of offences detected by event clear up of Charge	6%
Total Number of Offences	2445
number of offences with at least one arrest	201
Number of offences detected by event clear up charge	144

## Crime statistics for Camden 9

### Question No: 2014/4411

[Andrew Dismore](#)

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

#### Written response from the Mayor

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

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

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

<b>Camden</b>	<b>People Proceeded Against by Proceeded Date (01/01/2014 – 31/10/2014)</b>
Burglary	202

## Crime statistics for Camden 10

### Question No: 2014/4412

[Andrew Dismore](#)

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

#### Written response from the Mayor

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

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

The Sanction Detection rate for criminal damage in Camden based on the calendar period to date is currently 16%.

<b>Camden</b>	

	<b>Criminal Damage</b>
Percentage of offences with at least one arrest	20%
Percentage of offences detected by event clear up of Charge	9%
Total Number of Offences	1370
number of offences with at least one arrest	268
Number of offences detected by event clear up charge	119

## **Crime statistics for Camden 11**

**Question No: 2014/4413**

[Andrew Dismore](#)

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

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

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

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

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

<b>Camden</b>	<b>People Proceeded Against by Proceeded Date (01/01/2014 – 31/10/2014)</b>
Criminal Damage	126

## **Crime statistics for Camden 12**

**Question No: 2014/4414**

[Andrew Dismore](#)

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

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

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

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

The Sanction Detection rate for robbery in Camden based on the calendar period to date is currently 14%.

<b>Camden</b>	
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	<b>Robbery</b>
Percentage of offences with at least one arrest	20%
Percentage of offences detected by event clear up of Charge	12%
Total Number of Offences	727
number of offences with at least one arrest	146
Number of offences detected by event clear up charge	87

## **Crime statistics for Camden 13**

### **Question No: 2014/4415**

[Andrew Dismore](#)

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

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

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

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

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

<b>Camden</b>	<b>People Proceeded Against by Proceeded Date (01/01/2014 – 31/10/2014)</b>
Robbery	152

## **Crime statistics for Camden 14**

### **Question No: 2014/4416**

[Andrew Dismore](#)

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

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

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

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

The Sanction Detection rate for theft from motor vehicles in Camden based on the calendar year to date is currently 3%.

<b>Camden</b>	<b>Theft from M/V</b>
Percentage of offences with at least one arrest	3%
Percentage of offences detected by event clear up of Charge	2%
Total Number of Offences	1470
number of offences with at least one arrest	46
Number of offences detected by event clear up charge	31

## **Crime statistics for Camden 15**

**Question No: 2014/4417**

[Andrew Dismore](#)

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

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

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

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

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

<b>Camden</b>	<b>People Proceeded Against by Proceeded Date (01/01/2014 – 31/10/2014)</b>
Theft from motor vehicle	43

## **Crime statistics for Camden 16**

**Question No: 2014/4418**

[Andrew Dismore](#)

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

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

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

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

The Sanction Detection rate for theft of motor vehicles in Camden based on the calendar period to date is currently 7%.

<b>Camden</b>	<b>Theft of M/V</b>
Percentage of offences with at least one arrest	11%
Percentage of offences detected by event clear up of Charge	6%
Total Number of Offences	667
number of offences with at least one arrest	75
Number of offences detected by event clear up charge	43

### **Crime statistics for Camden 17**

**Question No: 2014/4419**

[Andrew Dismore](#)

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

**Written response from the Mayor**

Please find below the number of people who have been proceeded against for the calendar period between 1 January 2014 and 31 October 2014.

Please be aware some individuals proceeded against in this period will have committed their offence before 1 January 2014.

The MPS are unable to provide conviction data in the form requested without an extremely lengthy process of manually searching thousands of records.

<b>Camden</b>	<b>People Proceeded Against by Proceeded Date (01/01/2014 – 31/10/2014)</b>
Theft/Taking of MV	60

### **Crime statistics for Camden 18**

**Question No: 2014/4420**

[Andrew Dismore](#)

In Camden for the calendar year to date, what percentage of violence with injury offences resulted in an arrest; and what percentage in the charging of a suspect; how many burglaries were there in absolute numbers and what do those percentages of arrests and charges represent in absolute numbers?

**Written response from the Mayor**

Please find below a table detailing offences recorded between the 1 January 2014 and 31 October 2014 for the calendar period to date.

Please be aware not all violence with injury offences will result in an arrest or charge, the MPS may use a number of other methods which they have at their disposal including cautions, penalty charges and warnings which are not reflected in the figures provided.

The Sanction Detection rate for violence with injury in Camden based on the calendar period to date is currently 34%.

<b>Camden</b>	<b>VWI</b>
Percentage of offences with at least one arrest	50%
Percentage of offences detected by event clear up of Charge	22%
Total Number of Offences	1607
number of offences with at least one arrest	804
Number of offences detected by event clear up charge	357

### **Crime statistics for Camden 19**

**Question No: 2014/4421**

[Andrew Dismore](#)

In Camden for the calendar year to date, how many violence with injury suspects have been tried in court; how many have been convicted; and expressed as a percentage of those charged, what percentage have been convicted?

#### **Written response from the Mayor**

Please find below the number of people who have been proceeded against for the calendar period between 1 January 2014 and 31 October 2014.

Please be aware some individuals proceeded against in this period will have committed their offence before 1 January 2014.

The MPS are unable to provide conviction data in the form requested without an extremely lengthy process of manually searching thousands of records.

<b>Camden</b>	<b>People Proceeded Against by Proceeded Date (01/01/2014 – 31/10/2014)</b>
VWI	388

### **Crime statistics for Camden 20**

**Question No: 2014/4422**

[Andrew Dismore](#)

In Camden for the calendar year to date, what percentage of theft from person offences resulted in an arrest; and what percentage in the charging of a suspect; how many burglaries were there in absolute numbers and what do those percentages of arrests and charges represent in absolute numbers?

#### **Written response from the Mayor**

Please find below a table detailing offences recorded between the 1 January 2014 and 31 October 2014 for the calendar period to date.

Please be aware not all theft from the person offences will result in an arrest or charge, the MPS may use a number of other methods which they have at their disposal including cautions, penalty charges and warnings which are not reflected in the figures provided.



The Sanction Detection rate for theft from the person in Camden based on the calendar period to date is currently 3%.

<b>Camden</b>	<b>Theft from person</b>
Percentage of offences with at least one arrest	4%
Percentage of offences detected by event clear up of Charge	2%
Total Number of Offences	1873
number of offences with at least one arrest	67
Number of offences detected by event clear up charge	43

## **Crime statistics for Camden 21**

### **Question No: 2014/4423**

[Andrew Dismore](#)

In Camden for the calendar year to date, how many theft from person suspects have been tried in court; how many have been convicted; and expressed as a percentage of those charged, what percentage have been convicted?

#### **Written response from the Mayor**

Please find below the number of people who have been proceeded against for the calendar period between 1 January 2014 and 31 October 2014.

Please be aware some individuals proceeded against in this period will have committed their offence before 1 January 2014.

The MPS are unable to provide conviction data in the form requested without an extremely lengthy process of manually searching thousands of records.

<b>Camden</b>	<b>People Proceeded Against by Proceeded Date (01/01/2014 – 31/10/2014)</b>
Theft from the person	53

## **Crime statistics for Camden 22**

### **Question No: 2014/4424**

[Andrew Dismore](#)

In Camden for the calendar year to date, what percentage of 'MOPAC 7' offences resulted in an arrest; and what percentage in the charging of a suspect; how many burglaries were there in absolute numbers and what do those percentages of arrests and charges represent in absolute numbers?

#### **Written response from the Mayor**

Please find below a table detailing offences recorded between the 1 January 2014 and 31 October 2014 for the calendar period to date.

Please be aware not all MOPAC 7 offences will result in an arrest or charge, the MPS may use a number of other methods which they have at their disposal including cautions, penalty charges and warnings which are not reflected in the figures provided.

The Sanction Detection rate for MOPAC 7 in Camden based on the calendar period to date is currently 13%.

<b>Camden</b>	<b>Total MOPAC 7</b>
Percentage of offences with at least one arrest	16%
Percentage of offences detected by event clear up of Charge	8%
Total Number of Offences	10159
number of offences with at least one arrest	1607
Number of offences detected by event clear up charge	824

### **Crime statistics for Camden 23**

**Question No: 2014/4425**

[Andrew Dismore](#)

In Camden for the calendar year to date, how many 'MOPAC 7' suspects have been tried in court; how many have been convicted; and expressed as a percentage of those charged, what percentage have been convicted?

**Written response from the Mayor**

Please find below the number of people who have been proceeded against for the calendar period between 1 January 2014 and 31 October 2014.

Please be aware some individuals proceeded against in this period will have committed their offence before 1 January 2014.

The MPS are unable to provide conviction data in the form requested without an extremely lengthy process of manually searching thousands of records.

<b>Camden</b>	<b>People Proceeded Against by Proceeded Date (01/01/2014 – 31/10/2014)</b>
MOPAC 7	1024

### **Crime statistics for Camden 24**

**Question No: 2014/4426**

[Andrew Dismore](#)

In Camden for the calendar year to date, what percentage of non- 'MOPAC 7' offences resulted in an arrest; and what percentage in the charging of a suspect; how many burglaries were there in absolute numbers and what do those percentages of arrests and charges represent in absolute numbers?

**Written response from the Mayor**

Please find below a table detailing offences recorded between the 1 January 2014 and 31 October 2014 for the calendar period to date.

Please be aware not all non-MOPAC 7 offences will result in an arrest or charge, the MPS may use a number of other methods which they have at their disposal including cautions, penalty charges and warnings which are not reflected in the figures provided.

The Sanction Detection rate for non-MOPAC 7 in Camden based on the calendar period to date is currently 21%.

<b>Camden</b>	<b>Total Non MOPAC 7</b>
Percentage of offences with at least one arrest	23%
Percentage of offences detected by event clear up of Charge	13%
Total Number of Offences	12648
number of offences with at least one arrest	2935
Number of offences detected by event clear up charge	1645

### **Crime statistics for Camden 25**

**Question No: 2014/4427**

[Andrew Dismore](#)

In Camden, for the calendar year to date, how many non- 'MOPAC 7' suspects have been tried in court; how many have been convicted; and expressed as a percentage of those charged, what percentage have been convicted?

**Written response from the Mayor**

Please find below the number of people who have been proceeded against for the calendar period between 1 January 2014 and 31 October 2014.

Please be aware some be aware some individuals proceeded against in this period will have committed their offence before 1 January 2014.

The MPS are unable to provide conviction data in the form requested without an extremely lengthy process of manually searching thousands of records.

<b>Camden</b>	<b>People Proceeded Against by Proceeded Date (01/01/2014 – 31/10/2014)</b>
Non-MOPAC 7	1751

### **Crime statistics for Camden 26**

**Question No: 2014/4428**

[Andrew Dismore](#)

In Camden for the calendar year to date, what percentage and number of offences were 'MOPAC 7' offences; and what percentage and number were other non- 'MOPAC 7' crimes?

**Written response from the Mayor**

Please find below a table containing the information requested.

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	(Camden)
Total No of MOPAC 7 Offences	10159
Total No of non MOPAC 7 Offences	12648
Grand Total TNO	22807
Percentage MOPAC 7 Offences	45%
Percentage Non-MOPAC 7 Offences	55%

## Crime statistics for Camden 27

**Question No: 2014/4429**

[Andrew Dismore](#)

In Barnet for the rolling 12 months to date, what is the overall level of crime?

**Written response from the Mayor**

Please find the requested information below

NOV –OCT Camden	2012/13	2013/14	% change	MPS % change
Total Notifiable Offences (TNOs)	30,597	27,005	<b>-11.7%</b>	<b>-4.1%</b>

## Crime statistics for Camden 28

**Question No: 2014/4430**

[Andrew Dismore](#)

In Barnet for the rolling 12 months to date, what is the sanctioned detection rate?

**Written response from the Mayor**

The Sanction Detection rate for Camden for the rolling 12 months to date (November 2013 to October 2014) is 21% for Total Notifiable Offences (TNO).

## Barnet: officer extractions 1

**Question No: 2014/4431**

[Andrew Dismore](#)

further to Question No: 2014/3773

Further to Question No: 2014/3321 'In Barnet for the last 6 months, on how many occasions have officers been extracted from the borough to support other policing operations elsewhere?'  
'Your response being 'Officers are drafting a response which will be sent shortly'

Will you now give a substantive reply?.

your response being

Please see my response to MQ 3321/ 2014.

As your response to MQ 3321/ 2014.was the same 'Officers are drafting a response which will be sent shortly' do you ever intend to give a substantive reply and will you now do so?

**Written response from the Mayor**

Please see my response to MQs 2014/ 3221 and 3773 at:

[http://questions.london.gov.uk/QuestionSearch/searchclient/questions/question\\_277903?findQuestionsByQuestionSequenceId=MQ%203321/%202014](http://questions.london.gov.uk/QuestionSearch/searchclient/questions/question_277903?findQuestionsByQuestionSequenceId=MQ%203321/%202014)

and

[http://questions.london.gov.uk/QuestionSearch/searchclient/questions/question\\_277903](http://questions.london.gov.uk/QuestionSearch/searchclient/questions/question_277903).

**Barnet: officer extractions 2****Question No: 2014/4432**

[Andrew Dismore](#)

Further to Question No: 2014/3774

Further to Question No 2014/3322 'In Barnet for the last 6 months, for how many officer shifts in total have officers been extracted from the borough to support other policing operations elsewhere?'

'Your response being 'Officers are drafting a response which will be sent shortly'

Will you now give a substantive reply?

your response being

Please see my response to MQ 3322/ 2014.

As your response to MQ 3322/ 2014.was the same 'Officers are drafting a response which will be sent shortly' do you ever intend to give a substantive reply and will you now do so?

**Written response from the Mayor**

Please see my response to MQs 2014 / 3322 and 3774 at:

[http://questions.london.gov.uk/QuestionSearch/searchclient/questions/question\\_277904?findQuestionsByQuestionSequenceId=MQ%203322/%202014](http://questions.london.gov.uk/QuestionSearch/searchclient/questions/question_277904?findQuestionsByQuestionSequenceId=MQ%203322/%202014)

and

[http://questions.london.gov.uk/QuestionSearch/searchclient/questions/question\\_277904](http://questions.london.gov.uk/QuestionSearch/searchclient/questions/question_277904).

**Camden: officer extractions 1****Question No: 2014/4433**

[Andrew Dismore](#)

Further to Question No: 2014/3775

Further to Question No: 2014/3323 in Camden for the last 6 months, on how many occasions have officers been extracted from the borough to support other policing operations elsewhere?

'Your response being 'Officers are drafting a response which will be sent shortly'

Will you now give a substantive reply?

your response being

As your response to MQ 3323/ 2014.was the same 'Officers are drafting a response which will be sent shortly' do you ever intend to give a substantive reply and will you now do so?

**Written response from the Mayor**

Please see my response to MQs 2014 / 3323 and 3775 at:

[http://questions.london.gov.uk/QuestionSearch/searchclient/questions/question\\_277905?findQuestionsByQuestionSequenceId=MQ%203323/%202014](http://questions.london.gov.uk/QuestionSearch/searchclient/questions/question_277905?findQuestionsByQuestionSequenceId=MQ%203323/%202014)

and

[http://questions.london.gov.uk/QuestionSearch/searchclient/questions/question\\_277905](http://questions.london.gov.uk/QuestionSearch/searchclient/questions/question_277905).

**Camden: officer extractions 2**

**Question No: 2014/4434**

[Andrew Dismore](#)

Further to Question No: 2014/3776

Further to Question No: 2014/3324 In Camden for the last 6 months, for how many officer shifts in total have officers been extracted from the borough to support other policing operations elsewhere?

'Your response being 'Officers are drafting a response which will be sent shortly'

Will you now give a substantive reply?.

your response being

Please see my response to MQ 3324/ 2014.

As your response to MQ 3324/ 2014.was the same 'Officers are drafting a response which will be sent shortly' do you ever intend to give a substantive reply and will you now do so?

**Written response from the Mayor**

Please see my response to MQs 2014 / 3324 and 3376 at:

[http://questions.london.gov.uk/QuestionSearch/searchclient/questions/question\\_277906?findQuestionsByQuestionSequenceId=MQ%203324/%202014](http://questions.london.gov.uk/QuestionSearch/searchclient/questions/question_277906?findQuestionsByQuestionSequenceId=MQ%203324/%202014)

and

[http://questions.london.gov.uk/QuestionSearch/searchclient/questions/question\\_277906](http://questions.london.gov.uk/QuestionSearch/searchclient/questions/question_277906).

**Review of the local policing model**

**Question No: 2014/4435**

[Andrew Dismore](#)

What progress is being made in the review of the local policing model; and when will the outcome be announced?

**Written response from the Mayor**

Good progress is being made on the MPS review of the local policing model and the outcomes will be announced following approval by the MPS Management Board. In addition, the MOPAC review will be finalised in the New Year in line with previously announced commitments.

### **local policing model**

**Question No: 2014/4436**

[Andrew Dismore](#)

The Metropolitan Police Commissioner has been quoted as stating recently, with respect to the local policing model that "I now accept that it isn't working" and "Changes will be made." Do you agree with his analysis and what changes are going to be made, and when?

**Written response from the Mayor**

*Officers are drafting a response which will be sent shortly.*

### **officers of more than 10 years service 1**

**Question No: 2014/4437**

[Andrew Dismore](#)

How many officers of more than 10 years service have left or given notice to leave the Met this year so far; and what were the equivalent figures for the last two years?

**Written response from the Mayor**

*Officers are drafting a response which will be sent shortly.*

### **officers of more than 10 years service 2**

**Question No: 2014/4438**

[Andrew Dismore](#)

What percentage of and how many officers have more than 10 years service; and what were the average figures for the last 2 years?

**Written response from the Mayor**

18,981 officers have more than 10 years' service as of the end of October 2014. This is 60.6 per cent of all police officers.

The average over the last 2 years is 61 per cent of all police officers, which is approximately 18,500 officers.

### **Regeneration of Edgware Bus Station**

**Question No: 2014/4439**

[Andrew Dismore](#)

Of what do your proposals for the regeneration of Edgware Bus Station next year consist; on what does the scheme depend; and when will the proposals be the subject of local consultation?

**Written response from the Mayor**

There is a great opportunity at Edgware to improve the bus station for customers, make bus operations more efficient and generate revenue from improved commercial potential. At present, TfL is at an early stage of considering options and plan to start discussions with London Borough of Barnet early in the New Year. Public consultation, as part of the planning process, should start in the summer of 2015.

### **A41/ Green Lane Edgware junction**

**Question No: 2014/4440**

[Andrew Dismore](#)

Has TfL completed its assessment of the issues relating to the A41/ Green Lane Edgware junction, regarding the problems facing traffic emerging from Green Lane; if not when will it be completed; and if it is complete, what was the outcome?

**Written response from the Mayor**

*Officers are drafting a response which will be sent shortly.*

### **West Hampstead station step free access**

**Question No: 2014/4441**

[Andrew Dismore](#)

West Hampstead station is in need of step free access, but you have decided that it is not a priority for this. What were the reasons for your decision, and what objective criteria did you apply in making your decision?

**Written response from the Mayor**

*Officers are drafting a response which will be sent shortly.*

### **pedestrian crossing at the junction of Finchley Lane and the A1**

**Question No: 2014/4442**

[Andrew Dismore](#)

When I previously raised the need for a pedestrian crossing facility at the junction of Finchley Lane and the A1, on Finchley Lane, you said it was matter for Barnet Council. They say that it is a matter for TfL and you, as your responsibility for the junction goes some way up the non TfL side road. Who is right, you or them? And will you now look again at the need for a crossing within 25 metres of the junction which I understand is in your sphere of responsibility?

**Written response from the Mayor**

*Officers are drafting a response which will be sent shortly.*

### **Police advertising campaign**

**Question No: 2014/4443**

[Andrew Dismore](#)

How much has been spent on the recent advertising campaign including the posters on phone boxes about police performance in each borough?



**Written response from the Mayor**

*Officers are drafting a response which will be sent shortly.*

**Bridge over the A1****Question No: 2014/4444**[Andrew Dismore](#)

further to Question No: 2014/3236:

The roads and land around and over the bridge over the A1 which brings the Southbound A1 traffic in and out of Borehamwood, the first junction north of Stirling Corner belong to a combination of 4 authorities including TfL and as a result no-one is taking any responsibility for the maintenance and repair of the bridge. The footpath has almost disappeared and pedestrians are forced to walk in the road and is being increasingly used by children and adults to access the golf range and youngsters walking to the London Maccabi training ground. The protective fence along the edge of the bridge over the road itself is in disrepair and dangerous. Will you take action to ensure the bridge and path are urgently and properly maintained? your response being:

As you correctly advise, the maintenance arrangements at this particular location are complex with the Highways Agency, Hertsmere Borough Council, London Borough of Barnet and TfL all having elements of responsibility.

The bridge and bridge parapets are TfL's responsibility and have been inspected following your question and TfL confirm that these are safe and in good condition.

The footpath leading from the residential area east of the A1 (off Paddock lane) to the footbridge is solely the responsibility of Hertsmere Borough Council. There is no designated footpath from the footbridge to the golf centre, and this is not a pedestrian movement I would encourage as this is a slip road for a motorway junction. TfL will arrange a meeting with the adjoining highway authorities to confirm maintenance responsibilities in the area and identify how pedestrian provision can be improved.

Further to your response to Q2014/2967 above, could you provide an update on this matter?

your response being

TfL confirms adequate maintenance regimes are in place for the sections which fall under its responsibility. Access changes to the golf club are the responsibility of Hertsmere Borough Council.

I am aware that a meeting was arranged for 16 October between the Highways Agency, Hertsmere Borough Council, the London Borough of Barnet and TfL to identify how pedestrian provisions may be improved in the area. I have asked TfL to provide you with an update on this meeting.

As I have not received the report from TfL you promised will you now provide an update on the meeting on 16th October?

**Written response from the Mayor**

*Officers are drafting a response which will be sent shortly.*

## **Über**

**Question No: 2014/4445**

[Len Duvall](#)

A constituent of mine has asked me to ask the following: Über is currently banned in a number of countries around the world, yet Über carries on operating in these countries which means that they are not compliant with the law in those countries. Do Über still meet the requirement of a "Fit and Proper Person" to run a Minicab Company here in London with such a blatant disregard [in my constituent's view] of Law and Order. If yes please explain your reasons.

**Written response from the Mayor**

*Officers are drafting a response which will be sent shortly.*

## **Über 2**

**Question No: 2014/4446**

[Len Duvall](#)

A constituent of mine has asked me to ask the following: "Über is currently advertising on the TFL website could the Mayor confirm when this started, when is this due to end and what amounts of income did TFL receive?"

**Written response from the Mayor**

*Officers are drafting a response which will be sent shortly.*

## **Über 3**

**Question No: 2014/4447**

[Len Duvall](#)

A constituent of mine has asked me to ask the following: "How can TFL remain independent and impartial as a Regulator if it accepts large amounts of advertising income from any Private Hire Company?"

**Written response from the Mayor**

*Officers are drafting a response which will be sent shortly.*

## **The MPS and Trade Union Blacklisting**

**Question No: 2014/4448**

[Len Duvall](#)

In regard to a recent Observer article (9/11/14), do you think it is right the Metropolitan Police Service allegedly share information with the private sector for the purpose of denying individual's work because of their political views or activities? What threat exactly do such people pose to the state?

**Written response from the Mayor**

These allegations are part of an ongoing investigation, Operation Reuben, led by the Chief Constable of Derbyshire. It would not be appropriate to comment further at this time.

## **Malaysia Visit**

**Question No: 2014/4449**

[Len Duvall](#)

Could you please provide me with your itinerary and a list of delegates accompanying you on your upcoming trip to Malaysia, including those who will be meeting their own expenses?

### **Written response from the Mayor**

Parts of my itinerary are still to be confirmed, so to publish it in advance of my visit would risk giving out inaccurate information. However, I will of course provide a copy of my itinerary in the Mayor's Report once I have returned from my visit.

## **Greenwich Peninsula**

**Question No: 2014/4450**

[Len Duvall](#)

What meetings have you and your officers had with Knight Dragon in relation to the development of Greenwich Peninsula. Please list details of all meetings with officers from Transport for London alongside all relevant Greater London Authority Directorates.

### **Written response from the Mayor**

There are regular meetings between the GLA and Knight Dragon, since it took an interest in Greenwich Peninsula more than two years ago.

I last met with Knight Dragon representatives during a visit to the Peninsula to tour the new development on 17 October 2014 and previously met them in October 2013.

GLA officers and TfL commercial and operations officers sit on the Greenwich Peninsula Strategic Board, a high level steering group held bi-monthly co-chaired by the Deputy Mayor for Housing and the Leader of RBG.

In addition, a monthly Project Control Group meeting is attended by GLA officers and Knight Dragon employees, as a contractual requirement of the development agreement with the GLA.

Officers from my planning team have had 6 pre application meetings with Knight Dragon over the last 2 months, on 25 July 2014, 6 October 2014, 28 October 2014, 4 November 2014 and 14 November 2014. Officers from the Housing and Land team also attended these meetings with the exception of the meeting on 4 November 2014. These meetings were not attended by TfL.

TfL and Knight Dragon meetings include:

Liaison –progress and coordination meeting - 8 August 2014.

Silvertown Tunnel Land Interests Liaison Group – representatives from Knight Dragon have attended the two meeting of this engagement group, which took place on 16 June and 2 October 2014 at Pier Walk. Representatives from other land interests affected by the scheme are invited to this group including officers from Housing and Land and officers from LB Newham and RB Greenwich.

22 May 2014 meeting with Knight Dragon representatives - Bus Station / Station Interchange

08 July 2014 Greenwich Peninsula Steering Group – also included GLA attendees

21 July 2014 Meeting with Knight Dragon - North Greenwich Masterplan Proposals - Bus Requirements

23 July 2014 Meeting with Knight Dragon – Knight Dragon presenting emerging proposals for a possible future Masterplan

14 August 2014 – Greenwich Peninsula Steering Group – also included GLA attendees.

12 September 2014 – Greenwich Peninsula Steering Group – also included GLA attendees

26 September 2014 Meeting with Knight Dragon about North Greenwich Proposals - Bus Station

20 October 2014 Meeting with Knight Dragon – Taxi issues

06 November 2014 Meeting with Knight Dragon and Transport consultant's WSP – Transport Design workshop

## **Greenwich Peninsula 2**

### **Question No: 2014/4451**

[Len Duvall](#)

What advice have you and your officers given Knight Dragon in relation to levels of the following at Greenwich Peninsula?

- Development density, including heights and massing.
- Housing supply
- The mix of tenures
- Home ownership
- Part Rent Part But
- Social Renting

### **Written response from the Mayor**

*Officers are drafting a response which will be sent shortly.*

## **TfL Road Programme 2014 - 2022**

### **Question No: 2014/4452**

[Len Duvall](#)

I was interested to see the published road programme. Could you outline which projects in South East London didn't make it into this plan and the criteria as to why they won't be carried forward. What now happens to such proposed schemes?

### **Written response from the Mayor**

*Officers are drafting a response which will be sent shortly.*

## **Mayoral Development Corporations**

**Question No: 2014/4453**

[Len Duvall](#)

Are you considering the establishment of any more Mayoral Development Corporations? Would there be a case for covering Thamesmead and Erith Riverside?

### **Written response from the Mayor**

The LLDC for the Olympic Park and proposed MDC for the huge Old Oak Common/Park Royal Opportunity Areas are important locations for strategic level coordination and planning to optimise development and regeneration benefits for London. I will work with boroughs and stakeholders to deliver London's 38 Opportunity Areas, either through collaborative partnerships, joint ventures and where the best governance model works, including MDCs. No plans for a MDC have been proposed for Thamesmead and Bexley (Erith) Riverside at this stage but my Office is working closely with Greenwich and Bexley Councils in a positive partnership arrangement to deliver positive growth here.

## **Housing Zones 1**

**Question No: 2014/4454**

[Nicky Gavron](#)

How many boroughs have submitted applications for Housing Zones?

### **Written response from the Mayor**

Please see my response to MQ 3855 / 2014.

## **Housing Zones 2**

**Question No: 2014/4455**

[Nicky Gavron](#)

Can you provide a list of those areas which boroughs have applied to designate as Housing Zones?

### **Written response from the Mayor**

The assessment of Housing Zones will take place at a speed appropriate to the proposals, and it is expected the assessment process will result in significant variation in the proposed outputs prior to any decision on Housing Zone status, and therefore it would be inappropriate to comment on proposals that will form part of that competitive bidding process. We will announce proposed Housing Zones that move into the detailed due diligence stage on an ongoing basis. The first Housing Zone designations are expected next calendar year.

## **Housing Zones 3**

**Question No: 2014/4456**

[Nicky Gavron](#)

When do you expect to announce the decisions on the borough applications to designate areas as Housing Zones?

### **Written response from the Mayor**

Please see my response to MQ 4455 / 2014.

## **Housing Zones 4**

**Question No: 2014/4457**

[Nicky Gavron](#)

Will you make public the applications from boroughs to designate areas as Housing Zones before decisions are announced?

**Written response from the Mayor**

Please see my response to MQ 4455 / 2014.

## **Housing Zones 5**

**Question No: 2014/4458**

[Nicky Gavron](#)

Which unit within the GLA engages in negotiations and makes decisions on Housing Zones?

**Written response from the Mayor**

The initial lead is with the Housing and Land Directorate but the detailed assessment is jointly being carried out with the GLA's finance teams.

## **Housing Zones 6**

**Question No: 2014/4459**

[Nicky Gavron](#)

Will each Housing Zone application require a Mayoral decision?

**Written response from the Mayor**

Yes.

## **Housing Standards Review 1**

**Question No: 2014/4460**

[Nicky Gavron](#)

Has the GLA continued negotiations with the Government over the Housing Standards review?

If so when was the last meeting?

**Written response from the Mayor**

Yes, the GLA has continuing negotiations with Government over its Housing Standards review.

The last meeting was scheduled for the 3 November and was postponed until 25 November.

The previous meeting to that was 21 October.

## **Housing Standards Review 2**

**Question No: 2014/4461**

[Nicky Gavron](#)

Have you met with the Government in regards to the Housing Standards Review?

**Written response from the Mayor**

My Deputy Mayor Sir Edward Lister met with the Minister of State for Housing and Planning, Brandon Lewis MP on 22 September 2014. Their discussions included the Housing Standards Review.

## **London Infrastructure Delivery Board 1**

**Question No: 2014/4462**

[Nicky Gavron](#)

Did you approach representatives of all utilities operating within London to sit on the LIDB?

### **Written response from the Mayor**

Chief Executives from the main utility companies operating in London have been invited to join the London Infrastructure Delivery Board. Thames Water, UK Power Networks, National Grid and BT are all now members of the Board. In addition, Ofwat and Ofgem are observers to the Board.

## **London Infrastructure Delivery Board 2**

**Question No: 2014/4463**

[Nicky Gavron](#)

Will all agendas of the LIDB be made public prior to meetings? If so, where will these be posted online? Will minutes also be released publicly?

### **Written response from the Mayor**

The London Infrastructure Delivery Board minutes and agendas will be published online following each meeting. They can be found here:

<https://www.london.gov.uk/priorities/business-economy/vision-and-strategy/infrastructure-plan-2050/london-infrastructure-delivery-board>

## **TfL commercial management**

**Question No: 2014/4464**

[Nicky Gavron](#)

Do you believe that, in its operations as a commercial landlord, TfL should initiate rent reviews which result in well-established local small businesses being unable to afford their rents and therefore having to move out?

### **Written response from the Mayor**

TfL rent reviews are designed to be fair to both landlord and tenant. We are not aware of any instances where TfL tenants have had to move out because they were unable to afford reviewed rents. There are provisions in TfL's leases for tenants to refer rent reviews to arbitration if they are unhappy with the new rent proposals.

## **Housing Zones**

**Question No: 2014/4465**

[Nicky Gavron](#)

How many applications to designate an area as a Housing Zone have you received?

### **Written response from the Mayor**

Please see my response to MQ 2014 /3855.

## **GLA website**

**Question No: 2014/4466**

[Nicky Gavron](#)

Will the updated GLA website allow members of the public to search for strategic planning applications by reference number, location, or other indicators, as most local authority planning portals allow?

**Written response from the Mayor**

Please see response to MQ 3856 / 2014. A project is underway to improve the systems which will allow online searching for strategic planning applications. It is anticipated that this should go live around the same time as the new GLA website in the New Year.

## **Planning public hearings announcements**

**Question No: 2014/4467**

[Nicky Gavron](#)

Are you confident that the method by which the GLA announces dates for public hearings into planning applications which you have taken over is the best way to inform both stakeholders and the public?

**Written response from the Mayor**

*Officers are drafting a response which will be sent shortly.*

## **Housing Standards Review**

**Question No: 2014/4468**

[Nicky Gavron](#)

What London Plan policies will need to be amended following the implementation of the Government's Housing Standards Review? Can you please describe these changes?

**Written response from the Mayor**

The policies that are likely to be amended to align with the Government's Housing Standards Review include:

- 3.5 Quality and Design of Housing Development
- 3.8 Housing Choice
- 5.2 Minimising Carbon Dioxide Emissions
- 5.3 Sustainable Design and Construction
- 5.6 Decentralised Energy Development Proposals
- 5.7 Renewable Energy
- 5.9 Overheating
- 5.15 Water Use and Supplies
- 7.1 Lifetime Neighbourhoods

Details of the potential changes are still being prepared and will be subject to public consultation when the Government issues its Statement of Policy, which is likely to be early in 2015.

## **House prices**

**Question No: 2014/4469**

[Nicky Gavron](#)



Savills recently said that London has now surpassed Hong Kong as the world's most expensive city, largely due to the high cost of housing. Do you agree that this is a serious problem. If so, do you agree that your policies have failed to prevent this, and therefore what policies require change to reverse this?

**Written response from the Mayor**

Like many international cities, London has a historic housing affordability challenge, due to a long-standing failure of supply to meet demand and London's recent remarkable growth in population and employment. The best solution is to dramatically increase London's housing supply, and I have set out detailed plans to do just that.

## **West Anglia Main Line (1)**

**Question No: 2014/4470**

[Joanne McCartney](#)

What improvements will passengers see on the West Anglia Main Line through Enfield and Haringey when it becomes part of the London Overground, including station improvements, capacity, and increased frequency of trains?

**Written response from the Mayor**

TfL will take responsibility for services on the West Anglia inner suburban routes in May 2015 and will implement a programme of improvements at the stations managed for TfL by London Overground Rail Operations Ltd. All such stations will be deep cleaned, help points, CCTV and an improved customer information system will be installed, and staffing levels will be increased to ensure there is always a staff member available when trains are running. Ticket gates will be installed in a number of stations which do not currently have them to help everyone pay the right fare automatically and reduce ticketless travel.

New trains will be introduced to the network from 2018 and will provide higher standards of ambience and comfort, including WiFi, air conditioning and walk-through carriages. In the interim period, TfL will refurbish and maintain the existing fleet.

Some stations will see an increase in frequency on Sundays. In addition, operator incentives will reward punctuality rather than revenue, and reliability will be improved through close working with Network Rail. Customers will benefit from better passenger information, including when things go wrong, and all information will be fully integrated with existing TfL service and customer information.

Improvements will be phased, commencing from the date of transfer and continuing over subsequent years. Progress will be similar to the introduction of London Overground in 2007.

## **West Anglia Main Line (2)**

**Question No: 2014/4471**

[Joanne McCartney](#)

Will you support Enfield Council's bid for funding to enable them to regenerate the areas surrounding the stations along the West Anglia Main Line which will become part of London Overground?

**Written response from the Mayor**

*Officers are drafting a response which will be sent shortly.*

## **Muswell Hill Metro Line (1)**

**Question No: 2014/4472**

[Joanne McCartney](#)

I recently met with the Muswell Hill Metro Line Group who has asked me to put the following question to you:

Will you give consideration to re-instating the line from Finsbury Park to Alexandra Palace, to provide a direct link to Finsbury Park for all the residents along the route to complement existing bus and tube services, and to relieve the considerable road congestion in this area?

**Written response from the Mayor**

*Officers are drafting a response which will be sent shortly.*

## **Muswell Hill Metro Line (2)**

**Question No: 2014/4473**

[Joanne McCartney](#)

I recently met with the Muswell Hill Metro Line Group who has asked me to put the following question to you:

Will TfL undertake work to look into the feasibility of reopening closed branch lines in London which may provide much needed extra rail capacity?

**Written response from the Mayor**

*Officers are drafting a response which will be sent shortly.*

## **Lost zip cards (1)**

**Question No: 2014/4474**

[Joanne McCartney](#)

How many complaints have been received by TfL in the past three years about schoolchildren being denied entry to bus due to lost/misplaced zip cards? Could you break this down by borough and year please?

**Written response from the Mayor**

In 2014 to date, there have been 50 complaints about school children being denied entry to buses due to lost or misplaced Zip Oyster cards. This represents 1 or 2 complaints a week across a school population of around 700,000.

My answer to your MQ 2014/4475 gives more detail on this.

Data for previous years is not available as TfL systems previously did not record such detail. A split by borough is not available.

## **Lost zip cards (2)**

**Question No: 2014/4475**

[Joanne McCartney](#)

I have recently heard from a constituent whose 11 year old girl (in school uniform) was left stranded at a bus stop in tears as she could not find her zip card, and was told by the driver "she was not licenced to travel". Do you think it is acceptable to leave this vulnerable child in this manner and what is the correct procedure if a bus driver encounters a child who says they can't find their zip card? How do you ensure that children are not left stranded, particularly when the evenings draw in?

**Written response from the Mayor**

No this is not acceptable, and TfL regrets this incident. TfL has a very clear vulnerable passenger procedure and the bus operators and drivers are made aware of this as a key element of the drivers handbook, the 'Big Red Book', which was updated and reissued in June this year. The section on vulnerable passengers clearly indicates that drivers should not leave young people, such as this young girl, stranded if they are vulnerable or obviously in distress. Please could you get your constituent to contact me to give details of the date, time and location of this incident, so that TfL can follow this up with the operator to ensure that the driver is identified and the necessary action taken to prevent any repetition.

**Buses idling****Question No: 2014/4476**

[Joanne McCartney](#)

Further to MQ 2014/2796, I am still receiving complaints about buses idling particularly in Wood Green and Enfield Town. What further action will you take to stop this polluting and noisy practice?

**Written response from the Mayor**

*Officers are drafting a response which will be sent shortly.*

**639 High Road, Tottenham (1)****Question No: 2014/4477**

[Joanne McCartney](#)

Could you outline the costs, spend and outcomes achieved at 639 High Road, Tottenham in full please?

**Written response from the Mayor**

The 639 Community Enterprise Hub opened in May 2013 to offer affordable workspace and business support and training facilities to assist local people into employment or to start their own business.

**Outcomes**

Over a 3 year period the London Youth Support Trust (LYST) is contracted to secure up to 85 new SME businesses. LYST are on course to meet these obligations with regard to start-ups having incubated 13 businesses on site and a further 10 off site by September 2014. In addition LYST has promoted employability in Tottenham, by getting 8 people into employment at 639, providing business support to 83 businesses, pre start assistance to a further 98 entrepreneurs and running 51 internal training events and a further 67 external training events at 639.

A Team London officer working from 639 helps local people use volunteering as a pathway to work. To date this role has proved effective: 271 Tottenham residents registered with Team

London through 639, 48 of whom have gone on to volunteer and 14 of whom have gone on to employment.

**Spend to date**

£2,204,253 capital

£987,080 revenue.

**639 High Road, Tottenham (2)**

**Question No: 2014/4478**

[Joanne McCartney](#)

What changes have you made/plan to make regarding the operation of 639 High Road, Tottenham?

**Written response from the Mayor**

12 months into the 639 Community Enterprise project the GLA Regeneration team began investigating ways to strengthen the offer by changing how services are delivered and by attracting additional operators. This has led to 3 specific changes:

1. The building is approx. 90% full and the supported units are at a premium. London Youth Support Trust proposes to adapt the 639 co-working model so that it includes an offer of early engagement with emerging businesses before they are offered supported space.
2. An employability lab to introduce pupils at local schools to the world of work through challenges and work placements with a number of leading corporations in fashion retail and tech industries will be delivered by MyKindaCrowd (MKC).
3. The Tottenham Regeneration team are relocating from Wood Green to 639.

**Dangerous driving on A10, Enfield**

**Question No: 2014/4479**

[Joanne McCartney](#)

Further to MQ 2014/3352, I was disappointed with your response which stated "I have approved a trial for four sets of average speed cameras in London, on the A40, the A316, the A20 and on the Western half of the A406. They will be installed later this year. Results from the trial, including whether they meet public acceptability, are due in 2017. Further locations for average speed cameras will be determined by the results of this trial and the A10 will be considered as part of this process."

Local residents are suffering now and cannot wait until 2017 before consideration is given to long term preventative measures. What long term action are you taking now to alleviate this issue for local residents who are fed up with the noise and danger posed by this irresponsible behaviour and who are very concerned that a tragedy may occur?

**Written response from the Mayor**

*Officers are drafting a response which will be sent shortly.*

## **Domestic Violence**

**Question No: 2014/4480**

[Joanne McCartney](#)

Please provide Domestic Violence figures for Oct 2014 broken down by borough. Please provide this information in an excel format.

**Written response from the Mayor**

This is attached as **Appendix 1**.

## **Sergeants**

**Question No: 2014/4481**

[Joanne McCartney](#)

Please provide Sergeant Figures broken down by month and by Borough and other units (Specialist Crime etc.) for the period March 2010 to March 2013. Please provide this information in an excel format.

**Written response from the Mayor**

*Officers are drafting a response which will be sent shortly.*

## **Screened Out Crime (1)**

**Question No: 2014/4482**

[Joanne McCartney](#)

Please provide a breakdown of numbers of crimes and crime types that were screened out by month and by crime type in London from Oct 12 to March 13. Please use the crime type definitions given by the crime reporting information system (CRIS). Please provide this information in excel format.

**Written response from the Mayor**

*Officers are drafting a response which will be sent shortly.*

## **Screened Out Crime (2)**

**Question No: 2014/4483**

[Joanne McCartney](#)

Thank you for providing me with an answer to my question MQ3883 last month, however I asked for the information on Screened out crimes to be broken down by month as well as by crime type. Can you please provide this information? Please also provide the information in an excel format.

**Written response from the Mayor**

*Officers are drafting a response which will be sent shortly.*

## **Criminal Records Checks on Arrested Foreign Nationals**

**Question No: 2014/4484**

[Joanne McCartney](#)

What proportion of arrested foreign nationals do the MPS conduct overseas criminal records checks on? What criteria do the MPS use to decide whether to conduct and overseas criminal records check on a foreign national?

**Written response from the Mayor**

*Officers are drafting a response which will be sent shortly.*

## **Housing Association surpluses**

**Question No: 2014/4485**

[Murad Qureshi](#)

To what extent, do you take annual surpluses into account before allocating capital grants to Housing Associations?

**Written response from the Mayor**

When applying grant to housing schemes the GLA considers all sources of funding used to support the development, including funds from the housing provider's own resources. This is considered in relation to the overall total scheme costs and value for money offered for GLA funding contributing to the scheme.

Housing Association surpluses are used to support the long term business models for each organisation including, amongst other things, support for housing development and other objectives for the organisation.

## **Annual Tax on Enveloped Dwellings (ATED) on residential properties**

**Question No: 2014/4486**

[Murad Qureshi](#)

How many properties in Greater London are liable to pay Annual Tax on Enveloped Dwellings (ATED)? Can you please provide the figures per London borough?

**Written response from the Mayor**

Statistics on ATED are published by HM Revenue & Customs.

## **Soiled seats on Bakerloo line trains**

**Question No: 2014/4487**

[Murad Qureshi](#)

I use the Bakerloo line regularly and notice there are a number of soiled seats on the trains. Is there a planned programme for refurbishing train seats on this line and if so when?

**Written response from the Mayor**

Yes the seats on Bakerloo line trains are due to be replaced starting from January 2015.

The seats are cleaned regularly as part of ongoing maintenance.

## **Diagonal Crossings**

**Question No: 2014/4488**

[Murad Qureshi](#)

How many diagonal crossings like the one in Oxford Circus are there in London?

**Written response from the Mayor**

Twelve signalled diagonal crossings have been introduced in London, including Oxford Circus. Locations are;

Oxford Circus – Regent Street  
Kingsland High Street – Dalston Lane  
Kennington Road – Kennington Lane  
Falcon Road - Lavender Hill  
Battersea Rise – Northcote Road  
Queenstown Road - Battersea Park Road  
Balham High Road - Upper Tooting Road  
Balham High Road - Balham Station Road  
Wimbledon Park Road - Replingham Road  
Chingford Mount Road - Hall Lane  
Winchester Street – Acton Lane  
Watling Avenue – Orange Hill Road

**Response to Consultations**

**Question No: 2014/4489**

[Murad Qureshi](#)

Can the Mayor confirm that only 4 responses by the GLA have been submitted to Government consultations this year? If others have been published, can the Mayor list these?

**Written response from the Mayor**

*Officers are drafting a response which will be sent shortly.*

**Responses to Select Committee Enquiries**

**Question No: 2014/4490**

[Murad Qureshi](#)

Can the Mayor list all Mayoral responses made to Parliamentary Select Committee enquiries in 2014? There are currently no such responses published on the GLA website.

**Written response from the Mayor**

This year I have responded to the following Parliamentary Select Committee inquiries. They are not published on the GLA website (as once submitted no public use should be made of them without the permission of the Committee Clerk), but they are later published on Parliament's website.

**House of Commons**

**Communities and Local Government**

Operation of the National Planning Policy Framework  
Fiscal devolution to cities and city regions

**Culture, Media and Sport**

Tourism  
Work of the Arts Council (England)

## **Energy and Climate Change**

Electricity demand-side measures

## **Environment, Food and Rural Affairs**

Waste management in England

## **Environmental Audit**

Air quality

Climate change adaptation

## **Home Affairs**

Female Genital Mutilation

## **Transport**

Draft National Policy Statement on National Networks

Investing in the railway

Motoring of the Future

Strategic River Crossings

## **New York Visit**

**Question No: 2014/4491**

[Murad Qureshi](#)

Can the Mayor's Energy & Environment Advisor list what meetings he had in relation to London on his recent visit to New York?

### **Written response from the Mayor**

My Environment & Energy Advisor represented me at the C40 Steering Committee meeting and at the C40 Climate Leadership Awards, where London was the only city to win two awards. He attended a meeting at the C40 offices in New York to discuss a potential network of cities working to reduce CO2 emissions by 80 per cent by 2050. He represented me at a lunch hosted by former Mayor Bloomberg of city mayors around the UN Secretary General's Climate Week. He visited Philadelphia to look at that city's green infrastructure. He had meetings with his Philadelphia equivalent, the city's Water Commissioner and Director of Watersheds. He met with his equivalent in the new New York City administration.

## **RE:NEW (1)**

**Question No: 2014/4492**

[Murad Qureshi](#)

Your recently released 'RE:NEW Interim Support Team - Project Close Report' states that the "interim Support Team was [sic] in place for 8 months to March 2014". How much was Capita paid in total by the GLA for this 8 months support?

### **Written response from the Mayor**

The cost of the interim Support Team services provided by Capita was £340,000.

## **RE:NEW (2)**

**Question No: 2014/4493**



[Murad Qureshi](#)

Your recently released 'RE:NEW Interim Support Team - Project Close Report' highlights that the Prime Minister's disastrous changes to the ECO (Energy Company Obligation) energy efficiency programme in December 2013 "resulted in substantial impact on the retrofit market, causing many organisations to postpone their projects leading to an approximate reduction of 70% of the RE:NEW Pipeline". How will such a major reduction in energy efficiency work in London impact on your 2015 domestic retrofit targets?

**Written response from the Mayor**

Over 400,000 homes have already been retrofitted in London. My projections of the uptake of energy efficiency measures in London to 2015 were based on a high delivery rate of ECO in London and high uptake of the Green Deal. Both of these have been lower than initial projections at the national and London-level, so I expect delivery to be lower than my initial projection to 2015. Despite this, my RE:NEW project is continuing to adapt and retrofit London's homes.

**RE:NEW (3)**

**Question No: 2014/4494**

[Murad Qureshi](#)

How many solid wall homes in London are there and what proportion does the Mayor anticipate being insulated through RE:NEW and the Energy Company Obligation (ECO) by March 2017?

**Written response from the Mayor**

It is estimated that 1.8 million homes in London have solid walls.

No figures are available for the proportion of solid walled homes that will be retrofitted in London through RE:NEW and the ECO by March 2017 although it is a priority for all retrofit programmes to target solid wall properties

**RE:NEW (4)**

**Question No: 2014/4495**

[Murad Qureshi](#)

Can the Mayor provide details of the 12 contracts let by local authorities through the Energy Company Obligation as listed in his recent 'RE:NEW Interim Support Team - Project Close Report'?

**Written response from the Mayor**

As detailed in the 'RE:NEW Interim Support Team - Project Close Report', the team supported the letting of 11 contracts. These were with:

1. The London Borough of Brent
2. City of London Corporation
3. The Royal Borough of Greenwich
4. Hackney Homes (ALMO)
5. The London Borough of Havering
6. The London Borough of Lewisham
7. The London Borough of Richmond Upon Thames
8. The London Borough of Sutton
9. The London Borough of Wandsworth
10. Hyde Housing

### **RE:NEW (5)**

**Question No: 2014/4496**

[Murad Qureshi](#)

Your recent 'RE:NEW Interim Support Team - Project Close Report' authored by Capita indicates positive responses of the RE:NEW Interim Support Team's work, which was also delivered by Capita. Does the Mayor not think an independent third party assessor should be brought in to review the RE:NEW team's work for this multi-million pound project?

**Written response from the Mayor**

No.

### **RE:NEW (6)**

**Question No: 2014/4497**

[Murad Qureshi](#)

Your recent 'RE:NEW Interim Support Team - Project Close Report' provides no detail at all on the number of London homes retrofitted over this period of the RE:NEW programme's work (June 2013 to March 2014). How many homes did the RE:NEW programme in fact retrofit over this period?

**Written response from the Mayor**

The interim RE:NEW Support Team helped clients to let contracts to retrofit 6001 homes.

### **Shale Gas (1)**

**Question No: 2014/4498**

[Murad Qureshi](#)

Can the Mayor set out how the London Plan would apply to a planning application for an oil or shale gas fracking installation in London?

**Written response from the Mayor**

Oil or shale gas extraction is a form of mineral extraction, so an application for a fracking installation would be determined in the first instance by the minerals planning authority. In London, these are the boroughs. As the London Plan is part of the development plan for an area its relevant policies should be taken into account by the borough.

Such an application would only be referred to the Mayor if the development occupied more than 10 hectares (under Category 2A of the Schedule to the Town and Country Planning (Mayor of London) Order 2008), or if it were located in the Green Belt or Metropolitan Open Land and involved the construction of a building of more than 1000m<sup>2</sup> (Category 3D of the Schedule).

Though the London Plan does not contain an explicit policy on fracking installations a referred application would be assessed on its merits against all relevant London Plan policies. For example, an installation in the Green Belt would be assessed not just against Green Belt policy (7.16) but also against, say, those on noise, water, hazardous substances, air pollution, or protecting London's open, natural and heritage environments as relevant.

## Shale Gas (2)

**Question No: 2014/4499**

Murad Qureshi

What does the GLA's April 2014 Sustainable Design and Construction Supplementary Planning Guidance document set out in relation to planning requirements for an oil or shale gas fracking installation in London?

### **Written response from the Mayor**

The Sustainable Design and Construction SPG does not currently address specific planning requirements for an oil or shale gas fracking installation.

However, comprehensive guidance to minerals planning authorities in dealing with fracking applications is provided in the Government's *Planning practice guidance for onshore oil and gas* (July 2013):

[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/224238/Planning\\_practice\\_guidance\\_for\\_onshore\\_oil\\_and\\_gas.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/224238/Planning_practice_guidance_for_onshore_oil_and_gas.pdf)

## Shale Gas (3)

**Question No: 2014/4500**

Murad Qureshi

What noise regulations would apply to a planning application for an oil or shale gas fracking installation in London?

### **Written response from the Mayor**

Shale Gas is defined by Government as a form of mineral extraction, so all planning applications would be dealt with by the minerals planning authority (in London this is the boroughs). As the London Plan is part of the development plan for their areas boroughs should take into account its relevant policies eg noise.

Government has produced comprehensive guidance to minerals planning authorities in dealing with fracking applications:

[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/224238/Planning\\_practice\\_guidance\\_for\\_onshore\\_oil\\_and\\_gas.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/224238/Planning_practice_guidance_for_onshore_oil_and_gas.pdf)

Paragraph 30 of the Guidance includes noise amongst a list of principal issues to be addressed at planning application determination stage, and Annex D of the Guidance gives a model planning condition for noise, but it does not suggest that noise needs to be addressed differently from any other type of planning issue.

## Shale Gas (4)

**Question No: 2014/4501**

Murad Qureshi

What assessments is the Mayor proposing to undertake to provide an evidence base on the potential for fracked shale gas sourced in London?

### **Written response from the Mayor**

I am receptive to any ideas that help keep the lights on and the energy bill down in London so long as they comply with the relevant planning and environmental regulations. However it currently looks unlikely that there is any exploitable shale gas in the London region and

therefore we are focusing our efforts on capturing and utilising waste heat from combined heat and power installations for use in district heat and opening up the electricity market with a proposal for a junior electricity licence in London.

Therefore, my officers are not currently undertaking assessments on the potential for shale gas extraction in London or undertaking studies on potential outputs.

Furthermore, in London, the boroughs are the minerals planning authority. So I would only be involved if the planning application was referable under the Mayor of London Order 2008 whereby development which comprises or includes mining operations where the development occupies more than 10 hectares, which is considered to be an unlikely occurrence.

### **Shale Gas (5)**

**Question No: 2014/4502**

[Murad Qureshi](#)

What proportion of London's natural gas consumption does the Mayor estimate that fracked natural gas could provide by 2015, 2020, 2025 and 2030?

**Written response from the Mayor**

Please see my response to MQ 4501 / 2014

### **Shale Gas (6)**

**Question No: 2014/4503**

[Murad Qureshi](#)

What estimates have been made to how much Londoner's energy bills could change as a result of the Mayor's support for the development of fracked shale gas?

**Written response from the Mayor**

Please see my response to MQ4501 / 2014.

### **Shale Gas (7)**

**Question No: 2014/4504**

[Murad Qureshi](#)

How many meetings have GLA officials had with the Government's Office of Unconventional Gas and Oil (OUGO) to discuss the impact of shale oil and gas exploration in London?

**Written response from the Mayor**

None.

### **Shale Gas (8)**

**Question No: 2014/4505**

[Murad Qureshi](#)

What meetings has the Mayor had with shale oil or shale gas fracking companies to date? When did these meetings take place?

**Written response from the Mayor**

*Officers are drafting a response which will be sent shortly.*

### **Shale Gas (9)**

**Question No: 2014/4506**

[Murad Qureshi](#)

What meetings has the Mayor's Energy and Environment advisor had with shale oil or shale gas fracking companies to date? When did these meetings take place?

**Written response from the Mayor**

None.

### **Shale Gas (10)**

**Question No: 2014/4507**

[Murad Qureshi](#)

What meetings has the Deputy Mayor for Planning had with shale oil or shale gas fracking companies to date? When did these meetings take place?

**Written response from the Mayor**

None.

### **Shale Gas (11)**

**Question No: 2014/4508**

[Murad Qureshi](#)

What estimates have been made to how the fracking of shale gas in London would impact on the Mayor's 2025 60% CO2 reduction target?

**Written response from the Mayor**

Please see my response to MQ 4501 / 2014.

### **Shale Gas (12)**

**Question No: 2014/4509**

[Murad Qureshi](#)

What is the carbon emission factor of fracked natural gas sourced in London compared to that standard natural gas emission factor?

**Written response from the Mayor**

Please see my response to MQ 4501 / 2014.

### **Shale Gas (13)**

**Question No: 2014/4510**

[Murad Qureshi](#)

What estimate has the Mayor made of safety issues related to oil or shale gas fracking installations in London?

**Written response from the Mayor**

Please see my response to MQ 4501 / 2014.

## **Question Title Shale Gas (14)**

**Question No: 2014/4511**

[Murad Qureshi](#)

What estimate has the Mayor made of fugitive methane emissions from oil or shale gas fracking installation in London?

**Written response from the Mayor**

Please see response to MQ 4501 / 2014.

## **LEGGI London Energy and Greenhouse Gas Emissions Inventory (1)**

**Question No: 2014/4512**

[Murad Qureshi](#)

When will the next edition of the London Energy and Greenhouse Gas Emissions Inventory (LEGGI) be published?

**Written response from the Mayor**

The next edition of the London Energy and Greenhouse Gas Emissions Inventory is expected to be published by the end of November 2014.

## **LEGGI London Energy and Greenhouse Gas Emissions Inventory (2)**

**Question No: 2014/4513**

[Murad Qureshi](#)

Will the Mayor ensure that future editions of the London Energy and Greenhouse Gas Emissions Inventory (LEGGI) include emissions related to shale oil or gas fracking installations in London?

**Written response from the Mayor**

The London Energy and Greenhouse Gas Emissions Inventory (LEGGI) consists of scope 1 and 2 emissions. These emissions are directly relating to combustion of fuels in London and the purchase of electricity, heat and steam. Any emissions relating to extraction within London would be covered in the LEGGI through the activity of extraction itself.

## **Shale Gas (15)**

**Question No: 2014/4514**

[Murad Qureshi](#)

How many fracking installations does the Mayor estimate will be operating in London in 2015, 2020, 2025 and 2030?

**Written response from the Mayor**

Please see my response to MQ 4501 / 2014.

## **Shale Gas (16)**

**Question No: 2014/4515**

[Murad Qureshi](#)

Will the Mayor commission a study on the impact to London's air quality as a result of new fracking installations in London?

**Written response from the Mayor**

Please see my response to MQ 4501 / 2014.

**Shale Gas (17)****Question No: 2014/4516**[Murad Qureshi](#)

Is it likely that a fracking installation in London could be granted planning permission in an Air Quality Management Area (AQMA)?

**Written response from the Mayor**

Please see my response to MQ 4501 / 2014.

**Shale Gas (18)****Question No: 2014/4517**[Murad Qureshi](#)

Will the Mayor update his water strategy to take into account the impact of fracking installations operating in London?

**Written response from the Mayor**

Please see my response to MQ 4501 / 2014.

**Shale Gas (19)****Question No: 2014/4518**[Murad Qureshi](#)

What estimates have been made on the impact of potential fracking installations in the capital on London's water supplies?

**Written response from the Mayor**

Please see response to MQ 4501 / 2014.

**Shale Gas (20)****Question No: 2014/4519**[Murad Qureshi](#)

Has the Mayor or any of the GLA met with London Local Power, who have recently applied for permission to develop fracking installations in London?

**Written response from the Mayor**

No.

**Shale Gas (21)****Question No: 2014/4520**[Murad Qureshi](#)

What measures will the Mayor put in place in relation to fracking companies requirement to drill horizontally underground in London?

**Written response from the Mayor**

Please see response to MQ 4501 / 2014.

## **Shale Gas (22)**

**Question No: 2014/4521**

[Murad Qureshi](#)

What requirements will the Mayor place on fracking installations in London that will need to dispose of waste water containing heavy metals?

**Written response from the Mayor**

Please see my response to MQ 4501 / 2014.

## **Shale Gas (23)**

**Question No: 2014/4522**

[Murad Qureshi](#)

Which London councils has the Mayor been in discussion with in relation to introducing fracking installations in London?

**Written response from the Mayor**

None.

## **London Ambulance Service**

**Question No: 2014/4523**

[Onkar Sahota](#)

Can you produce for the Assembly the letter you have written to Jeremy Hunt regarding the London Ambulance Service?

**Written response from the Mayor**

*Officers are drafting a response which will be sent shortly.*

## **London Health Commission (1)**

**Question No: 2014/4524**

[Onkar Sahota](#)

Can you produce a copy of the minutes of your meeting with the Secretary of State Jeremy Hunt?

**Written response from the Mayor**

*Officers are drafting a response which will be sent shortly.*

## **London Health Commission (2)**

**Question No: 2014/4525**

[Onkar Sahota](#)

Recommendation 61 from the London Health Commission Report discusses the appointment of a Health Commissioner and combining Public Health England (London) and the GLA Health



Team with a 'significant' budget from the Public Health England. What would you consider to be a significant budget?

**Written response from the Mayor**

I would like to thank Lord Ara Darzi for his excellent report. There is a lot I welcome in it, such as his recommendations for:

- a patient-led approach;
- greater transparency;
- efficiencies and use of technology;
- recognising the importance of GPs;
- tackling obesity through healthy choices; and
- mental health work.

I am currently considering the 64 detailed recommendations and am preparing my response. There are a wide variety of people who I want to consult with and involve, including teams inside the GLA, London Councils and the London Health Board. Jeff Jacobs is leading this work and I expect to respond in full in January 2015.

The area where I think we will make the biggest difference in the longer term is public health, getting people active and making healthy choices easier. There is a terrific amount already happening at City Hall and at a local level being led by the boroughs.

### **London Health Commission (3)**

**Question No: 2014/4526**

[Onkar Sahota](#)

When do you intend to complete recommendation 64 and bring together all the key stakeholders to discuss the implementation of the London Health Commission report?

**Written response from the Mayor**

I would like to thank Lord Ara Darzi for his excellent report. There is a lot I welcome in it, such as his recommendations for:

- a patient-led approach;
- greater transparency;
- efficiencies and use of technology;
- recognising the importance of GPs;
- tackling obesity through healthy choices; and
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## **London Health Commission (4)**

**Question No: 2014/4527**

[Onkar Sahota](#)

Will you require TfL to set aside 20% of its advertising budget to promoting walking alternatives?

**Written response from the Mayor**

*Officers are drafting a response which will be sent shortly.*

## **Health Inequalities**

**Question No: 2014/4528**

[Onkar Sahota](#)

How do you measure health inequalities in London?

**Written response from the Mayor**

Health Inequalities can be measured in different ways, including health outcomes (for example life expectancy) or social determinants of health between different social groups (including educational attainment, employment, housing, income and environmental measures).

The London Datastore presents data on many of these measures and keeps these up-to-date and publicly available through the GLA website. In addition a set of data measures will be published on an annual basis as part of the refresh of the London Health Inequalities Strategy delivery plan.

## **London Health Inequalities**

**Question No: 2014/4529**

[Onkar Sahota](#)

How often are you officially briefed on trends in health inequalities across London?

**Written response from the Mayor**

My health team keeps me regularly updated on trends in health inequalities in London. My statutory health advisor, Yvonne Doyle, also informs me on trends via the Public Health England Knowledge and Information Team.

As mentioned in response to MQ 4528/2014, from 2015 we will publish indicators on health inequalities on an annual basis.

## **Water Cannon**

**Question No: 2014/4530**

[Navin Shah](#)

Can you tell me the date you expect the modification of the water cannon to be completed?

**Written response from the Mayor**

Please see my response to MQ 4191 / 2014.

## **New Year's Eve Fireworks**

**Question No: 2014/4531**

Navin Shah

What have you done to stop customers reselling New Year's Eve Fireworks tickets for profit?

**Written response from the Mayor**

The GLA and event producer Jack Morton Worldwide had considered the likelihood of second selling and have taken all possible steps to minimise it.

The steps we have in place include:

- Limiting the number of tickets available online for reselling by limiting the number of tickets bought to a maximum of four per person.
- Advising all ticket holders that they will need to bring ID matching the lead name on the tickets, and reminding them that tickets are non-transferable and refunds are available up to 3rd December.
- Tickets will be marked with the lead buyer's name on them so the group will need to enter the event together

Whilst we cannot guarantee that tickets will not be re-sold, as there are no legal powers to do so, our ticketing agency See Tickets is a recognised industry leader in ticketing with experience of this type of event and implementing measures to alleviate the secondary market. This will be supported on the ground at the event by stewards, local authorities' street trading teams and the Metropolitan Police. We advise that tickets are only booked via the official website [www.london.gov.uk/nye](http://www.london.gov.uk/nye) .

**High Street Fund****Question No: 2014/4532**

Navin Shah

How have you encouraged organisations in Brent and Harrow to apply to the New High Street fund?

**Written response from the Mayor**

Organisations across London are being encouraged to apply for the High Street Fund, through direct conversations with council officers and other delivery partners including BIDS. These groups were also engaged throughout the summer at the dedicated 'High Street Conversation' workshops. The communications programme includes an email newsletter to our High Street Network (including council officers, consultants, business and community groups), the City Hall blog, Twitter and the press, including the Londonist. We are in close discussion with officers from Brent and Harrow Council about their bids and are supporting scoping of borough, businesses and community-led bids with our Specialist Assistance Team, a panel of consultants with expertise in high street regeneration.

**Stop and Search in Brent****Question No: 2014/4533**

Navin Shah

How many stop and searches have been conducted in Brent in the last 3 months?

**Written response from the Mayor**

There were 2465 stops and searches conducted in Brent in the three month period July, August and September 2014.

## **Stop and Search in Harrow**

**Question No: 2014/4534**

[Navin Shah](#)

How many stop and searches have been conducted in Harrow in the last 3 months?

### **Written response from the Mayor**

There were 770 stops and searches conducted in Harrow in the three month period July, August and September 2014.

## **Tasers in Brent**

**Question No: 2014/4535**

[Navin Shah](#)

How many tasers have been drawn and fired at a suspect in the last three months in Brent?

### **Written response from the Mayor**

One Taser has been drawn and fired at a suspect in the last three months in Brent

## **Tasers in Harrow**

**Question No: 2014/4536**

[Navin Shah](#)

How many tasers have been drawn and fired at a suspect in the last three months in Harrow?

### **Written response from the Mayor**

There is no record of a Taser being drawn and fired at a suspect in the last three months in Harrow.

## **Crossrail Spur to Tring (1)**

**Question No: 2014/4537**

[Navin Shah](#)

There appears to be cross-party support for the proposed service extension to Tring to stop at Wembley Central and Harrow & Weald stations. Do you agree that that this would enormously help the planned economic growth in 'opportunity areas' in both Brent and Harrow and also provide important strategic link between the proposed Old Oak Common and Brent and Harrow?

### **Written response from the Mayor**

Feasibility work is currently under way to consider proposals to extend Crossrail services to key destinations in Hertfordshire, and as such, no decisions have been taken on service patterns or stations stops. A range of factors including economic growth/passenger demand forecasts, service reliability and journey times will all be considered as this feasibility work progresses.

I recognise that if Crossrail services are extended to Hertfordshire, stops at Wembley Central and Harrow & Wealdstone would be beneficial; improving connectivity and bringing new economic opportunities to North West London and, importantly, opening up access to the new HS2/Crossrail hub at Old Oak.

## **Crossrail Spur to Tring (2)**

**Question No: 2014/4538**

[Navin Shah](#)

Do you also agree that train service stopping at the said two stations will provide the much needed connectivity to people of Brent and Harrow and benefits from new jobs and housing planned in this part of North-West London?

### **Written response from the Mayor**

I recognise the importance of connectivity, and the role that it has to play in promoting new jobs and housing, across the whole of the Greater London Authority area. The role that a potential Crossrail extension could play to improve connectivity to North-West London will primarily depend on the outcome of the feasibility work that is referred to in my answer to MQ 2014 /4537.

## **Crossrail Spur to Tring (3)**

**Question No: 2014/4539**

[Navin Shah](#)

Would you please put your weight behind for the service extension to stop at Wembley Central and Harrow & Wealdstone stations?

### **Written response from the Mayor**

Please see the answer to MQ 2014 /4537

## **Extension of Bus Routes 204 and 395 to Northwick Park Hospital**

**Question No: 2014/4540**

[Navin Shah](#)

In your reply to Question No: 2014/3945, you do not acknowledge the fact that 182 bus is woefully overcrowded between Wembley and Northwick Park as well as not actually delivering people into the hospital site as the 204 bus extension would. And route 395, although now setting down at the top of Kimberley Road still provides a far from satisfactory way of getting from North Greenford, Northolt and South Harrow to Northwick Park Hospital. Isn't it time that TfL delivers a satisfactory access to Northwick Park Hospital demanded by NHS, the Boroughs and patient groups?

### **Written response from the Mayor**

Whilst route 182 is busy, TfL's surveys indicate that this frequent service provides sufficient capacity to meet demand. This will keep this under review. An extra stop was added in the northbound direction very close to Northwick Park hospital in March 2010.

The repositioning of the last stop on route 395 provides easier interchange at Harrow bus station to the 22 buses per hour serving the hospital. TfL has been unable to justify the cost of adding route 395 to the set of routes serving the hospital. However, they are in regular liaison with North West London Hospitals Trust and services are kept under review.

## **Crossrail paving**

**Question No: 2014/4542**

[Navin Shah](#)

I understand that there are plans for 'shared surfaces' in the area(s) outside Crossrail stations. Concerns have been expressed to me about this because this will make the stations inaccessible for blind people as they will not be able to navigate safely to the station. Can you please explain what planning approach you are taking to provide safe and accessible access for blind people to get to the station?

**Written response from the Mayor**

*Officers are drafting a response which will be sent shortly.*

## **Drop off facilities at Stanmore Station**

**Question No: 2014/4543**

[Navin Shah](#)

I would be grateful if you could look into the issue of providing a safe drop off area outside the station for taxi and car users? The current ban other than buses is an area of regular contention, frustration often leading to strong words! Is there anyway you can resolve this problem?

**Written response from the Mayor**

*Officers are drafting a response which will be sent shortly.*

## **Hate Crime Trends**

**Question No: 2014/4544**

[Navin Shah](#)

Can I have breakdown of hate crime trends across London and those specific to my constituency of Brent and Harrow? What reduction strategy MOPAC has put in place to deal with dramatic increases in reported cases of faith related hate crimes and other forms of hate crime?

**Written response from the Mayor**

*Officers are drafting a response which will be sent shortly.*

## **Hate Crime Under-Reporting**

**Question No: 2014/4545**

[Navin Shah](#)

Can I have an update of the current level of under-reporting of hate crime incidents across London? What is your overarching strategy to reduce this? How are you improving access to third party reporting?

**Written response from the Mayor**

*Officers are drafting a response which will be sent shortly.*

## **Road Safety in Harrow Town Centre**

**Question No: 2014/4546**

[Navin Shah](#)

A recent incident of a bus accident involving a woman has raised concerns about safety of pedestrians on this particular stretch of Station Road with two way bus service. I understand that TfL is investigating this incident. Can you please let me know what plans TfL have to better segregate the pedestrian and vehicular uses on this busy part of the town centre?

**Written response from the Mayor**

The Station Road public realm scheme in Harrow was completed in summer 2010 and the number of accidents involving pedestrians and vehicles, including buses, since its completion has been very low. There have been a total of five collisions including one serious and TfL with the bus operator are currently investigating this collision.

The results of the investigation will be shared with the London Borough of Harrow, who are the highway authority for Station Road.

**Pay Rise for NHS Staff****Question No: 2014/4547**

[Navin Shah](#)

Given your aim of attracting the best workers to support London's thriving economy, do you support London's midwives, nurses, ambulance staff, paramedics and other hospital staff who are campaigning for fair pay and asking the government to deliver recommendation of one percent pay rise?

**Written response from the Mayor**

It is not appropriate for me to make any comments about this issue.

**Change of Use from Retail to Residential****Question No: 2014/4548**

[Navin Shah](#)

Does the Mayor agree that loss of local shops to residential (often sub-standard accommodation) is detrimental to local economy and damages the fabric of local High Streets? What action you are taking to influence the government to stop this from happening in London?

**Written response from the Mayor**

I have been working with the Boroughs in responding to this element of the Government's Technical Consultation on Planning.

I have expressed strong concern over government's proposals to allow changes of use without the need for planning permission. The unmanaged introduction of residential units into key shopping areas will not only damage the retail and service function of those centres by breaking up existing active frontages but will also constrain proposed London Plan policy to plan for their renewal with attractive and competitive ground level commercial, business and civic uses supported by higher density housing above set in an attractive town centre environment.

This form of planned development will help rejuvenate our town centres, not least in the face of the challenges posed by multi-channel shopping, and also make a significant contribution to meeting the housing needs of smaller households which comprise nearly two thirds of overall household growth.

## **Buses in Streatham**

**Question No: 2014/4549**

[Valerie Shawcross](#)

Which bus routes serving Streatham have been reviewed for capacity and performance in the past year? Which will be reviewed next? What changes have been made as a result of such reviews?

**Written response from the Mayor**

*Officers are drafting a response which will be sent shortly.*

## **Streatham Police Station**

**Question No: 2014/4550**

[Valerie Shawcross](#)

I understand that new fit-for-purpose facilities are due to be opened in Streatham High Road to ensure that the public can contact their Safer Neighbourhood Teams after the closure of Streatham Police Station. Please provide an update on these plans.

**Written response from the Mayor**

*Officers are drafting a response which will be sent shortly.*

## **Late night economy and anti-social behaviour**

**Question No: 2014/4551**

[Valerie Shawcross](#)

I am have been made aware over the past few weeks of the problem of late night clubbers and partygoers continuing to create noise and nuisance to local residents when leaving late night venues and in some cases continuing to drink and play music in the residential streets around clubs and other venues. Most recently this has become a problem on the Rockingham Estate due to venues around Elephant and Castle. What is your advice to residents affected by such nuisance and what do you expect the Metropolitan police, working in partnership with the boroughs, do to assist?

**Written response from the Mayor**

*Officers are drafting a response which will be sent shortly.*

## **Buses on the Old Kent Road**

**Question No: 2014/4552**

[Valerie Shawcross](#)

I have received reports of bus overcrowding on routes along the Old Kent Road. Have these services been reviewed recently and what was the result?

**Written response from the Mayor**

TfL is investigating options to increase capacity along the Old Kent Road. They will keep you informed of developments.

## **Network Rail Sussex Routes Study**



**Question No: 2014/4553**

[Valerie Shawcross](#)

Will you join me in asking Transport for London to support plans in Network Rail's Sussex Routes Study consultation for increased capacity on the Southern network, particularly through the Streatham area?

**Written response from the Mayor**

*Officers are drafting a response which will be sent shortly.*

**A23****Question No: 2014/4554**

[Valerie Shawcross](#)

Which sections of the A23 have had improvement work carried out so far and which sections will receive improvements in future?

**Written response from the Mayor**

There have been a wide of range improvements undertaken on the A23 including carriageway and footway resurfacing, lighting renewal, bus stop replacements, drainage works and changes to signal timings in order to improve operational efficiency of the signals.

The list of works undertaken and planned on the A23 is extensive and I have asked that TfL shares these details with your office.

**Junction improvements****Question No: 2014/4555**

[Valerie Shawcross](#)

Please give an update on timetables for improvement schemes for a) Elephant & Castle, b) Vauxhall Gyratory, c) Oval Gyratory, d) Tulse Hill gyratory.

**Written response from the Mayor**

*Officers are drafting a response which will be sent shortly.*

**Northern Line extension****Question No: 2014/4556**

[Valerie Shawcross](#)

What is the current timescale for work to begin on construction of the Northern Line extension? What provision has been made to minimise the impact on local residents and amenities during the works? What contacts for works management for the project have been provided to residents in the event of any problems or issues?

**Written response from the Mayor**

I am very pleased to say that a Transport and Works Act Order application to construct and operate the Northern line extension to Battersea was granted by the Secretary of State for Transport on 12 November 2014. TfL have appointed contractors; Ferrovia Agroman Laing O'Rourke (FLO) to deliver the scheme. FLO are expected to start site set up early in the New Year with the main work commencing in the summer.

For the last four years TfL has worked with local authorities and residents' groups to minimise the impacts of construction. In particular a 'Code of Construction Practice' has been developed and agreed with the relevant local authorities which commits TfL to the standards it must meet during construction. Site specific and topic based Environmental Management Plans as part of the 'Code of Construction Practice' will be agreed with local authorities following engagement with residents.

TfL has also set up a series of regular liaison meetings with local residents. These comprise four local groups and one route wide group. These will run for the duration of the project and enable direct contact with the project team.

If anyone wishes to contact TfL about they can do so via [NLE@TfL.gov.uk](mailto:NLE@TfL.gov.uk). Once works commence there will be a 24 hour hotline for residents to report problems.

## **London Living Wage**

**Question No: 2014/4557**

[Valerie Shawcross](#)

Please give an update on take up of the London Living Wage by employers in London's hospitality industry? Please list those employers who have now signed up.

### **Written response from the Mayor**

The hospitality sector encompasses a wide range of activity and many large firms may be classified primarily as in other sectors, but also undertake hospitality-related activity.

For their own records, the Living Wage Foundation classifies 14 accredited companies in London as 'hospitality'. They are: Five Points Brewing Company, Innovision Events, Faucet Inn Ltd, Party Ingredients Catering Services Ltd, Ellis of Richmond, Kaffeine Ltd, iKhofi Ltd, Ivy House Community Pub, Wild Card Brewery, Joiner's Arms, Twist London Ltd, Truscott Arms, Hackney Brewery Ltd and Redemption Brewing.

## **Bus services**

**Question No: 2014/4558**

[Valerie Shawcross](#)

Please list the London bus routes which have seen capacity reductions implemented over the past year.

### **Written response from the Mayor**

*Officers are drafting a response which will be sent shortly.*

## **Peabody Hill estate bus**

**Question No: 2014/4559**

[Valerie Shawcross](#)

Please give an update on TfL's work to develop proposals for a bus service to serve Peabody Hill estate in Tulse Hill.

### **Written response from the Mayor**

Since your meeting on site with TfL officers in August, TfL have developed detailed options. They are contacting you to arrange a further meeting.

### **Team London Bridge**

**Question No: 2014/4560**

[Valerie Shawcross](#)

Do you support Team London Bridge's proposals to improve the streetscape around the rebuilt London Bridge station?

#### **Written response from the Mayor**

In September TfL attended a series of workshops hosted by Team London Bridge and support their aspirations to improve the streetscape around London Bridge Station.

Clearly this will need to be balanced with the need to retain access for vehicular traffic to the area which includes key bus routes and servicing. TfL will continue to work closely with LB Southwark, Network Rail and Team London Bridge as this work develops.

### **Neighbourhood Plan for Crystal Palace**

**Question No: 2014/4561**

[Valerie Shawcross](#)

Do you agree with me, and local community stakeholders, that a cross-borough neighbourhood plan for the wider Crystal Palace area would be hugely beneficial to this area which has suffered from being fragmented across several administrative boundaries?

#### **Written response from the Mayor**

As you are aware the GLA has commissioned an area study that is designed to assist the GLA, boroughs and community stakeholders obtain an overview of the wider area. One area of work within this modest study is looking at what is happening on the ground in the area so that future plans for the area can benefit from and evolve from organisations already operating in the area and opportunities that have already been identified. I understand that there is some interest in a neighbourhood plan but that there is also enthusiasm for exploring other mechanisms to work across borough boundaries.

The GLA will continue to work with the five boroughs and local stakeholders to identify the best way forward for Crystal Palace.

### **Oyster vs. Contactless & Daily Vs. Weekly**

**Question No: 2014/4562**

[Valerie Shawcross](#)

Do you think a weekly fare cap should apply to all Londoners and not just those with a contactless card?

#### **Written response from the Mayor**

*Officers are drafting a response which will be sent shortly.*

## **200 New Routemaster buses (1)**

**Question No: 2014/4563**

[Valerie Shawcross](#)

At the TfL Finance & Policy Committee on 14th October 2014 it was revealed that your new routemaster bus has a benefit to cost ratio of 0.2 to 1. Can you explain why you are wasting money on a vanity scheme with such a low ratio?

**Written response from the Mayor**

*Officers are drafting a response which will be sent shortly.*

## **200 New Routemaster buses (2)**

**Question No: 2014/4564**

[Valerie Shawcross](#)

The TfL Finance & Policy Committee papers noted that "Given the popularity of NRMs with passengers and their impact in driving up overall customer satisfaction and brand momentum for buses, it is considered that this is a worthwhile investment". Can you explain how the buses are driving up customer satisfaction and brand momentum?

**Written response from the Mayor**

The bus network has witnessed exceptional rises in customer satisfaction recently and this reached record levels of 83/100 in the past two quarters. Many aspects of travel on the bus network help form the view of customers on this, including the presence of New Routemasters.

In past customer satisfaction surveys, the public rated this bus significantly higher for its smoothness of ride and engine noise, and also liked the design and mixture of seats, the fabric used, the two sets of stairs and layout for standing passengers. I can only commend members of the public for their good taste in bus design and support for the return of the iconic Routemaster into London life.

## **200 New Routemaster buses (3)**

**Question No: 2014/4565**

[Valerie Shawcross](#)

TfL's Guidelines for Planning Bus Services says, "The current threshold for spending proposals is 2.0 to 1. This means that each extra £1 of net spending should produce benefits worth at least £2." Why are you spending £1 on the New Routemaster Bus and getting only 20p back?

**Written response from the Mayor**

*Officers are drafting a response which will be sent shortly.*

## **200 New Routemaster buses (4)**

**Question No: 2014/4566**

[Valerie Shawcross](#)

How much is it going to cost to buy the 200 buses?

**Written response from the Mayor**

There is no final cost yet as TfL Board approval of the 200 vehicles includes negotiating a contract variation with Wrightbus. I anticipate the unit cost being in line with the existing batch, however, which would be a very good deal for London as the extra 200 will include the

more expensive low-emission Euro VI engine, no uplift for inflation and potential enhancements that become available with later batches of vehicles produced.

### **New Routemaster Fuel Efficiency (1)**

**Question No: 2014/4567**

[Valerie Shawcross](#)

The TfL Finance & Policy Committee papers on 14th October 2014 say, "NRMs with Euro V compliant engines are more fuel efficient and produce significantly lower levels of nitrogen oxide (NOx) and particulate matter (PM10) compared to other Euro V hybrid buses". Please provide the data behind this claim?

**Written response from the Mayor**

*Officers are drafting a response which will be sent shortly.*

### **New Routemaster Fuel Efficiency (2)**

**Question No: 2014/4568**

[Valerie Shawcross](#)

The TfL Finance & Policy Committee papers on 14th October 2014 say, "On average, the NRMs introduced to date have improved fuel efficiency by almost 50 per cent compared to the diesel vehicles they have replaced". Please provide the data behind this claim?

**Written response from the Mayor**

The link to the following press release provides the data from which the average percentage was calculated (see <http://www.tfl.gov.uk/info-for/media/press-releases/2014/october/new-routemaster-buses-on-route-453>). For convenience, the route data has been listed below:

Route 11 - from 4.7 MPG to 7.4 MPG (57 per cent improvement)

Routes 24 and 390 (combined) - from 5.4 MPG to 7.4 MPG (37 per cent improvement)

Route 9 - from 3.9 MPG to 6.2 MPG (59 per cent improvement)

Route 148 - from 5 MPG to 6.9 MPG (38 per cent improvement)

Route 10 - from 4.4 MPG to 6.5 MPG (48 per cent improvement)

### **New Routemaster Fuel Efficiency (3)**

**Question No: 2014/4569**

[Valerie Shawcross](#)

The TfL Finance & Policy Committee papers on 14th October 2014 say, "given the advancement of Euro VI emission standards, which have ultra-low PM and NOx emissions across all vehicle types (80 per cent and 95 per cent reduction respectively), the PM and NOx benefits of NRM at Euro VI are marginal compared to standard Euro VI hybrids". Please explain why you are buying the more expensive new bus for London, when a normal hybrid bus has similar pollution levels?

**Written response from the Mayor**

The new bus has been built specifically for the needs of London in the 21<sup>st</sup> century with three doors, two staircases and features modelled on the iconic Routemaster. On top of this, when the longer working life of the New Routemaster, fuel savings and the method of finance is taken into account, TfL does not expect the full-life costs to be more expensive than a standard hybrid bus.

## **New Routemaster Fuel Efficiency (4)**

**Question No: 2014/4570**

[Valerie Shawcross](#)

The 2nd October 2014 TfL press release entitled, "New Routemaster buses on Route 453" says, "In tests, a New Routemaster prototype bus with a Euro V engine was found to emit a quarter of the NOx (Oxides of Nitrogen) and harmful 'PM' particles of a fleet average hybrid bus and 20 per cent less CO2". Will the buses on route 453 be Euro IV or Euro V compliant?

### **Written response from the Mayor**

New Routemasters joining route 453 are fitted with the Euro VI engine.

## **Credit Unions (1)**

**Question No: 2014/4571**

[Valerie Shawcross](#)

Does the GLA family allow staff the chance to join a credit union by the device of payroll deduction?

### **Written response from the Mayor**

The GLA established an arrangement with what was originally known as Southwark Credit Union (now London and Mutual Credit Union) in July 2005. From that time all GLA staff and Assembly Members have had the opportunity to be members of LMCU with deductions made via payroll. Currently there are 10 staff using the service.

Over 2100 members of LFEPA staff have a payroll deduction for contributions to the National Fire Savers Credit Union.

MOPAC does not currently specifically offer staff the chance to join a credit union by the device of payroll deductions. However, the PCS Union (recognised by MPS and MOPAC) runs its own credit union for its members.

The MPS does allow staff the chance to join a credit union and payroll deductions can be made for the following:

- Copperpot Credit Union
- Police Credit Union
- Police Mutual
- MetFriendly Society
- Thrift and Saving Clubs in various boroughs

TfL does not provide a direct payroll deduction to a credit union. However, TfL staff are able to become a member of a credit union through joining trade unions such as PCS, RMT, Unite and Unison.

## **Credit Unions (2)**

**Question No: 2014/4572**

[Valerie Shawcross](#)

TfL have said that they will not allow staff the chance to join a credit union by the device of payroll deduction. Do you support this? Please give your reasons.

**Written response from the Mayor**

I have asked TfL to respond.

## **Portuguese & TfL**

**Question No: 2014/4573**

[Valerie Shawcross](#)

Turkish, Spanish, Arabic, Tamil, Punjabi, Italian, German, Greek, Chinese & Hindi are languages used by the TfL ticket machines. However they are spoken as a main language by less people than those who speak Portuguese, which is the 6th most spoken (non-English) main language in London. Why are Portuguese speakers being ignored by TfL?

**Written response from the Mayor**

I can assure you that TfL is not ignoring foreign language speakers of any kind.

In addition to English, sixteen other languages are offered at the ticket machines.

This is the maximum number that can be supported by the present software, without extensive and expensive redevelopment.

The supported languages are: Arabic, Bengali, Chinese, French, German, Greek, Gujarati, Hindi, Italian, Japanese, Polish, Punjabi, Spanish, Tamil, Turkish and Urdu.

These languages were selected on the basis of their prevalence of use amongst Londoners and visitors.

As a result of this extensive provision, TfL rarely receives complaints from customers on this issue.

Expanding the number of languages beyond this is possible, but would require significant changes to the software used by the machines.

TfL is assessing the implications of providing additional languages as part of continuing work to improve the ticket machines.

## **New modern London Underground uniform**

**Question No: 2014/4574**

[Valerie Shawcross](#)

How much has been spent on the development of this new uniform?

What will be the total cost to roll this new uniform out to all staff members?

What is the cost of the uniform per staff member compared with the current uniform costs per staff member? Will the uniforms be ethically produced? Will the new uniforms carry the Fairtrade mark?

**Written response from the Mayor**

*Officers are drafting a response which will be sent shortly.*

### **Social security (1)**

**Question No: 2014/4575**

[Fiona Twycross](#)

How many Londoners would be affected if the proposal to reduce the upper limit for total benefit claims to £23,000, as proposed by the Chancellor on 29 September 2014, were implemented?

**Written response from the Mayor**

The Department for Work and Pensions holds this information.

### **Social security (2)**

**Question No: 2014/4576**

[Fiona Twycross](#)

You have previously told this Assembly that you support the government's welfare reform agenda. Given that London was disproportionately affected by the Benefits Cap, do you not think that the proposals outlined by the Chancellor on 29 September 2014 to further reduce the upper limit for total benefit claims to £23,000 will have a detrimental effect on London?

**Written response from the Mayor**

All parties have mooted welfare reform but until there are specific proposals set out in the next Parliament we cannot respond in detail.

### **Social Security (3)**

**Question No: 2014/4577**

[Fiona Twycross](#)

You have previously told the Assembly that you are not directly monitoring the impact of welfare reform in London. However, are you monitoring the effectiveness of localised welfare assistance schemes, and how?

**Written response from the Mayor**

Through the London Enterprise Panel's Growth Deal, the GLA, London Councils and London's boroughs are working together to test and demonstrate to Government the feasibility of local areas taking greater ownership for supporting the hardest to help to achieve self-sufficiency through greater local integration of a range of welfare and employment support services. The London Enterprise Panel and London Government partners will work with the Government to jointly design a number of pilots to support hard to reach groups into sustained employment as set out in the London's Growth Deal response. This will help to test the effectiveness of localised schemes.

### **Financial education**

**Question No: 2014/4578**

[Fiona Twycross](#)

Has the LEP done anything to engage with young people to promote financial education in London, particularly, but not exclusively, among young people?

**Written response from the Mayor**



We are funding the Personal Finance Education Group (PFEG) through our London Schools Excellence Fund (LSEF), to support 102 teachers in 12 London secondary schools in delivering financial education. The teachers will also disseminate successful approaches to teaching financial education to other schools, which is extremely important in light of financial education becoming part of the national curriculum. In addition, the Youth Employment Initiative will cover a breadth of topics to help young people to improve and enhance their life and work opportunities.

## **Childcare (1)**

**Question No: 2014/4579**

[Fiona Twycross](#)

With reference to your response to question 2014/3988, can you confirm whether you have made the case to Government for recognising the higher cost of childcare in London through the tax credits system?

### **Written response from the Mayor**

No, I have not raised the issue of the tax credits system in relation to childcare and childcare costs because the Government already has a number of changes underway.

The Government is planning further changes in 2015 with the Tax Free Childcare scheme and the phasing out of employer childcare vouchers.

## **Childcare (2)**

**Question No: 2014/4580**

[Fiona Twycross](#)

With reference to your response to question 2014/3992, do you believe there is a sufficiently coordinated provision of childcare across borough boundaries in London?

### **Written response from the Mayor**

There are many factors which impact on the provision of childcare provision and where parents take-up provision of childcare. Local authorities have the statutory responsibility to develop cross-border activity to tackle childcare problems.

## **Childcare (3)**

**Question No: 2014/4581**

[Fiona Twycross](#)

What do you believe are currently the key challenges regarding the provision of childcare services in London?

### **Written response from the Mayor**

The market cost for provision of childcare is high and the current subsidy system is complex. At the same time there are many different models of provision. I have been working with the Department for Education on encouraging more provisions from the schools sector. Further transparency on the capital and revenue funding and simplification of the system would be welcome.

## **Childcare (4)**

**Question No: 2014/4582**

[Fiona Twycross](#)

How are you monitoring section 106 agreements relating to the provision of social infrastructure, such as childcare facilities, to ensure that the rent levels charged for such facilities are actually affordable to local people?

**Written response from the Mayor**

*Officers are drafting a response which will be sent shortly.*

## **Mayor's Twitter Account**

**Question No: 2014/4583**

[Fiona Twycross](#)

Further to your answer to MQ 2014/3586 can you confirm that when you leave office the present password and username for @MayorofLondon will be passed to your successor's administration?

**Written response from the Mayor**

The @MayorofLondon twitter account belongs to the Greater London Authority and it is up to the Authority to manage the handover to my successor. In the interests of security it is likely the login and password will need to be changed upon a change of Mayoral administration. The Authority will manage that migration.

## **Accessing European Funding**

**Question No: 2014/4584**

[Fiona Twycross](#)

In reference to your answer to MQ 2014/3618 can you advise when the "Access Europe Network" will launch and how you will publicise it?

**Written response from the Mayor**

Access Europe launched on 1 July: [www.accesseurope.org.uk](http://www.accesseurope.org.uk); a link can also be found on the London Enterprise Panel website.

## **Broadband Provision**

**Question No: 2014/4585**

[Fiona Twycross](#)

Following your answer to MQ 2014/3993 can you please detail how you expect to overcome the problem of the lack of investment by the utilities coupled with the state aid rules to possibly meet this target? Is the ambition not simply pie in the sky?

**Written response from the Mayor**

As stated in MQ 3993, work to improve London's connectivity is continuing through the Superconnected Cities Programme and the Connectivity Advisory Group (CAG). There are a number of recommendations from the Mayor's Connectivity Summit in September which the CAG will take forward, which, when implemented, will significantly improve connectivity across London. These recommendations include actions for providers, regulators and boroughs, and they will be discussed in more detail when the CAG meets on 9<sup>th</sup> December 2014.

## **Broadband Voucher Scheme/Super Connected Cities (1)**

**Question No: 2014/4586**

[Fiona Twycross](#)

In relation to MQ answer 2014/4000 can you please detail the average waiting time for a voucher from receipt of application to completion?

### **Written response from the Mayor**

Upon receiving a completed application, providing the necessary information is present and eligibility confirmed the GLA team typically approve vouchers within 1 or 2 business days. This can be slightly longer in instances of joint applications.

We are aware of some delays occurring post voucher approval before connection is made to the business premises by the supplier, upon which grant payment is contingent. The average connection lead in time is approximately 9 weeks in London. The most common causes of delayed installation are wayleaves and planning consent issues but we are working with the supplier community to monitor any wider issues.

## **Broadband Voucher Scheme/Super Connected Cities (2)**

**Question No: 2014/4587**

[Fiona Twycross](#)

In MQ answer 2014/4000 you state that 2,705 registrations for broadband vouchers have been received with the total number of vouchers being issued at 1,425. Why were 1,280 applications not successful?

### **Written response from the Mayor**

At any given time, there are number of received applications which are either in progress or on hold. This is often because the application is incomplete, awaiting all necessary information to be inputted before it can be reviewed and ultimately approved. The SSCP team is working hard to support all applicants to successfully progress to having a voucher issued.

To date, only 271 SME applications have either been withdrawn by the applicant or rejected because the eligibility criteria was not met.

We now have 2,920 total voucher registrations for London with 1,840 vouchers issued.

## **LEP Governance Review (1)**

**Question No: 2014/4588**

[Fiona Twycross](#)

Further to your answer to MQ 2014/4002 can you confirm that the LEP governance review will be made public after completion in December 2014?

### **Written response from the Mayor**

Yes. Final recommendations will be considered by the LEP on 17 December 2014 and once agreed will be published.

## **LEP Governance Review (2)**

**Question No: 2014/4589**

[Fiona Twycross](#)

Who has been commissioned to conduct this review?

### **Written response from the Mayor**

Shared Intelligence (<http://www.sharedintelligence.net>) has been appointed by the GLA to undertake this review.

Link to ADD which approves the funding - <https://www.london.gov.uk/mayor-assembly/gla/governing-organisation/executive-team/assistant-director-decisions/ADD196>

## **EU Migration**

**Question No: 2014/4590**

[Fiona Twycross](#)

Following your call for the introduction of quotas on the numbers of EU migrants coming to Britain, what effect might this have on London's economy and have you discussed this matter with members of the LEP?

### **Written response from the Mayor**

I am committed to arguing to government for a fair but firm immigration control, which ensures London's economy continues to attract skilled and talented people from around the world. As part of the potential EU renegotiations, I have asked them to consider visa route arrangements for the Commonwealth.

The LEP understands the importance of a visa system which means the brightest and the best are able to work in London. It has identified science and tech as two areas where a responsive visa system is important to support innovation and growth.

## **Prime Minister's Digital Taskforce**

**Question No: 2014/4591**

[Fiona Twycross](#)

Can you confirm if the GLA has had any input into the Prime Minister's Digital Taskforce?

### **Written response from the Mayor**

Yes. My officers have met with members from the Prime Minister's Digital Taskforce on a number of occasions.

With London's digital tech sector expected to create an additional £12 billion of economic activity, and 46,000 new jobs over the next decade I am committed to ensuring we become Europe's tech capital. We share many priorities with the Digital Taskforce and are keen to work together.

As well as feeding into the work of the Digital Taskforce, London is also well represented on Cabinet Office digital groups, including the Open Data User Group and Smart Cities Forum.

## **Support for the European Union**

**Question No: 2014/4592**

[Fiona Twycross](#)

How do you react to the latest research by Ipsos-Mori which suggests that support for the EU has grown and is at its highest since 1991?

**Written response from the Mayor**

I have not seen this research. However, the point is that we need reform in the EU. As outlined in the Report I commissioned from Dr Gerard Lyons on London's relationship with Europe, successful reform would allow London's economy almost to double in size over the next 20 years.

## **The Great Enterprise Tech Expedition (1)**

**Question No: 2014/4593**

[Fiona Twycross](#)

What process was used for selecting the firms that were part of this scheme and how was this opportunity advertised?

**Written response from the Mayor**

The US GREAT TECH Expedition was advertised on the GLA Website and on the mission's own website. Information was also distributed to Tech organisations such as The Education Foundation, Tech City UK and Level 39 and sent to businesses that have registered with UKTI through their marketing campaigns, events and website. The process for selecting businesses was conducted by a UKTI and GLA officer on the following criteria; i) An SME based in London ii) potential of exporting or launching services or apps in the US market.

## **The Great Enterprise Tech Expedition (2)**

**Question No: 2014/4594**

[Fiona Twycross](#)

Please list the firms that took part in this trip?

**Written response from the Mayor**

Screen Dragon Ltd, Ready Cache Technologies Ltd, Wazoku, Coolgarif Technologies Ltd, Goal Group Ltd, Cocomino Ltd. t/a Paperfold, Rezonence Limited, Digital Shadows, Gojimo (EducationApps Limited), Decibel Insight, Natterbox, Show My Homework, Century-Tech Limited, RefMe, FinGenius, Knodium, Kusiri, The Education Foundation, Chinwag

## **The Great Enterprise Tech Expedition (3)**

**Question No: 2014/4595**

[Fiona Twycross](#)

Can you confirm if further trips are planned?

**Written response from the Mayor**

The following have been confirmed:

Singapore/Malaysia (Tech) - 26 November to 3 December 2014

China (Multi-Sector) - 19 - 23 January 2015

New York and Boston (Life Science) - 9 - 13 February 2015

India (Multi-Sector) - 23 - 27 March 2015

New Zealand (SMART/Urban) - April 2015

## **The Great Enterprise Tech Expedition (4)**

**Question No: 2014/4596**

[Fiona Twycross](#)

As a consequence of this trip, how much investment did the firms secure?

### **Written response from the Mayor**

It is too early to answer this question as the companies have only just returned from the US. We will evaluate the outcomes over the next six months.

## **The Great Enterprise Tech Expedition (5)**

**Question No: 2014/4597**

[Fiona Twycross](#)

How is the success of this trip being evaluated?

### **Written response from the Mayor**

We conduct regular follow-up engagement with the businesses over a 6 month period to evaluate each company's progress in the market

## **Export Programme**

**Question No: 2014/4598**

[Fiona Twycross](#)

Please provide further details on this initiative and its work-streams?

### **Written response from the Mayor**

My Export Programme is supported by the London Enterprise Panel and is working in partnership with UKTI to increase the number of London SMEs trading internationally over its two year operational period. The £1.4m programme is funded by the European Regional Development Fund and Growing Places Fund. My Export programme aims to assist companies entering overseas markets. The India Marketing and Strategy Programme is being sponsored by BDO and The China Marketing and Strategy Programme is being sponsored by KPMG.

My Export Programme delivers the London Enterprise Panel's objective to support SMEs, particularly in the digital, creative, science and technology sector to create jobs and growth opportunities.

The Mayor's Export Programme has given exports advice and support to over 500 London businesses. 70 businesses have been provided with more intensive support through trade missions, events and workshops. This includes trade missions to Brazil (Tech), India (Multi Sector), Austria (Life Sciences), Mexico (Consumer/Retail) and US (Tech). There is a dedicated page for the Mayor's Export Programme on the GLA website where SMEs can find out about upcoming trade missions and events and activities. SMEs also have the opportunity to register their details for future missions, events and workshops.

## **Creative Industries**

**Question No: 2014/4599**

[Fiona Twycross](#)

What support do you provide to creative industry festivals, such as the London Design Festival and London Fashion Week?

**Written response from the Mayor**

This year I have provided the following investment to creative industry festivals: £250,000 to London Design Festival, £60,000 to London Film Festival and £684,750 to London Fashion Week / London Collections: Men.

## **Manchester Broadband Campaign**

**Question No: 2014/4600**

[Fiona Twycross](#)

What lessons can London learn from the campaign for better broadband in Manchester which has resulted in a number of providers coming forward with connectivity solutions?

**Written response from the Mayor**

Manchester had some good early success in delivering joint voucher schemes for multiple businesses, based on good engagement with office premises landlords and ISP suppliers.

The GLA team maintains good engagement with other SuperConnected Cities and monitor their performance to keep track of innovative practice.

There are a number of joint voucher schemes now in London that have either been delivered or are in progress. The GLA delivery team is maintaining good levels of engagement with the best performing suppliers to monitor and facilitate joint voucher scheme delivery.

## **Apprenticeship starts figure**

**Question No: 2014/4601**

[Fiona Twycross](#)

Provisional figures for the number of apprenticeship starts in London indicates that the number is declining further, making your target of 250,000 starts by 2016 further out of reach. The LEP apprenticeships update has indicated that starts in London need to increase by 19 per cent year-on-year to achieve your pledge; do you still believe you can keep your promise and what action will you take to ensure London does not fall behind the rest of England when it comes to providing good quality apprenticeships?

**Written response from the Mayor**

I am extremely proud of my record on apprenticeships. We have had around 170,000 new apprenticeships starts, and that represents around 170,000 new skill sets imparted on London's working population through this project. I consider the project already to be a big success.

## **Apprenticeships in the construction industry**

**Question No: 2014/4602**

[Fiona Twycross](#)

Further to MQ 2014/4030, what further action will you take to increase the number of good quality apprenticeships in the construction sector in London?

**Written response from the Mayor**

I will continue to promote apprenticeships across all sectors including in construction through my marketing campaign and employer engagement activity. The London Enterprise Panel is

working closely with local authorities to promote and support the take-up of apprenticeships across borough skills and employment schemes, especially in construction projects through New Homes Bonus proposals and the London Enterprise Panel's 2014-2020 European Social Fund Programme. The GLA's functional bodies continue to promote and provide apprenticeships directly and across the supply chain including in construction. This year's Skills London event takes place at EXCEL on 21 and 22 November and includes a range of employment and apprenticeship opportunities for young people to find out about, including in construction.

## **Apprentice Oyster cards**

**Question No: 2014/4603**

[Fiona Twycross](#)

I have been informed that one of the biggest costs for apprentices is travel in London, despite the apprentice oyster cards providing a discount of 30 per cent. Would you look into increasing the discount in the future?

### **Written response from the Mayor**

The apprentice discount is identical to that provided to all full-time students in London.

I have no plans to change this concession and encourage employers and apprentices to make use of it.

The concession has been in place since 2000. The cost in terms of revenue foregone is now approaching £100 million per annum.

## **Apprenticeship pay (1)**

**Question No: 2014/4604**

[Fiona Twycross](#)

Apprentices are classed as in employment not full time training, and as such are no longer classed as a dependant if their parent claims working tax credit, housing benefit or a council tax reduction. A young apprentice on the National Minimum Wage for apprentices working a 35 hour week will earn £95.55 a week. Do you think this is enough money to live on independently a week in London, or enough to subsidise the loss of the parental income?

### **Written response from the Mayor**

I support the London Living Wage including paying apprentices in London at this rate. That is why the GLA Group leads by example in paying apprentices the London Living Wage and continues to encourage employers in London to pay the London Living Wage.

## **Apprenticeship pay (2)**

**Question No: 2014/4605**

[Fiona Twycross](#)

Do you agree with the MP for Hexham in the North East which is the only region in England with lower apprenticeship starts than London, that the National Minimum Wage for apprentices should be increased from £2.73 per hour to £3.79 to ensure they get a fair deal?

### **Written response from the Mayor**

I believe that employers in the capital should pay their staff, including apprentices, the London Living Wage and that is why I make the case to them to do so.



## **Apprenticeship pay (3)**

**Question No: 2014/4606**

[Fiona Twycross](#)

Do you agree with the Engineering Employers Federation in urging the Low Pay Commission to scrap the Apprenticeship National Minimum Wage rate and align it to age-specific rates? If so, will you join them in writing to the Low Pay Commission to stress the importance of this issue in London?

### **Written response from the Mayor**

Please see my response to MQ 4605 / 2014.

## **Underemployed young people**

**Question No: 2014/4607**

[Fiona Twycross](#)

According to the latest figures from the Trades Union Congress, recent employment figures are masking the issue of underemployment that is working in part-time or in jobs that they are overqualified for, which has increased in London by 52 per cent since 2008. What action are you taking to ensure young Londoners are employed in appropriate jobs for the needs, wants and qualifications?

### **Written response from the Mayor**

The European Structural Investment Funds will deliver programmes to help improve Londoners skills and access to employment. This activity will cover some programmes targeting those in work, including part time work, with young people benefitting through the Youth Employment Initiative.

## **Illegal Money Lenders**

**Question No: 2014/4608**

[Fiona Twycross](#)

In light of the curbing of payday loan companies' practice , and the associated risk of displacement of borrowers to illegal money lenders, what action will the Mayor take to clamp down on London's illegal money lenders and by when?

### **Written response from the Mayor**

The Financial Conduct Authority (FCA) is responsible for licensing lenders. Trading Standards also have responsibility in this area and have 'Illegal Money Lending Teams' which the police support when called upon. Action would ordinarily come from local policing teams.

Unlicensed money lending is illegal. If it develops into other criminality as the lender (loan shark) seeks to enforce what is, in law, an unenforceable debt, the police will act and can arrest for an offence of "Demanding Money with Menaces".

We would encourage the public to report illegal money lenders via the trading standards [reportaloanshark@stoploansharks.gov.uk](mailto:reportaloanshark@stoploansharks.gov.uk) and local teams will respond.

## **Police action on scamming**

**Question No: 2014/4609**

[Fiona Twycross](#)

Many Citizens Advice Bureaux report that the police service regularly sends people who've been scammed to their advice sessions, even though scams are a criminal, not civil, matter. Will the Mayor commit to issuing guidance to borough commanders on action that their staff should be taking when members of the public seek help after being scammed?

**Written response from the Mayor**

*Officers are drafting a response which will be sent shortly.*

**District Heating Systems****Question No: 2014/4610**

[Fiona Twycross](#)

Will the Mayor commit to encouraging local authorities and other housing providers, to reduce the weekly charges imposed on tenants on district heating systems, to correspond with the increased energy efficiency of their properties?

**Written response from the Mayor**

I am obviously keen that Londoners should be able to realise savings on their energy bills from reducing their energy consumption, as are local authorities and housing providers too. But the opportunity for reducing the weekly charges for tenants in more energy efficient properties is a decision that the network operator will have to make in light of any economies in the cost of heating the properties as a result of the efficiency of the network along with how the tenants are charged for their use of the heat.

**Heart of Hackbridge scheme****Question No: 2014/4611**

[Fiona Twycross](#)

Further to MQ 2014/4038, can you outline exactly how the £2,071,642 non Council match-funding was used on the Heart of Hackbridge project?

**Written response from the Mayor**

The Hackbridge project, funded through the Outer London Fund, comprises £834,939 of OLF grant funding and £357,831 Council match-funding to deliver improvements to make a more accessible and pedestrian-friendly town centre, alongside business support and shop front improvements. This project is one of five project elements that make up the whole Heart of Hackbridge scheme.

The Heart of Hackbridge scheme also includes four other project strands. The total value of these comprises £2,071,642 of non-Council match-funding of which £1,897,700 from S106 contributions has not yet been spent.

Three strands have been delivered, they are the 'One Planet' experience project focused on developing the visitor experience of Hackbridge; Community Visions, building on 'One Planet' Sutton's community-driven vision, the project focused on establishing a network of people engaged in building a resilient green future by providing environmental education and 'One Planet' Food that has helped to make affordable and nutritious local food more accessible to residents of Sutton.

The fourth project is made up of further improvements to be funded through a S106 agreement for a mixed use development on the Felnex site in Hackbridge. This S106 funding is dependent upon a delivery partner being secured. The Felnex Committee report outlines the Section 106 financial contributions to be secured through a legal agreement to be put towards improvements to Beddington Park, the Catchment Plan for the River Wandle, improved bus services, Hackbridge Station improvement scheme and road works comprising the construction of the pedestrian and cycle ways on and around the site (which OLF works will link into), the bus gates and stops within and around the site, the proposed signal junction on London Road and a contribution towards the improvement of the underpass beneath London Road.

### **Contingency during strike**

**Question No: 2014/4612**

[Fiona Twycross](#)

What conversations have you had about the effectiveness of the contingency crews during the recent 4 day strike?

#### **Written response from the Mayor**

The London Fire Commissioner has informed me that, during the most recent FBU strike action, the Emergency Fire Contingency Crews (EFCC) performed effectively and remained resilient throughout. The strike lasted 96 hours, from 6pm Friday 31 October 2014 to 6pm Tuesday 4 November 2014, and was the 47<sup>th</sup> in this dispute. I understand from our conversations that over the past 14 months the EFCCs have gained significant operational experience which has further improved their ability to deal with incidents, including more serious ones. In this recent strike period that included cutting a person out of a vehicle in a road traffic collision involving lorries, and a number of serious fires, one of which involved a rescue from a house fire.

### **Chelsea Fire Station**

**Question No: 2014/4613**

[Fiona Twycross](#)

Can you guarantee that Chelsea Fire Station will not close as a result of Crossrail 2?

#### **Written response from the Mayor**

*Officers are drafting a response which will be sent shortly.*

### **London Living Wage and Transport (2)**

**Question No: 2014/4618**

[Valerie Shawcross](#)

When TfL take over the West Anglia routes will you make a commitment that all contractors and sub-contractors will be paid the London living Wage?

#### **Written response from the Mayor**

*Officers are drafting a response which will be sent shortly.*

## **London Living Wage and Transport (1)**

**Question No: 2014/4620**

[Valerie Shawcross](#)

There is no requirement to pay the London Living Wage throughout the contract chain for rail franchises. Will you lobby the Department for Transport to ensure that the London Living Wage is paid throughout the contract chain for London-based staff?

### **Written response from the Mayor**

The European Structural Investment Funds will deliver programmes to help improve Londoners skills and access to employment. This activity will cover some programmes targeting those in work, including part time work, with young people benefitting through the Youth Employment Initiative.

## **Part time work**

**Question No: 2014/4623**

[Fiona Twycross](#)

In your 2012 manifesto you pledged to lead a campaign on part-time working. Given your failure to deliver this, do you believe part time work is effectively second classwork?

### **Written response from the Mayor**

No. I am committed to supporting part-time work and flexible working opportunities. I have recently announced part-time worker transport fares and my London Enterprise Panel's European Structural Investment (ESI) Funds London strategy will fund further measures to address parental employment issues, including work with employers to enable parents to access quality part-time and flexible jobs.

The GLA has recently become a Timewise Employer. We are working with the Timewise Foundation to support existing part time workers in the organisation and to examine how we can design our jobs to be more suitable for part-time workers.

## **Young People Confidence in Metropolitan Police**

**Question No: 2014/4927**

[Andrew Boff](#)

According to the recent report from all-party parliamentary group for children, children and young people have a "profound lack of trust" in the police, bordering on fear in some cases. What measures are the Metropolitan Police taking to ensure that their procedures in dealing with young people do not serve to dent their confidence in the police?

### **Written response from the Mayor**

*Officers are drafting a response which will be sent shortly.*

## **Gender Equality in the Metropolitan Police**

**Question No: 2014/4928**

[Andrew Boff](#)

Following research carried out by the Superintendents' Association of England and Wales which found that six in ten female officers in the senior ranks say their male colleagues are "not well informed" on gender issues with half of women officers not confident to report sexual discrimination, what processes do the Metropolitan Police have in place to ensure that gender equality is up to standard?

**Written response from the Mayor**

*Officers are drafting a response which will be sent shortly.*

## **Surplus NHS Land**

**Question No: 2014/4930**

[Andrew Boff](#)

Following the London Health Commission report, what work is being done with the NHS to ensure that surplus public land is identified for housing and other uses, and brought forward for development as soon as possible?

**Written response from the Mayor**

The GLA is working with the Department of Health and NHS Property Services and Trusts to support the delivery of sites suitable for housing; and has promoted the use of the London Development Panel.

## **Low Carbon Entrepreneur 2015**

**Question No: 2014/4935**

[James Cleverly](#)

How will the winner be chosen for this year's scheme, and what benefits do you anticipate that this will bring to London's environment?

**Written response from the Mayor**

The winner will be chosen using the successful formula used in the past two years, which has led innovative entries like solar**box** being selected. All entries will be initially judged by a panel of experts, who will select the top ten ideas based on their practicality, originality, clarity of the presentations, potential carbon reductions, and other sustainability benefits. The overall winner will be selected from this shortlist after these have been presented to the Dragon's Den style high profile judging panel.

The scheme provides an increasing number of London students the opportunity to think laterally and develop innovative business ideas that contribute towards reducing London's carbon emissions.

This is reflected in the extremely wide range of ideas submitted and the projects that have succeeded such as solarbox which is creating a new role for our old red telephone boxes by providing a free public phone charging service and Bio-bean which is using London's waste coffee to create biofuels for London.

## **Transporting Spoil By River (1)**

**Question No: 2014/4936**

[Richard Tracey](#)

What is the total tonnage of spoil and aggregates being moved by river from Battersea Power Station?

**Written response from the Mayor**

I do not have such data available. However, my officers are working with the Nine Elms Vauxhall Partnership, which is exploring a range of options to facilitate water freight. Through a Construction Logistics Strategy the Partnership has an overview of likely lorry movements arising from the developments in the area that inform these investigations, and the relevant data sets are currently being updated by consultants. Battersea Power Station's jetty is utilised by the Northern Line Extension programme, meaning opportunities for river use are limited during the NLE's construction.

### **Transporting Spoil By River (2)**

**Question No: 2014/4937**

[Richard Tracey](#)

What is the total tonnage of spoil and aggregates that will be transported by road from Battersea Power Station?

**Written response from the Mayor**

I do not have such data available. However, my officers are working with the Nine Elms Vauxhall Partnership, which is exploring a range of options to facilitate water freight. Through a Construction Logistics Strategy the Partnership has an overview of likely lorry movements arising from the developments in the area that inform these investigations, and the relevant data sets are currently being updated by consultants. Battersea Power Station's jetty is utilised by the Northern Line Extension programme, meaning opportunities for river use are limited during the NLE's construction.

### **Transporting Spoil By River (3)**

**Question No: 2014/4938**

[Richard Tracey](#)

What is the total tonnage of spoil and aggregates being moved by river from Nine Elms?

**Written response from the Mayor**

I do not have such data available. However, my officers are working with the Nine Elms Vauxhall Partnership, which is exploring a range of options to facilitate water freight. Through a Construction Logistics Strategy the Partnership has an overview of likely lorry movements arising from the developments in the area that inform these investigations, and the relevant data sets are currently being updated by consultants. Battersea Power Station's jetty is utilised by the Northern Line Extension programme, meaning opportunities for river use are limited during the NLE's construction.

### **Transporting Spoil By River (4)**

**Question No: 2014/4939**

[Richard Tracey](#)

What is the total tonnage of spoil and aggregates that will be transported by road from Nine Elms?

**Written response from the Mayor**

I do not have such data available. However, my officers are working with the Nine Elms Vauxhall Partnership, which is exploring a range of options to facilitate water freight. Through a Construction Logistics Strategy the Partnership has an overview of likely lorry movements arising from the developments in the area that inform these investigations, and the relevant data sets are currently being updated by consultants. Battersea Power Station's jetty is utilised by the Northern Line Extension programme, meaning opportunities for river use are limited during the NLE's construction.

### **Sir Peter Hendy and Fares (1)**

**Question No: 2014/4940**

[Richard Tracey](#)

Given Peter Hendy's strongly held view that fares should be held down as much as possible, and the need to make significant savings from TfL's budget in order to achieve this, can you confirm that TfL will be scrapping the system of nominee passes without further delay?

**Written response from the Mayor**

*Officers are drafting a response which will be sent shortly.*

### **Sir Peter Hendy and Fares (2)**

**Question No: 2014/4941**

[Richard Tracey](#)

Given Peter Hendy's strongly held view that fares should be held down as much as possible, and the need to make significant savings from TfL's budget in order to achieve this, can you confirm that TfL's gold plated pension pot will be brought into line with the public sector average to save upwards of £150 million per year?

**Written response from the Mayor**

*Officers are drafting a response which will be sent shortly.*

### **Sir Peter Hendy and Fares (3)**

**Question No: 2014/4942**

[Richard Tracey](#)

Given Peter Hendy's strongly held view that fares should be held down as much as possible, and the need to make significant savings from TfL's budget in order to achieve this, can you confirm that TfL will fast track driverless trains and bear down on the swollen tube driver wage bill?

**Written response from the Mayor**

*Officers are drafting a response which will be sent shortly.*

### **Metropolitan Police Anti-Gang Crime Predictor Technology 1**

**Question No: 2014/4943**

[Roger Evans](#)

What were the results of the Metropolitan Police's 20-week trial of the new technology developed in partnership with Accenture, designed to identify which specific gang members are most likely to commit a crime?

### **Written response from the Mayor**

The objective of this trial was to prove whether it is possible to build a predictive model that identifies the group of individuals (linked to gangs), who are most likely to commit a violent crime in any four week period, as such it does not identify specific individuals.

It did, however, indicate that the highest risk individuals linked to gangs are 5.8 times more likely to commit a violent crime in any four weeks than the average individual, and MPS learning from this will help the MPS to track gangs and young members in future.

## **Metropolitan Police Anti-Gang Crime Predictor Technology 2**

### **Question No: 2014/4944**

[Roger Evans](#)

Following the Metropolitan Police's 20 week pilot of the new anti-gang crime predictor, will the Metropolitan Police be incorporating this new technology into their anti-gang strategy? If the answer is yes, can we be informed when this technology will be fully operational?

### **Written response from the Mayor**

The MPS is committed to intelligence based policing and learning from pilots like these. They will be exploring how this type of predictive data and modelling could be developed and delivered through the Total Technology Programme within Digital Policing.

## **Metropolitan Police Anti-Gang Crime Predictor Technology 3**

### **Question No: 2014/4945**

[Roger Evans](#)

What procedures will the Metropolitan Police put in place to ensure that the new anti-gang crime predictor technology is transparent and does not in any way breach the civil liberties of London's population?

### **Written response from the Mayor**

Please see answers to MQ 4943 and 4944/ 2014. Should the MPS choose to use anti-gang predictor technology in the future, this would form part of the overall intelligence gathering approach for preventing crime in London. It would be subject to the controls of the Management of Police Information (MoPI), Protection of Freedoms Act (2012) and the Criminal Justice Act (2003). Any action planned as a result of such technology would be based on the controls outlined above.

## **Metropolitan Police Dogs**

### **Question No: 2014/4946**

[Roger Evans](#)

Following the recent FOI figures revealing that more than five people a week are being bitten by police dogs in London on average coupled with the fact that the Metropolitan Police have paid out £243,363 in compensation to victims of dog bites over the last three years, what measures are the Metropolitan Police taking to ensure that their dogs are being kept under control?

### **Written response from the Mayor**

There are a number of measures in place to ensure that all operational Police Dog and Handler Teams receive a minimum of 13 days training per year are tested annually (licensed) to Home Office Standards by an independent ACPO Accredited Instructor. Failure to meet standards set



out in the ACPO Police Dog Manual results in the dog being removed from operational policing to receive further training to correct any behaviour giving cause for concern. Failure to achieve that standard leads to permanent removal from service.

Annually the unit responds to 52,000 calls across London. The figures released show a total of 827 dog related incidents 2011/13.

It is important to note that only 24 of these relate to members of the public. 34 related to Police Officers, whereas 769 related to suspects wanted or being pursued by Officers.

The FOIA figures included compensation paid to Officers bitten by a dangerous dog out of control in public. £91,317 was paid to members of the public.

## **Night Tube - Central Line**

**Question No: 2014/4947**

[Roger Evans](#)

Whilst my constituents will greatly benefit from the introduction of the Night Tube, it is disappointing that the Central Line will stop at Hainault. What consideration has been given to serving the whole of the Central Line loop?

### **Written response from the Mayor**

The first tranche of the Night Tube will run from Ealing Broadway to both Loughton (via Woodford) and Hainault branches on the east end of the Central line, but will not run at the top end of the loop – Grange Hill, Chigwell and Roding Valley stations. This is based on the highest known demand for travel based on usage of Night Bus services and night-time activity on Friday and Saturday nights. We are less confident that there is sufficient demand on the rest of the line. When the Night Tube network is up and running, we will keep it under review and if customer demand and travel patterns suggest that we need to make changes to the initial network, we will do so.

## **Step-free access for Norwood Junction Station**

**Question No: 2014/4948**

[Steve O'Connell](#)

In view of Norwood Junction being a strategic and heavily used station, I hope you will agree it is absurd that there is no step-free access. Will you pledge your support for step-free access at Norwood Junction at the next round of DfT funding?

### **Written response from the Mayor**

*Officers are drafting a response which will be sent shortly.*

## **Step-free access for South Croydon Station**

**Question No: 2014/4949**

[Steve O'Connell](#)

Passengers are currently required to negotiate 19 steps down and 19 steps up in order to reach platforms 3 & 4, plus 5 & 6 at South Croydon Station. Will you strongly advocate funding for step-free access at the station at the next round of DfT funding?

**Written response from the Mayor**

*Officers are drafting a response which will be sent shortly.*

**Direct bus service from Sutton to Epsom General Hospital**

**Question No: 2014/4950**

[Steve O'Connell](#)

Sutton residents requiring orthopaedic surgery have increased by 2,000 since 2012 and are referred from St. Helier Hospital in Sutton to the specialist South West London Elective Orthopaedic Centre (SWLEOC) in the grounds of Epsom General Hospital. The 470 bus service from Sutton to Epsom runs only every 30 minutes, terminating in Epsom Town centre, with the connection to Epsom Hospital involving up to a 30 minute wait. Will you therefore urge TfL to introduce a direct bus service from Sutton to Epsom General Hospital?

**Written response from the Mayor**

Please see my response to MQ 4141 / 2014.

**Royal Parks Policing**

**Question No: 2014/4952**

[Tony Arbour](#)

What is the annual cost of policing the Royal Parks to the Metropolitan Police?

**Written response from the Mayor**

*Officers are drafting a response which will be sent shortly.*

**Operation Safeway**

**Question No: 2014/4953**

[Tony Arbour](#)

Following the success of the Metropolitan Police's "Operation Safeway" scheme aimed at improving cycling safety in London, will the Metropolitan Police consider extending the scheme all year round?

**Written response from the Mayor**

Operation Safeway has been in existence since November 2013 and has seen considerable success in reducing serious injury accidents and improving overall safety awareness and better road behaviour.

The operation is based on three key areas: Engagement, Education and Enforcement. These key themes have assisted in continued reductions since the operations launch and as such Operation Safeway will continue to be a bedrock of MPS operational tactics to deliver continued casualty reductions.

Although Operation Safeway itself won't be in place all year round, the Safeway tactic has been well embedded into MPS working practices and will continue. It has attracted keen interest from outside forces as well as international interest.

## **ULEZ restrictions**

**Question No: 2014/4957**

[Victoria Borwick](#)

In light of the proposed ULEZ restrictions, can the Mayor give a definitive guarantee that the London to Brighton Veteran Car Rally, and associated events will not be affected? Owners of these veteran vehicles practice around London in the days before the event, and give much pleasure to Londoners who can enjoy seeing these magnificent examples of engineering.

### **Written response from the Mayor**

*Officers are drafting a response which will be sent shortly.*

## **Sectioned Children Detained in Metropolitan Police Cells**

**Question No: 2014/4958**

[Victoria Borwick](#)

How many children sectioned under the Mental Health Act were detained in Metropolitan Police cells in the last two measurable years?

### **Written response from the Mayor**

There have been no children sectioned under the Mental Health Act detained in MPS cells in the last two measurable years.

## **Illegal Imitation Alcohol Sold in London**

**Question No: 2014/4959**

[Victoria Borwick](#)

What steps are the Metropolitan Police taking to curtail the sale of imitation alcohol from London shops?

### **Written response from the Mayor**

The MPS is not the lead authority on these matters. However, the MPS will often provide support and action to operations run by local authority Trading Standards Teams or HM Revenue and Customs to tackle such issues.

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**A count of Domestic Abuse Offences summarised by Borough**  
**Between the period 01/10/2014 and 31/10/2014**

<b>Borough Name</b>	<b>Offences</b>
Barking and Dagenham	186
Barnet	203
Bexley	151
Brent	236
Bromley	176
Camden	111
Croydon	306
Ealing	222
Enfield	210
Greenwich	226
Hackney	195
Hammersmith and Fulham	121
Haringey	199
Harrow	130
Havering	140
Hillingdon	205
Hounslow	192
Islington	175
Kensington and Chelsea	77
Kingston upon Thames	63
Lambeth	239
Lewisham	220
Merton	97
Newham	262
Redbridge	178
Richmond upon Thames	63
Southwark	253
Sutton	86
Tower Hamlets	198
Waltham Forest	190
Wandsworth	170
Westminster	113
<b>Total</b>	<b>5593</b>

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