

## Written Answers to Questions Not Answered at Mayor's Question Time on 22 October 2014

### Mayor's Oral Update

**Question No: 2014/4130**

[Roger Evans](#)

**Roger Evans AM (Chairman):** Now it is time for the Mayor to provide an oral update of up to five minutes. Mr Mayor, I understand that we have asked you to talk about preparations for Ebola.

### Oral response

### Cycle superhighways

**Question No: 2014/4042**

[Darren Johnson](#)

How many cycle superhighways will be delivered by 2016?

### Oral response

### Oxford Street

**Question No: 2014/3606**

[Stephen Knight](#)

Will you look again at plans to pedestrianise Oxford Street?

### Oral response

### Local Policing - Resources and Visibility

**Question No: 2014/3658**

[Joanne McCartney](#)

In your review on the Local Policing Model what areas have you so far identified for change or improvement?

### Oral response

### Sir Peter Hendy

**Question No: 2014/3634**

[Richard Tracey](#)

Were you made aware of Sir Peter Hendy's intended newspaper interview remarks regarding potential 'riots' over transport services in London and the level of fares?

### Oral response

## **Front Counters and Contact Points**

**Question No: 2014/3659**

[Joanne McCartney](#)

Do you agree with me that MOPAC and the MPS needs to make a substantial improvement to how Contact Points and Front Counters are managed?

**Oral response**

## **Oil and gas reserves around London**

**Question No: 2014/3653**

[Tony Arbour](#)

Given that prospectors have recently struck oil in Surrey, and that the well in question could alone be worth £2bn, is the Mayor receptive to the idea of further and increased oil and shale gas exploration in the London region? Does he think such a development could well make London the Aberdeen of the South?

**Oral response**

## **Emergency Response**

**Question No: 2014/3660**

[Andrew Dismore](#)

When Londoners call their emergency services will they get the response they need?

**Oral response**

## **Possible Olympic Stadium Ground share**

**Question No: 2014/3623**

[Andrew Boff](#)

If Tottenham Hotspur were to approach the London Legacy Development Corporation regarding the possible ground sharing of the Olympic Stadium for the 2017-18 season, would West Ham United have the power to veto such an approach?

**Oral response**

## **Domestic violence victims' housing**

**Question No: 2014/3661**

[Andrew Dismore](#)

Do you agree that access to safe, secure and stable housing is vital for all those fleeing home as a consequence of domestic violence?

**Oral response**

## **Child Sexual Abuse**

**Question No: 2014/3662**

[Fiona Twycross](#)

Recently much public attention has been paid to the fact that Hotels and B&Bs have no protection obligations to children staying on their premises, specifically for example, they are not required to report child sexual abuse if they suspect it is happening on their premises. What representations are you making, in your capacity as Head of MOPAC, to the Government to lobby for a change to protection obligations?

**Oral response**

## **Bakerloo Line Extension (1)**

**Question No: 2014/3626**

[James Cleverly](#)

If the Bakerloo Line Extension to Hayes goes ahead and includes the conversion of the Hayes Line, what would be the effect on hourly capacity?

**Oral response**

## **Testing New Flight Paths at Heathrow Airport**

**Question No: 2014/3652**

[Tony Arbour](#)

Has the Secretary of State for Transport given you a satisfactory explanation as to why the recent flight path trials at Heathrow took place with no warning to you or to local residents?

**Oral response**

## **Rise of Muslim Hate Crime in London**

**Question No: 2014/3663**

[Murad Qureshi](#)

What are you doing to counter the rise in hate crime against Muslims in London?

**Oral response**

## **Metropolitan Police's use of RIPA 2000**

**Question No: 2014/4044**

[Jenny Jones](#)

Following your comments at the London Press Club Ball on 9 October that "we are going to have to insist in future the police will not be able to see a journalist's phone records without some kind of prior judicial approval" will you now ensure that the Metropolitan Police Service seeks judicial approval to access phone records rather than use RIPA 2000?

**Oral response**

## **Edward Lister comments**

**Question No: 2014/3664**

[Tom Copley](#)

Do you agree with your Chief of Staff that "£360 a week [for an apartment at the Mount Pleasant site]...is very much affordable"?

**Oral response**

## **Affordable housing programmes**

**Question No: 2014/3665**

[Tom Copley](#)

Why are you pretending that the deadline for completing 55,000 affordable homes as part of the 2011/15 funding round was actually the end of December 2015?

**Oral response**

## **Hackbridge Regeneration Scheme (3)**

**Question No: 2014/3646**

[Steve O'Connell](#)

There is much opposition locally to the Hackbridge scheme. Can you confirm the breakdown of funding and which organisation was responsible for choosing the shared space layout?

**Oral response**

## **Pedestrian and cycle river crossings**

**Question No: 2014/3558**

[Caroline Pidgeon](#)

Is the proposed Garden Bridge river crossing value for money for taxpayers?

**Oral response**

## **Cardiff Model**

**Question No: 2014/3576**

[Caroline Pidgeon](#)

Further to your response to MQ 2014/3074 have you written to all London Hospital Trusts chief executives about implementing the Cardiff Model and will you follow up with a roundtable discussion if you are not satisfied with their responses?

**Oral response**

## **Gallows Corner Junction**

**Question No: 2014/3639**

[Roger Evans](#)

Following a debate at the Havering Council Meeting on 26 September 2014, a motion was unanimously passed and it was resolved that the Council will call upon TfL to undertake an early review of measures to improve the Gallows Corner Junction which is widely regarded as one of the most congested and dangerous road hazards in North East London. Could you please provide me with an update?

### **Oral response**

## **Monthly publication of bike hire figures**

**Question No: 2014/3549**

[Caroline Pidgeon](#)

Will you commit TfL to publish monthly bike hire figures on a regular basis on a fixed date each month?

[The Mayor](#)

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

### **Written response from the Mayor received 10 November 2014**

TfL already publishes hire data on a periodic (4 weekly) basis on the TfL website at: <https://www.tfl.gov.uk/info-for/open-data-users/our-feeds?intcmp=3671#on-this-page-4>.

In addition there is data regarding Barclays Cycle Hire performance at: <https://www.tfl.gov.uk/corporate/publications-and-reports/barclays-cycle-hire-performance>, and the London City Dashboard at: <http://data.london.gov.uk/datastore/package/number-bicycle-hires>.

## **Cycle Hire Expansion - Bermondsey (1)**

**Question No: 2014/3550**

[Caroline Pidgeon](#)

Further to your answer to MQ2014/3442 - in which you stated that the main focus for the cycle hire scheme would be to expand "within the footprint of the current scheme" - can you confirm that plans to expand the scheme into Bermondsey remain in place following a recent commitment from developers (secured via a 'Section 106' agreement) to provide funding for a Cycle Hire Docking Station in the locality?

[The Mayor](#)

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

### **Written response from the Mayor received 10 November 2014**

TfL remains engaged with all London boroughs regarding intensification and any possible future expansion. Though there are no current plans for further expansion outside the existing scheme area, we would certainly discuss the possibility with the boroughs should sufficient funding become available.

With specific reference to the Bermondsey area, TfL is working with developers in the London Borough of Southwark to identify potential sites for future intensification of the cycle hire scheme. S106 agreements are being used to secure funding and/or land with a view to delivering a docking station.

## **Cycle Hire Expansion - Bermondsey (2)**

**Question No: 2014/3551**

[Caroline Pidgeon](#)

Can you confirm that Transport for London (TfL) has identified the area to the east of Tower Bridge Road (SE1) as being suitable for the provision of a Cycle Hire Docking Station?

[The Mayor](#)

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

### **Written response from the Mayor received 10 November 2014**

Please see my response to MQ 3550 /2014.

## **Timescale for decision on Crossrail opening hours**

**Question No: 2014/3552**

[Caroline Pidgeon](#)

Will you provide details of the timescale when the decision regarding Crossrail opening hours will be taken?

[The Mayor](#)

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

### **Written response from the Mayor received 24 November 2014**

Crossrail services will be run as part of the wider TfL network and to the requirements agreed by the joint sponsors, TfL and DfT. Opening hours and timetables are expected to be finalised and announced as part of the national railway timetabling process in 2016/7, around two years in advance of services running.

## **Bus Drivers & safety reporting**

**Question No: 2014/3553**

[Caroline Pidgeon](#)

Unlike tube drivers, TfL Bus Drivers do not have access to CIRAS (Confidential Incident Reporting and Analysis System), a system that would allow them to report unsafe practices on a confidential basis with the assurance that these reports would be independently investigated. Will you look into providing bus drivers with access to CIRAS?

[The Mayor](#)

Please see my response to MQ 3151 / 2014.

## **New Routemasters (1)**

**Question No: 2014/3554**

[Caroline Pidgeon](#)

Please state how many New Routemasters are expected to be One Person Operated (a) at the end of 2014 (b) at the end of 2015, and (c) at the end of 2016.

[The Mayor](#)

As the routes for New Routemasters are not pre-selected and subject to negotiation with the bus contracts, it is not possible to state how many will be in one-person operation for 2015 and 2016. Of the routes that have been converted so far, the number without customer service assistants is around 140 out of the 300 buses in service.

## **New Routemasters (2)**

**Question No: 2014/3555**

[Caroline Pidgeon](#)

Following the decision to run many of the New Routemasters as One Person Operated what evaluation is Transport for London conducting on the levels of fare evasion on these buses.

[The Mayor](#)

Fare evasion on London Buses is monitored via a continuous survey, which is reported upon quarterly.

The rolling 12 month average fare evasion rate across London's buses has consistently been around 1.1 per cent for the past 24 months. Fare evasion across the network has fallen significantly since 2007 from a rate of 3.5 per cent.

We are conducting survey work to establish and monitor the levels of fare evasion on New Routemasters. Early indications show fare evasion rates for New Routemasters to be broadly in line with those generally seen on comparable routes on the network.

## **New Routemasters (3)**

**Question No: 2014/3556**

[Caroline Pidgeon](#)

Please provide an update on the number of New Routemasters which have been internationally sold abroad by Wrightbus Ltd? Do you expect any sales of the existing vehicles operating in London, or newly manufactured buses to be sold abroad by 2016?

[The Mayor](#)

No external order has yet been placed. The bus continues to take part in demonstrations in the UK; one bus is currently visiting Leeds and two others are being demonstrated in Dundee. Work continues to promote British technology and manufacturing excellence abroad at no cost to TfL.

Its high profile overseas can only benefit the British bus industry in marketing and public awareness terms. TfL has no plans to sell the existing vehicles operating in London.



## **Dudden Hill Lane junction**

**Question No: 2014/3557**

[Caroline Pidgeon](#)

Does TfL have any plans to review the roundabout at the junction of Dudden Hill Lane and Neasden Lane, potentially introducing traffic lights to help manage the large traffic volumes and access to the North Circular?

[The Mayor](#)

The London Borough of Brent is the highway and traffic authority for the junction of Dudden Hill Lane and Neasden Lane. Any changes would therefore need to be proposed and implemented by the Borough, rather than TfL.

## **Southwark Policing figures (1)**

**Question No: 2014/3559**

[Caroline Pidgeon](#)

How many Police Officers are assigned to the borough of Southwark? Please provide figures for the last ten years broken down by year and by team/role.

[The Mayor](#)

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

### **Written response from the Mayor received 08 December 2014**

The number of officers in the Borough of Southwark is available from the London datastore at: <http://data.london.gov.uk/dataset/metropolitan-police-service-recorded-crime-figures-and-associated-data>.

Due to the numerous changes to structures and operating arrangements over this period, it is unfortunately not possible to provide a breakdown by team and role in the level of detail requested.

## **Southwark Policing figures (2)**

**Question No: 2014/3560**

[Caroline Pidgeon](#)

Over the last ten years how many officers that were previously assigned to the borough of Southwark have been centralised? Please provide a breakdown by year and by team/role.

[The Mayor](#)

Due to the numerous changes to structures and operating arrangements over this period it is unfortunately not possible to provide a breakdown in the detail requested.

However, roles that have been centralised recently in Southwark include:

Intelligence and Resources, 26 officers;

Detention command (custody), 20 officers; and

Proceeds of Crime (POCA), 4 officers.

It is important to note that though these officers have been centralised they will continue to provide a service to the Borough.

## **MPS Status Dog Unit**

**Question No: 2014/3561**

[Caroline Pidgeon](#)

How many dogs have the MPS's Status Dog Unit seized since 2010? Please provide a breakdown by year and borough.

[The Mayor](#)

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

### **Written response from the Mayor received 10 November 2014**

The MPS Status Dog Unit has seized the following number of dogs:

2010-2011 - 1261

2011-2012 - 999

2013-2014 - 780

2014-2015 - 502 (FYTD)

A borough by borough breakdown going back to 2012 is available through the MPS Publication Scheme which can be found at:

[http://www.met.police.uk/foi/units/co11\\_public\\_order.htm](http://www.met.police.uk/foi/units/co11_public_order.htm)

Please be aware a number of dangerous dog issues are dealt with by SNTs, as well as the Status Dog Unit.

## **Dangerous dog offences**

**Question No: 2014/3562**

[Caroline Pidgeon](#)

How many dangerous dog offences have been recorded by the MPS since 2010? Please provide a breakdown of numbers by year, offence and by borough.

[The Mayor](#)

Please find attached the offence data requested at Appendix 1. Please ensure that the notes page is read in conjunction with the figures.

On 13 May 2014, The Dangerous Dogs Act 1991 was amended so that the term "a public place" was substituted to "any place in England or Wales (whether or not a public place)".

Prior to the amendment dog bites and attacks on private property were excluded from the legislation. This main change in the law extends this to cover incidents which take place in/on private property (including homes and gardens). The changes also legislated that attacks on assistance dogs would also be an offence.

As such, data in this category that proceeds this date is not comparable with data following the law change.

## **Dog use in gang culture**

**Question No: 2014/3563**

[Caroline Pidgeon](#)

Londoners are concerned by the number of 'weapon' dogs used by gangs, in streets, parks and estates across the city. You made no reference to dogs in your Gangs and Youth Violence strategy published this year. What work have you done on this specific issue since the publication of your Weapon Dogs report in 2009?

[The Mayor](#)

Between February - April 2014 MOPAC undertook an extensive three month consultation with approximately 300 individuals and organisations, to inform the Strategic Ambitions for London: Gangs and Serious Youth Violence. Those Londoners who took part in the consultation did not raise weapon dogs in relation to gangs as a priority.

I understand that the MPS conducted analysis on Dangerous Dog Offences between April 2013 and April 2014 and this showed a slight decrease in reported offences from the preceding 12 months (1024 offences compared to 1106.) There was no clear correlation between known gang territories and offence hotspots. The most common reason for offending related to irresponsible dog ownership where the dog was not properly controlled, rather than the dogs being specifically used as weapons.

Further to MQ 3562 / 2014, recent changes to legislation will assist the police's ability to respond.

I am continuing to lobby the Government regarding consolidating legislation relating to dangerous and aggressive dogs; this includes introducing tougher sentences for using a dog as a weapon, having a dog that is out of control or owning a banned breed.

## **Dog breeding numbers in London**

**Question No: 2014/3564**

[Caroline Pidgeon](#)

Research shows that for many young people, dogs are increasingly viewed as a commodity; this view is leading to an increase in backstreet breeding. What does the Met estimate the scale is of unlicensed breeding across London and what are they doing to tackle this issue?

[The Mayor](#)

The MPS does not have specific information in relation to unlicensed breeding within London and has not had reports of unlicensed 'puppy farms' for a significant period of time. The MPS work closely with the RSPCA Special Operations Unit and Heathrow Animal Reception Centre in respect of providing assistance enforcement of illegally imported dogs through air, rail and ferry routes and where linked to organized crime. There are no active police investigations into unlicensed breeding.

## **Dog breeders in London**

**Question No: 2014/3565**

[Caroline Pidgeon](#)

As part of any work on unlicensed dog breeding, can the MPS confirm how many licensed dog breeders there are in London?

[The Mayor](#)

The MPS does not license dog breeders. This function including enforcement is devolved to the local authority and DEFRA. The MPS does not hold such data.

## **Dog use in anti-social behaviour**

**Question No: 2014/3566**

[Caroline Pidgeon](#)

Incidences of anti-social behaviour using dogs are not evenly spread across London. Where do you believe the problem is concentrated, and what work has the MPS done in these areas to counter this behaviour?

[The Mayor](#)

Anti-social behaviour relating to dogs is recorded in a number of ways by the MPS depending on whether the matter amounts to a recordable crime or not.

Low level incidents of ASB are recorded on 'Airspace', the MPS's case management system for ASB. Such matters are managed at Ward level. Operational oversight of recordable crime is managed by the Status Dog Unit who deal with dogs out of control and prohibited types. There are generally higher levels of dogs coming to notice in the North and East areas of London.

The MPS have begun a multi-agency partnership pilot with the borough of Sutton. This early intervention scheme regarding irresponsible dog ownership is to be rolled out amongst other identified problem boroughs before being implemented MPS wide.

## **Dogs and communities**

**Question No: 2014/3567**

[Caroline Pidgeon](#)

Are you aware of the excellent community work carried out by Battersea Dogs & Cats Home's Community Engagement arm, and have you any plans to meet with Battersea Dogs & Cats Home to discuss their work further?

[The Mayor](#)

I am very supportive of the fantastic community engagement work that Battersea Dogs & Cats Home does in tackling irresponsible dog ownership and the problem of status dogs. As you are aware, promoting responsible dog ownership and addressing the unacceptable use of weapon dogs is an important part of my Police and Crime Plan 2013-2016.

My Deputy Mayor for Policing and Crime, Stephen Greenhalgh, has visited Battersea Dogs & Cats Home and MOPAC has regular discussions about their work and about these issues with them.

## **Cost of MPS aviation unit**

**Question No: 2014/3568**

[Caroline Pidgeon](#)

How many people are employed in the MPS aviation unit? How much does this unit cost to run annually?

[The Mayor](#)

The MPS Air Support Unit (ASU) currently employs 46 members of staff. These comprise 25 members of police staff (10 pilots, 10 engineers and 5 air operations officers) and 21 police officers (1 Inspector, 2 Sergeants and 18 PCs).

The total cost of running the ASU is dependent upon the rate of flying. The ASU presently has an annual budget to enable 2,700 flying hours per year.

The total annual cost (fixed + variable) if 2,700 hours are flown is £7.2 million.

## **MPS surveillance drones**

**Question No: 2014/3569**

[Caroline Pidgeon](#)

Further to your answer to MQ 2014/3073, why do you refuse to acknowledge the existence of MPS operational surveillance drones?

[The Mayor](#)

Please see my response to MQ 3073 / 2014.

## **MPS LGBT survey**

**Question No: 2014/3570**

[Caroline Pidgeon](#)

The Police Superintendents Association has developed an LGBT action plan to support LGBT officers nationally by commissioning a survey. Would you commission a survey to get a clearer picture of the needs of MPS LGBT officers?

[The Mayor](#)

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

### **Written response from the Mayor received 10 November 2014**

The MPS has assured me that it will be looking closely at the National Superintendent Association Action Plan to determine what can be learned.

The MPS already conducts staff surveys and it is currently analysing the latest survey from earlier this year in order to inform their future equality and diversity strategies and identify practical steps to improve the working arrangements for all MPS officers and staff.

## **Police officer corruption charges?**

**Question No: 2014/3571**

[Caroline Pidgeon](#)

Were the six police officers charged with corruption in the last four years charged under Operation Tiberius?

[The Mayor](#)

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

### **Written response from the Mayor received 24 November 2014**

Please see my response to MQ 3062 / 2014.



## **MPS Firearms licensing (1)**

**Question No: 2014/3572**

[Caroline Pidgeon](#)

How many licenses have the MPS firearms licensing team processed and approved in the last four years? Please breakdown the numbers by year.

[The Mayor](#)

The figures for the last 4 financial years are as follows:

2010/2011 - 8883.

2011/2012 - 10302.

2012/2013 - 7032.

2013/2014 - 5864.

## **MPS Firearms licensing (2)**

**Question No: 2014/3573**

[Caroline Pidgeon](#)

How many firearms licenses were not approved by the MPS firearms licensing team in the last four years? Please breakdown the numbers by year.

[The Mayor](#)

Below are details of the number of license applications that were refused by the MPS for the last 4 financial years:

2010/2011 - 61

2011/2012 - 59

2012/2013 - 66

2013/2014 - 66

During the same period the following number of firearms certificates were revoked:

2010/2011 - 70

2011/2012 - 101

2012/2013 - 95

2013/2014 - 94

## **Mayor's Firearms license**

**Question No: 2014/3574**

[Caroline Pidgeon](#)

Following statements made by numerous Police Commissioners around the country about the fees for firearms that have been frozen since 2001 and the impact that this is having on police resources in administering firearm licences, will you as London's elected Police and Crime Commissioner clarify whether you own, or have ever owned, a firearm licence.

[The Mayor](#)

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

### **Written response from the Mayor received 30 October 2014**

I have never owned a firearm licence.

## **Former Haverstock SNT base, Queen's Crescent NW5.**

**Question No: 2014/3575**

[Caroline Pidgeon](#)

The SNTs are now all based centrally but the Queen's Crescent base is still in police ownership until 2016 when the lease expires and it reverts back to Camden Council. Until then it is remaining empty. The Queen's Crescent Market Forum have taken over the running of Queen's Crescent market from the council and they need a base for their 4/5 market staff. They have asked the MPS if their community team can use the SNT base between now and when the lease expires, they have been refused. Will you intervene and ensure the forum can use this base until the lease expires?

[The Mayor](#)

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

### **Written response from the Mayor received 27 October 2014**

The MPS property services team has been working on this issue.

The terms of the lease between MOPAC and our landlord prohibit the sharing of space and the use is restricted to policing use only - Queen's Crescent Market Forum are aware of this.

The MPS has offered to surrender the lease early and is in communication with the London Borough of Camden about this issue.

## **Camden Safer Neighbourhood Board Meetings**

**Question No: 2014/3577**

[Caroline Pidgeon](#)

The Camden Safer Neighbourhood Board had to cancel their Community Conversation on Anti-social Behaviour meeting last month due to MOPAC having not agreed the adequate funding. Can you tell me when this funding will be agreed? Please provide a timeline.

[The Mayor](#)

Please see my response to MQ 3758 /2014.

## **Water Cannon**

**Question No: 2014/3578**

[Caroline Pidgeon](#)

Further to my last question, when do you expect the modification of the water cannon to be complete? Please provide a timeline.

[The Mayor](#)

The modifications are ongoing and will be completed as soon as possible, dependent on a number of factors, such as contractor time.

## **New Year's Eve fireworks (1)**

**Question No: 2014/3579**

[Caroline Pidgeon](#)

Please state the estimated number of people who have attended the New Year Eve firework display in central London for each year since 2003.

[The Mayor](#)

In 2003, 100,000 people attended the NYE fireworks display. Over the following 10 years all agencies are in agreement that the event has experienced a consistent increase in numbers leading to the estimated 500,000 people attempting to see the fireworks in 2013.

## **New Year's Eve's fireworks (2)**

**Question No: 2014/3580**

[Caroline Pidgeon](#)

Why has a Mayoral Decision relating to your decision to introduce a £10 charge for people to enjoy this year's New Year Eve fireworks not been published?

[The Mayor](#)

The MD contains information that if disclosed could prejudice the commercial interests of the GLA, particularly in relation to the details of the procurement for services and sponsorship.

## **New Year's Eve's fireworks (3)**

**Question No: 2014/3581**

[Caroline Pidgeon](#)

Please state how many tickets for the New Year Eve fireworks have been sold for each day since they went on sale.

[The Mayor](#)

Ticket sales are as expected with most people not planning their NYE evening until closer to the date. We also have our third stage of communications and marketing going live at the beginning of December and expect all tickets to be sold during this stage.

26/09 - 23155

27/09 - 2603

28/09 - 1748

29/09 - 1271

30/09 - 832

01/10 - 634

02/10 - 700

03/10 - 455

04/10 - 515

05/10 - 852

06/10 - 575

07/10 - 584

08/10 - 526

09/10 - 447

10/10 - 459

11/10 - 509

12/10 - 824

13/10 - 650

14/10 - 501

15/10 - 582

16/10 - 429

17/10 - 430

18/10 - 451

## **New Year Eve's fireworks (4)**

**Question No: 2014/3582**

[Caroline Pidgeon](#)

Do you consider your decision to introduce tickets for this year's New Year Eve fireworks has been fully scrutinised?

[The Mayor](#)

Following consultation with the MPS, TfL, British Transport Police, London Ambulance Service, London Fire Brigade, the boroughs and other partners, it was agreed that a ticketing system was the best way to ensure London's New Year's Eve fireworks will continue to be safe and enjoyable in the longer term.

## **New Year Eve's fireworks (5)**

**Question No: 2014/3583**

[Caroline Pidgeon](#)

What assurances have you been given that public disorder problems will not occur outside the 'payzone' for this year's New Year's Eve fireworks?

[The Mayor](#)

In previous years, over half of the estimated 500,000 people coming to watch the fireworks were unable to get access to the viewing areas as they were full. These, often disappointed crowds were dealt with by the stewarding company, and where appropriate the MPS. With the introduction of ticketing, it is expected that these crowds will be reduced, however, for this year the stewarding and policing resource outside of the ticketed viewing areas will remain the same.

## **New Year Eve's fireworks (6)**

**Question No: 2014/3584**

[Caroline Pidgeon](#)

Will Parliament be included within the 'payzone' you are planning to introduce for this year's New Year's Eve fireworks, or do you believe it is acceptable for MPs, Peers and their guests to be the only people to enjoy for free New Year's Eve fireworks in central London?

[The Mayor](#)

Parliament will be in the managed areas of the event. To ease the facilitation of residents and workers in this area the event production company will be issuing entry passes to ensure that egress and ingress is maintained to people's businesses and residencies.

## **New Year Eve's fireworks (7)**

**Question No: 2014/3585**

[Caroline Pidgeon](#)

Was any attempt made to test the market and examine whether any companies were willing to run a ticketing operation for New Year's Eve fireworks with the tickets being free to members of the public.

[The Mayor](#)

Regardless of the NYE Fireworks being a 'paid for ticket' or 'free ticket' event, it still requires a range of infrastructure and support to be in place to manage ticketed viewing areas. Ticketing revenue (after VAT) will be spent on implementing the ticketing system: Ticketing agency system (booking processes, management and administration including printing and posting of tickets), additional hoarding and fencing, additional road closures, additional stewards, additional toilets, additional signage, onsite ticket booth collection, onsite scanning operation and an enhanced marketing and communication campaign. The £10 price means that the move to ticketing is self-funding, meaning the taxpayer will not foot the additional costs. The aim of ticketing this year's New Year's Eve fireworks event is to ensure the event is safe and enjoyable for everyone attending.

## **Mayor of London twitter account**

**Question No: 2014/3586**

[Caroline Pidgeon](#)

Will you give an assurance that the Mayor of London twitter account will be passed on to your successor?

[The Mayor](#)

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

## **Written response from the Mayor received 30 October 2014**

Yes.

## **Role of Peter Anderson on Transport for London Board**

**Question No: 2014/3587**

[Caroline Pidgeon](#)

Is the Mayor satisfied that Peter Anderson's role as chair of Transport for London's Finance and Policy Committee while being Finance Director of Canary Wharf Group PLC is not conflicted in making decisions over investment into Super Cycle Highways following recent media reports that Canary Wharf Group PLC have initiated extensive and anonymous briefings directed at the media and politicians, which have been critical of Transport for London's Cycle Superhighway Plans.

[The Mayor](#)

Please see my response to oral MQ 4042 / 2014.

## **Affordable Homes Target**

**Question No: 2014/3588**

[Stephen Knight](#)

Further to your answer to MQ2014/3107, do you accept that you previously pledged to deliver 55,000 affordable homes between April 2011 and March 2015? (As referenced in answer to questions 2014/1072, 2013/3849, 2012/3859, 2013/2412, 2013/0312 and 2013/0200).

[The Mayor](#)

The pledge in my Manifesto under housing (p11) was to "create 100,000 jobs through my housing programmes to deliver around 55,000 affordable homes by 2015 for low and middle income workers."

## **London Rental Standard**

**Question No: 2014/3590**

[Stephen Knight](#)

How many private landlords and letting agents have been accredited through your London Rental Standard scheme to date?

[The Mayor](#)

As of 15 October 2014, there were 13,499 landlords accredited to the LRS in London, and 1,495 residential letting and managing agent firms. In addition we estimate that 39,800 properties across London are now being managed by an accredited agent.

This information is available on the GLA website.

## **Housing Need**

**Question No: 2014/3591**

[Stephen Knight](#)

What was the backlog of housing need across London in 2008, and how does this compare with the number of households that are currently in some form of backlog need?

[The Mayor](#)

Backlog need can be measured in a number of ways and there is no single official definition, but some major categories of need can be compared over time. The number of homeless households placed in temporary accommodation by London boroughs has fallen from 55,500 in March 2008 to 43,310 in March 2014, but the estimated number of overcrowded households has risen from 224,000 in 2008/09 to 258,000 in 2012/13 (the latest data available).

## **Housing Zones**

**Question No: 2014/3592**

[Stephen Knight](#)

Of the 25 applications received from boroughs for the initial phase of your Housing Zones programme, how many units have been proposed in total? Please also provide a breakdown by tenure.

[The Mayor](#)

Please see my response to MQ 4067 / 2014.

## **Construction Management Plans**

**Question No: 2014/3593**

[Stephen Knight](#)

Do you consider that Construction Management Plans (CMPs) - required by many local authorities to mitigate the environmental impact of construction activities - are sufficiently robust to control the impact of long-term regeneration schemes, many of which are scheduled to last for over a decade?

[The Mayor](#)

I am not responsible for the monitoring or implementation of CMPs. I have recently published Supplementary Planning Guidance on the control of dust and emissions during construction and demolition phases and I believe this guidance will assist local authorities in developing their CMPs.

## **Local Authority - planning powers**

**Question No: 2014/3594**

[Stephen Knight](#)

How do you respond to the recommendation from the g15 group of housing associations which calls for poorly performing Local Authorities to cede their planning powers to central government?

[The Mayor](#)

The Government has already put in place measures to identify and encourage poorly performing planning authorities to improve. In London the picture is very encouraging. The latest performance statistics demonstrate that the majority of London boroughs are meeting the national targets for determining applications.



## **Air pollution in London - Oxford Street**

**Question No: 2014/3595**

[Stephen Knight](#)

Do you accept that the average annual level of nitrogen dioxide (NO<sub>2</sub>) recorded on Oxford Street is higher than that recorded by any other single monitoring station in any of the cities you included in your recent comparison of global air quality?

[The Mayor](#)

The recently published peer-reviewed report comparing air quality in different cities showed that London ranked 15th out of 36 cities and 9th best when you focus on pollutants with the worst health effects.

As the report notes different cities adopt different approaches to the siting of their monitoring stations, which means that it is not possible to compare the worst location in one city with another. The overall rankings, therefore, remain the best way of assessing comparative city performance.

## Licensed Taxis - Engine Standard

Question No: 2014/3596

[Stephen Knight](#)

Please provide a breakdown of London's licensed taxis by 'Euro' engine standard as at October 2014. Please also provide this information for private hire vehicles if available.

[The Mayor](#)

The breakdown of London's licensed taxis and private hire vehicles as at October 2014 is as follows:

### Taxis

Euro 3            11365

Euro 4            7535

Euro 5            3705

TOTAL   22605

### Private Hire

#### Pre Euro 5

Euro 1            1

Euro 2            9

Euro 3            2048

Euro 4            22495

Euro 5            31232

Euro 6            591

TOTAL   56381

## **TfL bus fleet - Euro standard**

**Question No: 2014/3597**

[Stephen Knight](#)

Please provide a breakdown of London's bus fleet by 'Euro' engine standard as at 01 April 2014.

[The Mayor](#)

As of April 1 this year, the Euro standards were as follows:

<b>Engine Type</b>	<b>Fleet Numbers</b>
Euro VI	14
EEV *	853
Euro V	3,151
Euro IV	1,683
Euro IV * for NOx and PM (Euro IIIs retrofitted with SCR)	1,017
Euro III	1,917
Euro II	121
Total	8,756

\* EEV stands for enhanced environmentally-friendly vehicle and in emission terms sits between the Euro V and VI standards for engines.

\* The fleet emissions profile includes 1,017 Euro III buses fitted with selective catalytic reduction. This means that they not only meet the Euro IV standard for particulate matter but also for nitrogen oxides.

The entire fleet also remains on target to meet or better the Euro IV engine standard for these emissions by 2015.

## **New Bus for London - Euro VI engine standard**

**Question No: 2014/3598**

[Stephen Knight](#)

When did the first Euro VI-compliant New Bus for London enter service, and how many of these vehicles are currently in operation?

[The Mayor](#)

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

### **Written response from the Mayor received 08 December 2014**

The first New Routemaster with a Euro VI engine entered service on 4 July. There are currently five in operation, with a further 39 to enter service on route 453 on a phased basis from 18 October 2014.

## **Euro VI engine standard**

**Question No: 2014/3599**

[Stephen Knight](#)

How many 'Euro 6' buses do you expect to be in service in total by the end of this year? Please list the make and model if known.

[The Mayor](#)

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

### **Written response from the Mayor received 08 December 2014**

I expect the number delivered for service by the end of the 2014 calendar year to be around 310. The makes and models will include:-

Diesel single-deck Optare Metrocities (circa 12)

Diesel single deck Alexander Dennis E200 (circa 63)

Diesel single-deck Wrights Streetlite (circa 15)

Diesel double-deck Alexander Dennis E400s (circa 5)

Hybrid diesel-electric double-deck Alexander Dennis E400Hs (circa 90)

Hybrid diesel-electric double-deck Wrights/Volvo Gemini 3 (circa 80)

Hybrid diesel-electric double-deck New Routemaster (circa 45)

## **New Bus for London - vehicle weight**

**Question No: 2014/3600**

[Stephen Knight](#)

Further to MQ2013/3518, can you confirm the unladen weight and maximum gross vehicle weight (GVW) of new Routemaster buses currently entering service?

[The Mayor](#)

The unladen weight of New Routemasters entering service is 12.4 tonnes and the gross vehicle weight, as for all double-deck buses, is a maximum of 18.0 tonnes.

## **New Bus for London's - fuel economy**

**Question No: 2014/3601**

[Stephen Knight](#)

What is the current average fuel economy, in miles-per-gallon (mpg), of the New Bus for London fleet?

[The Mayor](#)

TfL does not constantly monitor average fuel economy of each bus in the fleet, including new Routemasters, due to the costs involved in collating such extensive amounts of data.

Miles per gallon performance of a sample of routes converted to new Routemasters from conventional diesel vehicles has been published at <http://www.tfl.gov.uk/info-for/media/press-releases/2014/october/new-routemaster-buses-on-route-453>.

This shows average fuel consumption almost 50 per cent better than the comparable conventional vehicles.

## **Low Emission Zone (LEZ) - penalty charge notices**

**Question No: 2014/3602**

[Stephen Knight](#)

How many Penalty Charge Notices (PCNs) were issued to vehicles seen within the LEZ which did not meet the Phase 3 and Phase 4 emissions standards in 2013?

[The Mayor](#)

TfL issued a total of 45,832 PCNs to vehicles seen in the LEZ between 1 January and 31 December 2013, which did not comply with the relevant emissions standards.

## **Air Quality award for zero emission taxis**

**Question No: 2014/3603**

[Stephen Knight](#)

Further to receiving your 'Air Quality' prize at the C40 Siemens City Climate Leadership Awards, can you confirm how many zero emission capable taxis are currently operating on London's streets?

[The Mayor](#)

Five zero emission capable Fraser Nash Metrocabs have now been approved on a trial basis to ply for hire, and will be operating on London's streets within the very near future.

They join fifteen zero-emission hydrogen taxis.

From 2015 onward we expect more zero emission capable taxis to join the London taxi fleet and from 1 January 2018 all newly licensed taxis will have to meet this standard.

This ambitious programme was rightly recognised by the C40 Siemens City Climate Leadership Awards as a pioneering policy placing London at the vanguard of global cities tackling air pollution and climate change.

## **London Health Commission Bus**

**Question No: 2014/3604**

[Stephen Knight](#)

Can you explain why the London Health Commission bus was seen idling outside City Hall on 17 September 2014? Can you confirm that the aim of the bus is to engage Londoners in discussions about their health, and not to cause damage to their lungs?

[The Mayor](#)

I can confirm that the London Health Commission organised a bus to raise public awareness of health issues and it stopped at City Hall.

## **Exploding pavements**

**Question No: 2014/3605**

[Stephen Knight](#)

What, if any, steps have you taken to tackle a worrying increase in the number of pavement 'explosions' across London, caused largely by gas or moisture entering cables and other fittings.

[The Mayor](#)

The increase in pavement explosions is a serious concern. I support UK Power Network's recent emergency actions to reduce the number of explosions and the steps it is now taking, including increasing inspections, replacements and fittings of fire blankets onto Link Boxes in London.

## London Transport Insurance (Guernsey) Limited

Question No: 2014/3607

[Stephen Knight](#)

Further to your answer to MQ2014/3109 - in which you stated that the costs of relocating Transport for London's insurance subsidiary would be considerable - can you clarify the additional costs Transport for London (TfL) would face if the company were brought on-shore and regulated by the UK Government?

[The Mayor](#)

We set out below a comparison between the costs of establishing and running a captive in Guernsey, which is not subject to EU regulation, and one in Malta, where EU regulation applies.

It is difficult to compare the costs with those for the UK, as very few captives are domiciled in UK, and there is therefore no equivalent regime for companies insuring only in-house risks. What we can say is that the cost of running an insurance company in the UK would be very considerably higher even than for Malta, as the company would be subject to the regime governing commercial insurance companies, and much more onerous reporting requirements, requiring many hours of work.

The key differences are:

	Guernsey	Malta
Minimum capital (£960K) required	£100K	EUR 1.2M
Indicative set up (£17.8K) Cost	£10.6K	EUR 22.25K
Indicative annual Cost	£65K	EUR 105.5K (£84K)
Corporate Tax	0%	35% maximum*.

\*There is a flexible tax system that allows for a tax credit to parent of captive up to maximum of 6/7ths. Therefore it is possible to achieve effective net rate of 5%, or possible to settle on higher rate say 10% or 15% if preferable. This recognises that the parent company will pay tax on the captive's profits at the rate set by the country in which the parent is domiciled, and is intended to prevent double taxation, while allowing for some tax to be levied locally.

## **Apprenticeship Figures**

**Question No: 2014/3608**

[Stephen Knight](#)

Following your answer to my Mayor's Question 2014/3123, paragraph 4.7 (of agenda item 9 of the Investment and Performance Board's 19 August 2014 meeting) states that the apprenticeship figures are "currently" not included in the job creation estimates. This suggests they may well be in the future. The preceding sentence moreover states that the apprenticeships figure "can legitimately count towards the 200,000 jobs target." Why do you believe this, when they concern two separate manifesto commitments and constitute two entirely separate forms of employment?

[The Mayor](#)

The National Apprenticeship Service defines an apprenticeship as a "real job with training" (<http://www.apprenticeships.org.uk/be-an-apprentice/other-questions/faqdetails1.aspx>). As a result, the definitions for counting the number of jobs against my manifesto commitment include apprenticeships (see: [http://www.london.gov.uk/moderngov/documents/s33982/09b\\_Measuring%20Jobs\\_Appendix%202.pdf](http://www.london.gov.uk/moderngov/documents/s33982/09b_Measuring%20Jobs_Appendix%202.pdf)). However, as noted in my previous answer, in our reporting to date no apprenticeships have been counted against the manifesto commitment to create 200,000 jobs.

## **International Dementia Research Institute**

**Question No: 2014/3609**

[Stephen Knight](#)

Your call for an International Dementia Research Institute in London is a welcome development. Can you elaborate on your preliminary analysis, as referred to in your 25th Mayor's Report, as well as how an Institute would fit in with the wider MedCity project?

[The Mayor](#)

An International Dementia Research Institute will bring together all of London's strengths in scientific academic research, global connectivity and the presence of multinational pharmaceutical companies. MedCity has commissioned a cost/benefit analysis and preliminary findings estimate the economic benefits of an International Dementia Research Institute at £850 million, and creating over 2,000 jobs over 30 years.



## **Savings from the European Social Fund's Youth Programme**

**Question No: 2014/3610**

[Stephen Knight](#)

What are your plans for the £1,390,414 of net savings from the European Social Fund's Youth Programme, as referred to in DD1239? Will it be reinvested in the same field?

[The Mayor](#)

The funding has not been reallocated to a specific project. As noted in DD1239, the savings will be taken into account during the GLA's annual budget setting process which is currently in progress. Allocation of funding to new or expanded projects and programmes to commence in 2015-16 is considered as part of this process. However, all requests have to be considered within the wider context of the GLA budget and priorities.

## **London Bid World Expo 2025**

**Question No: 2014/3611**

[Stephen Knight](#)

Can you give a more detailed explanation for how £150,000 will be spent in supporting London's bid to host the World Expo in 2025, as referred to in DD1230?

[The Mayor](#)

The World Expo 2025 project budget will be spent on detailed feasibility work which will consider a London bid to host the World Expo in 2025. Work streams include site appraisal, best practice review, competitor analysis, business engagement, cost/benefit analysis, and theme consideration. The work will be led in-house, however certain elements require us to buy in external expertise. The output of this activity will be a report and recommendations for my attention.

## **Secondary School Starters**

**Question No: 2014/3612**

[Stephen Knight](#)

Do you know how many pupils will be entering London's secondary schools in academic year 2015/16?

[The Mayor](#)

Based on projections submitted by London local authorities to the Department for Education, approximately 85,000 pupils will enter London secondary schools at year 7 for the 2015/16 academic year.

The source is the most recently published DfE school capacity report released in December 2013 at:

<https://www.gov.uk/government/publications/school-capacity-academic-year-2012-to-2013>

## **European Immigration**

**Question No: 2014/3613**

[Stephen Knight](#)

Your Europe Report acknowledges that immigrants from the European Economic Area who arrived after 1999 "have made a big positive impact on public finances", contributing 34% more in taxes than they have received as transfers. Why does the same report repeatedly advocate a curb on the free movement of this exact group of people?

[The Mayor](#)

The Report acknowledged that some EEA immigrants have had a positive impact on finances, although the scale and scope of immigration has been beyond initial estimates. The Report recognises that there is a need to reform for clarity in terms of access to benefits and employment related taxation and calls for the issue to be opened for discussion.

## **EU and the City**

**Question No: 2014/3614**

[Stephen Knight](#)

Citigroup, the British Bankers Association and other City representatives have expressed support for further EU integration. Your Europe Report also acknowledges this support. Why then do you and your Europe Report claim the need to protect the City from the EU?

[The Mayor](#)

The Report examines the possible economic scenarios as the EU develops, and the impact these would have on the City. As such, it lays out sensible suggestions of what the City should look out for, and what red lines are needed, in order to protect the City's position.

## **The Road Haulage Association**

**Question No: 2014/3615**

[Stephen Knight](#)

Do you regret giving EU driving regulations for vehicles over 3.5 tonnes as an example of bad legislation at the launch of your Europe Report, when it is in fact supported by the Road Haulage Association (which represents the interests of all British truck drivers from owner-drivers to large fleets)?

[The Mayor](#)

The Report itself in the Annex has a section on road haulage which was drafted in communication with the Road Haulage Association.

## **Unnecessary Legislation**

**Question No: 2014/3616**

[Stephen Knight](#)

When your Europe Report repeatedly calls for a halt to 'unnecessary legislation', what exactly do you mean by this? Can you give any examples? Who will be the judge of what is necessary? How would the halt work in practice?

[The Mayor](#)

There are several examples given in the Report and the Annex section of the Report. The final Balance of Competencies Review should identify many more areas that national government should target, alongside this the framework for advisory will be set by national government and not the Mayoralty, though we will have input on some areas.

## **EU Funding Processes**

**Question No: 2014/3617**

[Stephen Knight](#)

How can you ensure EU funding goes to parts of London with the most relevant need, for example youth unemployment programmes to areas with high youth unemployment etc.?

[The Mayor](#)

I am determined to tackle youth unemployment in every borough.

In relation to 2007-13 European Regional Development and European Social Fund programmes that I manage, monitoring data shows that boroughs with higher levels of deprivation and unemployment also have the largest amount of beneficiaries.

## **EU Funding in the Boroughs**

**Question No: 2014/3618**

[Stephen Knight](#)

Are you concerned some boroughs might be missing out on EU funding?

[The Mayor](#)

All London boroughs should benefit from EU funds, as noted in my response to MQ 3617 / 2014.

The London Enterprise Panel and other London partners are supporting the new 'Access Europe Network', which will advise local authority and voluntary sector organisations on EU funding opportunities, building on previously-funded work of the London Councils' European Service.

## **Holistic solutions that actually work**

**Question No: 2014/3619**

[Andrew Boff](#)

After a year of enforcement in Ilford Road to tackle prostitution - which, as a result, meant sex workers were pushed into working in less safe areas or were criminalised and so forced to remain in prostitution - prostitution is again on the rise in this area, and one sex worker has tragically died. Is it time to admit that this police policy has failed and that a long term holistic response, which assists sex workers to make choices that will allow them to eventually move away from prostitution, is preferable?

[The Mayor](#)

It is tragic to hear of any woman exploited through prostitution losing her life.

I recognise that exiting prostitution is a long-term process. As set out in my violence against women and girls (VAWG) strategy, the focus needs to be on prioritising safety and offering holistic support, whilst clamping down on those who exploit women in prostitution, such as traffickers, pimps, kerb-crawlers and anyone that pays for sex with exploited women.

Through the London Crime Prevention Fund, I have funded a number of initiatives in Redbridge to address these issues, including a needs assessment to inform the commissioning of outreach, advocacy and support services; and a mobile safety app which helps keep women involved in prostitution safe, detailing services that are available locally.

## **Child abuse due to witchcraft**

**Question No: 2014/3620**

[Andrew Boff](#)

Alarming news was released this week that suggested that there have been 27 allegations of child abuse for perceived witchcraft so far for this year, and 148 such allegations over the last decade. Can the Mayor let us know what he and MOPAC are doing to ensure that children are protected from such abuse, and does the Mayor believe that London must take the lead on tackling the cultural assumptions that underlie this type of crime?

[The Mayor](#)

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

### **Written response from the Mayor received 31 October 2014**

The abuse of children due to witchcraft is intolerable and I am determined for London to lead the way in clamping down on these appalling crimes.

I have established a Harmful Practices Taskforce which brings together partners from key London agencies including the MPS, NHS England, the London Safeguarding Children Board and the voluntary and community sector to combat abuse due to witchcraft and other harmful practices in London.

Through my Taskforce a lot of work is underway:

MOPAC is working with five pilot boroughs to commission training and support services to improve the identification of, and response to children affected by faith-based abuse and other harmful practices. This will include the training of safeguarding, social care, health professionals and schools.

MOPAC is also funding five pilot boroughs to undertake community engagement activity to empower victims/those at risk of these forms of abuse to seek support and importantly, to challenge the underlying attitudes and beliefs that support or condone these practices.

These crimes are under-reported and often hidden, so I worked in partnership with the MPS to host a multi-agency conference at City Hall on 8 October to raise awareness of child abuse linked to faith or belief.

I also believe that robust enforcement is key to challenging the acceptability of these crimes and I will ensure that the MPS continues to maintain a strong focus on this issue.

## **London housing market**

**Question No: 2014/3621**

[Andrew Boff](#)

Further to the recently reported fall in house prices and demand in London, what factors do you attribute to this, how can they be resolved, and what are the likely consequences for future house building?

[The Mayor](#)

House prices in London are affected by a wide range of interacting factors and there are no signs of detrimental impact on supply.

## **Dementia Research Institute**

**Question No: 2014/3622**

[Andrew Boff](#)

Further to your call for public and private funds to be raised for an international dementia research institute in London, how do you intend to take this proposal forward and what would be the main benefits for reducing health inequalities in London?

[The Mayor](#)

Kit Malthouse, Deputy Mayor for Business and Enterprise, has written to the Department for Business, Innovations and Skills, in response to their consultation on Long-term Capital Investment in Science. An investment in an International Dementia Research Institute would generate £850 million in economic benefits and create almost 2,000 jobs over 30 years. It would also significantly increase the chance of finding a cure or therapy for a disease which costs the economy over £23 billion each year, and brings great personal and emotional suffering to individuals and their carers.

## **An MDC in Old Oak**

**Question No: 2014/3624**

[Gareth Bacon](#)

Given that protests from several businesses in the area are likely to at least delay QPR's stadium development, can the Mayor assure West Londoners that the redevelopment of Old Oak will proceed as planned?

[The Mayor](#)

The regeneration of Old Oak and Park Royal is a once in a lifetime opportunity, facilitated by huge investment in public transport that will see a new super-hub High Speed 2 and Crossrail station. I am setting up a new Mayoral Development Corporation to ensure that the regeneration of Old Oak and Park Royal can maximise the benefits of the significant planned transport improvements, that could see up to 24,000 new homes and 55,000 jobs. My team are working with all landowners and businesses in the areas, including QPR, to deliver this vision.

## **Mobile Connectivity on the New Tube for London**

**Question No: 2014/3625**

[Gareth Bacon](#)

Will the New Tube for London include capacity for Wi-Fi and/or 4G connectivity?

[The Mayor](#)

London Underground is already extending Wi-Fi coverage to every below-ground station by the end of 2014.

Connectivity in the tunnels between stations is more challenging, particularly on the deep Tube lines (Bakerloo, Central, Piccadilly and Waterloo & City) that the New Tube for London will serve.

TfL remains open to future solutions that could make connectivity on the deep Tube lines viable.

## **Bakerloo Line Extension (2)**

**Question No: 2014/3627**

[James Cleverly](#)

If the Bakerloo Line Extension goes ahead, what would be the effect on journey time for those travelling from Hayes to London Waterloo?

[The Mayor](#)

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

### **Written response from the Mayor received 24 November 2014**

Allowing for an average wait time of 3 minutes for a train at Hayes and the walk from Waterloo East to London Waterloo station, the current journey time from Hayes to London Waterloo is 41 minutes. The proposed Bakerloo Line extension Option 1a via the Old Kent Road would reduce the journey time between Hayes and London Waterloo to 32 minutes, delivering a journey time saving of approximately 9 minutes. Option 1b via Camberwell and Peckham Rye would reduce the journey time to 34 minutes, reducing journey times from Hayes by 7 minutes. This does not consider the additional benefits of enhancing the frequency of trains on the line from an average of 6 trains per hour to 15 trains per hour with the proposed extension, meaning that Hayes station could be served by a train every 4 minutes, rather than the current every 10 minutes.

## **Bakerloo Line Extension (3)**

**Question No: 2014/3628**

[James Cleverly](#)

If the Bakerloo Line Extension goes ahead, what would be the effect on journey time for those travelling from Hayes to London Bridge?

[The Mayor](#)

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

### **Written response from the Mayor received 08 December 2014**

Allowing for an average wait time of 3 minutes for a National Rail train at Hayes station, the current total journey time from Hayes to London Bridge is 41 minutes. The proposed Bakerloo line extension Option 1a via the Old Kent Road would reduce the journey time between Hayes and London Bridge to 35 minutes, delivering a journey time saving of approximately 6 minutes. Option 1b via Camberwell and Peckham Rye would reduce the journey time to 37 minutes, reducing journey times from Hayes by 4 minutes via a change at Elephant and Castle.

This does not consider the additional benefits of enhancing the frequency of trains on the line from an average of 6 trains per hour to at least 15 trains per hour with the proposed extension. This means that Hayes station could be served by a train every 4 minutes rather than every 10 minutes, more than halving the gap between services.



## **Bakerloo Line Extension (4)**

**Question No: 2014/3629**

[James Cleverly](#)

What is the average daily usage of the Hayes Line?

[The Mayor](#)

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

### **Written response from the Mayor received 08 December 2014**

Based on the Office of Rail Regulation station usage estimates, in 2011/12 there were approximately 12,000 passenger boardings per day on the Hayes line between Hayes and Ladywell.

Passenger boardings at Beckenham Junction are not included in the above figure as services from this station do not currently use the Hayes Line.

Extending the Bakerloo line would offer an increased level of service and overall reduce journey times to all central London destinations from stations on the Hayes line. Currently, six trains per hour use the Hayes line into London Bridge. An extended Bakerloo line to Hayes could mean up to 15 trains per hour could serve this route. Up to 50 per cent more people could use the line to get to central London and Docklands - via the DLR at Lewisham.

The proposed extension to Hayes means that people who currently travel on the Hayes line into London Bridge and Cannon Street would need to change from the Bakerloo line. However, it would provide direct connections from Hayes to Waterloo, Piccadilly Circus, Oxford Circus and Paddington.

## **Bakerloo Line Extension (5)**

**Question No: 2014/3630**

[James Cleverly](#)

What is TfL's prediction of the average daily usage of the Bakerloo Line between Elephant and Castle and Hayes if the Bakerloo Line Extension goes ahead?

[The Mayor](#)

Forecasted usage of the Bakerloo line extension between Elephant and Castle and Hayes in 2031 is approximately 116,000 trips per day. Of these trips approximately 59,000 will board between Lewisham and Elephant and Castle (equating to 52 per cent of the usage of the Bakerloo line extension). The remaining 57,000 trips are expected to board between Hayes and Ladywell.

No assumptions have been made about growth over and above that assumed within the London Plan, which could be facilitated by the extension in Opportunity Areas along the route. This may further increase demand.

## **Ebola in London**

**Question No: 2014/3631**

[James Cleverly](#)

Given Ebola is present in Europe, this deadly disease now presents a real threat to Britain. Can the Mayor reassure Londoners that he and all relevant London bodies are doing their utmost to ensure that London is adequately prepared for an Ebola outbreak in the capital? And can he confirm what contingencies and resilience measures have been undertaken in this regard?

### [The Mayor](#)

I called a meeting of my Advisory Group on 9 October at which I received a briefing from Public Health England (PHE) which is taking the lead on this nationally in the UK. Separately PHE briefed the London Resilience Forum on 6 October; and they have also been in regular close contact with key London stakeholders since July 2014.

London has some of the best public health protection systems in the world and the risk to the UK remains low. NHS England (London) has robust and well tested systems in place to deal with Ebola, as demonstrated in the case of Will Pooley. The risk of Ebola to the general public in London remains very low.

However, this is the largest known outbreak of the virus and PHE have been working with NHS England (London) and London Ambulance Service to ensure arrangements are in place for the identification and clinical management of suspect and confirmed cases.

PHE England has started screening UK-bound air passengers, identified by the Border Force, coming on the main routes from Liberia, Sierra Leone and Guinea. Heathrow receives around 85% of all such arrivals. Enhanced screening is also in place at London Gatwick Airport and from Friday October 24 Eurostar will introduce the measures on trains which connect to Paris and Brussels.

Passengers have their temperature taken and complete a questionnaire asking about their current health, recent travel history and whether they might be at potential risk through contact with Ebola patients. They will also be required to provide contact details. PHE remain alert following events in America and Spain however, it's important to remember that even if cases are identified here, there are robust, well-developed and well-tested NHS systems for managing unusual infectious diseases. London City Airport is not currently implementing enhanced screening however has been in contact with PHE to ensure appropriate response.

There has been no impact on business as a result of these measures, however a number of airline operators have taken decisions to cease flights to affected West African countries until the end of 2014.

City of London Corporation has been working with Public Health England in its role as Port Health Authority, with information shared as appropriate; at this stage there is no impact on the operation of London's port facilities.

A decision was taken on 9 October by the Secretary of State for Health to postpone a national pandemic influenza exercise in order to prioritise the validation of Ebola contingency arrangements. A national exercise was held on 11 October in Newcastle and Hillingdon

involving relevant authorities to test the state of preparedness for Ebola, and this was supported by a London workshop on 15 October. This demonstrated that our services worked well together to deliver a robust response.

A Strategic Coordinating Group met on 21 October to discuss any additional multi-agency actions required and agreed how information on will be shared with Londoners. It was also agreed to provide operational staff at the Borough level with training through a series of workshops, the first of which is scheduled to take place on 22 October.

## **Air quality awards**

**Question No: 2014/3632**

[James Cleverly](#)

Following your prestigious double award from the international C40 organisation for your work on improving London's air quality, what factors do you attribute to this success and how do you plan to build on this?

[The Mayor](#)

I want London to be the greatest city on Earth and the C40 awards recognised my determination to deliver improvements to London's environment by improving air quality and tackling climate change. Looking to the future, I am now consulting on my proposals for an Ultra Low Emission Zone. This will be the first of its type in the world and once again underlines my commitment and ambitions in this area.

## **London tree and woodland survey**

**Question No: 2014/3633**

[James Cleverly](#)

Following your recent announcement of a comprehensive survey of London's trees and woodlands, involving hundreds of volunteers from Team London, what will be the main objectives and benefits of this survey and how will this be used to further your goals of improving Londoners' quality of life?

[The Mayor](#)

The survey is utilising the I-tree methodology developed by the US Forest Service and applied across many cities in the USA, Australia and, increasingly, in Europe.

Analysis of the data will provide a broad picture of the benefits of London's 'urban forest' (in relation to pollution abatement, reducing stormwater run-off, carbon storage etc.) and a monetisation of these environmental services provided by trees. This creates a better evidence base for continued investment in maintaining and increasing London's canopy cover.

A pilot I-tree survey undertaken by the Victoria Business Improvement District demonstrated that the 1,225 trees in Victoria provide over £100,000 worth of benefits each year and the cost of replacing these benefits would be £2,000,000.

### **Mini Hollands (1)**

**Question No: 2014/3635**

[Richard Tracey](#)

Will you publish for each borough that was a winner or runner up for a mini Holland cycling scheme how much money has now been awarded?

[The Mayor](#)

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

### **Mini Hollands (2)**

**Question No: 2014/3636**

[Richard Tracey](#)

Will you publish for each borough that was a winner or runner up for a mini Holland cycling scheme how much money each borough has currently received?

[The Mayor](#)

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

### **Mini Hollands (3)**

**Question No: 2014/3637**

[Richard Tracey](#)

Will you publish for each borough that was a winner or runner up for a mini Holland cycling scheme the date by which they can expect to have received all of the money they have been awarded?

[The Mayor](#)

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

## **Oversight of RIPA**

**Question No: 2014/3638**

[Roger Evans](#)

Given your role in relation to policing in London, would you support creating an independent body or regulatory framework to review police decisions that use RIPA outside of terrorist investigations?

[The Mayor](#)

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

### **Written response from the Mayor received 10 November 2014**

It is right that the police should have the necessary powers to investigate serious crimes, including serious allegations of corruption amongst their own staff.

However, we have the greatest press in the world, and it's important that their freedom is protected.

In order to get this balance right I think there should be a process of judicial approval before the police can access the phone records of journalists.

## **Newbury Park and Seven Kings Step Free Access**

**Question No: 2014/3640**

[Roger Evans](#)

Recent reports that £75m funding will be available to speed up the rate of step free access for disabled Londoners and visitors is fantastic news. For the benefit of my constituents could you confirm that TfL has undertaken the costings and have the necessary funding ring-fenced to install step free access for Seven Kings and Newbury Park and when will this happen?

[The Mayor](#)

I was delighted that TfL was able to announce additional funding for vital step-free access schemes at stations in London.

In addition, I can confirm that funding has been ring fenced for Seven Kings and three other future Crossrail stations. In line with my commitment, step-free access will be in place when Crossrail is fully opened in 2019.

In addition, there will be a £75 million fund to enable new step-free access projects at around a dozen more stations over the next ten years. The funding will be used to match contributions from local councils and property developers for improvements at priority locations, unlocking large numbers of new accessible journeys.

One such station could be Newbury Park. However the availability of local third party funding will need to be explored further and then commercial negotiations progressed before a step-free access programme and timing can be confirmed.

## **Bus Route 499**

**Question No: 2014/3641**

[Roger Evans](#)

A constituent contacted me with concerns that buses used on route 499 need to be better serviced to prevent all too frequent breakdowns and fail to stop when required because drivers cannot hear the bell because of the noise - could you give me assurances that buses on the 499 route will be better serviced in future?

[The Mayor](#)

Route 499's mechanical lost mileage, which can be as a result of breakdowns, from mid-June to early October was 0.52 per cent which is slightly higher than the network average.

The performance team at London Buses is working closely with the operator to ensure this is reduced. As this service has a 20-minute frequency, any form of disruption, including traffic, can add significantly to journey time. In the event of a mechanical failure, every effort is made to quickly substitute a vehicle that needs to come out of service to reduce passenger waiting time.

Next-stop bell volume is set at a level audible over normal ambient noise. As a safeguard, there is also a symbol on the driver's dashboard which lights up when the bell button is pressed to alert the driver to call at the next stop. The noise from the bell and "bus stopping" sign over the wheelchair bay area also serves to let passengers know it has been activated.

The bus fleet is well maintained and has a high level of mechanical reliability. Drivers conduct walk round checks before going into service, vehicles are maintained on a four to six weekly schedule and TfL independently checks the condition of vehicles. Buses must also pass their MOT each year.

## **Frontline worker violence**

**Question No: 2014/3642**

[Roger Evans](#)

Have you read my latest report, 'Risky Business', where I propose costed affordable wearable technology to protect frontline workers from violent attacks while on duty? To complement the excellent progress being made with the trials of body worn cameras in the Met, will you consider piloting New-York style wearable GPS panic buttons for appropriate staff that are mobile or work alone such as workers at train and tube stations and cabbies?

[The Mayor](#)

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

### **Written response from the Mayor received 08 December 2014**

TfL staff already have a number of options to report emergency situations. For example, Tube and DLR staff use radios with an emergency incident button which connects directly to a control centre. Furthermore, the TfL network has numerous passenger help points which also connect immediately with control centres and are also linked to CCTV systems. Bus drivers can request immediate police assistance or report any incident through their on board radio. Most black cab/private hire drivers would report incidents direct to the Police, although those that are attached to Radio Circuits can choose to report via that method prior to onward transmission to the Police.

I'm informed that any such 'wearable GPS panic buttons' may have issues with the GPS/connections not working properly in environments such as the Tube/ DLR.

I am confident there are already adequate procedures in place to report emergency incidents.

## **Revenge Porn Legislation**

**Question No: 2014/3643**

[Roger Evans](#)

Given your role in relation to policing and crime in London, do you commend the new set of guidance published by the Crown Prosecution Service, which states that the most serious cases of revenge pornography should be brought under Sexual Offences Act rather than obscenity laws, the former carrying a maximum sentence of 14 years?

[The Mayor](#)

The Ministry of Justice has just completed a consultation on the issue of 'revenge porn' to better understand the scale of this issue, levels of reporting and how it is currently being tackled to see what more needs to be done and if specific legislation is necessary.

I commend the Crown Prosecution Service for being proactive about this issue by publishing legal guidance for prosecutors outlining how such cases can be tackled under our existing laws e.g. the Sexual Offences Act, the Protection from Harassment Act and Malicious Communications Act.

## **Hackbridge Regeneration Scheme (1)**

**Question No: 2014/3644**

[Steve O'Connell](#)

Out of a recent survey of 840 local residents, 802 answered that the junction was more dangerous as a result of recent work. Is this not contrary to the principles of OLF funding?

[The Mayor](#)

One of the principles of OLF investment is that there should be meaningful consultation with local people. At Hackbridge there were 3 rounds of consultation and the project has benefitted from the feedback set out in over 1,200 written responses and from the involvement of a project board with wide stakeholder representation.

The project is an innovative one and there are a range of views about the success of the changes that have been delivered. Sutton council is aware of the safety concerns of some people. The scheme has also received positive feedback from many local people and local businesses.

Safety is a paramount concern and I am aware that Sutton Council has carried out the safety audits that are required and that no fundamental concerns have been raised. Some changes have been recommended and those are to be implemented.

However, as a result of the public feedback, I asked my officers to meet with representatives from Sutton Council to consider the safety concerns that have been raised about the scheme. My officers are satisfied that the safety concerns are being addressed. They also agreed that the Council would work to communicate the findings of the safety reviews with members of the local communities.



## **Hackbridge Regeneration Scheme (2)**

**Question No: 2014/3645**

[Steve O'Connell](#)

To make the Hackbridge scheme work effectively, traffic needs to flow at a maximum speed of 15 miles per hour and for traffic to respect the courtesy crossing. This is not happening. Why did the Council and TfL think that the site would work in this way?

[The Mayor](#)

As part of the scheme, physical measures have been implemented to help reduce traffic speeds through the junction, this includes widening the pavements, reducing the width of the roads and introducing a range of traffic calming measures and safer ways to cross. The success of the scheme is not contingent on achieving a maximum 15mph speed limit. The speed and overall safety of the scheme is being reviewed through the safety audit process.

Driver speeds were measured through the automatic traffic count surveys in advance of the scheme being delivered, this showed drivers travelling through the junction in excess of the speed limit. Driver speeds are now being measured following implementation of the works and Sutton Council will then be able to understand the extent to which traffic has slowed down once these figures are collected.

As a result of the public feedback, I asked my officers to meet with representatives from Sutton Council to consider the safety concerns that have been raised about the Hackbridge scheme. My officers are satisfied that the safety concerns are being addressed. They also agreed that the Council would work to communicate the findings of the safety reviews with members of the local communities

## **Sutton Tram Extension**

**Question No: 2014/3647**

[Steve O'Connell](#)

My constituents are very pleased that you will give them an answer on whether or not the Sutton Tram Extension will go ahead by the end of this year. How will that decision factor into the TfL Business Plan?

[The Mayor](#)

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

## **Written response from the Mayor received 10 November 2014**

This will be finalised as part of the TfL Business Plan. I have asked Isabel Dedring to brief you.

## **Crystal Palace Tramlink**

**Question No: 2014/3648**

[Steve O'Connell](#)

Whilst the Bakerloo Line Extension would be welcomed in South London, would the Mayor agree that the Crystal Palace Tramlink extension would still be desirable addition to South London's transport infrastructure and will he continue to work with the Borough to deliver on his earlier commitment?

[The Mayor](#)

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

### **Written response from the Mayor received 10 November 2014**

Yes, this is already underway and is continuing.

## **High Street Fund**

**Question No: 2014/3649**

[Steve O'Connell](#)

What opportunities will there be, as part of your new High Street Fund, for organisations to bid for funding to support the conversion of empty garages into small enterprises?

[The Mayor](#)

The recently published High Street Fund prospectus encourages applicants to use empty premises for flexible workspace, pop-up shops, crèches, cafés, learning or making space, to support growth and encourage diversity in town centres and high streets, under the theme of 'occupying empty space' (there are four themes: proactive stewardship, stimulating activity, occupying empty space, accommodating growth - successful proposals will show an obvious fit with suggested activity from one or more of these themes).

## **Sutton Police**

**Question No: 2014/3650**

[Steve O'Connell](#)

Following the news that 11-year-old girl was twice approached by a stranger on her way to school last week, Sutton Police took the proactive approach of revealing their early morning covert operations to reassure parents about "the proactive steps being taken by police to protect children". Do you think that other local police forces could learn from Sutton's example to help boost public confidence in the police?

[The Mayor](#)

I think Sutton borough police were extremely proactive in their reassurance to the public in this instance. Effective engagement with the public is a key driver to increasing confidence.

The MPS use a wide range of media tools to appeal for information and to reassure communities. Each borough has a dedicated point of contact within the MPS's central media and communications department to ensure that best practice and innovative ideas are shared across the MPS. In this particular case, Sutton used two proactive press releases to provide parents with an informed source of information regarding two linked, potentially serious incidents. The first alerted parents of the incident and an appeal for information. The second detailed police action and reassurance messages highlighting partnership work through 'School Watch' and plain clothes patrol.

## **Airport Expansion**

**Question No: 2014/3651**

[Tony Arbour](#)

Sensible opponents of Heathrow expansion recognise the need to make the case for an alternative. With this in mind, do you agree with the Deputy Prime Minister when he says "I just don't think it makes sense to say you're never going to have a single metre of extra concrete anywhere, in any runway anywhere in the United Kingdom"?

[The Mayor](#)

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

### **Written response from the Mayor received 24 November 2014**

It has been clear to me for some time that there is an urgent need for new runway capacity serving London and the south east. Demand for air travel is forecast to more than double to 2050. However, new runways need to be in the right place. They need to facilitate hub airport operations and they need to keep the very severe adverse environmental impacts of airports to a minimum.

Our international hub airport rivals in Frankfurt and Paris are already operating four runways. Amsterdam Schiphol is completing its sixth runway with land reserved for a seventh. These airports have a superior offer, and are better able to attract international traffic and trade. This is damaging our economic well-being. Despite the Airports Commission's decision not to shortlist a new four runway hub airport, I am in no doubt that this is by far the best solution to our long term capacity crisis.

## **Friends of Richmond Park**

**Question No: 2014/3654**

[Tony Arbour](#)

Following the recent correspondence between the Metropolitan Police and the Friends of Richmond Park regarding the future of funding for the Royal Parks Police, will you ensure that the MPS conduct a review, in consultation with those involved in Parks policing, regarding what policing model best matches the requirements of the Royal Parks?

[The Mayor](#)

MOPAC expects the Home Office to announce the outcome of their recent funding bid for Royal Parks policing in December. In the interim the Royal Parks, MOPAC and the MPS have begun discussions on the future model for policing the Royal Parks. As part of this consideration will be given as to when and how to involve stakeholders including Friends groups and Park users.

## **Metropolitan Police FOI**

**Question No: 2014/3655**

[Tony Arbour](#)

Following the recent concerns raised by the Information Commissioner's Office (ICO) over the timeliness of the Metropolitan Police's responses to Freedom of Information Requests, stating, "Despite numerous internal changes aimed at improving its performance, the authority is still failing to respond to over 85% of requests in time" what measures are the Metropolitan Police taking to improve their response times to FOI requests?

[The Mayor](#)

In the last 7 months the MPS has averaged 69 per cent compliance with the statutory time limit, increasing from 64 per cent in March to 84 per cent in September. In order to improve compliance, the MPS have enhanced their quality assurance team to assist with requests across the MPS, stepped up senior management awareness and intervention at individual business group level.

The MPS continues to work with the Office of the Information Commissioner who are aware of and satisfied with the progress made to date and the MPS plans for a sustainable solution. On average the MPS receives in excess of 5000 requests per year.

MOPAC itself has 100 per cent compliance with the statutory time limit over the past 6 months.

## **Barts Hospital Great Hall Planning issue**

**Question No: 2014/3656**

[Victoria Borwick](#)

Do you support the case put forward by the Friends of Barts Hospital Great Hall that a compromise can both save the magnificent 18th century Hall for future generations and create space for a Maggie's cancer counselling centre? By moving the Maggie's centre 20 yards from its proposed site, that will allow for both urgently needed improvement works to the Hall and the building of the Maggie's Centre. Do you support this solution?

[The Mayor](#)

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

### **Written response from the Mayor received 10 November 2014**

I understand that two schemes have been submitted, one by the Friends of the Great Hall and one by Maggie's, both of which were supported by English Heritage and have been granted consent by the City of London Corporation. However, they cannot both be implemented.

Neither is referable to me, and this is a matter for the NHS Trust.

I am aware that there are efforts to get the parties to talk to each other, and encourage this discussion to happen.

## **TfL 75 Million Fund**

**Question No: 2014/3657**

[Victoria Borwick](#)

Which tube stations are currently being considered to benefit from TfL's new £75 million fund to install new lifts, giving those stations step-free access?

[The Mayor](#)

I was delighted that TfL was able to announce additional funding for vital step-free access schemes at stations in London.

To maximise the benefit of the programme, and to optimise value from public investment, the new £75 million fund will be used to match contributions from local councils and property developers for improvements to step-free access at priority locations which could unlock large numbers of new accessible journeys. TfL is already successfully using this 'match-funding' approach to deliver step free access at Bromley by Bow and Tower Hill.

The location and number of stations will depend the extent to which third party funding can be agreed and the affordability of the schemes.

More information about this funding is available in the press release:

<https://www.tfl.gov.uk/info-for/media/press-releases/2014/october/-75m-fund-to-take-step-free-access-to-next-level>.

## **London Health Commission**

### **Question No: 2014/3666**

[Onkar Sahota](#)

Of the recommendations Lord Darzi has presented to you, which do you feel are the most critical in improving the health of Londoners and how do intend to take forward these recommendations?

[The Mayor](#)

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

### **Written response from the Mayor received 31 October 2014**

I would like to thanks 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 though 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.

## **LaunchPad Labs (1)**

### **Question No: 2014/3667**

[Jennette Arnold](#)

Will the Mayor join me in welcoming "LaunchPad Labs" a new project in Old Street that is offering scholarships for young people from disadvantaged backgrounds to help start their own tech firms?

[The Mayor](#)

I am delighted to welcome any initiative to London that ensures all Londoners are able to benefit from the enormous growth of London's digital technology economy.

## **LaunchPad Labs (2)**

**Question No: 2014/3668**

[Jennette Arnold](#)

The concept behind LaunchPad Labs is that a great business idea can come from anyone, irrespective of their background. What makes it happen is the level of guidance, support, funding and mentoring they receive. Will the Mayor commit to exploring ways through which the GLA can support this and similar ventures so more Londoners can benefit? And, if so, what will the support look like in practice?

[The Mayor](#)

A member of my team will be happy to meet with LaunchPad Labs and discuss opportunities for cooperation.

## **Step-free access fund**

**Question No: 2014/3669**

[Jennette Arnold](#)

You recently announced a £75m fund to "take step-free access to next level". How much of this pot of money will go towards the much-needed, yet protracted, re-developments and Finsbury Park station?

[The Mayor](#)

I was delighted that TfL was able to announce additional funding for vital step-free access schemes at stations in London.

TfL is already progressing plans to increase capacity, security and accessibility at Finsbury Park Tube station. TfL is currently working with the London Borough of Islington to clarify planning conditions, which will allow works to start and step-free access to be provided by 2018. This project is already funded and will not need to draw on the £75 million fund.

## **People's Question Time**

**Question No: 2014/3670**

[Jennette Arnold](#)

How will you ensure that details about the next People's Question Time - which will be held in my constituency in Waltham Forest - are distributed to as many local residents, businesses and representatives as possible? And how will you ensure that we have a diverse audience in every sense of the word?

[The Mayor](#)

An extensive marketing campaign will be undertaken to increase Londoners awareness, comprehension and ownership of the work of the Mayor, the London Assembly and City Hall and to raise event awareness amongst Londoners, previous attendees and new audiences. Our target audience is the local Waltham Forest community with advertising in local press, residential door drops, outdoor adverts in key hubs in the borough as well as a digital and online campaign.



## **Stop and Search**

**Question No: 2014/3671**

[Jennette Arnold](#)

What changes will you make to how you hold the Commissioner to account following the Home Secretary's recent review of Stop and Search?

[The Mayor](#)

I support the Home Secretary's announcement of measures aimed at improving the effectiveness of stop and search. The proposed scheme for police forces builds on the best practice that the MPS itself had developed, and seeks to spread it across the country. London is leading the way in improving stop and search and these proposals back-up the excellent work that the Commissioner has been driving - which last year saw 500 fewer stops every single day compared to before his stop and search initiative began.

As such, I will continue to hold the Commissioner to account for performance in this area through MOPAC Challenge, the local community monitoring groups, and through the continued publication of stop and search data.

## **Hate Crime in Hackney**

**Question No: 2014/3672**

[Jennette Arnold](#)

How many people in Hackney have been convicted of a hate crime? Please break down by year and by type for the last 5 years.

[The Mayor](#)

This data is not held by my MOPAC. You should refer your request to the Ministry of Justice ([statistics.enquiries@justice.gsi.gov.uk](mailto:statistics.enquiries@justice.gsi.gov.uk)).

## **Hate Crime in Islington**

**Question No: 2014/3673**

[Jennette Arnold](#)

How many people in Islington have been convicted of a hate crime? Please break down by year and by type for the last 5 years.

[The Mayor](#)

This data is not held by MOPAC. You should refer your request to the Ministry of Justice ([statistics.enquiries@justice.gsi.gov.uk](mailto:statistics.enquiries@justice.gsi.gov.uk)).

## **Hate Crime in Waltham Forest**

**Question No: 2014/3674**

[Jennette Arnold](#)

How many people in Waltham Forest have been convicted of a hate crime? Please break down by year and by type for the last 5 years.

[The Mayor](#)

This data is not held by MOPAC. You should refer your request to the Ministry of Justice ([statistics.enquiries@justice.gsi.gov.uk](mailto:statistics.enquiries@justice.gsi.gov.uk)).

## **Sexual Harassment in Islington**

**Question No: 2014/3675**

[Jennette Arnold](#)

How many people in Islington have been convicted of sexual harassment? Please break down by year for the last 5 years.

[The Mayor](#)

This data is not held by MOPAC. You should refer your request to the Ministry of Justice ([statistics.enquiries@justice.gsi.gov.uk](mailto:statistics.enquiries@justice.gsi.gov.uk)).

## **Sexual Harassment in Waltham Forest**

**Question No: 2014/3676**

[Jennette Arnold](#)

How many people in Waltham Forest have been convicted of sexual harassment? Please break down by year for the last 5 years.

[The Mayor](#)

This data is not held by MOPAC. You should refer your request to the Ministry of Justice ([statistics.enquiries@justice.gsi.gov.uk](mailto:statistics.enquiries@justice.gsi.gov.uk)).

## **Sexual Harassment in Hackney**

**Question No: 2014/3677**

[Jennette Arnold](#)

How many people in Hackney have been convicted of sexual harassment? Please break down by year for the last 5 years.

[The Mayor](#)

This data is not held by MOPAC. You should refer your request to the Ministry of Justice ([statistics.enquiries@justice.gsi.gov.uk](mailto:statistics.enquiries@justice.gsi.gov.uk)).

## Homelessness

### Question No: 2014/3678

Jennette Arnold

The number of people sleeping on the streets across London is increasing. What is your strategy to tackle the number of people sleeping rough in the final months of your Mayoralty?

The Mayor

The total number of rough sleepers seen by London's rough sleeping outreach teams increased by only 1 per cent between 2012/13 and the proportion of rough sleepers spending more than one night out has fallen. This shows that programmes like No Second Night Out are working.

It is also vital that we stem the continuing flow of people onto the streets. Initiatives such as my No First Night Out pilot project, the Platform for Life funding for accommodation for young people at risk of homelessness, and continued funding for the London Reconnection Service, aims to do so.

## Empty Properties (1)

### Question No: 2014/3679

Jennette Arnold

How many properties in each London borough were classified as empty in each year since 2008? What work have you done with Councils to ensure that empty properties are used in order to reduce housing waiting lists and provide temporary shelter for homeless people?

The Mayor

Please see table 615 within the attached link which details empty properties across each London borough.

<https://www.gov.uk/government/statistical-data-sets/live-tables-on-dwelling-stock-including-vacants>

It is worth noting that the current level of long term empty properties across the capital is only 0.6 per cent.

The Housing and Land directorate work closely with consortia of local authorities to deliver their empty homes contractual obligations under a purchase/lease and repair programme. In a number of cases these properties are used to house people who are statutory homeless.

Since being elected, I have substantially increased the amount of funding dedicated to bringing empty homes back into use, allocating over £75 million since 2008.

## **Complaints against private landlords**

**Question No: 2014/3680**

[Jennette Arnold](#)

As you already know, complaints against private landlords are increasing. What is your strategy to combat this?

[The Mayor](#)

83 per cent of tenants surveyed by DCLG are happy with the service they receive from their landlord, while I want improved standards in the PRS. This is why I have introduced the London Rental Standard to increase professionalism in the sector. I also support compulsory membership of an independent consumer redress scheme for all letting agents.

## **Stonewall Equality Index**

**Question No: 2014/3681**

[Jennette Arnold](#)

What measures do you have in place to ensure the Greater London Authority does not rank 278th in the Stonewall Workplace Equality Index 2014 as it did last year?

[The Mayor](#)

I am confident that the GLA is addressing the workplace needs of LGBT staff. The 2013 Staff Survey, which had an 88 per cent staff response rate, found LGBT staff views are in line with or more positive than the GLA norm.

The GLA has established a staff LGBT network which has met every one to two months since August 2013 and has a Senior Management Sponsor. The network has promoted and participated in external LGBT professional and social networking events, and is working with other LGBT networks to identify good practice. The network has not yet raised any specific organisational issues that the GLA needs to address to provide better support for LGBT staff.

That said, we continue to work to ensure the GLA is a diverse and inclusive environment for all staff. Through our Equalities Taskforce, about which you have been briefed at the Assembly's Oversight Committee, key action plans to address equalities issues are being taken forward. Initiatives in the last 12 months include:

- Promoting LGBT campaigns through our internal communications including :-London Pride and the Rainbow Laces Campaign.

- Updated Dignity and Inclusion training which specifically covers sexual orientation

- Introducing Public Sector Equality Duty training which helps staff understand how the duty can be applied to their area of work to meet legal requirements and deliver the best results

- An Inclusive Leadership programme launched to senior managers to prompt discussion about inclusive workplace behaviour.

## **Racial Discrimination in the Police Service**

**Question No: 2014/3682**

[Jennette Arnold](#)

How many MPS officers have been accused of racial discrimination whilst serving in the force? Please break down by year and by outcome of accusation for the last 5 years.

[The Mayor](#)

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

### **Written response from the Mayor received 05 January 2015**

The information provided in Appendix 11 is from entries on the MPS discipline recording system recorded between 01/04/2009-31/03/2014:

- Where the Allegation Type was 'Discrimination' sub type 'Race'
- Staff Type is 'Police Officer' or 'Special'

MOPAC is taking an interest in this issue and the Home Secretary is currently reviewing police complaints.

## **London Learners, London Lives report**

**Question No: 2014/3683**

[Jennette Arnold](#)

Have you read the London Learners, London Lives report by the Education Panel?

[The Mayor](#)

I have discussed the Assembly Report 'London Learners, London Lives' with my staff who are formulating a response which will be sent to you shortly.

## **School Places Crisis**

**Question No: 2014/3684**

[Jennette Arnold](#)

According to London Councils, there will need to be an additional 133,000 primary places created by 2018, how many school places have former police and fire stations sites that have been converted into free schools created to date?

[The Mayor](#)

Seven pieces of real estate belonging to the MPS have been sold to the Education Funding Agency. These will facilitate the delivery of 6 primary Free Schools and 1 University Technical College. Together, the sale of these police stations should help create around 2,900 additional school places.

At present, no LFEPA properties have been sold for educational use.

## **School Places Crisis (2)**

**Question No: 2014/3685**

[Jennette Arnold](#)

You have pledged to offer land from the GLA estate to provide new free schools. How many school places do you anticipate will be directly created through this policy by the time you leave office?

[The Mayor](#)

The GLA has freed up land to facilitate the delivery of 11 schools in the capital (nine of which will be Free Schools). These 11 schools will provide places for more than 7,300 pupils when full. The number of places that will be created going forward depends on a number of factors - including the availability of land, demand for new schools, and central government capital budgets to name but a few.

## **School Places Crisis (3)**

**Question No: 2014/3686**

[Jennette Arnold](#)

Taking into account increased land and labour costs in London. What representations have you made to the Education Secretary regarding a better funding formula for tackling the London school places crisis.

[The Mayor](#)

I work closely with London Councils to make a case for London on the demand for school places based on clear and accurate information across London. I have made representations in the past and will do so again.

## **School Places Crisis (4)**

**Question No: 2014/3687**

[Jennette Arnold](#)

Do you think that the national funding formula for providing school places is fair on schools in London?

[The Mayor](#)

There are multiple funding routes for schools in London to access capital funds for new school places. However, it is apparent that with the current level of government funding local authorities in London have needed to provide additional capital investment. The costs in London are high as well as demand for places. I will continue to work closely with London Councils to lobby government for additional funding.

With regard to revenue funding for school places I support the government changes to simplify the funding formula whilst at the same time providing additional funding for specific pupils for example the pupil premium.

## **New Schools for London**

**Question No: 2014/3688**

[Jennette Arnold](#)

Please give me a list of all the new free schools that have opened to date with the help of your New Schools for London unit?

[The Mayor](#)

Please see the press release of 26th June 2014 for full details of the schools that will be permanently located on GLA land. In addition to this work, the GLA supports school groups on a range of topics, primarily relating to site and planning issues.

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

**Question No: 2014/3689**

[Jennette Arnold](#)

How many groups are the New Schools for London currently helping in developing free school proposals?

[The Mayor](#)

It is not the role of New Schools for London to help groups develop proposals.

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

**Question No: 2014/3690**

[Jennette Arnold](#)

Of the groups that New Schools for London are working with, how many of these free school groups are based in areas of London with a forecasted severe need of school places?

[The Mayor](#)

All the schools due to set up on GLA land are in areas of basic need (with the exception of the post-16 institution and the University Technical College, for whom basic need data is not applicable).

New Schools for London communicates with and supports a variety of schools in a variety of ways. Many of these do not yet have a site determined and therefore it is not possible to perform a basic need calculation.

## **Pupil travel**

**Question No: 2014/3691**

[Jennette Arnold](#)

In your opinion, and given your work on the provision of school places, what is the maximum distance a child should have to travel to school in London?

[The Mayor](#)

The statutory distance of travel to school for primary aged children is 2 miles of safe walking distance. I believe this is appropriate and in most instances is shorter for London children. Nevertheless, the appropriate distance for a child to travel to school will be something that parents will have their own views on, and individual schools will have their own admission criteria in adherence of the School's Admissions Code.

## **Regional Commissioners**

**Question No: 2014/3692**

[Jennette Arnold](#)

Have you made representations to the Education Secretary to reconfigure the Regional Commissioners so that London has one for the city?

[The Mayor](#)

Please see my response to MQ 4103/ 2014.

## **New Schools for London and support for children with complex needs**

**Question No: 2014/3693**

[Jennette Arnold](#)

What is the New Schools for London unit doing to increase the provision of support in London for Children with complex needs?

[The Mayor](#)

This falls out of the scope of NSL however some free schools will address this in their plans.

## **New Schools for London and support for children with complex needs (2)**

**Question No: 2014/3694**

[Jennette Arnold](#)

What provision of support for children with complex needs exists in the free schools that have been facilitated by you?

[The Mayor](#)

All Free Schools must comply with national guidelines on inclusion and support for children with Special Educational Needs.



## **Closure of police stations**

**Question No: 2014/3695**

[Jennette Arnold](#)

Does the Mayor think that it's acceptable that residents and local representatives hear about plans to close their local police station at the end of the decision-making process, rather than at the very outset?

[The Mayor](#)

Please see my answer to oral MQ 3659 / 2014, where I committed to writing to you about Waltham House.

## **Newham Foyer**

**Question No: 2014/3696**

[John Biggs](#)

What steps do your policies take to help the single mothers displaced by the closure of the Newham Foyer, and who wish to stay in genuinely affordable accommodation in the neighbourhood?

[The Mayor](#)

The legal duty to assist these households lies not with me, but with Newham Council. I understand that the Council has worked closely with them to secure alternative accommodation and that 29 of 30 have been rehoused.

## **Olympicopolis**

**Question No: 2014/3697**

[John Biggs](#)

How much of this project will be a reality before you leave office in 2016?

[The Mayor](#)

'Olympicopolis' is a completely new cultural and educational quarter on Queen Elizabeth Olympic Park which will bring together a range of partners including University College London, the Victoria and Albert Museum, the University of the Arts London and Sadler's Wells.

The London Legacy Development Corporation is currently in detailed discussions with Government and potential occupiers around funding of the project and a final outline business case has been submitted to DCLG.

In September, I launched a design competition for the cultural quarter, where bidders will produce a concept for the design of the site. A winner will be announced in the middle of next year and then a final design will be produced by the winning firm. Significant progress is also being made with UCL.

By May 2016 initial designs should be complete to support further work on procurement and planning applications. Agreements will be in place with the future occupiers.

## **Lower Roding Crossing**

**Question No: 2014/3698**

[John Biggs](#)

While emphasis is understandably focused on Thames River crossings, what ideas do you have for a Lower Roding Crossing, to improve local access and reduce dependence on the A13?

[The Mayor](#)

I have recently announced plans for three new road crossings of the river in east London at Silvertown, Gallions Reach and Belvedere. These new crossings are essential to supporting the growth of east London.

The River Roding is a barrier to east-west movement between Newham and Barking. While substantially narrower than the Thames, it is a navigable river with similar clearance issues to the Thames on the section south of the A13. There are currently a number of limitations to the future growth of the area including the presence of the Beckton sewage works and a number of operational wharfs. In the long term and as the area develops, there will be a need for new east-west connectivity, particularly for public transport, pedestrians and cyclists. A new crossing of some sort will be necessary.

TfL is undertaking a study of the A13 corridor which is due to conclude in Spring 2015. The aim of this study is to identify a series of interventions that could help support the significant population and employment growth expected in east London, while enabling the A13 to provide an efficient and reliable route into central London. This study will consider the options for crossing the River Roding.

## **DLR to Dagenham Dock**

**Question No: 2014/3699**

[John Biggs](#)

I understand that this project still exists as an aspiration in the Transport Strategy. Will you clarify whether it should remain in the strategy?

[The Mayor](#)

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

### **Written response from the Mayor received 08 December 2014**

Good transport links to Barking Riverside are critical to facilitating and supporting proposed housing and associated development. The Overground extension from Barking to Barking Riverside enables development in Barking Riverside through the provision of a fast north/south link to Barking Station, connecting into central London and the wider network via the Hammersmith & City and District lines, C2C services, London Overground and local bus services. The new Overground station will have connections by bus and facilities for pedestrians and cyclists to allow access to the station throughout the whole development.

The DLR extension remained a long term aspiration in my Transport Strategy when it was published in 2010, as this predated the development of the Overground extension scheme. The Overground extension enables development at Barking Riverside and therefore the DLR extension is not required in the short to medium term. However, the Overground extension will be built to allow safeguarding of the DLR alignment, should additional rail capacity be necessary to support future growth in the area and when the Mayor's Transport Strategy is revised, consideration will be given to whether the DLR scheme should remain as a longer term aspiration.

## **Community Land Trust(s)**

**Question No: 2014/3700**

[John Biggs](#)

What progress have you made in designating a site for a CLT in the Olympic Park, and will you be able to announce a site before you disappear from City Hall?

[The Mayor](#)

A Community Land Trust (CLT) will be integrated into the East Wick and Sweetwater scheme and is being considered from the outset.

The shortlisted bidders for the East Wick and Sweetwater neighbourhoods on Queen Elizabeth Olympic Park are under an obligation to explore the delivery of a CLT with the London Legacy Development Corporation.

When the final bidder has been appointed the London Legacy Development Corporation will work with them to procure a CLT delivery partner and there will be a proper process in place to secure this.

## **Diesel Vehicle Engines**

**Question No: 2014/3701**

John Biggs

Should these, given the apparent impossibility of removing particulate emissions, be banned?

The Mayor

It is estimated that diesel vehicles are responsible for around 90 per cent of road based transport emissions. To address this I have developed proposals for an Ultra Low Emission Zone, consultation on which will begin on 27th October 2014.

ULEZ will require most vehicles to meet a Euro 6/VI diesel standard (or an equivalent Euro 4/IV for petrol vehicles). For heavy vehicles, Euro 6 will reduce NOx emissions by between 80 and 90 per cent compared to Euro 5/V diesel vehicles. I have also amended incentives such as the Ultra Low Emission Discount to ensure that more polluting diesel vehicles are no longer eligible, lobbied Government for a change to fiscal incentives and proposed a national diesel scrappage scheme.

I believe that this approach is more sensible, fairer and cost-effective than an outright ban, while still delivering the public health improvements London needs. A ban may also fall foul of European Union single market rules.

## **Fraud and Forgery**

**Question No: 2014/3702**

John Biggs

Why have recorded fraud and forgery cases in Newham virtually ceased to be recorded since February 2013?

The Mayor

Since April 2013, all cases of fraud have been recorded centrally by Action Fraud, the national fraud reporting service which now sits within City of London Police. The recording of forgery offences remains with the MPS, which is why small numbers are being seen for boroughs.

The Action Fraud remit and specific crimes can be found from the following links:

<http://www.actionfraud.police.uk/about-us/who-we-are>

<http://www.actionfraud.police.uk/homeoffice-fraud-counting-rules>

## **24 hour tube**

**Question No: 2014/3703**

[John Biggs](#)

Given your opposition to night flights why will Heathrow benefit from the 24 hour tube?

[The Mayor](#)

The Night Tube service will help customers taking the 60 or so flights from Heathrow airport that depart before 7am, as neither the current Piccadilly line service nor the Heathrow Express get them to the airport with an appropriate buffer time to complete check-in and security formalities.

Although there are no flights overnight, Heathrow airport with its five terminals employs a large number of staff who continue to work overnight. Night Tube will provide them with a safe, reliable and convenient transport option.

## **Night Tube Staffing**

**Question No: 2014/3704**

[John Biggs](#)

I understand that 200 additional staff will be recruited to operate and maintain the night tube. What pay grades will these be on?

[The Mayor](#)

London Underground plans to recruit about 250 additional staff across various operational teams - train operators, station staff and maintenance teams - for Night Tube services. The majority of these positions will be train operators and various grades of station staff.

## **Ground Share Olympic Stadium**

**Question No: 2014/3705**

[John Biggs](#)

Would you agree with me that, other than the potential problem of tribal rivalry, a temporary Premiership ground share at the Olympic Stadium would be an elegant use of a public facility and in particular would be good news for taxpayers in securing a better income from the stadium?

[The Mayor](#)

The Stadium on Queen Elizabeth Olympic Park is owned by the E20 Stadium LLP, a joint venture between the London Legacy Development Corporation and the London Borough of Newham.

West Ham United Football Club is the Stadium's long term concessionaire and the venue will also become the new national competition stadium for athletics with UK Athletics from 2016.

The London Legacy Development Corporation is currently running a process to appoint a Stadium operator who will be responsible for delivering a programme of events around the Stadium's existing commitments.

E20 Stadium LLP has had no approach from Tottenham Hotspur and so the possibility of ground sharing has not been looked at in any detail.

Should an approach be made, it will be considered on its merits by the E20 Stadium LLP and operator and in consultation with the existing concessionaires.

## **Garden Bridge**

**Question No: 2014/3706**

[John Biggs](#)

Is the garden bridge a transport project? How has it been assessed against the transport strategy and the priorities identified within it?

[The Mayor](#)

Yes. It also has many additional benefits beyond transport, which is why TfL is funding only a proportion of the scheme's costs.

The scheme fits well with national, London-wide and local policies to provide attractive walking routes which encourage people to walk for local journeys. This recognises that walking creates health benefits for individuals, as well as benefits to transport networks, the local economy, and increased social interaction.

The Garden Bridge is well aligned to my transport strategy as well as other policy documents including the London Plan, TfL's Business Plan, London's Great Outdoors, Vision 2020: The Greatest City on Earth, and the Health Action Plan.

More information about the case for the Garden Bridge can be found at:

[https://www.london.gov.uk/sites/default/files/MD1355%20Appendix%20B%20-%20Summary%20of%20Garden%20Bridge%20Business%20Case\\_0.pdf](https://www.london.gov.uk/sites/default/files/MD1355%20Appendix%20B%20-%20Summary%20of%20Garden%20Bridge%20Business%20Case_0.pdf).

## **Tolls**

**Question No: 2014/3707**

[John Biggs](#)

While it may be valid to use tolls to help underpin the funding of certain projects would you agree with me that it is reasonable that this should be considered as a part of a cocktail of funding options? What steps are you taking to bid for or use other capital resources for Thames River Crossings?

[The Mayor](#)

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

### **Written response from the Mayor received 10 November 2014**

TfL is currently consulting on a proposal to charge for the use of Blackwall and Silvertown Tunnels as a way to both manage cross-river traffic demand and also to provide the funding needed for delivering Silvertown Tunnel. Charging users generates a relatively stable long-term source of funding and supports the principle that those who benefit most from a project should help to pay for the investment.

Various land value and business rate capture mechanisms are being considered by TfL for crossings east of Silvertown. Funding might also include funding from CIL and other development related sources and/or use of TfL grant funding.

Additional grant from the Government for the Silvertown Crossing is unlikely given the Government's recognition of the potential for charging, but would be pursued for future crossings.

## **Tolls at Blackwall**

**Question No: 2014/3708**

[John Biggs](#)

Would a toll at Blackwall be de facto a congestion charge? And what is your thinking on the appropriateness of such charges?

[The Mayor](#)

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

### **Written response from the Mayor received 24 November 2014**

TfL is currently consulting on proposals to introduce a charge for using the Blackwall tunnel once the Silvertown Tunnel opens. The charge would be necessary to manage demand for the tunnels and to ensure that the local road network can accommodate traffic levels with the new tunnel in place. The charge will also provide a source of revenue to help fund the construction and operation of the new Silvertown Tunnel. This is consistent with my Transport Strategy (see proposal 130).



## **LU Pensions**

**Question No: 2014/3709**

[John Biggs](#)

What plans are there to reform London Underground pensions?

[The Mayor](#)

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

### **Written response from the Mayor received 10 November 2014**

There are no current plans to change the eligibility or benefit structure of the TfL Pension Fund.

## **Welfare reform (1)**

**Question No: 2014/3710**

[Tom Copley](#)

Would you agree that the added financial pressure placed on local authorities in London as they attempt to deal with the impact of cuts to the social security system, especially in relation to housing, highlights the extent to which the Government's reform agenda has been counterproductive? Please explain your response.

[The Mayor](#)

No.

A policy that's challenging to implement is not automatically a counterproductive one. All mainstream political parties agreed that the spiralling welfare reform bill needed to be brought under control and all signed up to limiting the increase in benefits until 2016. The Government's large increase in its Discretionary Housing Payments budget for local authorities and the healthy share of this that I secured for London have helped London boroughs to manage pressures.

## **House prices**

**Question No: 2014/3712**

[Tom Copley](#)

A recent forecast by Hamptons International estimated that house price inflation in London would reduce from 19.1% in the year to July 2014 to 3% over the course of 2015. Do you believe this forecast is realistic and what do you believe are the economic implications of a fall in house price inflation?

[The Mayor](#)

Please see my response to MQ 3621 / 2014.

## **Affordable housing reform**

### **Question No: 2014/3713**

[Tom Copley](#)

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?

[The Mayor](#)

I am on track to deliver 100,000 affordable homes by the end of my second term.

## **Affordable Housing Grant**

### **Question No: 2014/3714**

[Tom Copley](#)

With reference to your response to question 2014/2076, please provide a breakdown of funding received on a site-by-site basis.

[The Mayor](#)

The table attached at Appendix 7 shows the affordable housing grant directly paid to private sector lead partners, broken down by site.

Please note scheme addresses for supported housing or sites with three units or less are redacted for data protection purposes.

## **Enforcement officers (1)**

### **Question No: 2014/3715**

[Tom Copley](#)

Does the Mayor monitor the number of environmental health officers employed by the London boroughs to enforce standards in the private rented sector?

[The Mayor](#)

I do not monitor numbers of environmental health officers employed by London boroughs, though my officers do have regular contact with London borough enforcement teams.

## **Enforcement officers (2)**

**Question No: 2014/3716**

[Tom Copley](#)

Does the Mayor believe the current number of environmental health officers in London is sufficient given the size of London's private rented sector?

[The Mayor](#)

It is the responsibility of London boroughs to ensure that their environmental health responsibilities are carried out effectively.

I successfully lobbied central government to provide additional funding to those boroughs who are worst affected by criminal landlords and beds in sheds. I am also working with London local authorities to share information about ways to successfully fund and carry out PRS enforcement.

## **Shared ownership**

**Question No: 2014/3717**

[Tom Copley](#)

What is the average value of the shared ownership homes that have been funded through the 2011/15 affordable housing programmes?

[The Mayor](#)

According to GLA analysis of CORE data, the average value of all shared ownership homes sold in London between 2011/12 and 2013/14 was £247,000.

## **Right to Buy**

**Question No: 2014/3718**

[Tom Copley](#)

In response to your answer to question 2014/3510, would you therefore agree that if councils are unable to provide a one-for-one replacement of council homes sold through Right to Buy, that the policy is therefore flawed?

[The Mayor](#)

No.

## **GLA sites**

### **Question No: 2014/3727**

[Tom Copley](#)

How many residential units have received planning permission on GLA-owned sites in each financial year since 2008/09? Please provide a list of each site, the developer, and number of units with a breakdown by tenure/affordability.

[The Mayor](#)

Since 2008/09 there has been 7,094 residential units granted detailed planning permission on GLA owned sites. Of that total, 3,109 are affordable and 3,985 are open market. Please see the table attached as Appendix 2.

## **Step Free Access at Newbury Park station**

### **Question No: 2014/3728**

[Tom Copley](#)

Can you confirm whether Newbury Park station will be allocated funding for step free access, and if so when will this be completed by?

[The Mayor](#)

Please see my response to MQ 3640 / 2014.

## **London playing fields**

### **Question No: 2014/3729**

[Andrew Dismore](#)

As the strategic planning authority, is your view that London's playing fields and running tracks must all be protected from development, without your own overwhelming reasons otherwise - and that such reasons must go beyond mere London borough analysis about very localised alternatives?

[The Mayor](#)

London Plan policies support proposals to enhance or increase the provision of existing sports and recreation facilities and resist net loss. Multi-use public facilities are encouraged wherever possible. Where social infrastructure facilities are no longer needed they should be considered for other forms of social infrastructure before alternative developments are considered.

Boroughs are required to assess the need for facilities in line with national policy. This should be done on a local and sub-regional basis, taking account of the availability of facilities beyond borough boundaries. Together with Sport England, I am providing funding to support boroughs undertake these studies.

## **London playing fields (2)**

**Question No: 2014/3730**

[Andrew Dismore](#)

Do you consider such sites near major public transport facilities are particularly worthy of protection, or is this not a factor at all?

[The Mayor](#)

London Plan policies apply to all sports and recreation facilities irrespective of their location. Whilst all facilities should be accessible and within easy reach by foot, cycle and public transport, no specific focus is placed on sites near to public transport.

## **London playing fields (3)**

**Question No: 2014/3731**

[Andrew Dismore](#)

Since coming to power, what reasons have you ever given in planning policy, or decisions, regarding protection or destruction of such sites, beyond repeating London borough considerations?

[The Mayor](#)

My London Plan policies support proposals to enhance or increase the provision of sports and recreation facilities and resist net loss in order to increase participation in sport and physical activity. Alternative uses may be considered where facilities are no longer needed and where other forms of social infrastructure have been considered, where there is a local need. In assessing development proposals I consider London Plan policies as a whole, the need for facilities, and would expect sites to be enhanced or retained unless there are compelling reasons otherwise.

## **London playing fields (4)**

**Question No: 2014/3732**

[Andrew Dismore](#)

You have previously mentioned policy research on running track provision (and perhaps on playing fields) by UK Athletics and Athletics England, to be released "this autumn". Has this report been received yet? Is it freely published?

[The Mayor](#)

The UK Athletics (UKA) 2014-19 Facilities Strategy has now been published and is available to download from the UKA website at:

<http://www.britishathletics.org.uk/governance/facilities/facilities-strategy/>

## **London playing fields (5)**

**Question No: 2014/3733**

[Andrew Dismore](#)

Did you commission the research by UK Athletics and Athletics England into running track provision, and if so, what was the brief? If not, who did, and how do you know about it? Have you provided any input into it?

[The Mayor](#)

The UK Athletics (UKA) 2014-19 Facilities Strategy was published by the UKA and the Home Country Athletics Federations (HCAFs) and is available to download from the UKA website at:

<http://www.britishathletics.org.uk/governance/facilities/facilities-strategy/>

## **Kings Cross Underground (1)**

**Question No: 2014/3734**

[Andrew Dismore](#)

Is the new but long-closed Kings Cross Underground subway entrance on the south side of Euston Road your responsibility?

[The Mayor](#)

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

### **Written response from the Mayor received 10 November 2014**

The entrance you refer to forms part of King's Cross St. Pancras Underground station. The ongoing works, while jointly funded by TfL and the Department for Transport, are being undertaken by Network Rail, over which I have no control. They are required to meet planning conditions imposed by the London Borough of Camden.

TfL has been encouraging Network Rail to speed up the works and I understand that re-opening is anticipated at the end of the year.

In the meantime customers can use numerous alternative routes to leave the Underground station, including the Western Ticket Hall (adjacent to the forecourt of St Pancras International), from where they can use controlled crossings to reach the south side of Euston Road.

## **Kings Cross Underground (2)**

**Question No: 2014/3735**

[Andrew Dismore](#)

Is the closure due to design faults? Is it due to construction errors? What work is being carried out, are you paying for the reconstruction, and when will it reopen?

[The Mayor](#)

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

**Written response from the Mayor received 10 November 2014**

Please see my response to MQ 3734 /2014.

## **Cycling Superhighways (1)**

**Question No: 2014/3736**

[Andrew Dismore](#)

Regarding your planned Cycling Superhighways, are you consulting with London boroughs at the ends of those routes, so that there is not a sudden reduction in quality beyond them?

[The Mayor](#)

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

**Written response from the Mayor received 10 November 2014**

TfL has worked extremely closely with London boroughs which Cycle Superhighways are in or close to. This includes considering the connections between Cycle Superhighway routes and other cycle networks such as Quietways and the central London Grid.

## **Cycling Superhighways (2)**

**Question No: 2014/3737**

[Andrew Dismore](#)

Regarding your planned Cycling Superhighways, does your consultation include the London Borough of Camden, regarding Midland Road, St Pancras?

[The Mayor](#)

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

**Written response from the Mayor received 08 December 2014**

Midland Road is not on the North-South route but we are consulting with Camden on a link between the North-South Superhighway and its Royal College Street scheme.

## **Step free access at Mill Hill East**

**Question No: 2014/3738**

[Andrew Dismore](#)

In view of your announcement of funds for step-free access on the tube which included reference to such access Mill Hill East, when will building work on this step free access at Mill Hill East begin?

[The Mayor](#)

I was delighted that TfL was able to announce additional funding for vital step-free access schemes at stations in London, which will be used to match contributions from third parties such as developers or local authorities.

Mill Hill East was indeed named as a station which could be made step-free by 2024. The scheme and its timing is dependent on negotiations with the London Borough of Barnet and the third party developer, including the availability of sufficient third party funds.

## **Bus shelter A41**

**Question No: 2014/3739**

[Andrew Dismore](#)

Will you provide a bus shelter for the A41 bus stop for route 324 opposite Prince of Wales Drive; and if not, why not?

[The Mayor](#)

On the assumption that you are referring to the bus stop on Prince Charles Drive in front of Brent Cross Shopping Centre, unfortunately, the answer is "no" as the footway is only 1.2 metres wide which is insufficient for even the narrowest shelter.

As I am sure you know, a major redevelopment of the area is planned which will, among other improvements, deliver a brand new bus station. We will also take the opportunity to improve the public realm generally and, in particular to ensure we have the best possible facilities for bus passengers at all stops.



## Police statistics

### Question No: 2014/3740

[Andrew Dismore](#)

If a crime is reported of an attempted break in, or actual break in, but with nothing stolen, should that be recorded as a criminal damage offence or as a burglary offence?

#### [The Mayor](#)

The way that crimes are recorded in England and Wales is governed by the Home Office Counting Rules (HOCR). HOCR gives examples to assist forces in interpreting the rules, given that in some cases the circumstances of a crime may indicate that more than one type of offence has been committed.

The question as to whether an attempted burglary or criminal damage should be recorded will depend on a variety of factors. HOCR states that "Any damage to an entry point of a house should be assumed to be an attempt to enter and burgle the house if, on the balance of probabilities, attempted burglary is considered to be the more likely offence than the criminal damage." (HOCR 28B). Examples given include damage to a front door lock or a ground floor window, as both are entry points to a dwelling.

If it appears that burglary is the most likely motivation for damage to the outside of premises then the crime should be recorded as an attempted burglary. However if circumstances suggest that criminal damage to the outside of a property was not motivated by an intention to burgle, such as graffiti daubed on a front door, this should be recorded as criminal damage. Similarly an example given in HOCR 58B directs that criminal damage should be recorded if a suspect enters the flat of his ex-partner as a trespasser and places graffiti on the bedroom walls using items found inside the premises. This would also apply to cases where a suspect entered a dwelling as a trespasser merely to shelter or bed-down for the night. Clearly, in these circumstances, there is no intent to steal.

It is important to remember that HOCR cannot cover every eventuality and each case must be judged on its own merits.

## **Bus advertising**

**Question No: 2014/3741**

[Andrew Dismore](#)

Many buses are now completely covered by brand advertising. When did TfL change its policy by abandoning the iconic red London bus with only advertising in panels on the side and rear; what proportion of buses are going to be allowed to be entirely mobile advertising hoardings; does the income from this advertising reduce the subsidy paid to the private companies running the buses by travellers and London residents or does it go straight to bus company profits?

[The Mayor](#)

There has been no dilution of the iconic red London bus.

The commercial agreement with Exterior (which sells advertising space on behalf of bus operators) includes an allowance for up to 150 buses to carry advertising 'wraps' at any one time. The maximum number of buses carrying this type of advertising is therefore 150 from a total of 8,700 vehicles that are in regular service, with the rest of the fleet remaining red.

This is less than two per cent of the active fleet and there are currently no plans to increase this number.

Bus operators identify income from advertising as part of their tender bids and are expected to off-set this income against their contract costs, thus reducing the overall cost to TfL of operating the network.

## **Street lighting outside the University of London Observatory in Mill Hill**

**Question No: 2014/3742**

[Andrew Dismore](#)

The new LED lighting being introduced by TfL is being implemented in the vicinity of the Observatory without consultation and, more importantly, without any steps to ameliorate the potential impact of light pollution from the new street lights on the Observatory's work. At the end of last year, a single new LED lamp standard (which they understand to be a "master" lamp, intended to act as a control node for future lamps) was installed near the Observatory. That lamp, unlike the unit it replaced, has no internal baffles, no external shielding, and produces direct glare onto the site, with a broad-band spectrum. The Observatory has tried to work with TfL but has now received a response which clearly implies that no further action is planned - not even installing shielding on the new lamp to remove the direct glare from which they now suffer. Will you visit the Observatory with me yourself, to see both the extraordinary and internationally recognised research work they do (and in relation to their recent discovery of a super nova you complimented them), the impact of light pollution from which they now suffer; and ensure that action is taken as with the previous lighting to reduce the impact of this pollution on their work?

[The Mayor](#)

Renewal of the street lights along the A1 forms an integral part of my strategy to improve energy efficiency, reduce greenhouse gas emissions and lower electricity bills. In the vicinity of

the observatory the old street lights contain large, high wattage discharge lamps, the light from which is relatively difficult to control, so shields were installed to reduce stray light from interfering with the work of the observatory. The replacement LED lighting, by comparison will have very small light sources, making optical control easier and resulting in their having the lowest glare rating of any highway lighting. The advanced optical design of these street lights means that the addition of baffles would bring negligible additional benefit, however, TfL will be fully considering the need to minimise light 'spill' from the street lights to the surrounding area when carrying out the detailed design for lighting in the area.

Officers and lighting designers on behalf of TfL did meet with Professor Ian Howarth at the observatory in March so as to better understand his concerns. Rest assured he will be advised of the detailed design proposal prior to new lighting being installed. In addition, TfL is installing a Central Management System (CMS) for street lighting which will allow lighting levels to be profiled appropriate to external factors e.g. traffic conditions, another means by which lighting levels can be controlled, at different times of the day.

## **Tally Ho, Edgware and Mill Hill Broadway bus stations**

**Question No: 2014/3743**

[Andrew Dismore](#)

Tally Ho, Edgware and Mill Hill Broadway bus stations do not have electronic displays of expected arrivals and departures. When do you plan to install them?

[The Mayor](#)

TfL's Digital Sign has enabled third-parties to display on-screen real-time bus arrival information at locations such as shopping centres, schools, libraries and health centres.

This technology has been enhanced to improve its use in more complex environments, like interchanges and bus stations, with a trial currently underway with Digital Signs now installed at Harrow and Vauxhall bus stations. TfL is currently assessing the suitability of additional bus stations to extend this trial.

## **ZF proposed advertisements**

**Question No: 2014/3744**

[Andrew Dismore](#)

Have you read my letter about TfL's ban on ZF proposed advertisements, and if so when can I expect a reply?

[The Mayor](#)

I have read your letter and you will receive a reply shortly.

## **Unexpected tailbacks at Stirling Corner**

**Question No: 2014/3745**

[Andrew Dismore](#)

There have been at busy times very long and unexpected tailbacks at Stirling Corner from Apex corner which have suddenly appeared. Why, and what are you doing about it?

[The Mayor](#)

In the ongoing work to improve traffic signal operation at Stirling Corner, SCOOT control was introduced to the system in early September. SCOOT is an automated system whereby traffic queues are monitored and signal timings adjusted in real time to balance the flows on the various arms and avoid excessive queues developing.

During the bedding-in period after the introduction of this new system an issue was identified whereby the A1 northbound flow was not being allocated appropriate green time. I understand adjustments were made on the evening of the 25 September and the situation has improved.

## **Stirling Corner traffic lights**

**Question No: 2014/3746**

[Andrew Dismore](#)

When did the 24/7 Stirling Corner traffic lights experiment start? Has it been successful? Why is it necessary to hold yet another consultation on the 24/7 lights?

[The Mayor](#)

TfL has been operating the traffic signals at Stirling Corner on a 24/7 basis since May 2013. Since that time adjustments have been made, including the introduction of SCOOT (an automated system whereby traffic queues are monitored and signal timings adjusted in real time to balance the flows on the various arms and avoid excessive queues developing) in September of this year.

TfL continues to monitor the impact of the 24/7 operation of the signals. Current indications are that more traffic appears able to pass through the junction, but that the balance of traffic passing through on each arm in the morning peak has changed, with some increased delays being experienced on the A1.

There are no plans to undertake any further public consultation on the 24/7 operation of the existing signals.

## **Stirling Corner - Cycling Round the Junction**

**Question No: 2014/3747**

[Andrew Dismore](#)

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?

[The Mayor](#)

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

### **Written response from the Mayor received 30 October 2014**

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".

### **Litter bins at the junction of Hampstead Road, Tottenham Court Road and the Euston underpass**

**Question No: 2014/3748**

[Andrew Dismore](#)

Transport for London installed silver litter bins at the junction of Hampstead Road, Tottenham Court Road and the Euston underpass. Camden Environment Services were not consulted about these bins- they were simply installed and they were expected to service them. Camden have not been able to do so because they cannot stop their vehicles close to them because of the red route parking restrictions, some of the bins were found to be faulty, and they do not have a "beat sweeper" operating in parts of this junction who would be able to service the bins.

Why were Camden not consulted, and as you put the bins there, will you arrange for them to be emptied?

[The Mayor](#)

The Euston Circus scheme has been delivered after close cooperation between LB Camden, TfL and British Land. Although the provision of litter bins and their maintenance rests with the borough, the provision of new bins was included in the Euston Circus scheme.

The bins selected were agreed with representatives from Camden. Accordingly, bins were installed in good faith but it has transpired that they were not appropriate or consistent with Camden's latest cleansing contract. The units have since been replaced with Camden standard units.

It should be noted that the vehicles servicing the bins are specifically exempted from stopping restrictions and red route controls.

## **TFL work on Colney Hatch Lane to Muswell Hill**

**Question No: 2014/3749**

[Andrew Dismore](#)

I have had a number of complaints from Barnet residents about the inaccessibility of busses and inaccessibility of routes to schools as many Barnet parents close to the border use Haringey schools due to these works. An 88 year old lady in Wetherill road N10 is having to use mini cabs she can ill afford because of the lack of bus service. Why cannot at least a hopper bus be run from Friern Barnet community library (the Barnet terminus) to the Haringey border, or a shuttle bus via Trott road to Muswell Hill? Why did local Barnet councillors have no notification from TfL about these works and the impact on residents of their wards? Which residential roads in Barnet had notification? do you think this issue has been well handled by TfL?

[The Mayor](#)

The carriageway renewal works are on behalf of Haringey Council, whose responsibility it is to notify councillors and local residents about the works. Bus route diversions were agreed following detailed discussions with the council, with appropriate information regarding the diversions included on all affected bus stops. Five routes were diverted, including routes 43 and 134 for the duration of the works and routes 102, 234 and 299 for phase 1 of the works (due for completion in late October). An additional three buses have been introduced temporarily on route 234 to increase capacity on Coppetts Road, which runs parallel and to the west of Colney Hatch Lane.

Unfortunately, following investigation, side roads to the east of Colney Hatch Lane are not suitable for a bus service.

## **Mill Hill East and Finchley Central**

**Question No: 2014/3750**

[Andrew Dismore](#)

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?

[The Mayor](#)

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

### **Written response from the Mayor received 24 November 2014**

Consultation on the extension to route 382 is due to take place before Christmas, subject to confirmation of funding from the development and a successful route test. If TfL does proceed with retiming the service by 7 minutes, then the bus operator will need to reschedule the service along with driver duties. It is therefore sensible to plan for implementing both changes together.



## **Bus stops, Aerodrome Road**

**Question No: 2014/3751**

[Andrew Dismore](#)

Further to Question No: 2014/3250

"What progress has been made concerning the siting of new bus stops on the westbound side of Aerodrome Road, Colindale, bearing in mind that much of the Peel Centre frontage is no longer occupied by the police?"

Your response being "TfL has identified a number of locations for new westbound stops and will be meeting with officers from London Borough of Barnet and the MPS in September to discuss the proposed locations."

Has that meeting now taken place and if so with what outcome; and if not, why not?

[The Mayor](#)

Yes. At that meeting LB Barnet officers agreed to TfL's proposal for three additional westbound stops and one additional eastbound stop. I am delighted that TfL plans to install these by the end of November, road space availability permitting.

In the meantime, TfL has installed a temporary stop near the junction with Propeller Way so that passengers can benefit from a better service in advance of the introduction of permanent changes.

## **Mill Hill Circus**

**Question No: 2014/3752**

[Andrew Dismore](#)

What progress is being made in your plans for this junction; what discussions have you or your officers had with Barnet Council; and when will a public consultation be held?

[The Mayor](#)

TfL is currently undertaking feasibility and design work for a scheme at the Mill Hill Circus junction which is considering utilising land on the north western corner. TfL is in contact with the London Borough of Barnet and will continue to discuss proposals throughout the design process. Once a final design is sufficiently developed a public consultation will follow.

## **Bridge over the A1**

**Question No: 2014/3753**

[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?"

Written response from the Mayor

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

Will you now give a substantive reply?

[The Mayor](#)

Please see my response to MQ 3236 / 2014.

## **Permitted Development Rights 1**

**Question No: 2014/3754**

[Andrew Dismore](#)

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?

[The Mayor](#)

Please see my response to MQ 2014/ 3245.

## **Permitted Development Rights 2**

**Question No: 2014/3755**

[Andrew Dismore](#)

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?

[The Mayor](#)

Please see my response to MQ 2014/ 3246.

## **Royal National Orthopaedic Hospital (RNOH) Stanmore**

**Question No: 2014/3756**

[Andrew Dismore](#)

Further to Question No: 2014/3247:

'With reference to my Question No: 2014/1996" I am sure you are aware of the plans for major changes at the RNOH Stanmore, which include a substantial housing development on the site. What assessment have you made of the impact of the plans on the strategic roads, in particular Canon's Corner, also bearing in mind the London Academy expansion plan?"

your response being "I considered the application at Stage II on 10 April 2013. In that report TfL notes that in relation to highway capacity, that following Stage one and at TfL's request, further assessment has been undertaken regarding possible improvements to the Brockley Hill/Wood Lane junction in order to mitigate traffic arising from the development. Harrow Council has accepted the provision of a signalised junction as effective mitigation and the section 106 agreement will secure this through a section 278 agreement (Highways Act). As these works will also encompass new/improved crossings between the site and the bus stops on Brockley Hill, TfL welcomed the separate condition added which secures the delivery of such facilities prior to the commencement of the Central Development Zone (CDZ). In addition to this, a contribution of £20,000 has been secured towards upgrading the two bus stops on Brockley Hill, which TfL welcomes. As agreed with Harrow, TfL expects to be involved in all of the above section 278 discussions, given its responsibility for maintaining traffic signals and a reliable bus network" will you now answer the question I asked, concerning Canon's Corner and the London Academy expansion plan?' Your response being "Officers are drafting a response which will be sent shortly."

Will you now give a substantive reply?

[The Mayor](#)

Please see my response to MQs 2014/3247 and 3037.

## **Barnet Safer Neighbourhood Board**

**Question No: 2014/3757**

[Andrew Dismore](#)

If Barnet SNB had not been able to secure the use of the Peel Centre on a goodwill basis, they would have had to cancel their first public meeting. When will their funding be sorted out?

[The Mayor](#)

Barnet SNB has received its core administration funding and, as advised in my previous response to MQ 3326, as soon as the board submits an application for project funding it will be given due consideration and processed accordingly. Barnet SNB has taken the innovative approach of working with partners to secure services and support in-kind where possible in order to maximise the resources available for project delivery, and this is an example of how this can work for the benefit of the community.

## **Camden Safer Neighbourhood Board**

### **Question No: 2014/3758**

[Andrew Dismore](#)

Do you think it was right that Camden Safer Neighbourhood Board had to cancel Their meeting a Community Conversation on Antisocial Behaviour on Monday 29 September because their funding from the Mayor's Office for Policing and Crime had still not yet been agreed?

[The Mayor](#)

Camden received feedback on their funding application on 11 September 2014 and did not respond to this until 22 September, at which point they had taken the decision to cancel the meeting without any consultation with MOPAC. It was unfortunate that the event could not go ahead.

## **Contact points 1**

### **Question No: 2014/3759**

[Andrew Dismore](#)

What is happening with the review of the contact points system?

[The Mayor](#)

To ensure MOPAC and the MPS continue to enhance public access a review of Contact Points is being completed.

## **Contact points 2**

### **Question No: 2014/3760**

[Andrew Dismore](#)

How many people visited each of the Barnet contact points each week in August and September this year?

[The Mayor](#)

Visitor numbers at contact points are being reviewed as part of the ongoing review into their operation.

## **Contact points 3**

### **Question No: 2014/3761**

[Andrew Dismore](#)

What is the monthly cost of staffing the contact points in Barnet ?

[The Mayor](#)

There are no additional costs for staffing the contact points.

## **Contact points 4**

**Question No: 2014/3762**

[Andrew Dismore](#)

How many people visited each of the Camden contact points each week in August and September this year?

[The Mayor](#)

Visitor numbers at contact points are being reviewed as part of the ongoing review into their operation.

## **Contact points 5**

**Question No: 2014/3763**

[Andrew Dismore](#)

What is the monthly cost of staffing the contact points in Camden ?

[The Mayor](#)

There are no additional costs for staffing the contact points.

## **ram raids**

**Question No: 2014/3764**

[Andrew Dismore](#)

What is the value of goods reported stolen in ram raids using stolen motorcycles and motor scooters in London over the last three years; how many arrests have there been for this sort of crime in the same period; and do you see these events as part of a purported 6% drop in London crime?

[The Mayor](#)

"Ram raids" are not recorded as a separate category in the MPS crime report system (CRIS), but generally recorded as burglary, robbery or theft. It is not therefore possible to assess the value of stolen goods from, or number of arrests for "ram raids".

Police tactics evolve to address emerging crime trends and specific problems, such as linked offences. Operation Ringtone targets crime involving mobile devices, currently one of the most significant drivers of acquisitive crime. Operation Bumblebee, a long-standing successful operation against burglary, will use innovative tactics this autumn to tackle anticipated seasonal increases.

Over the last three financial years (since April 2010) burglary has been reduced by 9 per cent and robbery by 20%. The MPS has crime prevention experts helping to protect businesses across London, who have been deployed to advise on measures to target-harden premises vulnerable to "ram-raid"-style attacks.

## **Hate Crime**

**Question No: 2014/3765**

[Andrew Dismore](#)

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 ?

[The Mayor](#)

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

### **Written response from the Mayor received 10 November 2014**

There has been an increase in hate crime in London over the last three years and specifically an increase in anti-Semitism during the summer months this year. I share your concern about the rise in hate crime, including anti-Semitism, and recognise the importance of ensuring the public have the confidence to come forward and report incidents.

I will soon be launching my Hate Crime Reduction Strategy for London. One of the key objectives must be to raise awareness of what hate crime is and boost people's confidence to report it. This was supported by the consultation responses and an awareness campaign will feature in the final strategy.

## **rave on land opposite Arkley Park**

**Question No: 2014/3766**

[Andrew Dismore](#)

There was yet another illegal rave on the vacant land opposite Arkley Park, Stirling Corner on the weekend of 27th September from Saturday midnight until early Sunday morning. The police did not show up to stop the rave, despite many phone calls from many residents on Arkley Park. This isn't the first time this has happened. Is the failure of the police to attend yet another example of just how stretched they are, due to your cuts? If not, then why did they not turn up?

[The Mayor](#)

These events usually take place with very little notice making them to be difficult to police with Emergency Response Policing Team resources. When the MPS get advance notice, they work proactively to stop events before they start. The intelligence is explored and discussed at Borough management meetings every day. Once events are established, however, it can be very difficult to shut them down in a manner consistent with public safety.

This area was therefore directed to be dealt with by way of a Problem Solving Plan for Neighbourhood Policing Teams, so that a longer term solution can be identified and a policy or process put in place to provide phone numbers/owner information etc. We have now identified the landowner and confirmed that the persons involved were on the land without permission. The owners have agreed to put on site security in place over the weekend to prevent access and notify police if people begin to assemble.

## **Longest S and Longest I Calls: Barnet**

**Question No: 2014/3767**

[Andrew Dismore](#)

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?

[The Mayor](#)

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

### **Written response from the Mayor received 24 November 2014**

Longest 3 I Grade wait for Barnet for August

321 minutes, 127 minutes, 94 minutes

Longest 3 I Grade wait for Barnet for September

68 minutes, 63 minutes, 55 minutes

Longest 3 S grade wait for Barnet for August

9769 minutes, 4419 minutes, 2746 minutes

Longest 3 S grade wait for Barnet for September

2379 minutes, 1524 minutes, 942 minutes

Three longest I grade CADS for August - Barnet

CAD 10761/15Aug (321 Minutes) Concern for safety. Two calls came out one after the other and the operator made a mistake and assigned a unit to the wrong incident. A unit was later despatched to the call and resulted the incident as an argument between friends no offences disclosed.

CAD 8425/12Aug (127 Minutes) Road Traffic Collision. A Traffic was assigned, but Hertfordshire Constabulary deployed to and dealt with the incident, prior to arrival of the MPS.

CAD 4746/06Aug (94 Minutes) Female saying she can't get into her care home and people were trying to steal her lottery numbers. Call came from a phone box. A Safer Transport unit was assigned but were delayed in attending. When police arrived at the phone box, the female was not there. The caller is well known for suffering from Mental Health Issues.

Three longest I grade CADS for September - Barnet

CAD 9901/24Sep (68 Minutes) Road Traffic Collision. Call was sent to the MPS traffic unit who were unable to assist and a non-response unit assigned. An area search was completed with no trace however the LAS updated police stating the driver had taken themselves home and



wished to see police there. Call resulted in a Personal Injury report.

CAD 8275/05Sep (63 Minutes) Broken down vehicle on a fast road. A Safer Transport unit was assigned but their vehicle broke down. Another Traffic Unit attended the scene. The vehicle was repositioned.

CAD 9365/02Sep (55 Minutes) Vehicle broken down on a fast road. A Traffic unit was assigned however were dealing with an incident and would make their way after. Upon arrival on scene the RAC had attended and had towed the vehicle to a safe place. There was no further cause for police action.

Three longest S grade CADS for August - Barnet

CAD 4947/02AUG (9769 minutes) Caller reporting he had been threatened. When police called him back he thanked police for their concern but did not wish to take this any further. He had left the address he called from and would not provide a home address or attend a police station. Crime report completed for racial incident.

CAD 5700/14AUG (4419 minutes) Confused, elderly female trying to contact a friend. Unit attended within two hours but due to an administrative error the time of arrival was shown 48 hours after police attended.

CAD 4448/11AUG (2746 minutes) Shoplifting. This was sent for an appointment and should have been regarded to an Extended grading, however due to an administrative error the grade was not changed. Resulted as a shoplifting crime report. Call resulted in a crime report for Theft-shoplifting.

Three longest S grade CADS for September - Barnet

CAD 2190/28SEP (2379 minutes) Criminal damage to motor vehicle. This was sent for an appointment and should have been regarded to an Extended grading, however due to an administrative error the grade was not changed. Call resulted in a crime report for criminal damage to motor vehicle.

CAD 550/02SEP (1524 minutes) Concern for safety. Police attended 85 minutes after the initial call to police. Due to an administrative error the time of arrival was shown 24 hours after police attended. Call resulted in no offences disclosed.

CAD 8070/05SEP (942 minutes) Attempted Burglary. Due to a very busy night the caller was offered an appointment for the following morning. As this was sent for an appointment it should have been regarded to an Extended grading, however due to an administrative error the grade was not changed. Call resulted in an Attempted Burglary crime report.

## Longest S and Longest I Calls: Barnet 2

Question No: 2014/3768

[Andrew Dismore](#)

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?

[The Mayor](#)

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

### Written response from the Mayor received 24 November 2014

Please see the table below

Please be aware some of these incidents may be due to recording errors.

Barnet			
		I calls (number exceeding 15 minute target by double)	I calls (% exceeding double)
	I call volume		
July	1668	15	0.9%
August	1545	24	1.6%
September	1485	26	1.8%

### Longest S and Longest I Calls: Barnet 3

#### Question No: 2014/3769

[Andrew Dismore](#)

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?

[The Mayor](#)

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

#### Written response from the Mayor received 10 November 2014

Please see the table below. Please be aware some of these incidents may be due to recording errors

Barnet			
		S calls (number exceeding the 60 minute target by double)	S calls (% exceeding double)
	S call volume		
July	2257	88	3.9%
August	2006	85	4.2%
September	2062	167	8.1%

### Longest S and Longest I Calls: Camden

#### Question No: 2014/3770

[Andrew Dismore](#)

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?

[The Mayor](#)

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

#### Written response from the Mayor received 24 November 2014

Three longest I Grade CADS for August

61 minutes, 53 Minutes and 46 Minutes

Three longest I grades CADS for September

37 Minutes, 36 Minutes, 32 Minutes

Three longest S grade CADS for August

1678 Minutes, 772 Minutes, 383 Minutes

Three longest S grade CADS for September

2836 Minutes, 1337 Minutes, 550 Minutes

Three longest I Grade CADS for August - Camden

CAD 7493/05 (61 minutes) call stated youngsters were setting fire to bins, London fire brigade (LFB) were called. A police unit was assigned but diverted to another call. Police arrived on scene and resulted the call with an area search no trace. LFB also attended.

CAD 7158/30 (53 Minutes) Call from LAS for a Road Traffic Accident car V Pedestrian. Police provide an update to incident within 15 minutes of receiving the call. An incorrect time of arrival was placed on the CAD.

CAD 9543/20 (46 Minutes) call stating she had her phone snatched. No units were available to deal with the call, and the call was passed to surrounding boroughs. The victim had made her way home whilst waiting for police and the call remained I graded. Officer did carry out a search for the suspect and the call resulted in a crime report for Theft.

Three longest I grades CADS for September - Camden

CAD 10268/26 (37 Minutes) call stating males had attacked a friend, the incident happened in Hampstead Heath Park and the parks officers were assigned to the call to attend. Officers were then diverted to another call nearby and another unit was assigned. Call resulted in a common assault crime report. Male had been punched in the face.

CAD 6295/08 (36 Minutes) Caller stated that he believed he had been targeted by a courier scam where people will attend his house and take his cards. The call was circulated with no units to deal. The call was I graded as the victim believed suspects were on their way around to his address imminently. The next available unit was assigned. The crime was resulted as no offences disclosed as the victim did not wish to take the matter any further.

CAD 9051/27 (32 Minutes) call stating that victim had his phone snatched from his hands. There were no available units to attend initially. A unit was assigned after 17 minutes and the call resulted in a crime report for Theft.

Three longest S grade CADS for August - Camden

CAD 5523/29 (1678 Minutes) Attempted fraud where informant had been told his card had been cloned. Appointment was made with informant for the next day, however the call remained an S grade until officers arrived the next day for appointment. Call resulted in a crime report for Attempted Fraud.

CAD 9992/29 (772 Minutes) Non- residential burglary, informant requested an appointment for the next day for police to attend, and the appointment was made, however the call

remained an S grade until the officers arrived the next day. Call resulted in a crime report for Theft.

CAD 6840/09 (383 Minutes) call stating a male was being threatening and was armed with a stick. Suspect no longer present, issue is on going neighbour dispute. No units were available to assist due to all dealing with other calls and prisoners. Call resulted in an update onto a previous crime report.

Three longest S grade CADS for September - Camden

CAD 8804/23 (2836 Minutes) caller wanting to report harassment on behalf of a family member, call was made early evening however no units were available to assist. Police attended later on in the evening and spoke with the interpreter who was the original informant. He requested an appointment be made due to the lateness of the evening. The call remained an S grade until the officers arrived for the appointment. Call resulted in a crime report for Harassment.

CAD 8655/15 (1337 Minutes) Caller stating youths being anti -social and had let off a fire extinguisher. The youths had run off from the location. Caller stated they were happy for safer Neighbourhood team to attend when he was next working. The call remained an S grade and the CAD scheduled for the following day. Call resulted in a crime report for Criminal Damage.

CAD 10154/25 (550 Minutes) Caller stating that youths were smoking drugs, and drinking alcohol at location. An officer was assigned to the call within the hour however no result was given. The call remained open over night until it was scheduled the following morning for a result. An incorrect time of arrival was given on the CAD. Call was resulted in being closed pending further calls. No trace of anyone when police arrived.

## Longest S and Longest I Calls: Camden 2

Question No: 2014/3771

[Andrew Dismore](#)

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?

[The Mayor](#)

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

### Written response from the Mayor received 10 November 2014

Please see the table below:

Please be aware some of these incidents may be due to recording errors.

Camden			
		I calls (number exceeding 15 minute time by double)	I calls (% exceeding double)
	I call volume		
July	1498	23	1.5%
August	1528	33	2.2%
September	1492	33	2.2%

## Longest S and Longest I Calls: Camden 3

Question No: 2014/3772

[Andrew Dismore](#)

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?

[The Mayor](#)

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

**Written response from the Mayor received 13 November 2014**

**Written response from the Mayor**

Please see the table below:

Please be aware some of these incidents may be due to recording errors

<b>Camden</b>			
		S calls (number exceeding 60 minute target time by double)	S calls (% exceeding double)
	S call volume		
July	2436	43	1.8%
August	2355	31	1.3%
September	2510	79	3.1%

## Barnet: officer extractions 1

Question No: 2014/3773

[Andrew Dismore](#)

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?

[The Mayor](#)

Please see my response to MQ 3321/ 2014.

## **Barnet: officer extractions 2**

**Question No: 2014/3774**

[Andrew Dismore](#)

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?

[The Mayor](#)

Please see my response to MQ 3322/ 2014.

## **Camden: officer extractions 1**

**Question No: 2014/3775**

[Andrew Dismore](#)

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?

[The Mayor](#)

Please see my response to MQ 3323/ 2014.



## **Camden: officer extractions 2**

**Question No: 2014/3776**

[Andrew Dismore](#)

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?.

Barnet Police Numbers 1

Member: Andrew Dismore

[The Mayor](#)

Please see my response to MQ 3324/ 2014.

## **Barnet Police Numbers 1**

**Question No: 2014/3777**

[Andrew Dismore](#)

Further to Question No: 2014/3256

As of 31st July 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 31st July 2013; and what do you expect the figures to be on 1st May 2015?

'Your response being 'Officers are drafting a response which will be sent shortly'

Will you now give a substantive reply?.

[The Mayor](#)

Please see my response to MQ 2014/ 3256.

## **Camden Police Numbers 1**

**Question No: 2014/3778**

[Andrew Dismore](#)

Further Question No: 2014/3255

As of 31st July 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 31st July 2013; and what do you expect the figures to be on 1st May 2015?

'Your response being 'Officers are drafting a response which will be sent shortly'

Will you now give a substantive reply?.

[The Mayor](#)

Please see my response to MQ 2014/ 3255.

## **Barnet Police Numbers 2**

**Question No: 2014/3779**

[Andrew Dismore](#)

As of 31st August 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 31st August 2013; and what do you expect the figures to be on 1st May 2015?

[The Mayor](#)

The most recent numbers are 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 2**

**Question No: 2014/3780**

[Andrew Dismore](#)

As of 31st August 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 31st August 2013; and what do you expect the figures to be on 1st May 2015?

[The Mayor](#)

The most recent numbers are 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 1**

**Question No: 2014/3781**

[Andrew Dismore](#)

What is the average wait for a visit from an officer in an appointment car in Barnet ?

[The Mayor](#)

The MPS is not able to calculate the average wait for a visit from an officer in an appointment car.

## **Appointment cars Barnet 2**

**Question No: 2014/3782**

[Andrew Dismore](#)

How many visits from officers in appointment cars in Barnet were made in each of the last 3 months?

[The Mayor](#)

Please find below the number of visits from officers in appointment cars in Barnet for the last 3 months.

July	769
August	733
September	704

## **Appointment cars Camden 1**

**Question No: 2014/3783**

[Andrew Dismore](#)

What is the average wait for a visit from an officer in an appointment car in Camden ?

[The Mayor](#)

The MPS is not able to calculate the average wait for a visit from an officer in an appointment car. There were 624 appointments in Camden in September.

## **Appointment cars Camden 2**

**Question No: 2014/3784**

[Andrew Dismore](#)

How many visits from officers in appointment cars in Camden were made in each of the last 3 months?

[The Mayor](#)

Please find below the number of visits from officers in appointment cars in Camden for the last 3 months.

July	653
August	614
September	624

## **Stop and search Camden 1**

**Question No: 2014/3785**

[Andrew Dismore](#)

How many stops and searches have been conducted in each ward of Camden borough in the last 3 months?

[The Mayor](#)

There have been 1539 stop and searches conducted in the borough of Camden from 15/07/2014 - 14/10/2014.

This information is not held by ward.

## **Stop and search Camden 2**

**Question No: 2014/3786**

[Andrew Dismore](#)

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?

[The Mayor](#)

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.

## **Stop and search Barnet `1**

**Question No: 2014/3787**

[Andrew Dismore](#)

How many stops and searches have been conducted in each ward of Barnet borough in the last 3 months?

[The Mayor](#)

There have been 695 stop and searches conducted in the borough of Barnet from 15/07/2014 - 14/10/2014.

This information is not held by ward.

## **Stop and search Barnet 2**

**Question No: 2014/3788**

[Andrew Dismore](#)

Of the stops and searches carried out in Barnet 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?

[The Mayor](#)

The data and recording method of stops and searches follows Home Office guidelines and 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.

However, I can confirm that over the preceding three months, 97 per cent (165) of stop and search arrests related to the possession of the following articles: weapons, drugs, stolen property, or articles concerned in theft or criminal damage.

## **Tasers 1**

**Question No: 2014/3789**

[Andrew Dismore](#)

On how many occasions in the last 3 months in Barnet have tasers a) been drawn and b) been fired at a suspect?

[The Mayor](#)

During the 3 months from 1st July - 30th September 2014, the following use of Taser occurred in the Borough of Barnet.

Method of use

Drawn: There were 4 deployments when Taser was drawn at a subject.

Method of use

Fired: There were no deployments when a Taser was fired at a subject.

## **Tasers 2**

**Question No: 2014/3790**

[Andrew Dismore](#)

On how many occasions in the last 3 months in Camden have tasers a) been drawn and b) been fired at a suspect?

[The Mayor](#)

During the 3 months from 1st July - 30th September 2014, the following use of Taser occurred in the Borough of Camden.

Method of use

Drawn: There were 8 deployments when Taser was drawn at a subject.

Method of use

Fired: There were 2 deployments when a Taser was fired at a subject.

## **Burglary operations in Barnet**

**Question No: 2014/3791**

[Andrew Dismore](#)

Further to Question No: 2014/3273

'How successful have been the recent anti burglary initiatives in Colindale and Burnt Oak?'

Your response being

'The anti-burglary initiative in the Colindale / Burnt Oak area has seen a reduction in residential burglary offences since April 2014. The initiative was put in place in April and is part of the boroughs ongoing fight against residential burglaries across the borough. At present burglary (total) is down 16.3 % borough wide.

Part of the initiative within the area was the offer of police painting anti-climb paint within certain roads. This offer received a significant take up from residents. Barnet have also made use of crime prevention signage to warn of issues whilst putting out further prevention advice via social media and leaflets'.

What are the ward, rather than borough, figures for burglary before and after these initiatives?

[The Mayor](#)

Please find below the burglary offence figures as requested. The anti-burglary initiative in the Colindale / Burnt Oak area has seen a reduction in residential burglary offences since April 2014. The initiative was put in place in April and is part of the boroughs ongoing fight against residential burglaries across the borough.

Colindale ward

April 2013 - October 2013 - 48 offences

April 2014 - October 2014 - 40 offences

Burnt Oak ward

April 2013 - October 2013 - 76 offences

April 2014 - October 2014 - 57 Offences

## Crime Statistics for Barnet; 1

Question No: 2014/3792

[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?

[The Mayor](#)

Please find below a table of recorded crime for Barnet.

Across London, including Barnet, the MPS are making good progress against the challenge to reduce key victim-based neighbourhood crimes by 20 per cent by 2016. There are specific areas in every borough where performance can be improved and borough commanders, supported by an extra 2,600 officers in neighbourhoods are working to address these.

<b>Barnet</b>	2012/13	2013/14	% change	MPS % change
ROLLING YEAR OCT - SEPT				
Total Notifiable Offences (TNO's)	23,904	23,009	<b>-3.7%</b>	<b>-4.8%</b>
Burglary (Total)	4,481	3,787	<b>-15.5%</b>	<b>-11.3%</b>

## Crime Statistics for Barnet (2)

Question No: 2014/3793

[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?

[The Mayor](#)

Please find below a table of recorded crime for Barnet.

Across London, including Barnet, the MPS are making good progress against the challenge to reduce key victim-based neighbourhood crimes by 20 per cent by 2016. There are specific areas in every borough where performance can be improved and borough commanders, supported by an extra 2,600 officers in neighbourhoods are working to address these.

<b>Barnet</b>	2012/13	2013/14	% change	MPS % change
ROLLING YEAR OCT - SEPT				
Total Notifiable Offences (TNO's)	23,904	23,009	<b>-3.7%</b>	<b>-4.8%</b>
Criminal Damage Offences	1,901	2,005	<b>5.5%</b>	<b>0.5%</b>



### Crime Statistics for Barnet (3)

Question No: 2014/3794

[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?

[The Mayor](#)

Please find below a table of recorded crime for Barnet. 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.

<b>Barnet</b>	2012/13	2013/14	% change	MPS % change
ROLLING YEAR OCT - SEPT				
Total Notifiable Offences (TNO's)	23,904	23,009	<b>-3.7%</b>	<b>-4.8%</b>
Domestic abuse	1,447	1,872	<b>29.4%</b>	<b>20.2%</b>

### Crime Statistics for Barnet (4)

Question No: 2014/3795

[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?

[The Mayor](#)

Please find below a table of recorded crime for Barnet.

Across London, including Barnet, the MPS are making good progress against the challenge to reduce key victim-based neighbourhood crimes by 20% by 2016. There are specific areas in every borough where performance can be improved and borough commanders, supported by an extra 2,600 officers in neighbourhoods are working to address these.

<b>Barnet</b>	2012/13	2013/14	% change	MPS % change
ROLLING YEAR OCT - SEPT				
Total Notifiable Offences (TNO's)	23,904	23,009	<b>-3.7%</b>	<b>-4.8%</b>
Robbery (Total)	887	607	<b>-31.6%</b>	<b>-25.3%</b>

## Crime Statistics for Barnet (5)

Question No: 2014/3796

[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?

[The Mayor](#)

Please find below a table of recorded crime for Barnet.

Across London, including Barnet, the MPS are making good progress against the challenge to reduce key victim-based neighbourhood crimes by 20% by 2016. There are specific areas in every borough where performance can be improved and borough commanders, supported by an extra 2,600 officers in neighbourhoods are working to address these.

<b>Barnet</b>	2012/13	2013/14	% change	MPS % change
ROLLING YEAR OCT - SEPT				
Total Notifiable Offences (TNO's)	23,904	23,009	<b>-3.7%</b>	<b>-4.8%</b>
Theft from MV Offences	3,082	2,422	<b>-21.4%</b>	<b>-12.0%</b>

## Crime Statistics for Barnet (6)

Question No: 2014/3797

[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?

[The Mayor](#)

Please find below a table of recorded crime for Barnet.

Across London, including Barnet, the MPS are making good progress against the challenge to reduce key victim-based neighbourhood crimes by 20% by 2016. There are specific areas in every borough where performance can be improved and borough commanders, supported by an extra 2,600 officers in neighbourhoods are working to address these.

Theft of MV Offences is of concern and the MPS is working with manufacturers to help improve locks and vehicle security.

<b>Barnet</b>	2012/13	2013/14	% change	MPS % change
ROLLING YEAR OCT - SEPT				
Total Notifiable Offences (TNO's)	23,904	23,009	<b>-3.7%</b>	<b>-4.8%</b>
Theft/ Taking of MV Offences	702	768	<b>9.4%</b>	<b>2.4%</b>

## Crime Statistics for Barnet (7)

Question No: 2014/3798

[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?

[The Mayor](#)

Please find below a table of recorded crime for Barnet.

Across London, including Barnet, the MPS are making good progress against the challenge to reduce key victim-based neighbourhood crimes by 20% by 2016. There are specific areas in every borough where performance can be improved and borough commanders, supported by an extra 2,600 officers in neighbourhoods are working to address these.

Violence with injury includes domestic violence and some of the increase may be due to increased reporting, rather than an increase in incidents. MOPAC and MPS are working to analyse this increase in order to develop an appropriate response.

<b>Barnet</b>	2012/13	2013/14	% change	MPS % change
ROLLING YEAR OCT - SEPT				
Total Notifiable Offences (TNO's)	23,904	23,009	<b>-3.7%</b>	<b>-4.8%</b>
Violence with Injury	1,472	1,879	<b>27.6%</b>	<b>16.7%</b>

## crime statistics; for Barnet 8

Question No: 2014/3799

[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?

[The Mayor](#)

Please find below a table detailing offences recorded between the 1 January 2014 and 30 September 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 Barnet based on the calendar year to date is currently 7.19%.

<b>Barnet</b>	<b>2014/3825</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	2190
number of offences with at least one arrest	181
Number of offences detected by event clear up charge	134

## crime statistics; for Barnet 9

Question No: 2014/3800

[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?

[The Mayor](#)

Please find below the number of people who have been proceeded against for the calendar period between 1 January 2014 and 30 September 2014.

Please be aware some be aware some individuals proceeded against in this period will have committed their offence before 01/01/2014.

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 – 30/09/2014)</b>
Burglary	138

## Crime statistics; for Barnet 10

### Question No: 2014/3801

[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?

[The Mayor](#)

Please find below a table detailing offences recorded between the 1 January 2014 and 30 September 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 year to date is currently 13.48%.

<b>Barnet</b>	<b>2014/3801</b>
	<b>Criminal Damage</b>
Percentage of offences with at least one arrest	18%
Percentage of offences detected by event clear up of Charge	7%
Total Number of Offences	1560
number of offences with at least one arrest	275
Number of offences detected by event clear up charge	113

## Crime statistics; for Barnet 11

Question No: 2014/3802

[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?

[The Mayor](#)

Please find below the number of people who have been proceeded against for the calendar period between 1 January 2014 and 30 September 2014.

Please be aware some be aware some individuals proceeded against in this period will have committed their offence before 01/01/2014.

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 – 30/09/2014)</b>
Criminal Damage	118

## crime statistics; for Barnet 12

### Question No: 2014/3803

[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?

[The Mayor](#)

Please find below a table detailing offences recorded between the 1 January 2014 and 30 September 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 offences in Barnet based on the calendar year to date is currently 19.04%

<b>Barnet</b>	<b>2014/3803</b>
	<b>Robbery</b>
Percentage of offences with at least one arrest	22%
Percentage of offences detected by event clear up of Charge	14%
Total Number of Offences	415
number of offences with at least one arrest	90
Number of offences detected by event clear up charge	59



## crime statistics for Barnet 13

Question No: 2014/3804

[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?

[The Mayor](#)

Please find below the number of people who have been proceeded against for the calendar period between 1 January 2014 and 30 September 2014.

Please be aware some be aware some individuals proceeded against in this period will have committed their offence before 01/01/2014.

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 – 30/09/2014)</b>
Robbery	99

## crime statistics for Barnet 14

### Question No: 2014/3805

[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?

[The Mayor](#)

Please find below a table detailing offences recorded between the 1 January 2014 and 30 September 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 vehicle offences in Barnet based on the calendar year to date is currently 2.32%

<b>Barnet</b>	<b>2014/3805</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	1682
number of offences with at least one arrest	45
Number of offences detected by event clear up charge	29

## crime statistics for Barnet 15

Question No: 2014/3806

[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?

[The Mayor](#)

Please find below the number of people who have been proceeded against for the calendar period between 1 January 2014 and 30 September 2014.

Please be aware some be aware some individuals proceeded against in this period will have committed their offence before 01/01/2014.

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 – 30/09/2014)</b>
Theft from motor vehicle	36

## crime statistics for Barnet 16

### Question No: 2014/3807

[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?

[The Mayor](#)

Please find below a table detailing offences recorded between the 1 January 2014 and 30 September 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 6.27%.

<b>Barnet</b>	<b>2014/3807</b>
	<b>Theft of M/V</b>
Percentage of offences with at least one arrest	13%
Percentage of offences detected by event clear up of Charge	6%
Total Number of Offences	540
number of offences with at least one arrest	69
Number of offences detected by event clear up charge	32

## crime statistics for Barnet 17

Question No: 2014/3808

[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?

[The Mayor](#)

Please find below the number of people who have been proceeded against for the calendar period between 1 January 2014 and 30 September 2014.

Please be aware some be aware some individuals proceeded against in this period will have committed their offence before 01/01/2014.

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 – 30/09/2014)</b>
Theft of motor vehicle	30

## crime statistics for Barnet 18

### Question No: 2014/3809

[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?

[The Mayor](#)

Please find below a table detailing offences recorded between the 1 January 2014 and 30 September 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 offences in Barnet based on the calendar year to date is currently 35.42%.

<b>Barnet</b>	<b>2014/3809</b>
	<b>VWI</b>
Percentage of offences with at least one arrest	56%
Percentage of offences detected by event clear up of Charge	22%
Total Number of Offences	1483
number of offences with at least one arrest	828
Number of offences detected by event clear up charge	330

## crime statistics for Barnet 19

### Question No: 2014/3810

[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?

[The Mayor](#)

Please find below the number of people who have been proceeded against for the calendar period between 1 January 2014 and 30 September 2014.

Please be aware some be aware some individuals proceeded against in this period will have committed their offence before 01/01/2014.

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>2014/3809</b>
	<b>VWI</b>
Percentage of offences with at least one arrest	56%
Percentage of offences detected by event clear up of Charge	22%
Total Number of Offences	1483
number of offences with at least one arrest	828
Number of offences detected by event clear up charge	330

## crime statistics for Barnet 20

### Question No: 2014/3811

[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?

#### [The Mayor](#)

Please find below a table detailing offences recorded between the 1 January 2014 and 30 September 2014 for the calendar period to date.

Please be aware not all theft from 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 person offences in Barnet based on the calendar year to date is currently 3.21%.

<b>Barnet</b>	<b>2014/3811</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	437
number of offences with at least one arrest	10
Number of offences detected by event clear up charge	6



## crime statistics for Barnet 21

### Question No: 2014/3812

[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?

[The Mayor](#)

Please find below the number of people who have been proceeded against for the calendar period between 1 January 2014 and 30 September 2014.

Please be aware some be aware some individuals proceeded against in this period will have committed their offence before 01/01/2014.

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>2014/3811</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	437
number of offences with at least one arrest	10
Number of offences detected by event clear up charge	6

## crime statistics for Barnet 22

### Question No: 2014/3813

[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?

[The Mayor](#)

Please find below a table detailing offences recorded between the 1 January 2014 and 30 September 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 offences in Barnet based on the calendar year to date is currently 12.49%.

<b>Barnet</b>	<b>2014/3813</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	8%
Total Number of Offences	8735
number of offences with at least one arrest	1494
Number of offences detected by event clear up charge	656

## crime statistics for Barnet 23

### Question No: 2014/3814

[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?

[The Mayor](#)

Please find below the number of people who have been proceeded against for the calendar period between 1 January 2014 and 30 September 2014.

Please be aware some be aware some individuals proceeded against in this period will have committed their offence before 01/01/2014.

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>2014/3813</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	8%
Total Number of Offences	8735
number of offences with at least one arrest	1494
Number of offences detected by event clear up charge	656

## crime statistics for Barnet 24

### Question No: 2014/3815

[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?

[The Mayor](#)

Please find below a table detailing offences recorded between the 1 January 2014 and 30 September 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 Total Notifiable Offences in Barnet based on the calendar year to date is currently 19.55%.

<b>Barnet</b>	<b>2014/3813</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	8%
Total Number of Offences	8735
number of offences with at least one arrest	1494
Number of offences detected by event clear up charge	656

## crime statistics for Barnet 25

### Question No: 2014/3816

[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?

[The Mayor](#)

Please find below the number of people who have been proceeded against for the calendar period between 1 January 2014 and 30 September 2014.

Please be aware some be aware some individuals proceeded against in this period will have committed their offence before 01/01/2014.

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>2014/3813</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	8%
Total Number of Offences	8735
number of offences with at least one arrest	1494
Number of offences detected by event clear up charge	656

## Crime statistics for Barnet 26

### Question No: 2014/3817

[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?

[The Mayor](#)

Please find below a table containing the information requested.

	<b>2014/3817</b>
	<b>(Barnet)</b>
Total No of MOPAC 7 Offences	8735
Total No of non MOPAC 7 Offences	8266
Grand Total TNO	17001
Percentage MOPAC 7 Offences	51%
Percentage Non-MOPAC 7 Offences	49%

## Crime Statistics for Camden

### Question No: 2014/3818

[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?

[The Mayor](#)

Please find below a table of recorded crime for Camden.

Across London, including Camden, the MPS are making good progress against the challenge to reduce key victim-based neighbourhood crimes by 20% by 2016. There are specific areas in every borough where performance can be improved and borough commanders, supported by an extra 2,600 officers in neighbourhoods are working to address these.

<b>Camden</b>	2012/13	2013/14	% change	MPS % change
ROLLING YEAR OCT - SEPT				
Total Notifiable Offences (TNO's)	30,791	27,080	<b>-12.1%</b>	<b>-4.8%</b>
Burglary (Total)	3,125	2,883	<b>-7.7%</b>	<b>-11.3%</b>

## Crime Statistics for Camden (2)

### Question No: 2014/3819

[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?

[The Mayor](#)

Please find below a table of recorded crime for Camden.

Across London, including Camden, the MPS are making good progress against the challenge to reduce key victim-based neighbourhood crimes by 20% by 2016. There are specific areas in every borough where performance can be improved and borough commanders, supported by an extra 2,600 officers in neighbourhoods are working to address these.

<b>Camden</b>	2012/13	2013/14	% change	MPS % change
ROLLING YEAR OCT - SEPT				
Total Notifiable Offences (TNO's)	30,791	27,080	<b>-12.1%</b>	<b>-4.8%</b>
Criminal Damage Offences	1,646	1,595	<b>-3.1%</b>	<b>0.5%</b>

### Crime Statistics for Camden (3)

Question No: 2014/3820

[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?

[The Mayor](#)

Please find below a table of recorded crime for Camden. 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.

<b>Camden</b>	2012/13	2013/14	% change	MPS % change
ROLLING YEAR OCT - SEPT				
Total Notifiable Offences (TNO's)	30,791	27,080	<b>-12.1%</b>	<b>-4.8%</b>
Domestic abuse	1,144	1,290	<b>12.8%</b>	<b>20.2%</b>

### Crime Statistics for Camden (4)

Question No: 2014/3821

[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?

[The Mayor](#)

Please find below a table of recorded crime for Camden.

Across London, including Camden, the MPS are making good progress against the challenge to reduce key victim-based neighbourhood crimes by 20% by 2016. There are specific areas in every borough where performance can be improved and borough commanders, supported by an extra 2,600 officers in neighbourhoods are working to address these.

<b>Camden</b>	2012/13	2013/14	% change	MPS % change
ROLLING YEAR OCT - SEPT				
Total Notifiable Offences (TNO's)	30,791	27,080	<b>-12.1%</b>	<b>-4.8%</b>
Robbery (Total) Offences	944	853	<b>-9.6%</b>	<b>-25.3%</b>

## Crime Statistics for Camden (5)

Question No: 2014/3822

[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?

[The Mayor](#)

Please find below a table of recorded crime for Camden.

Across London, including Camden, the MPS are making good progress against the challenge to reduce key victim-based neighbourhood crimes by 20% by 2016. There are specific areas in every borough where performance can be improved and borough commanders, supported by an extra 2,600 officers in neighbourhoods are working to address these.

<b>Camden</b>	2012/13	2013/14	% change	MPS % change
ROLLING YEAR OCT - SEPT				
Total Notifiable Offences (TNO's)	30,791	27,080	<b>-12.1%</b>	<b>-4.8%</b>
Robbery (Total) Offences	944	853	<b>-9.6%</b>	<b>-25.3%</b>

## Crime Statistics for Camden (6)

Question No: 2014/3823

[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?

[The Mayor](#)

Please find below a table of recorded crime for Camden.

Across London, including Camden, the MPS are making good progress against the challenge to reduce key victim-based neighbourhood crimes by 20% by 2016. There are specific areas in every borough where performance can be improved and borough commanders, supported by an extra 2,600 officers in neighbourhoods are working to address these.

Theft of MV Offences is of concern and the MPS are working with manufacturers to help improve locks and vehicle security.

<b>Camden</b>	2012/13	2013/14	% change	MPS % change
ROLLING YEAR OCT - SEPT				
Total Notifiable Offences (TNO's)	30,791	27,080	<b>-12.1%</b>	<b>-4.8%</b>
Theft/ Taking of MV Offences	704	747	<b>6.1%</b>	<b>2.4%</b>



## Crime Statistics for Camden (7)

Question No: 2014/3824

[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?

[The Mayor](#)

Please find below a table of recorded crime for Camden.

Across London, including Camden, the MPS are making good progress against the challenge to reduce key victim-based neighbourhood crimes by 20% by 2016. There are specific areas in every borough where performance can be improved and borough commanders, supported by an extra 2,600 officers in neighbourhoods are working to address these.

Violence with injury includes domestic violence and some of the increase may be due to increased reporting, rather than an increase in incidents. MOPAC and the MPS are working to analyse this increase in order to develop an appropriate response.

<b>Camden</b>	2012/13	2013/14	% change	MPS % change
ROLLING YEAR OCT - SEPT				
Total Notifiable Offences (TNO's)	30,791	27,080	<b>-12.1%</b>	<b>-4.8%</b>
Violence with Injury	1,695	1,888	<b>11.4%</b>	<b>16.7%</b>

## Crime statistics for Camden 8

### Question No: 2014/3825

[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?

[The Mayor](#)

Please find below a table detailing offences recorded between the 1 January 2014 and 30 September 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 year to date is currently 10.50%.

<b>Camden</b>	<b>2014/3825</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	2190
number of offences with at least one arrest	181
Number of offences detected by event clear up charge	134

## Crime statistics for Camden 9

Question No: 2014/3826

[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?

[The Mayor](#)

Please find below the number of people who have been proceeded against for the calendar period between 1 January 2014 and 30 September 2014.

Please be aware some be aware some individuals proceeded against in this period will have committed their offence before 01/01/2014.

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 – 30/09/2014)</b>
Burglary	185

## crime statistics for Camden 10

### Question No: 2014/3827

[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?

### [The Mayor](#)

Please find below a table detailing offences recorded between the 1 January 2014 and 30 September 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 year to date is currently 16.61%.

<b>Camden</b>	<b>2014/3827</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	1222
number of offences with at least one arrest	239
Number of offences detected by event clear up charge	111

## crime statistics for Camden 11

### Question No: 2014/3828

[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?

[The Mayor](#)

Please find below the number of people who have been proceeded against for the calendar period between 1 January 2014 and 30 September 2014.

Please be aware some be aware some individuals proceeded against in this period will have committed their offence before 01/01/2014.

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 – 30/09/2014)</b>
Criminal Damage	120

## crime statistics for Camden 12

### Question No: 2014/3829

[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?

[The Mayor](#)

Please find below a table detailing offences recorded between the 1 January 2014 and 30 September 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 year to date is currently 13.84%.

<b>Camden</b>	<b>2014/3829</b>
	<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	643
number of offences with at least one arrest	130
Number of offences detected by event clear up charge	77

## crime statistics for Camden 13

Question No: 2014/3830

[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?

[The Mayor](#)

Please find below the number of people who have been proceeded against for the calendar period between 1 January 2014 and 30 September 2014.

Please be aware some be aware some individuals proceeded against in this period will have committed their offence before 01/01/2014.

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 – 30/09/2014)</b>
Robbery	128

## crime statistics for Camden 14

### Question No: 2014/3831

[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?

#### [The Mayor](#)

Please find below a table detailing offences recorded between the 1 January 2014 and 30 September 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 vehicle in Camden based on the calendar year to date is currently 2.97%.

<b>Camden</b>	<b>2014/3831</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	1346
number of offences with at least one arrest	41
Number of offences detected by event clear up charge	28



## crime statistics for Camden 15

Question No: 2014/3832

[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?

[The Mayor](#)

Please find below the number of people who have been proceeded against for the calendar period between 1 January 2014 and 30 September 2014.

Please be aware some be aware some individuals proceeded against in this period will have committed their offence before 01/01/2014.

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 – 30/09/2014)</b>
Theft from motor vehicle	31

## crime statistics for Camden 16

### Question No: 2014/3833

[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?

[The Mayor](#)

Please find below a table detailing offences recorded between the 1 January 2014 and 30 September 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 Camden based on the calendar year to date is currently 6.15%.

<b>Camden</b>	<b>2014/3833</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	5%
Total Number of Offences	582
number of offences with at least one arrest	64
Number of offences detected by event clear up charge	31

## crime statistics for Camden 17

Question No: 2014/3834

[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?

[The Mayor](#)

Please find below the number of people who have been proceeded against for the calendar period between 1 January 2014 and 30 September 2014.

Please be aware some be aware some individuals proceeded against in this period will have committed their offence before 01/01/2014.

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 – 30/09/2014)</b>
Theft of motor vehicle	33

## crime statistics for Camden 18

### Question No: 2014/3835

[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?

[The Mayor](#)

Please find below a table detailing offences recorded between the 1 January 2014 and 30 September 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 year to date is currently 34.90%.

<b>Camden</b>	<b>2014/3835</b>
	<b>VWI</b>
Percentage of offences with at least one arrest	51%
Percentage of offences detected by event clear up of Charge	23%
Total Number of Offences	1429
number of offences with at least one arrest	725
Number of offences detected by event clear up charge	327

## crime statistics for Camden 19

Question No: 2014/3836

[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?

[The Mayor](#)

Please find below the number of people who have been proceeded against for the calendar period between 1 January 2014 and 30 September 2014.

Please be aware some be aware some individuals proceeded against in this period will have committed their offence before 01/01/2014.

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 – 30/09/2014)</b>
Violence with Injury	347

## crime statistics for Camden 20

### Question No: 2014/3837

[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?

[The Mayor](#)

Please find below a table detailing offences recorded between the 1 January 2014 and 30 September 2014 for the calendar period to date.

Please be aware not all theft from 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 person in Camden based on the calendar year to date is currently 2.97%.

<b>Camden</b>	<b>2014/3837</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	3%
Total Number of Offences	1660
number of offences with at least one arrest	63
Number of offences detected by event clear up charge	42

## crime statistics for Camden 21

Question No: 2014/3838

[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?

[The Mayor](#)

Please find below the number of people who have been proceeded against for the calendar period between 1 January 2014 and 30 September 2014.

Please be aware some be aware some individuals proceeded against in this period will have committed their offence before 01/01/2014.

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 – 30/09/2014)</b>
Theft from person	52

## crime statistics for Camden 22

### Question No: 2014/3839

[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?

[The Mayor](#)

Please find below a table detailing offences recorded between the 1 January 2014 and 30 September 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 year to date is currently 12.71%.

<b>Camden</b>	<b>2014/3839</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	9072
number of offences with at least one arrest	1443
Number of offences detected by event clear up charge	750



## crime statistics for Camden 23

### Question No: 2014/3840

[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?

[The Mayor](#)

Please find below the number of people who have been proceeded against for the calendar period between 1 January 2014 and 30 September 2014.

Please be aware some be aware some individuals proceeded against in this period will have committed their offence before 01/01/2014.

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 – 30/09/2014)</b>
MOPAC 7	896

## crime statistics for Camden 24

### Question No: 2014/3841

[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?

[The Mayor](#)

Please find below a table detailing offences recorded between the 1 January 2014 and 30 September 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 Total Notifiable Offences in Camden based on the calendar year to date is currently 20.27%.

<b>Camden</b>	<b>2014/3841</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	11214
number of offences with at least one arrest	2635
Number of offences detected by event clear up charge	1485

## crime statistics for Camden 25

### Question No: 2014/3842

[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?

[The Mayor](#)

Please find below the number of people who have been proceeded against for the calendar period between 1 January 2014 and 30 September 2014.

Please be aware some be aware some individuals proceeded against in this period will have committed their offence before 01/01/2014.

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 – 30/09/2014)</b>
Non-MOPAC 7	1559

## crime statistics for Camden 26

### Question No: 2014/3843

[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?

[The Mayor](#)

Please see the table below:

	<b>2014/3843 (Camden)</b>
Total No of MOPAC 7 Offences	9072
Total No of non MOPAC 7 Offences	11214
Grand Total TNO	20286
Percentage MOPAC 7 Offences	45%
Percentage Non-MOPAC 7 Offences	55%

## **Solar Panels on bus stops**

**Question No: 2014/3844**

[Andrew Dismore](#)

How many bus stop adverts or countdown indicators are powered by solar panels?

[The Mayor](#)

TfL is keen to explore carbon technology including solar and LED where feasible. At present, solar lighting technology cannot deliver sufficient power for Countdown signs. TfL is continuously looking at new technology, so this may change in the future.

The same was true of advert panels in bus shelters, but in recent weeks, TfL's advertising contractor has installed a trial shelter with solar powered advert panels on Waterloo Bridge. If the level of lighting - which is lower than with mains power - proves acceptable to advertisers, it is possible that more will be rolled out.

## **CCTV on Lovers Walk Bridge, Finchley**

**Question No: 2014/3845**

[Andrew Dismore](#)

Does TfL manage any CCTV on the Lovers Walk Bridge?

[The Mayor](#)

TfL does not manage any CCTV here as Lovers Walk Bridge is not on the TfL Road Network.

## **Police statistics1**

**Question No: 2014/3846**

[Andrew Dismore](#)

Would it not be a good idea to keep statistics of the number of prosecutions that ultimately succeed and those that fail at trial?

[The Mayor](#)

The information you refer to is owned by the Ministry of Justice and is not owned by the police. This information is publically available and can be found via the following link:-

[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/358225/criminal-april-june-2014.zip](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/358225/criminal-april-june-2014.zip).

## **Police statistics2**

**Question No: 2014/3847**

[Andrew Dismore](#)

Would it not be a good idea to keep statistics of the number of stop and searches on a ward level ?

[The Mayor](#)

As advised in my response to MQ 3328/ 2014, it would be impractical to collect stop and search data to this level of detail. Stop and Search is a legitimate policing tactic that is supported by the vast majority of Londoners. However, I recognise the importance of ensuring these powers are used appropriately in maintaining that legitimacy. This is best achieved by ensuring transparency and accountability through MOPAC Challenge, the publication of stop and search data, and by working with borough community monitoring groups to provide local accountability.

## **Policing of football matches**

**Question No: 2014/3848**

[Andrew Dismore](#)

Do you agree that Premier League football clubs should meet the cost of policing their games on a full cost recovery basis?

[The Mayor](#)

Like all police forces, the MPS supports private sports clubs who hold events in London under Special Policing Services agreements where additional policing is required on those match days for land owned, leased or controlled by the club. Under present law, the MPS is not able to recover costs for any additional policing outside this 'footprint'. Officers are deployed to maintain order and to prevent and detect crime, and not to act as event stewards. How individual events are policed is a matter for the MPS, and the resourcing is planned and agreed locally to minimise the impact on local policing.

## **Anti-Semitism on buses**

**Question No: 2014/3849**

[Andrew Dismore](#)

What instructions are given to bus drivers as to how to deal with anti Semitic or other racist incidents committed by passengers on their buses?

[The Mayor](#)

There are clear guidelines for reporting and escalating incidents of this nature to the London Buses' 24/7 control centre, supported by extensive training and easy-to-find reference in driver handbooks.

Where specific problems are encountered, TfL raises the circumstances with bus operators across the fleet, and works with the MPS to investigate the incident. However, if you or your constituents are aware of any specific incidents, then please notify me and I will ask TfL to investigate.

## **Permitted development rights consultation**

**Question No: 2014/3850**

[Andrew Dismore](#)

Do you consider the text of your representations concerning the permitted development rights consultation matches your rhetoric on the issue?

[The Mayor](#)

Yes.

## **Team London Small Grants Programme**

**Question No: 2014/3851**

[Len Duvall](#)

Can you list the ten partners being provided with grants of up-to £10,000 each and outline how they will use the grant to increase the number of volunteering opportunities for young people?

[The Mayor](#)

The criteria for the 2014/15 round of Team London grant funding required applicants to demonstrate how they would:

1. Increase volunteering amongst young people and other groups who may face difficulty in finding suitable opportunities; and/or
2. Provide more local volunteering opportunities for the wider community to get involved

Successful applications

### 1. Timebank

Will match 24 volunteers in one-to-one mentoring relationships with 24 young people aged 16-24, who have been in care. Mentoring will last for 6 months giving a total of 720 hours of volunteering.

### 2. Sutton Community Farm

A farm based buddying scheme that will engage up to 30 new young volunteers over the period of one year, who will be supported by up to 20 new adult 'Buddy Volunteers' resulting in 2,640 hours of mentoring for young volunteers.

### 3. Project Dirt

Will develop their website giving Team London volunteers easier access to a wider range of small locally based Project Dirt community projects. The project aims to increase volunteer numbers by 1,000 resulting in an extra 8,000 hours of volunteering

### 4. Foodcycle

The Foodcycle café based in the Bromley by Bow Centre reclaims surplus food and trains local unemployed volunteers to create nutritious meals giving them skills to increase their employability. Foodcycle will recruit 90 x 15-19year old volunteers resulting in 8640 volunteering hours.

### 5. The Hebe Foundation

The Junior Apprentice scheme is a successful Business and Leadership project, for all ages. Funding will allow The Hebe Foundation to involve an additional 24 young volunteers aged 17 years upwards.

### 6. Green Corridor

Will engage with an additional 35 volunteers aged 14-25 to transform a redundant allotment near Hatton cross Tube Station resulting in a further 1320 hours of volunteering by young people.

### 7. Wide Horizons

Will recruit an extra 300 young volunteers, to transform a 5 acre area in South London into a well-managed woodland.

### 8. Space Hive

Matching Civic Crowdfunding community projects with volunteers. The project aims to match several thousand extra volunteers over a wide age range to local projects.

### 9. The Maypole Project

Will recruit and deploy an additional 15 adult long term volunteers to support young people and children with learning difficulties and complex illness's to engage with sporting activities. This will result in an extra 800 hours of support for clients

10. Selfless

Will recruit and train over 200 both young and adult volunteers to become 'London Health Ambassadors' who will share health messages within their communities.

## **East London River Crossings Timeframe**

**Question No: 2014/3852**

[Len Duvall](#)

If there is positive support for a further river crossing east of Tower Bridge, please outline the timetable and milestones for completion Transport for London are working with.

[The Mayor](#)

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

### **Written response from the Mayor received 10 November 2014**

I have recently announced plans for three new road crossings of the river in east London at Silvertown, Gallions Reach and Belvedere. I believe these new crossings along with new rail crossings are essential to supporting the growth of east London.

TfL has already started a public consultation in preparation for an application for powers to construct and operate the Silvertown Tunnel to be submitted at the end of next year. Subject to approval from the Secretary of State, this Tunnel could be operational by 2022.

Initial findings from a recent public consultation on river crossings further east than Silvertown Tunnel suggest significant public support to develop plans for new road crossings at both Gallions Reach and Belvedere. As a consequence, TfL will develop both of these proposals further. TfL will continue to fully review all the consultation responses and a report setting out next steps will be prepared by the end of the year. It is anticipated a further consultation on these crossing options would commence before the end of 2015.

## **Crystal Palace**

**Question No: 2014/3853**

[Len Duvall](#)

When do you expect to see progress on the proposed development for Crystal Palace?

[The Mayor](#)

Negotiations are still ongoing between Bromley Council and ZhongRong Group in respect of a proposed development in Crystal Palace Park. This is therefore a matter for Bromley Council as landowner.



## **Greenwich Peninsula**

**Question No: 2014/3854**

[Len Duvall](#)

Can you update me on the implications of a revised masterplan for Greenwich Peninsula in terms of Community Infrastructure Levy and S106 agreements?

[The Mayor](#)

The Royal Borough of Greenwich has recently completed consulting on its Community Infrastructure levy and in due course will move to adopting the levy (probably in spring/summer of 2015). If the masterplan is approved post the adoption of the levy it will have to pay the levy charges. If it is approved before then any necessary mitigation measures will be secured through the S106 process.

## **Housing Zones**

**Question No: 2014/3855**

[Nicky Gavron](#)

How many applications to designate an area as a Housing Zone have you received?

[The Mayor](#)

The GLA received 25 different applications for Housing Zones.

## **GLA website**

**Question No: 2014/3856**

[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?

[The Mayor](#)

A project is underway to improve the administration systems in the Planning Unit which will allow online searching for strategic planning applications. It is anticipated that this will go live around the same time as the new GLA website.

## **Planning public hearings announcements**

**Question No: 2014/3857**

[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?

[The Mayor](#)

The publicity arrangements for representation hearings exceed the minimum statutory requirements of the GLA Act 2007 and Mayor of London Order 2008, for example by putting up site notices and notifying all those previously consulted by the relevant council.

## **Housing Standards Review**

**Question No: 2014/3858**

[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?

[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: 2014/3859**

[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?

[The Mayor](#)

The Savills report takes into account a range of costs in addition to housing, and I note it describes Hong Kong as "by far the most expensive city" in terms of residential property prices, despite London's enormous recent growth in both population and employment. London's relative costs have also been pushed up by shifts in currency exchange rates that are beyond my control. Nevertheless, I am determined to make housing in London more affordable for Londoners, which is why I have set out a range of policies to double London's new housing supply, the only way to improve affordability in the long term.

## **Refuse collection in the capital**

**Question No: 2014/3860**

[Nicky Gavron](#)

I was recently asked by a member of the public to put the following question to you:

"As a Londoner by birth and a resident for over fifty years, I have seen many changes to our great capital city - almost exclusively for the better. However, there is one aspect about which I feel deeply embarrassed - the large number of (usually) official refuse bags left on the street. Whilst this is predominantly a phenomenon of central London, it is also to be found in boroughs further out - especially in shopping areas. I understand that there is a policy of putting out commercial waste at a set time before collection is due but this never seems to be adhered to, with bags apparently left out at all times. Many are the times I have seen people having to step over/round these bags in some of our most popular tourist areas. I am quite well travelled, in particular in Europe, and I have not seen rubbish dumped in this way in any other major city. Whilst refuse collection is the responsibility of local authorities, the Mayor is responsible for the overall image of London and therefore I wish to ask whether he has any plans to work with the likes of the City of Westminster and London Borough of Camden to improve their collection policies and/or facilities in order to eliminate these eyesores (and health hazards?) from our streets?"

[The Mayor](#)

Please see my response to MQ 3348 /2014.

## **Developer Concordat**

**Question No: 2014/3861**

[Nicky Gavron](#)

How are you monitoring compliance to your mayoral 'concordat' with developers that "new homes on every development... will be available for sale to Londoners before, or at the same time as they are available to buyers from other countries"?

[The Mayor](#)

The Concordat is a voluntary agreement based on goodwill, and I expect every company that has signed up to honour their pledge. We will respond swiftly to any reports of suspected breaches.

## **GLA Land 1**

**Question No: 2014/3862**

[Nicky Gavron](#)

In response to question 2014/2080, you reported that, of the land that you inherited in 2012, 56% is "built out, infrastructure or non-developable". Can you please provide a breakdown?

[The Mayor](#)

Built out/subject to long lease	24.75%
Non Developable	21.51%
Infrastructure	9.27%
Outright disposal	0.42%
Total	55.95%

## **GLA Land 2**

**Question No: 2014/3863**

[Nicky Gavron](#)

Can you please provide a list of all GLA owned sites which are "non-developable" and the reason they cannot be developed?

[The Mayor](#)

Please see the table attached as Appendix 3.

## **Bowes Road footbridge**

**Question No: 2014/3864**

[Joanne McCartney](#)

I have repeatedly raised the issue of the closure of the Wilmer Way/Bowes Road footbridge stairs which are currently taped up due to a structural fault. In March, TfL informed me that the stairs on the footbridge were closed due to a structural failure of pin joints at these locations and investigations were being carried out to establish the cause of the failure, and to remedy the problem as quickly as possible. However, further to that email TfL responded in June to inform me that the footbridge was still accessible via the ramps at present with no indication of when the fault with the stairs would be resolved. This is causing a lot of difficulties for my local constituents and there are great concerns that local school children are not using the footbridge since the stairs are out of action, and are crossing the extremely busy road. Do you think that this is an adequate response and what action will be taken to ensure the fault with the footbridge is rectified as soon as possible before there is an accident? Please provide me with details and timelines for the necessary repairs so that I can inform my local residents.

[The Mayor](#)

A design solution is currently being developed that will resolve the issue. Until then the only safe option is to keep the stairs closed. TfL intends to be able to lift the restriction by April 2015.

At Wilmer Way there is a pedestrian crossing facility less than 50 metres away. The footbridge remains open and is still accessible via the ramps, which remain open. TfL visited the footbridge recently at the end of a school day and observed pedestrians using both the footbridge and the pedestrian crossing.

## **A10 bus/cycle lane**

**Question No: 2014/3865**

[Joanne McCartney](#)

A local cyclist has written to me raising concerns with vehicles speeding and encroaching into the bus lanes during restricted times, in particular along the A10 Great Cambridge Road from White Hart Lane to the Cambridge Road roundabout, especially between its junction with Pasteur and Lister Gardens. Residents often use bus lanes to cycle in when there is a lack of dedicated cycle lanes, and the speeding along bus lanes during restricted times is dangerous. What action will you take to prevent this issue before there is a serious accident? Will you please investigate whether a segregated cycleway along this entire stretch of roadway, rather than just in part, is feasible?

[The Mayor](#)

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

### **Written response from the Mayor received 24 November 2014**

Ensuring the Transport for London Road Network (TLRN) network runs safely and smoothly is a key priority for TfL, and it works closely with the MPS to minimise congestion and improve compliance along the TLRN.

MPS officers are deployed to priority locations defined as areas of highest risk in terms of road safety. Collision data provided by the MPS for the A10 between Lister Gardens and Pasteur Gardens over the past 3 years does not indicate any collisions involving cyclists within bus lanes, nor does it reveal speeding to be a significant cause of collisions. This location is therefore not considered to be "high risk". That said, TfL will continue to monitor the collision data for this location as it does for the whole of the TfL Road Network. Your constituent's concerns have been passed to TfL's enforcement team and the information will be used to inform future activity.

It may also be of interest to know that instances of anti-social behaviour on London's roads, such as that which your constituent has observed, can be reported directly to the MPS via RoadSafe London, an online reporting tool (<https://secure.met.police.uk/roadsafelondon>). Information captured from RoadSafe London service is used to inform police activity.

In terms of your questions concerning a segregated cycle way along this route, TfL has confirmed that the pavement width at this particular location just north of Pasteur Gardens is narrow and it is therefore not feasible to provide a segregated cycle lane by reducing the footway width.

## **Bowes Road potted plants**

**Question No: 2014/3866**

[Joanne McCartney](#)

In January this year a local councillor raised concerns about TfL's potted plants along Bowes Road being unsuitable for the location due to the amount of space they take up, causing difficulty for cyclists and pedestrians to pass, particularly if they have mobility issues or prams. After contacting TfL repeatedly regarding this issue throughout this year and not receiving adequate responses, the councillor has recently received the response:

"Thank you for your continued correspondence regarding the potted plants on Bowes Road. Please accept my apologies that this matter is taking so long to come to a satisfactory resolution. Due to unforeseen circumstances, the arboriculture manager for North East London highways is currently off duty. As such, although your query has been logged, I have been unable to get a response from our contractors with any decisions regarding these potted plants on Bowes Road. I apologise for this stagnation, but due to the current situation, I cannot at this time confirm when I will be able to obtain a full response for you regarding these plants."

Do you think this is a satisfactory response and what action will you take to ensure this matter will be resolved as soon as possible?

[The Mayor](#)

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

### **Written response from the Mayor received 24 November 2014**

I am sorry, I agree this is not a satisfactory response and it seems that TfL's escalation procedures failed to be activated. The planters at Bowes Road were introduced as part of the Bounds Green improvement scheme at the request of Enfield Council. They bring colour to the area but are in a location that is less than ideal and can obstruct pedestrian movement. The planters have been temporarily removed for the winter period and TfL will work with Enfield Council to identify a more suitable location for the planters when they are returned to site next spring.

## **DfT Access for All Funding**

**Question No: 2014/3867**

[Joanne McCartney](#)

Which rail stations in my constituency of Enfield & Haringey are on TfL's list of priority stations for Access for All Funding?

[The Mayor](#)

Access for All funding for National Rail step-free access schemes is allocated by the Department for Transport. Four stations in Enfield and Haringey currently have confirmed funding: construction is under way at Edmonton Green and South Tottenham, while detailed feasibility and design work is being carried out for Seven Sisters and Tottenham Hale.

TfL has identified further priority stations in Enfield and Haringey which it will nominate should more Access for All funding become available. These are Alexandra Palace, Palmers Green and White Hart Lane.

More information is available in TfL's Accessibility Implementation Plan, at:

<https://www.tfl.gov.uk/cdn/static/cms/documents/taking-forward-the-mts-accessibility-implementation-plan-march-2012.pdf>.

## **Domestic Violence**

**Question No: 2014/3868**

[Joanne McCartney](#)

Please provide a breakdown per borough and per month of all Domestic Violence reports for the past rolling 24 months to Sept 2014.

[The Mayor](#)

Domestic Violence has historically been under reported in London. MOPAC is confident that the recent increase of reported incidents reflects that victims have more confidence in reporting such incidents to the police. Please see Appendix 7



## **Victims of Crime in London**

**Question No: 2014/3869**

[Joanne McCartney](#)

How many people were victims of the following crime types in 2013-14 in London? Please break down by Age-Group.

- Murder
- Wounding GBH
- Assault with Injury
- Common Assault
- Offensive Weapon
- Harassment
- Other Violence
- Rape
- Other Sexual Offences
- Robbery of Personal Property
- Robbery of Business Property
- Burglary in a Dwelling
- Burglary in Other Buildings
- Theft/Taking of a Motor Vehicle
- Theft from a Motor Vehicle
- Motor Vehicle Interference and Tampering
- Theft from Shops
- Theft from a Person
- Theft of Pedal Cycles
- Other Theft
- Handling Stolen Goods
- Fraud and Forgery
- Criminal Damage to a Dwelling
- Criminal Damage to Other Buildings
- Criminal Damage to Motor Vehicle
- Other Criminal Damage
- Drug Trafficking
- Possession of Drugs
- Other Drugs
- Going Equipped
- Other Notifiable

[The Mayor](#)

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

**Written response from the Mayor received 08 December 2014**

Please find this attached in Appendix 10. Please ensure that the notes below are read in conjunction with the data.

## **Police Estate (1)**

**Question No: 2014/3870**

[Joanne McCartney](#)

How much has been raised by the sale of the police estate so far?

[The Mayor](#)

In 2013/14 disposals of surplus buildings raised £124.5 million. To the end of September disposals have generated a further £41.9 million.

All receipts from the disposal of surplus buildings are re-invested in frontline policing.

## **Police Estate (2)**

**Question No: 2014/3871**

[Joanne McCartney](#)

How much will you have raised through the sale of the police estate by year end 2014-2015?

[The Mayor](#)

In 2013/14 disposals of surplus buildings raised £124.5 million. Forecast capital receipts for 2014/15 are £150 million.

All receipts from the disposal of surplus buildings are re-invested in frontline policing.

## **Police Estate (3)**

**Question No: 2014/3872**

[Joanne McCartney](#)

How much do you hope to raise in through the sale of the police estate by year end 2015-2016?

[The Mayor](#)

In 2013/14 disposals of surplus buildings raised £124.5 million. Forecast capital receipts for 2014/15 are £150 million. Estimated capital receipts for 2015/16 will form part of the budget submission due to be submitted to me at the end of November 2015, details of which will be published on the MOPAC website.

All receipts from the disposal of surplus buildings are re-invested in frontline policing.

## **Police Estate (4)**

**Question No: 2014/3873**

[Joanne McCartney](#)

How much did you estimate you would raise through the sale of the police estate in 2014-15?

[The Mayor](#)

The estimate for capital receipts in 2014/15 was £97 million.

## **Emergency Calls**

**Question No: 2014/3874**

[Joanne McCartney](#)

Please give the number of emergency calls (I, S and E) per borough and per month for the past 24 months please include what number and percentage of the calls were responded to within the target time.

[The Mayor](#)

Please find information requested attached in Appendix 4. Discussions are currently being held with territorial policing about this issue.

## **PCs Acting-up**

**Question No: 2014/3875**

[Joanne McCartney](#)

How many PCs are currently "acting-up" as sergeants across the MPS? Please provide a breakdown by borough and by directorate.

[The Mayor](#)

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

## **Written response from the Mayor received 21 January 2015**

There is a distinction between temporary promotions and 'Acting up'.

Because 'Acting up' is typically for a short period of time, records are not held centrally.

## **Sergeants Acting-up**

**Question No: 2014/3876**

[Joanne McCartney](#)

How many sergeants are currently "acting-up" as inspectors across the MPS? Please provide a breakdown by borough and by directorate.

[The Mayor](#)

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

### **Written response from the Mayor received 21 January 2015**

Please see my response to MQ 3875 / 2014.

## **Travel for Officers**

**Question No: 2014/3877**

[Joanne McCartney](#)

How many MPS police officers or staff are entitled to first/business class travel by train and by air? How much was spent in the last financial year on first/business class travel for MPS officers? What is the projected budget for first/business class travel for MPS officers for the coming financial year?

[The Mayor](#)

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

### **Written response from the Mayor received 10 November 2014**

MOPAC expect the MPS to travel at all times by the most economical means possible.

In accordance with police regulations, officers and staff above a certain rank are eligible for first/business class travel but the use is increasingly discouraged as the figures show. In addition all officers and staff can be considered for first/business class for flights in excess of 6 hours where appropriate.

In 2013/14 the MPS spent £1.1m on business/first class flights

In 2012/13, the MPS spent £2.1m on business/first class flights.

In 2011/12 the MPS spent £2.46m on business/first class flight.

In 2013/14 the MPS spent £13k on first class rail.

In 2012/13 the MPS spent £13k on first class rail.

In 2011/12, the MPS spent £37k on first class rail

## **Confidence in the Police (1)**

**Question No: 2014/3878**

[Joanne McCartney](#)

Please break down the following Confidence categories by Age-Group for the past 5 quarters:

Victims Ease of Contacting the Police

Victims Satisfied with Action Taken

Victims Feel well informed

Victims feel treated fairly by police

Victim Satisfaction

### [The Mayor](#)

Please find attached as Appendix 5 a table of victim satisfaction data for the categories 'ease of contact', 'police actions', 'follow up', 'treatment' and 'Overall satisfaction'. This data is broken down by age group.

The information is taken from the User Satisfaction Survey (USS). This is an assessment by victims of the service received from police. This differs from the PAS as those interviewed have had a specific police encounter as a victim.

Victims are interviewed throughout the year. Top level data is available monthly, with a more in depth analysis being released quarterly. Victims are interviewed 6-12 weeks after the report of their incident.

The PAS interviews victims of Domestic Burglary; Violent Crime; Vehicle Crime and Hate Crime. Exclusion criteria exists for those victims who are under 18; victims of Domestic Violence; or Police Officers on duty.

The survey is conducted via a telephone interview asking victims about their contact, the response they got and how they were treated by police. Approximately 16000 victims are spoken to each year.

## Confidence in the Police (2)

Question No: 2014/3879

Joanne McCartney

Please break down the following Confidence categories by Borough for the past 5 quarters:

- Victims Ease of Contacting the Police
- Victims Satisfied with Action Taken
- Victims Feel well informed
- Victims feel treated fairly by police
- Victim Satisfaction

### The Mayor

Please find attached as Appendix 6 a table of victim satisfaction data for the categories 'ease of contact', 'police actions', 'follow up', 'treatment' and 'Overall satisfaction'. This data is broken down by age group.

The information is taken from the User Satisfaction Survey (USS). This is an assessment by victims of the service received from police. This differs from the PAS as those interviewed have had a specific police encounter as a victim.

Victims are interviewed throughout the year. Top level data is available monthly, with a more in depth analysis being released quarterly. Victims are interviewed 6-12 weeks after the report of their incident.

The PAS interviews victims of Domestic Burglary; Violent Crime; Vehicle Crime and Hate Crime. Exclusion criteria exists for those victims who are under 18; victims of Domestic Violence; or Police Officers on duty.

The survey is conducted via a telephone interview asking victims about their contact, the response they got and how they were treated by police. Approximately 16000 victims are spoken to each year.

## Visible Policing

Question No: 2014/3880

Joanne McCartney

Using the HMIC definition of 'visible' policing - how many police officers are currently in 'visible' policing roles across the MPS? [www.hmic.gov.uk/news/releases/release-007-2011/](http://www.hmic.gov.uk/news/releases/release-007-2011/)

### The Mayor

The figures set out in the table below are compiled on a quarterly basis using the HMIC "Demanding Times" approach, with the latest figures being June 2014 when there were 15,643 FTE police officers in "visible" roles.

Police Officers	June 2014
Visible strength (FTE)	15,643
Visible percentage	50.5%

'Visible' police officer strength has increased by 2,789 FTE, from 12,854 to 15,643 since the inception of the One Met Model in March 2013. This represents an increase of 8.2% from 42.3% to 50.5%.

## Middle and Back office roles

### Question No: 2014/3881

[Joanne McCartney](#)

Using the HMIC definition of 'middle office and back office role's policing - how many police officers are currently in 'middle office and back office' policing roles across the MPS?

[The Mayor](#)

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

### Written response from the Mayor received 24 November 2014

The figures set out in the table below are compiled on a quarterly basis using the HMIC "Demanding Times" approach, with the latest figures being June 2014 when there were 9,407 FTE police officers in "middle" and "back office" roles.

Police Officers	March 2013	June 2014
Middle office strength FTE	8,491	8,255
Back office strength FTE	1,547	1,153
Visible strength FTE	12,854	15, 643
Middle office percentage	27.9%	26.6%
Back office percentage	5.1%	3.7%
Visible percentage	42.3%	50.5%

'Middle' and 'back office' police officer strength has reduced by 631 FTE from 10,038 to 9,407 since the inception of the One Met Model in March 2013.

Please be aware HMIC also recognise a further category known as 'Specialist'.

## Cautions

### Question No: 2014/3882

[Joanne McCartney](#)

Please list the number of cautions handed out in London in the past Rolling Twelve months, please break these figures down by month and by crime type. Please use the crime type definitions given by the crime reporting information system (CRIS).

[The Mayor](#)

The total number of people proceeded against with a caution across the MPS for the past 12 rolling months is contained in the spreadsheet attached as Appendix 8. Please read the notes in conjunction with the data.



## **Screened out Crime**

**Question No: 2014/3883**

[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 Jan 2014 to date. Please use the crime type definitions given by the crime reporting information system (CRIS).

[The Mayor](#)

The total notifiable offences by screening decision for the MPS for the period January 2014 - September 2014 is contained within the attached spreadsheet in Appendix 9. Please read the notes in conjunction with the data.

All crime is subject to a primary investigation. Crime Screening is a long-standing national process that enables police forces to ensure that resources are efficiently and effectively deployed for the investigation of crime. The screening policy is not driven by resources but by the availability of usable evidence of a crime. Where good leads and available forensic evidence is at hand the investigation moves from the initial stage to a secondary investigation so suspects can be identified and charged.

The decision to refer a crime to secondary investigation is now taken centrally by the Crime Recording and Investigation Bureau (CRIB). Although Boroughs retain small Case Management Units to ensure crimes are allocated to the correct teams and to carry out administrative functions.

## **Question: MPS's Directorate of Public Affairs (1)**

**Question No: 2014/3884**

[Joanne McCartney](#)

What is the projected budget for the MPS's Directorate of Public Affairs in 2015-16?

[The Mayor](#)

The Metropolitan Police Service Directorate of Media and Communications (formally Directorate of Public Affairs) 2015/16 budget will form part of the budget submission due to be submitted to the Mayor at the end of November 2014, details of which will be published on the MOPAC website.

## Question: MPS's Directorate of Public Affairs (2)

Question No: 2014/3885

Joanne McCartney

What was the budget for the MPS's directorate of Public Affairs in 2014-15?

The Mayor

The MPS Directorate of Public Affairs was renamed as the Directorate of Media and Communications (DMC) in 2013-14, when it underwent a significant restructure. All communications posts are now centralised within the DMC, along with publicity budgets of £2m and recruitment advertising budgets of £1.7m. The total DMC net revenue budget for 2014/15 is £9.32m, of which £0.77m is CT funded. The breakdown is shown below.

### Met HQ – Directorate of Media & Communications (DMC)

	MPS funded £m	CT funded £m	Total £m
Pay	4.87	0.28	5.15
Non pay	4.47	0.49	4.96
Income	-0.02	-0.77	-0.79
<b>Total</b>	<b>9.32</b>	<b>0.00</b>	<b>9.32</b>

## Question: Properties for ACPO Officers (1)

Question No: 2014/3886

Joanne McCartney

- How many properties for the use of ACPO officers are currently in the MPS estate?
- What is the current value of these properties?
- How many of these properties are in use?

The Mayor

Eight properties from the MPS Estate are currently for the use of ACPO Officers. The eight properties are valued at a total of £2,588,064 as of September 2013 when the last asset valuation of the Residential Estate was conducted. 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.

## **Question: Cars for ACPO Officers (2)**

**Question No: 2014/3887**

[Joanne McCartney](#)

What was the budget for cars for ACPO officers in 2014-15?

[The Mayor](#)

The capital budget for 2014/15 for cars for ACPO Officers due for replacement in 2014/15 is £230,000.

The budget for the running costs of ACPO cars is not held separately, the estimate for this cost which includes maintenance, fuel and insurance is £207,000.

## **Question: Cars for ACPO Officers (3)**

**Question No: 2014/3888**

[Joanne McCartney](#)

What is the projected budget for cars for ACPO officers in 2015-16?

[The Mayor](#)

The 2015/16 budget submission is due to be submitted to the Mayor at the end of November 2015. Details of which will be published on the MOPAC website.

## **Cycle Superhighway 1**

**Question No: 2014/3889**

[Joanne McCartney](#)

I recently undertook a route visit with a representative from Haringey Cycling Campaign along the proposed CS1 route in Haringey. Whilst welcoming CS1 concerns were expressed as follows:

- a) Does the Mayor agree that the route should be on a more direct main road as opposed to largely back streets, as is the case at the moment, to meet full Superhighway criteria and that at least the narrowest and most congested section of the route, crossing St Ann's Road, should be moved now, in the proposed work, to the main road (High Rd A10)?
- b) If the current proposed route is agreed upon, will the Mayor commit to doing the necessary future work required to re-align the route from back streets to the main road?
- c) Can you also confirm the section of Superhighway 1 at Seven Sisters Station will be designed fully in accordance with the latest guidance included in the Draft London Cycle Design Standards, including junction design and taking in to account the need to maintain pedestrian safety?
- d) Can you confirm that CS1 will be delivered on time?

[The Mayor](#)

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

### **Written response from the Mayor received 24 November 2014**

a) Cycle Superhighways do not have to follow routes along main roads. The criteria for Superhighways are to provide safe, direct and convenient routes for cyclists which the proposed alignment for CS1 would provide. Cycling journeys on the proposed route are expected to be quicker as cyclists would pass through significantly fewer sets of traffic signals compared with the equivalent journey along the A10.

b) The route is subject to public consultation and if implemented would be monitored to identify whether the intended benefits are being delivered i.e. more people cycling along the new facility. If the evaluation identifies any improvements to CS1 TfL will consider these as appropriate.

c) The designs for the whole route take into account the latest design guidance and are subject to public consultation. Facilities along Tottenham High Road will look to formalise space allocation between pedestrians and cyclists, on a stretch that is currently a shared footway with no demarcation. A design solution has been proposed that will make pedestrians fully aware of the presence of cyclists, and will help cyclists avoid interaction with motorised traffic on the main carriageway along Tottenham High Road.

d) The planned delivery timescales for CS1 are being reviewed throughout the design process and will be outlined during the planned public consultation.

### **Casinos 1**

**Question No: 2014/3890**

[Murad Qureshi](#)

Does the London Plan contain a specific policy which addresses proposals for casino development?

[The Mayor](#)

The London Plan does not include a specific policy for casinos. Policy 4.6 of the Plan deals with entertainment uses and will be a relevant policy consideration for casino development proposals alongside Local Plan policies. As a 'main town centre use', London Plan policy 2.15 (town centres), 4.7 (retail and town centre development) and 4.8 (retail and related facilities and services) may also apply, alongside other Plan policies relevant to all development proposals including parking, design, access, energy etc.

## **Casinos 2**

**Question No: 2014/3891**

[Murad Qureshi](#)

What London Plan policies are usually relevant during considerations of planning applications for casino development?

[The Mayor](#)

Policy 4.6 of the London Plan deals with entertainment uses and will be a relevant policy consideration for casino development proposals alongside Local Plan policies. As a 'main town centre use', London Plan policy 2.15 (town centres), 4.7 (retail and town centre development) and 4.8 (retail and related facilities and services) may also apply, alongside other Plan policies relevant to all development proposals including parking, design, access, energy etc.

## **Casinos 3**

**Question No: 2014/3892**

[Murad Qureshi](#)

Do any of the Supplementary Planning Guidance documents include guidance which addresses proposals for casino development?

[The Mayor](#)

The Town Centres SPG recognises casinos as a 'main town centre use' in line with the National Planning Policy Framework.

## **Casinos 4**

**Question No: 2014/3893**

[Murad Qureshi](#)

How many strategic planning applications which included a casino have you considered in your current term in office? Of those which reached Stage II, on how many did you direct the local authority to refuse permission?

[The Mayor](#)

I haven't considered any applications for casinos in my current term of office.

## **Exploding pavements (1)**

**Question No: 2014/3894**

[Murad Qureshi](#)

It has been reported that the number of explosions on the electricity network beneath the streets of Westminster had quadrupled over four years - rising from just two in 2011 to no less than 13 so far this year. Do you know what the increase has been over the same period for other London boroughs?

[The Mayor](#)

No. This data is reported to and held by the Health and Safety Executive.

## **Exploding pavements (2)**

**Question No: 2014/3895**

[Murad Qureshi](#)

UK Power Networks who own and maintain electricity cables and lines across London have blamed the increase in the number of pavement explosions on heavy rainfall; this is despite having just had the driest September on record. Have you had any discussions with UK Power Networks about what they are doing to reverse the trend of rising incidents of pavement explosions?

[The Mayor](#)

I am satisfied that UK Power Networks are taking this issue seriously, implementing actions to reduce the danger in London, and making proposals to Ofgem that would enable greater resilience.

## **Exploding pavements (3)**

**Question No: 2014/3896**

[Murad Qureshi](#)

What are you doing to raise awareness by Londoners about the dangers of exploding pavements in the capital, particularly in the areas of London most affected?

[The Mayor](#)

A more proactive approach than raising awareness is required to tackle the danger of exploding pavements. I support the actions taken by UK Power Networks to implement emergency measures that will reduce the risk of link box explosions and for taking steps that will reduce this risk in London going forward.

## **London Energy Efficiency Fund**

**Question No: 2014/3897**

[Murad Qureshi](#)

Can the Mayor set out what his future plans for the London Energy Efficiency Fund (LEEF) are?

[The Mayor](#)

The 2014-2020 European Structural and Investment Fund strategy, approved by the London Enterprise Panel in January 2014, includes continued support for the London Green Fund (LGF) and therefore for energy efficiency measures. An evaluation is currently underway to inform how further EU funding can be deployed through the LGF, as required by EU rules.

In any event, LEEF will continue to invest in projects, from capital returns, until 2018.

## **Business Energy Challenge**

**Question No: 2014/3898**

[Murad Qureshi](#)

How many companies have to date signed up to the Mayor's Business Energy Challenge?

[The Mayor](#)

53 businesses have signed up to join my Business Energy Challenge so far, against our first year target of 50. 33 businesses have provided full data, and we are working with remaining 20 for the rest of the data.

## **Energy Infrastructure Plan**

**Question No: 2014/3899**

[Murad Qureshi](#)

Who will be on the working group to deliver your new Energy Infrastructure Plan for London?

[The Mayor](#)

Stakeholders and partners are currently being consulted and we will update on members of any potential working groups once these are confirmed.

## **London Rental Standard**

**Question No: 2014/3900**

[Murad Qureshi](#)

Over what period of time will the Mayor's new London Rental Standard accredited landlord demonstration projects and accredited lettings agents' incentives scheme work? Will these projects be evaluated by an independent third party?

[The Mayor](#)

The implementation phase is planned to run from late 2014 to summer/autumn 2015, subject to my approval. It is envisaged that an evaluation will be undertaken by a third party.

## **MoU with Energy Suppliers**

**Question No: 2014/3901**

[Murad Qureshi](#)

How many energy suppliers have to date signed your Memorandum of Understanding? What does the MoU agree with energy suppliers?

[The Mayor](#)

Five energy suppliers have signed my ECO delivery MOU.

The MOUs sets out commitments from the GLA and energy suppliers to work in partnership to maximise the delivery of ECO in London.

## **LEEF and Hackney**

**Question No: 2014/3902**

[Murad Qureshi](#)

Can the Mayor provide additional details of the £7m project being supported by the London Energy Efficiency Fund in Hackney?

[The Mayor](#)

LEEF has provided £4.6 million for the installation of a new gas-fired communal heating system that will replace the current inefficient electrical system. This will provide heating across ten social housing blocks in Hackney, resulting in reduced bills for tenants and CO2 savings of up to 40 per cent.



## **London Power Tunnels**

**Question No: 2014/3903**

[Murad Qureshi](#)

Has the Mayor's Energy and Environment advisor visited any of the London Power Tunnels project sites?

[The Mayor](#)

No.

## **Greenwich Power Station**

**Question No: 2014/3904**

[Murad Qureshi](#)

Has the Mayor's Energy and Environment advisor visited Greenwich Power Station?

[The Mayor](#)

Yes.

## **New York Trip**

**Question No: 2014/3905**

[Murad Qureshi](#)

Can the Mayor list what meetings he had in relation to London on his recent visit to New York?

[The Mayor](#)

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

## **Written response from the Mayor received 30 October 2014**

My meetings in my capacity as Mayor of London are listed in the Mayor's Report.

## **RE:NEW (1)**

**Question No: 2014/3906**

Murad Qureshi

With reference to MQ 2014/3398, can the Mayor list what exact 'proxy indicators' were used by RE:NEW to determine whether a house was in fuel poverty?

The Mayor

The CERT Priority Group or Super Priority Group definitions were used as a basis for identifying those in fuel poverty.

These definitions can be found here:

<http://lsx.org.uk/docs/events/3539/British%20Gas%20CERT%20-%20Green%20DealECO%20-%20HANDOUTS.pdf>

## **RE:NEW (2)**

**Question No: 2014/3907**

Murad Qureshi

MQ 2014/2138 states that Capita would produce "in the summer" a report on the operation of the RE:NEW programme for the period up to 31 March 2014. Can the Mayor please inform the Assembly when this will be published?

The Mayor

The interim RE:NEW Support Team evaluation report was published in August 2014. It is available to download from:

<http://www.london.gov.uk/priorities/environment/tackling-climate-change/energy-efficiency/re-new-home-energy-efficiency/funding-energy-efficiency-retrofit-in-london-social-housing>

## **Energy Bills**

**Question No: 2014/3908**

Murad Qureshi

How many London households with children are currently struggling to pay energy bills?

The Mayor

The latest fuel poverty statistics are available at: at:

<https://www.gov.uk/government/collections/fuel-poverty-statistics>. Household composition of fuel poor homes is not available at a regional level.

## **Car Scrappage Scheme (1)**

**Question No: 2014/3909**

[Murad Qureshi](#)

How did you calculate the figure of £300m as the potential cost of this scheme?

[The Mayor](#)

The £300 million figure is based on the initial budget for the last car scrappage scheme delivered by the Government between 2009 and 2010.

£300 million would support the replacement of between 150,000 and 300,000 diesel cars, depending on the value of the grant offered.

## **Car Scrappage Scheme (2)**

**Question No: 2014/3910**

[Murad Qureshi](#)

What discussions have you had with central government regarding this proposed scheme and what actions have been agreed?

[The Mayor](#)

It is estimated that diesel vehicles are responsible for around 90 per cent of road based transport emissions. In addition to my own efforts to tackle these emissions through an Ultra Low Emission Zone, I have also asked Government to amend existing fiscal incentives and to consider a diesel scrappage scheme.

## **Central Line Delays (1)**

**Question No: 2014/3911**

[Onkar Sahota](#)

How often has TfL/LUL had to 'turn trains' on the central line in the last month?

[The Mayor](#)

For the most recent four-week period which we have data available, between September 14 and October 11, less than 3 per cent of Central line trains were turned short of their scheduled destination. Turning trains short is a tool to manage the train service and prevent disruption to a greater number of passengers.

## **Central Line Delays (2)**

**Question No: 2014/3912**

[Onkar Sahota](#)

In the last month, what has the regularity of the trains been from Oxford Circus to West Ruislip compared to the published timetable?

[The Mayor](#)

For the most recent four-week period which we have data available, between September 14 and October 11, on average trains ran between Oxford Circus and West Ruislip every nine minutes 52 seconds, rather than every eight minutes as scheduled.

There have unfortunately been a few challenging days on the Central line recently caused by issues with the fleet of trains, as well as some rare, unrelated incidents with track circuits and signalling faults. LU has a full programme of reliability initiatives underway which will support a significant improvement in the performance of the Central line fleet.

More broadly, LU remains on target to reduce delays on the Underground by 30 per cent by 2015.

## **Old Oak Common MDC (1)**

**Question No: 2014/3913**

[Onkar Sahota](#)

Has the Mayor approached the three Council Leaders of Ealing, Brent and Hammersmith and Fulham, in order to reach a consensus over his plans to create a MDC at Old Oak Common and Park Royal? If so can he detail these meetings/communications?

[The Mayor](#)

Yes I have approached the boroughs to discuss my MDC proposals. The consultation on the MDC ended in late September. I received over 300 responses including detailed comments from the three borough leaders. My officers are reviewing through these comments in detail and will meet with the boroughs to get a better understanding of the issues and to determine how best to address any concerns. I remain committed to ensuring there is sufficient local accountability and appropriate transitional arrangements and discussions are ongoing.

## **Old Oak Common MDC (2)**

**Question No: 2014/3914**

[Onkar Sahota](#)

Have you reached out directly to organisations representing the residents, such as Wells House Road Residence Association or the Grand Union Alliance by addressing them about the proposed MDC? If so can he detail these meetings/communications?

[The Mayor](#)

Yes I have reached out to the large number of resident groups around Old Oak, including Wells House Road and the Grand Union Alliance. My officers have presented my MDC proposals to all of the resident groups and business groups across Old Oak and Park Royal, including an extensive leaflet drop and online consultations. The level of engagement with local groups is evident in the large response to the consultation with over 300 responses. We did receive formal responses from the majority of resident and business groups and officers are currently reviewing through these in detail and will report comments to me before the end of the year. I will continue to work with local groups to ensure they are part of the planning for the regeneration of this area.

## **Child Tooth Decay**

**Question No: 2014/3915**

[Onkar Sahota](#)

You have agreed to fund a programme to tackle childhood obesity over the next three years. Will that study also cover related issues regarding tooth decay given that evidence has shown that a record number of children are suffering from tooth decay?

[The Mayor](#)

Schools working to achieve the Mayor's Healthy Schools London (HSL) Bronze Award address oral health through PSHEE and food education. For Silver and Gold Awards schools are working to increase tooth brushing and visits to the dentist; reduce uptake of sugary drinks and improve parent and pupil knowledge about oral health.

Additionally, King's College Dental Institute is coordinating the GLA's Big Lottery-funded Well London programme on the Vauxhall Gardens Estate, Lambeth where there are poor rates of child dental health. A dental project is helping local residents build relationships with health professionals and linking dental health into wider Well London events.

## **Accident and Emergency Closures in West London**

**Question No: 2014/3916**

[Onkar Sahota](#)

With predictable results the closure of A&E departments in North West London has resulted in overcrowding and pressure on beds at Northwick Park and Ealing Hospitals. Although NHS planning does not fall in the Mayor remit, nor does Education, yet the Mayor makes representations to advocate for the creation of free schools. With this in mind will the Mayor make representations to prevent further A&E closures until a complete review of the structure and pace of the closures has been completed?

[The Mayor](#)

I have no direct responsibility for the provision of health services in London. However, my officers meet regularly with Dr Anne Rainsberry, Director of NHS England's London Region, who continues to provide reassurances regarding the ongoing A&E changes in North West London, and the provision of health services from surrounding facilities.

## **London Ambulance Service**

**Question No: 2014/3917**

[Onkar Sahota](#)

Has the Mayor read, and is he shocked and concerned like I am, at the press release issued by LAS Chief Executive last Month? How does he feel that LAS is now not sending Ambulances' to cases which require medical attention but are not life threatening?

[The Mayor](#)

I am aware of the challenges the London Ambulance Service is facing as demand for the service continues to rise year on year. I support their efforts to find more effective ways of meeting this growing need, including, where appropriate, offering advice over the phone from paramedics through the 'hear and treat' service, and referring to alternative services including NHS111, local GPs, urgent care centres and pharmacists.

I have written to the Secretary of State about the London Ambulance Service's current challenges and will continue to monitor this.

## **Thames Estuary Airport**

**Question No: 2014/3918**

[Onkar Sahota](#)

Can the Mayor outline the benefits to Londoner's that have resulted from the £5million spent on the fatally flawed Estuary Airport Scheme?

[The Mayor](#)

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

### **Written response from the Mayor received 10 November 2014**

The money is being used to respond to several important inquiries into aviation policy issues. The Airports Commission, established by the Government, has made several calls for evidence which have required careful assessment and comprehensive responses. Furthermore, in preparing their Aviation Policy Framework, published last year, the Government sought input on a wide range of issues. The Government have also conducted specific consultations on critical issues such as night flight regimes at London's airports.

It is essential that Londoner's views are properly represented in making such decisions. The advantages and disadvantages of different options need to be properly assessed and understood, and we cannot simply rely on the views of those who have vested interests in the aviation debate. The long-term plan for a new hub airport is uniquely able to meet London and the UK's economic needs, and protect people from the environmental impacts of aviation growth. Opposing Heathrow expansion is a stance on which I am pleased to have the support of the Assembly, as well as London Councils and MPs.

## **Airport Commission**

**Question No: 2014/3919**

[Onkar Sahota](#)

Of the three schemes left on the Airport Commission short list, which does the Mayor feel would best serve Londoners?

[The Mayor](#)

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

### **Written response from the Mayor received 24 November 2014**

None of the schemes on the Airports Commission's shortlist will meet London's and the UK's needs. Expansion at Heathrow is politically undeliverable. Its impacts will be unacceptable. Noise modelling undertaken by TfL has identified that more than 1.1 million people will be exposed to potentially harmful levels of noise for example. A two runway Gatwick will be totally unable to meet our global connectivity needs. Connectivity modelling undertaken by TfL indicates that it will sustain only four new long-haul routes.

A new hub airport is the answer. An airport to the east of the Capital would be deliverable, affordable, and accessible. It would expose less than 5 per cent of the number of people to noise that Heathrow does today, and it could sustain more than 70 new longhaul routes - meeting our long term economic needs.

## **GP Crisis**

**Question No: 2014/3920**

[Onkar Sahota](#)

The Royal College of General Practitioners and the British Medical Association say there is a crisis in General Practice in London. Some 600 practices are under threat in the UK due to GP shortage. 16% of Doctors are 60 years old but the rate of recruitment is not high enough to replace them. In London, not only is there fragmentation in healthcare delivery but also of clinical workforce planning. Does the Mayor feel that he should have strategic responsibility for co-ordinating healthcare planning of services in London?

[The Mayor](#)

Please see my responses to MQ2843 / 2014 and MQ3422 / 2014.

I expect Londoners to get the world class healthcare they deserve and will work with relevant partners to support this delivery.



## **General Election May 2015**

**Question No: 2014/3921**

[Onkar Sahota](#)

I have been asked by a constituent to ask the Mayor about his activities during the forthcoming General Election. The Conservative Party Chairman, Grant Shapps, has stated he wants the Mayor on the National campaign for the Conservative Party. This is likely to be time consuming. Will the Mayor have time to fulfil his mayoral duties in the usual way?

[The Mayor](#)

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

### **Written response from the Mayor received 30 October 2014**

I can assure all Londoners that I will continue to fulfil my Mayoral duties until the election in 2016.

## **London Health Commission (1)**

**Question No: 2014/3922**

[Onkar Sahota](#)

How much did the LHC cost? How much was provided by GLA?

[The Mayor](#)

The total budget for the Commission was £4 million.

This project was jointly funded by the NHS England (£3.6 million), Public Health England (£250k) and the GLA's contribution of £150k.

## **London Health Commission (2)**

**Question No: 2014/3923**

[Onkar Sahota](#)

On 24 September the Mayor alongside Professor the Lord Darzi, met the Rt Hon Jeremy Hunt MP to discuss the London Health Commission. Are there minutes, if so can the Health Committee see these minutes? If not, what was discussed and agreed at this

[The Mayor](#)

As you would expect, we discussed the recommendations of the London Health Commission Report and my and the Secretary of State's views on these recommendations.

## **Brent Cross Road (1)**

**Question No: 2014/3924**

[Navin Shah](#)

After your approved Brent Cross road changes, how many current vehicles per working day will no longer be able to drive south on the A5, and turn west onto the A406 North Circular at Staples Corner? Is this a desirable change, and why is it being made?

[The Mayor](#)

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

### **Written response from the Mayor received 10 November 2014**

TfL is working closely with the design consultant (URS) appointed by the Hammerson/Standard Life Investments to develop successful designs for the highway and junction layouts. These will support the Brent Cross redevelopment between now and 2031. This process is informed through the use of detailed traffic modelling and simulation.

TfL has recently received highway designs from URS for detailed evaluation. It is too soon to estimate the traffic impacts, as the necessary traffic modelling is still under development by URS.

## **Brent Cross Road (2)**

**Question No: 2014/3925**

[Navin Shah](#)

How much will this change contribute to global warming (in tonnes per year)?

[The Mayor](#)

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

### **Written response from the Mayor received 22 December 2014**

This information is available on LB Barnet's website as part of the planning application under the Environmental Impact Assessment.

### **Brent Cross Road (3)**

**Question No: 2014/3926**

[Navin Shah](#)

Do you have an alternative route?

[The Mayor](#)

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

#### **Written response from the Mayor received 22 December 2014**

As part of the highway design process, TfL is currently evaluating the proposed designs. It is too soon to estimate the traffic impacts, or plan alternative routes, as the necessary traffic modelling is still under development.

### **Roma rough-sleepers (1)**

**Question No: 2014/3927**

[Navin Shah](#)

What are the borough by borough figures of Roma rough-sleepers in London for the past 2 years?

[The Mayor](#)

The table below shows the number of rough sleepers contacted by outreach teams during 2012/13 and 2013/14 who came from European countries other than the UK and Ireland and described their ethnic identify as Gypsy/Romany/Irish Traveller (note that this is a broader category than Roma). This data is taken from the Combined Homelessness and Information Network (CHAIN) database that is commissioned by the Mayor and used by services that work with rough sleepers.

<b>Nationality</b>	<b>2012-13</b>		<b>2013-14</b>	
	No.	%	No.	%
Bulgaria	2	1.2%	2	0.7%
Czech Republic	0	0.0%	4	1.5%
Hungary	2	1.2%	1	0.4%
Poland	2	1.2%	0	0.0%
Romania	152	90.5%	258	95.9%
Slovakia	10	6.0%	2	0.7%
<i>CEE Subtotal</i>	<i>168</i>	<i>100.0%</i>	<i>267</i>	<i>99.3%</i>
Netherlands	0	0.0%	1	0.4%
Other area/Not known - Europe	0	0.0%	1	0.4%
<i>Other Europe Subtotal</i>	<i>0</i>	<i>0.0%</i>	<i>2</i>	<i>0.7%</i>
<b>Grand Total</b>	<b>168</b>	<b>100.0%</b>	<b>269</b>	<b>100.0%</b>

## **Roma rough-sleepers (2)**

**Question No: 2014/3928**

[Navin Shah](#)

I understand that about some 40 economic migrants, (thought to be Romanian) live in Lee Valley Regional Park (North London) in temporary shelters and that Transport for London (TfL) owns the land. Is it correct eviction papers have been served by TfL to the migrants?

[The Mayor](#)

The land in the Lee Valley Regional Park is owned by several different landowners including TfL, The Lee Valley Regional Park Authority, National Grid and Thames Water. The Department for Communities and Local Government has issued guidance to local authorities on the various powers and duties to address the growing number of illegal encampments following concerns over issues such as public health, planning regulations and environmental protection. TfL has taken action in accordance with that guidance to obtain a dispersal order which was enacted on 6 October 2014 in conjunction with the Police and Court Sheriffs. TfL has subsequently removed all rubbish from the various sites which has been jointly funded by the different agencies involved.

## **Roma rough-sleepers (3)**

**Question No: 2014/3929**

[Navin Shah](#)

Does TfL or the GLA own any other land in London that is facing similar issues?

[The Mayor](#)

No. Outreach teams will keep a close watch on the areas they cover and will work with GLA and/or TfL to tackle any encampments of rough sleepers that arise on their land.

## **Roma rough-sleepers (4)**

**Question No: 2014/3930**

[Navin Shah](#)

What are you doing to help guide and support migrants who are homeless? What protection is this migrant community receiving from intimidation, abuse and ill treatment?

[The Mayor](#)

Migrants facing homelessness are far from a homogenous group and the help and support they receive depends on their status within the UK, which dictates what assistance they're entitled to.

London's rough sleeping outreach teams, including the London Street Rescue service commissioned by the Mayor, seek to assist these individuals off the streets. For those who are vulnerable, the London Reconnection service will support a return home, linking people into services and networks they are entitled to use in their home country.

## **Rough Sleeping (5)**

**Question No: 2014/3931**

Navin Shah

May I have borough by borough figures of rough sleeping across London please?

The Mayor

Annual and quarterly figures, taken from the Combined Homeless and Information Network (CHAIN) database that is commissioned by the Mayor and used by services that work with rough sleepers, are published at:

<http://www.broadwaylondon.org/CHAIN/Reports/StreettoHomeReports.html>.

## **Safer Neighbourhood Boards - Implementation across London (1)**

**Question No: 2014/3932**

Navin Shah

How many safer neighbourhood boards have been established right across London?

The Mayor

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

### **Written response from the Mayor received 10 November 2014**

I am pleased to say that through the hard work and commitment of a range of borough partners, there are now 29 Safer Neighbourhood Boards established across London.

MOPAC officers are working closely with partners in the remaining 3 boroughs to support the establishment of their boards.

## **Safer Neighbourhood Boards - Implementation in Brent (2)**

**Question No: 2014/3933**

[Navin Shah](#)

Can you give an update of the establishment of SNB in Brent? Please advise how often it meets and let me have its membership structure.

[The Mayor](#)

The Brent Safer Neighbourhood Board's first meeting was on the 23 April. The SNB has met on three occasions in April, July and September. The next meeting is taking place in December and the Board hopes to hold its first public meeting in early 2015.

In the first six months of its development, members have focused on familiarising themselves with the aims and objectives of Safer Neighbourhood Boards, as well as widening membership. At its meeting in September, the Board elected an interim Chair and interim Vice Chair. Membership includes representatives from Brent Youth Parliament, Brent Connects, Victim Support, Safer Neighbourhood Panels, Victim Support and Neighbourhood Watch. Representatives also attend in a reporting or advisory capacity from MOPAC, local police, Brent Independent Advisory Groups, Brent Independent Custody Visitors Panel and Brent Stop and Search Monitoring Group.

## **Safer Neighbourhood Boards - Implementation in Harrow (3)**

**Question No: 2014/3934**

[Navin Shah](#)

Can you give an update of the establishment of SNB in Harrow? Please advise how often it meets and let me have its membership structure.

[The Mayor](#)

Since its first meeting on 12 May 2014, the Harrow Safer Neighbourhood Board (SNB) has met twice in May and July. The Board structure includes a Chair, a Vice Chair and representatives from Victim Support and Harrow Youth Parliament. In the first six months of its development, Board members have been focusing on developing strategies to engage with the wider community. In September, the Board attended and had a stall at the Harrow Under One Sky event, which provided an initial first engagement opportunity. Over the next few months, the Board are looking at how to broaden their engagement with Harrow residents, for example, by ensuring information about the Board is made available on the Harrow Council website. The Board intends to hold its first public meeting in early 2015.

## **Safer Neighbourhood Boards - Funding (4)**

**Question No: 2014/3935**

[Navin Shah](#)

Please advise me how SNBs are funded and how many SNBs have received funding to date.

[The Mayor](#)

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

### **Written response from the Mayor received 10 November 2014**

A £1 million Fund is available to support SNBs. As soon as boards are established they can submit an invoice for their core administration funding, a ring-fenced amount of £5200 for each borough. There is an application and assessment process for the remaining project funding. All SNBs were advised of the process for accessing their funding in February 2014.

In relation to project funding, 13 boards have submitted applications to date. Within these 13, 21 different projects have already been agreed and the boards advised that they can invoice immediately. 10 boards have received administration funding, project funding or both.

## **Police Station Front Counters**

**Question No: 2014/3936**

[Navin Shah](#)

You gave a commitment that before closing existing front counters at police stations, you would provide alternative modern and better facilities in the locality. Can you give me an update of any new front counters already established in Brent and Harrow? If they are not already set up yet what plans do you have?

[The Mayor](#)

In Brent there are 2 front counters:-

- Wembley open 24 hour/365 days a year
- Kilburn Police Station which is open Monday to Friday, 9-5. Kilburn is one of 15 stations identified as part of the public access consultation as not being suitable in the long-term. The front counter will not be closed until an alternative facility is in place.

There are also 5 contact points open Wednesday and Thursday 7-8pm and Saturday 2-3pm:

- Station Rd Harlesden
- Harlesden Police Station
- Willesden Green
- Waterloo Road
- Barningham Way

MPS are also looking to provide an additional contact point in the North of the Borough to ensure an even spread of contact points.

In Harrow there is a front counter at South Harrow Police Station open 24 hours 365 days a year.

There are four contact points are open Wednesday and Thursday 7-8pm and Saturday 2-3pm:

- Stanmore
- Wealdstone
- Pinner
- Harrow Town Centre.

The MPS are also exploring the possibility of opening a new contact point as part of the review into contact points.



## **Dedicated SNTs in Brent and Harrow**

**Question No: 2014/3937**

Navin Shah

Can you give me ward by ward breakdown of dedicated SNTs in Brent and Harrow - indicating the number of dedicated officers per ward? Can you also indicate how many sergeants are now in each of these boroughs and how many wards each of them serve?

The Mayor

Both Brent and Harrow have 21 wards each.

In accordance with my Police and Crime Plan both Brent and Harrow have a dedicated Police Constable (PC) and Police Community Support Officer (PCSO) for each of their wards.

In Brent there are 20 ward sergeants. Queensbury and Kenton wards share a sergeant.

In Harrow there are 17 ward sergeants. Kenton East and West; Harrow Weald and Hatch End; Pinner and Pinner South; and Headstone North and South are the paired wards who share a sergeant.

Note there are several other sergeants on the boroughs to be deployed as the borough commander and neighbourhood inspector see fit and this information is available from the London Datastore <http://data.london.gov.uk/datastore/package/metropolitan-police-service-recorded-crime-figures-and-associated-data>.

## **Making London a National Park**

**Question No: 2014/3938**

Navin Shah

Do you support the campaign to make Greater London an Urban National Park? If you do agree, how would you contribute to this?

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

## MPS officer convictions in Brent

Question No: 2014/3939

Navin Shah

How many MPS officers have been convicted of a crime whilst serving in the force in Brent?  
Please break down by year and type of convictions for the last 5 years.

The Mayor

Please note that officers regularly move between boroughs and units, as such the number of officers will vary year by year as they move.

Officer convictions are broken down by the last five financial years and 2014/15 to the end of September.

Staff Location At Incident Date	Brent						Total
	2009 /10	2010 /11	2011 /12	2012 /13	2013 /14	2014 /15	
Misc/malf in a Public office	1						1
Other ≠		3	1				4
Theft		1					1
<i>Traffic (inc excess alcohol)</i>							
Drink Drive	1			1			2
Driving whilst using mobile		1					1
Violence against Person	1				1		2
Total	3	5	1	1	1		11

≠ Breakdown of Other

- Officer arrested for being drunk and disorderly by a neighbouring force.
- Officer arrested by Hertfordshire police in relation to an allegation that racially abusive language and behaviour was used during an off duty incident.
- Fraud/Deception, Business Interest, Vetting

Misuse of MPS databases

## MPS officer convictions in Harrow

Question No: 2014/3940

Navin Shah

How many MPS officers have been convicted of a crime whilst serving in the force Harrow? Please break down by year and type of conviction for the last 5 years.

The Mayor

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

### Written response from the Mayor received 10 November 2014

Please note that officers regularly move between boroughs and units as such the number of officers will vary year by year as they move.

Officer convictions are broken down by the last five financial years and 2014/15 to the end of September.

Staff Location At Incident Date	Harrow					
		2011	2012	2013	2014	Grand
		/12	/13	/14	/15	Total
Perjury	1					1
Drink Drive		1				1
Total	1	1				2

## Hate Crime incidents in Harrow

Question No: 2014/3941

Navin Shah

How many people in Harrow have been convicted of hate crime? Please break down by year for the last 5 years.

The Mayor

This data is not held by MOPAC. You should refer your request to the Ministry of Justice ([statistics.enquiries@justice.gsi.gov.uk](mailto:statistics.enquiries@justice.gsi.gov.uk)).

## Hate Crime incidents in Brent

**Question No: 2014/3942**

Navin Shah

How many people in Brent have been convicted of hate crime? Please break down by year for the last 5 years.

The Mayor

This data is not held by MOPAC. You should refer your request to the Ministry of Justice ([statistics.enquiries@justice.gsi.gov.uk](mailto:statistics.enquiries@justice.gsi.gov.uk)).

## Islamophobic incidents in Harrow

**Question No: 2014/3943**

Navin Shah

How many incidents have there been in Harrow? Please break down by year for the last 5 years.

The Mayor

The data indicates that there has been a fluctuation in recorded Islamophobic offences.

No of Islamophobic offences		
	Harrow	
Oct-Sept		
RY 09/10	22	
RY 10/11	7	
RY 11/12	8	
RY 12/13	19	
RY 13/14	17	

It is never acceptable for people in London to face an attack on the basis of their faith. Reducing Hate Crime is a key priority and MOPAC will be launching a Hate Crime Reduction Strategy this autumn. I am always extremely concerned about any incidents of hate crime and I am watching this issue closely.

It is also important that people feel confident to report all incidents of hate crime when they occur.

## Islamophobic incidents in Brent

**Question No: 2014/3944**

Navin Shah

How many incidents have there been in Brent? Please break down by year for the last 5 years.

The Mayor

The data indicates that there has been a fluctuation in the number of recorded Islamophobic offences.

No of Islamophobic offences		
Oct-Sept	Brent	
RY 09/10	25	
RY 10/11	17	
RY 11/12	18	
RY 12/13	21	
RY 13/14	24	

It is never acceptable for people in London to face an attack on the basis of their faith. Reducing Hate Crime is a key priority and MOPAC will be launching a Hate Crime Reduction Strategy this Autumn. I am always extremely concerned about any incidents of hate crime and I am watching this issue closely.

It is also important that people feel confident to report all incidents of hate crime when they occur.

## Extension of Bus Routes 204 and 395 to NorthWick Park Hospital

**Question No: 2014/3945**

Navin Shah

The A & E Unit at Northwick Park Hospital is due to be operational soon and the transport links need to be improved. It is imperative that bus routes 204 and 395, which currently terminate at Sudbury and Harrow on the Hill are extended to North Wick Park Hospital. This has been vigorously pursued by local communities and stakeholders in Brent and Harrow. On behalf of the affected groups I seek your urgent intervention for the extension of these routes. Are you willing to help?

The Mayor

Northwick Park Hospital is served by five bus routes. 22 buses per hour take passengers to Harrow Bus Station, where interchange with the 395 is possible. Passengers may take route 182 (seven buses per hour) and change at Sudbury to access route 204. There are no current plans to extend routes 204 or 395 but TfL keeps the network under constant review, including regular liaison with North West London Hospitals Trust.

As changes in health service provision are continuing, we will review the service pattern and capacity of bus routes serving hospitals throughout London.

## **Crossrail (1)**

**Question No: 2014/3946**

[Navin Shah](#)

How many Crossrail trains per hour do you expect to terminate at Old Oak Common, even with the 4 trains per hour to Tring on the West Coast Main Line that are currently being considered?

Given the growth of London and the South-East, do you accept that you must aspire to extend those services, if suitable routes can be devised in the years ahead?

[The Mayor](#)

The Crossrail Project does not include a new station at Old Oak Common. Plans for a new station on the Great Western Mainline at Old Oak Common are being developed by the HS2 Project.

The Crossrail Sponsors (DfT and TfL) are working with HS2 to review options for Crossrail services to stop at the proposed new station which is forecast to open in 2026. As this work is currently only at the planning stage, it is too early to confirm exactly how many Crossrail trains might stop at Old Oak Common.

## **Crossrail (2)**

**Question No: 2014/3947**

[Navin Shah](#)

When do you envisage any Tring Crossrail service starting?

Do you expect that Tring Crossrail services will be able to safely stop at Wembley Central station, and will you back the business case for such a stopping pattern?

[The Mayor](#)

Feasibility work is currently underway to consider proposals to extend Crossrail services to key destinations in Hertfordshire to provide more flexibility and resilience during the construction of Euston as part of the HS2 Project. No decisions have yet been taken on service patterns or station stops. Were a decision to be taken to proceed with this proposal, it is likely that services could commence in the 2020s.

## **Crossrail (3)**

**Question No: 2014/3948**

[Navin Shah](#)

Will you make long-term efforts to find an alternative site for the Old Oak Common Crossrail depot, or at least reduce its capacity, which would allow a concrete raft to be built over it, in order to encourage the further regeneration of the Old Oak Common area?

[The Mayor](#)

Yes, I agree that the long-term aim should be to move the depot as soon as possible to support regeneration at Old Oak Common.

## **Skyline Campaign**

**Question No: 2014/3949**

[Navin Shah](#)

How can you justify your negative stance on the recommendations made by (London) Skyline Campaign to improve the quality of high-rise buildings in London?

[The Mayor](#)

I believe I have given a pragmatic response.

The London Plan has never contained a presumption against tall buildings. It has always made clear that tall buildings must be well designed and in the right place. This approach has received the support of every Secretary of State and the Plan has been used as an exemplar in other cities around the world. The Plan has delivered unprecedented growth in London as well as improvement to the quality of its environment. Some of this success is down to the Plan led approach to tall buildings that helps to give this city its energy and dynamism. It would be a mistake to have a presumption against tall building development and this could not be justified.

A wholesale review of all extant tall building policies would not be an effective use of often scarce resources, as the majority of London boroughs have up to date plans which are also under regular review.

We have already procured a 3d model for large parts of London which has been used to assess tall building policy in key Opportunity Areas. This has provided a useful tool - I support the idea of providing London wide coverage and have shared the model with London Boroughs.

Control of London's skyline must be democratically mandated rather than being subject to a panel of 'experts'. Such a panel would represent narrow interests which might be conflicted, and would undermine local democratic process.

## **National Scrappage Scheme for Diesels**

**Question No: 2014/3950**

[Valerie Shawcross](#)

Instead of giving motorists £1,000 to scrap their car, why not give them a zone 1-6 travelcard instead?

[The Mayor](#)

It would up to the individual motorist as to how they wish to use this.

## **First Capital Connect Passengers Hit with Stealth Fare Rises Of Up To &pound;664 (1)**

**Question No: 2014/3951**

[Valerie Shawcross](#)

You may be aware of research conducted by the Shadow Transport Secretary, Mary Creagh, which shows that FCC commuters into London could face a fare rise of £664. Do you think such an increase is acceptable?

[The Mayor](#)

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

### **Written response from the Mayor received 24 November 2014**

As you know, these matters are currently not decided by me.

The terms of the new FCC franchise were determined by the Secretary of State for Transport.

I have repeatedly made the case for more devolution of train operations in the south east in order to make fare setting more transparent and more locally accountable.

West Anglia will be the first transfer to be made next year.

## **First Capital Connect Passengers Hit with Stealth Fare Rises Of Up To &pound;664 (2)**

**Question No: 2014/3952**

[Valerie Shawcross](#)

East Croydon residents wanting a day out to Brighton travelling on an off-peak day return will see their fare rise from £14.30 to £19.10 - up £4.80 (34%). Do you think such an increase is acceptable?

[The Mayor](#)

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

### **Written response from the Mayor received 24 November 2014**

Please see my response to MQ 3951 / 2014.



## **First Capital Connect Passengers Hit with Stealth Fare Rises Of Up To &#pound;664 (3)**

**Question No: 2014/3953**

[Valerie Shawcross](#)

South Tottenham residents travelling to Gatwick on an anytime day return will see their fare rise from £20.80 to £31.50 - up £10.70 (51%). Do you think such an increase is acceptable?

[The Mayor](#)

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

**Written response from the Mayor received 24 November 2014**

Please see my response to MQ 3951 / 2014.

## **First Capital Connect Passengers Hit with Stealth Fare Rises Of Up To &#pound;664 (4)**

**Question No: 2014/3954**

[Valerie Shawcross](#)

Hendon residents travelling to Gatwick on an anytime day return will see their fare rise from £20.80 to £31.50 - up £10.70 (51%). Do you think such an increase is acceptable?

[The Mayor](#)

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

**Written response from the Mayor received 24 November 2014**

Please see my response to MQ 3951 / 2014.

## **Cycling Problems (1)**

**Question No: 2014/3955**

[Valerie Shawcross](#)

Please explain why you plan to spend £25m on upgrading cycle superhighway 2 by 2016, when the following year part of it will be dug up for the Thames Tideway Tunnel? Wouldn't other routes benefit from this expenditure?

[The Mayor](#)

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

**Written response from the Mayor received 24 November 2014**

The section of Cycle Superhighway Route 2 which is planned to be upgraded runs from Aldgate to Bow roundabout along the A11. There is no interface with the works required for the Thames Tideway Tunnel.

## **Cycling Problems (2)**

**Question No: 2014/3956**

[Valerie Shawcross](#)

Why was your original consultation on the east-west and north-south superhighways only open for 6 weeks?

[The Mayor](#)

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

### **Written response from the Mayor received 24 November 2014**

The original six weeks was considered to be a sufficient duration for the consultations, considering that the conceptual plans and proposed route alignment had been in public domain since spring 2013. TfL had been undertaking extensive pre-consultation with stakeholders and road user groups. TfL extended the consultation because of the significant interest in the proposals and to allow adequate time for consideration of the journey time impact information that was subsequently made available.

## **Cycling Problems (3)**

**Question No: 2014/3957**

[Valerie Shawcross](#)

A business leader in the evening standard described your Crossrail for the bike plan as an "absolute mess". Why have you not been able to convince the business community that your plans are a good idea?

[The Mayor](#)

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

### **Written response from the Mayor received 24 November 2014**

More than 110 London businesses, including RBS, Unilever, Orange and Deloitte, have expressed support for the Superhighway. There has been a robust debate generated so far by the proposals for the East-West and North-South Cycle Superhighways. I do acknowledge that some have concerns, and we will consider these fully as part of the formal consultation process to ensure we have the best possible scheme for London.

## **Cycling Problems (4)**

**Question No: 2014/3958**

[Valerie Shawcross](#)

Why have CS6 & CS12 been deleted from the cycle superhighways programme?

[The Mayor](#)

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

### **Written response from the Mayor received 24 November 2014**

As we have always made clear, there will be the same number of Superhighways as originally promised - but not all in the same places.

CS6 and CS12 have been removed from the programme because initial feasibility and design work indicated that it was not possible to deliver Cycle Superhighways with an appropriate quality of cycling facilities aligned to the aspirations of my Cycling Vision along these routes. Our plans for the East-West and North-South cycle superhighways considerably enhance the overall programme, and are further complemented by my mini-Hollands and Quietways programmes.

## **TfL & Buskers**

**Question No: 2014/3959**

[Valerie Shawcross](#)

A constituent has told me, "Since the beginning of the scheme licence renewal has been automatic, in the absence of a good reason for it not to be. Initially, licence holders received their new licence in the post so long as a minimum number of pitches had been played and there had been no other problems. Since TfL took over running the scheme directly, buskers have been required to visit TfL premises once a year in order to fill out a form confirming that their names, dates of birth, nationality etc. have not changed since the previous year. This process changed for the September 2014 batch of licence renewals and for the first time consisted of a questionnaire hosted by third-company website Survey Monkey, which had to be completed prior to a given closing date. At the end of the survey there was a screen indicating that you had completed the survey but no indication as to whether or not it had been received by TfL or whether it had been filled in completely and correctly. Such indications were sent, by email, by a TfL officer, only *\*after\** the closing date for application renewals had elapsed. I am looking for an undertaking that confirmation of receipt of applications should be issued before the closing date for renewals and not after the closing date for renewals. By this means, someone who has managed to fail to submit their application correctly will get an indication of that fact while there is still time for them to do something about it." Will you provide such an undertaking?

[The Mayor](#)

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

### **Written response from the Mayor received 24 November 2014**

I can reassure buskers that if they see the on-screen confirmation that their application has been completed, then it has been completed. It is impossible for a completed application not to be received by TfL.

Nevertheless, TfL also sends acknowledgement by email manually. The application period closes at midnight, so applicants who submit their application after 17.00 on the final day do not receive this additional email acknowledgement until the following working day.

This year, as gestures of goodwill, TfL accepted three applications made after the closing date.

## Contactless Payment Cards

**Question No: 2014/3960**

[Valerie Shawcross](#)

TfL have said, "Card clash is being closely monitored and customers are being refunded when they may have accidentally touched more than one card on a reader and paid with a card they did not intend to use. On average there have been around 1,700 instances each weekday where customers may have accidentally paid with a contactless payment card they did not intend to pay with and all of these are being automatically refunded by TfL. This figure compares with a pre-launch estimate of around 2,000 - less than 0.1 per cent of the smartcard rail journeys made in London every day". Will you commit to publishing monthly data on the number of card clashes?

[The Mayor](#)

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

### **Written response from the Mayor received 08 December 2014**

Yes. TfL will publish this data on a quarterly basis from the end of this year and will be broken down by month.

Earl's Court Gyrotory

## A Third of Source London EV Charging Points 'Down for Maintenance'

**Question No: 2014/3961**

[Valerie Shawcross](#)

I understand that after testing all of Source London's 464 charging stations, IER discovered 168 were faulty and required maintenance work. Are these figures correct? When will all 464 charging stations be fully operational?

[The Mayor](#)

When IER took over the Source London scheme on 1 September 2014 the network was comprised of 1,415 charging points, located at 886 charging stations.

Charge points are owned by the partners of the Source London scheme. Charge network operators are responsible for supplying, installing and maintaining the charge points; the partners are responsible for ensuring maintenance is carried out.

Data provided to TfL by IER showed that during an audit of the 1,415 charging points, 391 were identified as needing maintenance. 85 of the issues identified were related to faulty hardware or power supply. The remaining issues were problems with software which can be fixed remotely by the relevant charge network operator.

IER is engaging with the partners and with the charge network operators to resolve any outstanding issues as soon as possible.

## **Buses & Air Quality**

**Question No: 2014/3962**

[Valerie Shawcross](#)

When do you expect all of London's buses to be Euro VI compliant?

[The Mayor](#)

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

### **Written response from the Mayor received 10 November 2014**

As part of my proposals for an Ultra Low Emission Zone all buses operating in central London will have to be either Euro VI hybrid (for double-decks) or zero emission at tail-pipe (for single-decks) by 2020, with the exception of approximately 300 Euro V New Routemasters, which have very similar emissions to Euro VI. This will mean that the vast majority of buses operating in inner London, and many in outer London, will also meet this standard.

As I develop my proposals for the rest of London's bus fleet, Euro VI will be just one of the options I will consider and I remain open to the early introduction of other technologies, such as all-electric and hydrogen fuel-cell buses, which offer the benefit of zero emission operation. Further announcements will be made in due course.

## **Heathrow & the Public Transport Network (1)**

**Question No: 2014/3963**

[Valerie Shawcross](#)

Can you explain why your infrastructure plan does not include new rail links between Heathrow Airport & south west London?

[The Mayor](#)

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

### **Written response from the Mayor received 24 November 2014**

The purpose of the 2050 Plan is to identify the overall scale of the infrastructure requirements needed to support London's growth challenge over the next 35 years.

It forms part of my wider effort to put in place an improved set of arrangements for planning and funding London's infrastructure in response to the city's population growth. It is not intended to be a comprehensive list of all the schemes that will be needed between now and 2050, but rather an opportunity to consider the strategic options for London's development, starting with consideration of its future size and shape.

Alternative options relating to London's airport capacity and surface access infrastructure would produce very different outcomes in terms of the shape and nature of the city's long term strategic development. Clearly an approach to London's airport capacity decision making that didn't take full account of London's wider planning context would be a partial one. The 2050 Infrastructure Plan takes an integrated strategic approach and this demonstrates a clear requirement for a new four runway hub airport in the Thames Estuary.

Nevertheless, the 2050 Plan does include proposals for a new South London rail link via Waterloo in Control Period 8 (2029-34). This would be a new service on the line out of Waterloo via Clapham Junction and Feltham to Terminal 5. This would of course be dependent on future UK aviation strategy.

## **Heathrow & the Public Transport Network (2)**

**Question No: 2014/3964**

[Valerie Shawcross](#)

How many of the TfL buses services that visit Heathrow Airport are a) electric; or b) Euro VI compliant?

[The Mayor](#)

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

### **Written response from the Mayor received 10 November 2014**

Buses represent a fraction of the vehicles that go to and from the Heathrow area. Euro VI and all electric buses have only just started entering the London bus fleet and consequently are not deployed widely anywhere in the capital, including the 14 routes that serve the wider Heathrow area.

## **1st October Tube delays (1)**

**Question No: 2014/3965**

[Valerie Shawcross](#)

What cuts to maintenance schedules have been made by London Underground, over the past year, and what part did they play in the delays of 1st October?

[The Mayor](#)

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

### **Written response from the Mayor received 10 November 2014**

No cuts to maintenance schedules have occurred in the last year.

The reliability of Tube services has improved year-on-year and London Underground remains on track to meet my commitment to reduce delays by a further 30 per cent by 2015.

Delays to services on 1 October were due to an engineering train causing damage to a power rail and this does not in any way indicate reductions in maintenance.



## **1st October Tube delays (2)**

**Question No: 2014/3966**

[Valerie Shawcross](#)

What reductions have been made in the number of London underground maintenance staff over the past 4 years?

[The Mayor](#)

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

### **Written response from the Mayor received 10 November 2014**

Between 2010/11 and 2013/14 the headcount of London Underground's maintenance establishment increased by eight per cent.

## 1st October Tube delays (3)

Question No: 2014/3967

Valerie Shawcross

How many disruptions to the tube network in 2014 have been due to late running maintenance works?

The Mayor

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

### Written response from the Mayor received 22 December 2014

There have been 18 occasions so far in 2014/15 when planned overnight maintenance activity has extended into the start of passenger services.

I am glad to say that between 2010/11 and 2013/14 (the last full year of figures) the number of such occasions fell by 23 per cent.

As a proportion of all delays to customers these occasions account for around a tenth of one percent (0.11 per cent).

A number of measures are in place to reduce the occurrence of engineering overruns, including:

- New technology which measures the condition of track and rail to predict degradation of assets. This enables defects to be removed in a planned manner without impacting on the railway.
- Increased investment in rail grinding/milling across the network to prevent more serious defects developing.
- Smarter stock control to ensure sufficient tools and parts are available to cover breakage and malfunction.
- Thorough pre-work staff briefings to confirm plans for the night, with checks throughout the night to ensure that work is running to time.

Further reductions are expected as a result of an additional £10 million per year investment in London Underground's maintenance programme from 2015/16. This extra investment will be used specifically to improve the condition of rails, reducing the potential for defects requiring urgent attention that may result in engineering overruns.

## **National Sports Centre consultation**

**Question No: 2014/3968**

[Valerie Shawcross](#)

I am concerned that the current consultation on plans for the National Sports Centre in Crystal Palace Park is only planned to run for three weeks, until the end of October. This is not sufficient time for such an important project and is not best practice for consultations. Why was it agreed to only consult for such a short time and will you consider extending this period to enable as many local residents and centre users to have their say?

[The Mayor](#)

It is clear from the extensive dialogue on all forms of media that people are fully aware of the consultation, engaged with it and keen to participate. With over 1000 responses so far, I am confident that the current timescale will enable people to participate fully and let us know their views.

## **Upper Norwood, Anerley and Penge study**

**Question No: 2014/3969**

[Valerie Shawcross](#)

I have recently been contacted by an architecture firm who have told me that they have 'been commissioned by the GLA to carry out a study into the area south of Crystal Palace Park (Upper Norwood, Anerley and Penge), investigating what is special and important about these neighbourhoods, with the intention of clarifying the area's identity, and to inform possible ideas and visions for the future.' The email gave just three days' notice of a public consultation event to inform this 'study'. Please can you explain why this study is being done now, what motivated it, and what specific outcomes you expect it to achieve?

[The Mayor](#)

The GLA has appointed architecture 00 to undertake an area study that explores future regeneration opportunities for the Crystal Palace area focussing on the three town centres. This is in part in response to feedback from previous consultation exercises that the area warrants an overall approach, beyond administrative boundaries.

The aims and objectives of the study were agreed with the five boroughs who cover the area. It is recording the area's strengths including mapping the wealth of community organisations that are active. It will identify if gaps in policy and strategy exist as a result of the area sitting at the edge of five boroughs. It will also identify future regeneration opportunities as a basis for attracting future funding and ways in which the opportunities could be maximised by drawing on the strength of community engagement in the area.

The consultation is taking place throughout October and November.

## **Upper Norwood, Anerley & Penge study 2**

**Question No: 2014/3970**

[Valerie Shawcross](#)

What is the cost of this study to the GLA?

[The Mayor](#)

This study, running over six months, is costing £49,980.00.

## **Upper Norwood, Anerley & Penge study 3**

**Question No: 2014/3971**

[Valerie Shawcross](#)

Is this study in any way related to the proposals by Zhong Rong Group to redevelop Crystal Palace Park?

[The Mayor](#)

The core area for this study specifically excludes the park and proposals for developments within it, concentrating on the high street and industrial areas in the Crystal Palace area. Part of the background to the work is the potential for future development on the top site in the park and changes to the National Sports Centre, within the context of the proposed designation within the Future Alteration to the London Plan of Crystal Palace as a Strategic Outer London Development Centre.

## **Upper Norwood, Anerley & Penge study 3**

**Question No: 2014/3972**

[Valerie Shawcross](#)

Can you explain why the area 'south of Crystal Palace Park' has been identified as the subject for this study as opposed to other areas bordering the park?

[The Mayor](#)

The scope of the study was developed and agreed in consultation with representatives of the five boroughs adjoining the park. The area provided in the brief to the consultants was drawn around the high streets and industrial areas where there is some potential for change.

The areas to the north in Southwark and further east in Lewisham, though falling into the area of influence of the study, are largely established residential areas and are not part of the core area that the consultants are focusing on.

## **Bakerloo Consultation and Tramlink**

**Question No: 2014/3973**

[Valerie Shawcross](#)

While I warmly welcome the current Bakerloo line consultation, I was somewhat dismayed to note that, amongst the background papers (paragraph 4.1.6) to the consultation documents, proposed extensions to Croydon Tramlink, including to Crystal Palace - a proposal that you are on record as supporting - seem to have been quietly dropped. Please confirm the current status of proposals to extend Tramlink to Crystal Palace.

[The Mayor](#)

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

### **Written response from the Mayor received 10 November 2014**

The consultation report was misleading in this respect. An extension of Tramlink to Crystal Palace is still under active consideration.

## **TfL Taxi Emissions Strategy Meeting October 13 2014**

**Question No: 2014/3974**

[Valerie Shawcross](#)

Why were the RMT taxi drivers excluded from this meeting to discuss issues around air quality and emissions from taxis when they feel they could make a positive contribution to such discussions?

[The Mayor](#)

TfL recognises the importance of engaging with associations that represent licensed London taxi drivers and has developed an engagement policy accordingly.

TfL's policy sets out the general requirements associations need to meet if they wish to engage with TfL and does not exclude any association or trade union providing they can supply evidence that they meet this policy. To date the RMT have not provided TfL with this evidence.

All taxi drivers will be consulted on TfL's proposals to help the taxi trade transition to a zero emission capable future as part of the ULEZ consultation, which starts on 27 October.

## **Cycling Commissioner's comment in the Evening Standard 23rd September**

**Question No: 2014/3975**

[Valerie Shawcross](#)

Did you or one of your senior staff authorise the article written by your Cycling Commissioner in the Evening Standard on 23 September 2014?

Do you agree with his view that "there are grounds for asking whether the City of London Corporation is in step with those it speaks for"?

[The Mayor](#)

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

### **Written response from the Mayor received 10 November 2014**

Andrew Gilligan was appointed as my Cycling Commissioner because his views on cycling are closely aligned with my own. He is committed to delivering my Vision for Cycling in London, which will provide safer streets for cyclists and encourage more people to ride their bike in the capital. Any such cycling articles are authorised by my office.

## **Crystal Palace Park research visits**

**Question No: 2014/3976**

[Valerie Shawcross](#)

Have any GLA officers undertaken visits abroad to study parks elsewhere as part of the Crystal Palace park project. If so, which parks were/will be visited and will there be cost to the GLA?

[The Mayor](#)

No GLA officers have undertaken visits abroad to study parks elsewhere as part of the Crystal Palace project.

## **Streatham High Road, A23**

**Question No: 2014/3977**

[Valerie Shawcross](#)

I recently met with the newly elected councillors for Streatham Wells to discuss their concerns about local transport. They are particularly keen to see improvements to the section of the High Road known as 'The Dip'. Please can you update me on any plans TfL have to improve this stretch of road or any plans they may have to work with Lambeth council on this?

[The Mayor](#)

TfL has already undertaken maintenance and resurfacing works on Streatham High Road between Becmead Avenue and Gleneagle Road and further resurfacing works are ongoing in the area.

TfL currently has no other plans for the stretch of Streatham High Road in the vicinity of the junction with Gleneagle Road and Stanthorpe Road and has not discussed this location with the LB Lambeth recently. However, officers from the borough and TfL meet regularly to discuss a range of potential improvements to the road network across the whole borough and TfL is always happy to discuss any new ideas the borough might have.

## **Sexual Harassment on the Transport Network**

**Question No: 2014/3978**

[Valerie Shawcross](#)

Sexual harassment on the transport network is rising. Do you still believe that the increase is due to more people reporting instances of harassment?

[The Mayor](#)

Increases in the number of recorded offences were anticipated and are considered a positive result of Project Guardian. Launched in July 2013, Guardian aims to reduce unwanted sexual behaviour on public transport in London. One of the priorities of the project is to increase awareness and confidence in reporting this behaviour to the police, particularly those offences which are often unreported such as sexual touching, exposure, outraging public decency, and harassment.

In the 14 months since the project launched, there have been 1639 reports of sexual offences, compared to 1182 for the 14 months prior to the project. This is a 38% increase in reported crime.

We have actively promoted our activity and any significant prosecution outcomes via media releases, to reassure the public that we take unwanted sexual behaviour very seriously. These cases have generated significant coverage across a range of media outlets (including The Guardian, The Times, BBC, Channel 4, and Glamour Magazine).

Alongside our media approach, extensive social media and face to face engagement has taken place, again to explain to our passengers that we take very unwanted sexual behaviour very seriously, and encourage them to report. Activity includes:

- police engagement days each month
- over 150,000 leaflets handed out which explain how seriously we take unwanted sexual behaviour
- the creation of a hashtag for the project, to link all twitter activity, encourage the public to continue the conversation, and find reassurance in peers who have experienced similar unwanted behaviour (#projguardian)
- A series of Twitter chats with Everyday Sexism – where its 90000 followers were invited to ask about the Project Guardian initiative
- A number of Facebook posts by TfL, all of which have generated over 100 likes/shares

There have been increases in reporting immediately after bursts of social media and engagement activity. This correlation, alongside our activity and the increasing awareness of Project Guardian, makes us confident the increase in reported unwanted sexual behaviour is due to an increased confidence in reporting.

A new proactive communication campaign to tackle unwanted sexual behaviour on our network is already being developed. The campaign is scheduled for 2015, and will aim to reassure passengers that we take unwanted sexual behaviour extremely seriously, encourage them to report it to the police, and assure them that the police will also take it seriously and investigate.

In addition, over the next 12 months Project Guardian, working through London Transport Museum's Safety and Citizenship scheme, is rolling out a programme to London secondary schools.

While we are confident this increase is due to increased reporting, we have also focused on perpetrators to demonstrate that such behaviour and offending will be dealt with. Since the project launched, there has been regular enforcement periods of action, and over 500 detections (i.e. where a suspect has been identified and there has been an outcome, e.g. a suspect charged) for sexual crime on the London transport network.



## **Mobile Phone Safety & timetables**

**Question No: 2014/3979**

[Valerie Shawcross](#)

Has there been an increase in crime at bus stops as a result of people using their mobile phones to check the bus countdown system?

[The Mayor](#)

The ability to use mobile phones to check the bus countdown system is an important tool to our customers – helping them to make informed travel choices and minimise the time they spend waiting at bus stops.

There is no evidence to suggest that using the bus countdown system has led to any increase in crime at bus stops. Indeed, crime on the bus network has continued to fall every year for the last eight years, with just 7.5 crimes per million passenger journeys in 2013/14 – down from 8.6 in 2012/13, and less than half the crime rate in 2007/8 when levels were at a rate of 15.2 crimes per million passenger journeys.

I would of course advise passengers to use their mobile phones sensibly and be aware of their surroundings, as advised in the Metropolitan Police's crime prevention campaign.

## **Oak Processionary Moth (1)**

**Question No: 2014/3980**

[Fiona Twycross](#)

In answer to MQ 2014/2257 you state that TfL are contributing financially towards OPM control activity. How much money has TfL spent so far and how much future spend is currently projected?

[The Mayor](#)

In 2014 TfL spend in the region of £300,000 on tree health issues that helped with the control of OPM.

Predicting annual costs required to control OPM is heavily dependent upon climate conditions experienced during the winter and spring as this affects the survival of the moth and the subsequent prevalence and distribution of nests.

## **Oak Processionary Moth (2)**

**Question No: 2014/3981**

[Fiona Twycross](#)

Do you agree with the analysis of Tony Kirkham, head of the arboretum at Kew Gardens, that eradication would not be possible "in a million years"?

[The Mayor](#)

The Forestry Commission have advised that Government policy is still to contain OPM in the main outbreak area and for eradication elsewhere. I understand discussions are ongoing regarding the approach that will be taken in 2015.

## **Oak Processionary Moth (3)**

**Question No: 2014/3982**

[Fiona Twycross](#)

Following recent press reports that the moth population has exploded in London, with indications that a nest was found in the Olympic Park, can you confirm if there has been an increase in reported incidents on land owned by the GLA?

[The Mayor](#)

On some areas of land managed by TfL there has been an increase in the prevalence and distribution of OPM nests compared to previous years.

The Forestry Commission have advised that OPM control programme has been implemented as planned. This year weather conditions have been very favourable for OPM development, which is likely to have been a key factor resulting in the increased number of nests found this year.

## **LEP Funding**

**Question No: 2014/3983**

[Fiona Twycross](#)

Following your answer to MQ 2014/3466 can you confirm for each fund how much of these monies have been spent and any time restrictions that exist on access to these funds?

[The Mayor](#)

Funding for the Growth Deal and 2014-20 European Structural and Investment Funds (ESIF) are yet to be received from Government. Bidding rounds for the Growth Deal are underway for projects to commence delivery in 2015/16. ESIF is yet to be launched and Government anticipates it will receive European Commission sign-off in early 2015 with funds expected to be available to eligible applicants throughout the delivery period.

The Growing Places Fund has spent £4.17m to date. Spend for 2014/15 is anticipated to be £16m (subject to full approvals for some projects). There are no time restrictions on this fund.

## **Unemployment**

**Question No: 2014/3984**

[Fiona Twycross](#)

In your answer to MQ 2014/3467 you state that the West Croydon Investment Programme includes targets for engaging women to enter education and work. Please detail, for each work stream of the 2007-13 ESF, the targets for participation by women and minority groups and full details of the internal and external audits on if the target is being met?

[The Mayor](#)

The West Croydon Investment Programme is not ESF-funded.

Target participation for the London 2007-13 ESF Programme for people from minority groups is 56% for getting people into work ('Priority 1') and 37% for supporting skills for the workforce ('Priority 2'). These targets have been surpassed.

The national ESF target for participation by women is 51% for Priority 1 and 50% for Priority 2. In London participation rates of 44% under Priority 1 and 52% under Priority 2 are being achieved; both these figures exceed current female participation rates outside London, but there is more to do.

No audits have raised concerns in relation to the targets.

## **Growth Deal**

**Question No: 2014/3985**

[Fiona Twycross](#)

Following your answer to MQ 2014/3476 please provide details of what specific targets will be set for the Digital Skills Programme and what the agreed success criteria are?

[The Mayor](#)

Specific targets are still under discussion with the Department of Business Innovation and Skills. An evaluation framework will be devised in advance of the commencement of the programme in Spring 2015. This and the volume of targets listed above will be reflected in the specifications for the procured strands of work.

## **Europe Report - EU funding**

**Question No: 2014/3986**

[Fiona Twycross](#)

In answer to MQ 2889/2014 you stated that mitigating the loss of EU funding was a hypothetical question and would be for the government of the day. Is not the whole Europe Report by definition a hypothetical exercise, what is the difference?

[The Mayor](#)

The report's main focus was how London's economy would be affected by four different scenarios based on the UK's changing relationship with Europe.

## **Inflation and interest rates**

**Question No: 2014/3987**

[Fiona Twycross](#)

The August edition of 'London's Economy Today', produced by GLA Economics, highlighted that "without a rise in the interest rate, CPI inflation is forecast to be above 2 per cent for most of the forecast period according to the Bank's (Bank of England) central projection". What do you perceive to be the implications for London's economy of CPI inflation returning to, and settling at, a position above the Bank of England's 2 per cent target over the medium term? Conversely, what do you foresee as the implications of an increase in interest rates?

[The Mayor](#)

As you know, the Bank of England uses interest rates as a mechanism to target inflation. Inflation much above 2 percent will undermine savings and real wages; inflation or deflation much below 2 percent will inhibit spending and economic growth. The Bank therefore sets interest rates with this in mind and I am assured that any rises in this will be gradual.

## **Childcare funding**

**Question No: 2014/3988**

[Fiona Twycross](#)

What discussions have you had with your colleagues in Government to seek higher funding levels for childcare in London, given the higher cost of providing childcare services in the capital?

[The Mayor](#)

I met with Liz Truss back in July 2013 and discussed a range of issues relating to affordable childcare provision. Since then I have been working with the Department for Education and London Councils on increasing childcare provision by schools which will provide some indication of costs of this model of provision. We recently held an event with the DfE with schools to look at how to increase the provision of childcare in schools and address price issues.

My London Plan refers to the help available with securing premises for childcare providers.

Affordable childcare is a hugely important concern for parents and critical to London's continued economic success and competitiveness and there is already some great work going on in many London schools to make childcare work better for working parents.

## **London Enterprise Panel**

**Question No: 2014/3989**

[Fiona Twycross](#)

What are you doing to ensure that small businesses are fairly represented in the London Enterprise Panel's decision making processes?

[The Mayor](#)

There are a number of small businesses represented on both the main Panel and the various sub-groups. This includes the Chairman of the London Policy Unit at the Federation of Small Businesses who sits on the main Panel as well as two of the sub-groups. All members are engaged in the decision making process of the LEP, which advises the Mayor.

In addition, one of the four priority areas of the London Enterprise Panel is Micro, Small and Medium Sized Enterprises. Members of the LEP SME Working Group are drawn from a range of SME organisations and representative bodies. More information about the group can be found here:

<http://www.london.gov.uk/moderngov/ieListMeetings.aspx?CId=280>

## **Interest rates**

**Question No: 2014/3990**

[Fiona Twycross](#)

An increase in interest rates would clearly have a significant impact on London, particularly for homeowners. The 16th annual Geneva Report, published in September, forecasted that interest rates across the world will remain low for a "very, very long" time to enable households, companies and governments to service their debts and avoid another economic crash. What is your view of the impact this would have on London?

[The Mayor](#)

As set out in the minutes from the most recent meeting of the Bank of England's Monetary Policy Committee, given the likely persistence of headwinds weighing on the economy, when interest rates do begin to rise, they are expected to do so only gradually and are expected to remain below average historical levels for some time to come. This should help to sustain growth and employment in London (and the UK).

## **Pay**

**Question No: 2014/3991**

[Fiona Twycross](#)

Can you confirm what work you are doing to increase the take-up of the London Living Wage and would you agree that increasing pay for people on low and middle-incomes in London is a sensible way of increasing income tax receipts while reducing welfare spending on Working Tax Credits and other in-work benefits, which could make a sizeable contribution to the Government's deficit reduction plans that are otherwise resulting in significant cuts to local government spending in London?

[The Mayor](#)

I am continuing to write to business leaders to encourage adoption of the London Living Wage, followed up by my officers and those of the Living Wage Foundation. I also regularly make representations in face-to-face meetings with businesses, in addition to raise the issue in various speaking engagements. Among the benefits to the expansion of the London Living Wage is that increasing numbers of Londoners receive a fair day's pay. The primary argument to employers is the tangible benefits in terms of increased productivity, improved staff morale and loyalty.

## **Childcare**

**Question No: 2014/3992**

[Fiona Twycross](#)

With reference to your response to question 2014/3457, can you confirm that there are no powers and/or responsibilities that you would you like to see devolved to the Greater London Authority in relation to childcare?

[The Mayor](#)

Childcare and early years education is an area where responsibility for sufficiency and cost of provision appropriately lies with Local Authorities as they the most in depth knowledge and understanding of their local context.

## **Broadband Promises**

**Question No: 2014/3993**

[Fiona Twycross](#)

Following press reports that you are aiming to ensure that 99% of homes and businesses in London have super-fast broadband by 2018; can you confirm how you intend to achieve this?

[The Mayor](#)

Considerable work has already been undertaken in this respect, for example, through the SuperConnected Cities Programme (for which we currently have nearly 3,000 applications for broadband vouchers from SMEs) and via the Mayoral Connectivity Summit in September. The latter is being taken forward through the ongoing Connectivity Advisory Group which brings together key infrastructure providers, resellers, regulators and boroughs to address London's remaining connectivity issues and take forward the actions proposed in the draft Infrastructure Plan in a collaborative and co-operative way.

## **Broadband Summit**

**Question No: 2014/3994**

[Fiona Twycross](#)

How frequently will those attending the summit meet and how were they selected?

[The Mayor](#)

The summit brought together the major providers, resellers, regulators and boroughs with connectivity issues. The GLA is continuing the work of the summit through the Connectivity Advisory Group which will meet every 1-2 months and will report back to future summit meetings every six months.

## **Business Crime Strategy (1)**

**Question No: 2014/3995**

[Fiona Twycross](#)

Following the publication of the new MOPAC Business Crime Strategy can you confirm if the results of the London-wide business confidence survey will be made publically available?

[The Mayor](#)

The Business Attitude Survey pilot began in September and the survey will go live over the next few months and I anticipate data being available next Spring.

## **Business Crime Strategy (2)**

**Question No: 2014/3996**

[Fiona Twycross](#)

In establishing this strategy what engagement exercise took place with local chambers of commerce and representatives of small business groups?

[The Mayor](#)

Consultation was undertaken with a range of organisations as listed in the appendix of the strategy. The consultation ran from 26 November 2013 – 7 February 2014.

Regarding smaller businesses in particular, MOPAC consulted with the following:

- London Chamber of Commerce and Industry, who represent many small businesses.
- Federation of Small Businesses, who represent SMEs exclusively.
- Association of Convenience Stores, who represent small retailers.
- National Federation of Retail Newsagents.
- Association of Licensed Multiple Retailers, representing the late night trade including small licensed premises.
- Other smaller representatives of the licensed trade, such as pub watches.
- Business Improvement Districts and Business Crime Reduction Partnerships, both of which represent small and larger high street shops and bars/pubs.

Other small businesses and representative groups were welcome to respond to the consultation.



## **LEP Further Education Capital Investment Fund (1)**

**Question No: 2014/3997**

[Fiona Twycross](#)

Please list the detailed criteria that applicants to this fund will have to demonstrate in order to make a successful bid?

[The Mayor](#)

The FE Capital Investment Fund application process and assessment is two staged requiring Expressions of Interest followed by detailed applications. Applications will be scored against the following criteria:

- Strategic fit with the LEP's Priorities including Jobs and Growth Plan and FE Capital priorities as well as demonstration of how the proposal addresses skills shortages and growth industries
- Delivery of tangible and measurable benefits
- Creation of space which is good quality, fit for purpose, transformational and tolerant to change
- Sustainability and carbon reduction
- Relevance of the proposal to the applicant's property strategy, alignment to local plans and contribution to regeneration
- Assessment of value for money including an assessment of costs and net present value

Deliverability, match funding commitment and affordability.

## LEP Further Education Capital Investment Fund (2)

Question No: 2014/3998

[Fiona Twycross](#)

Please detail what individuals and/or organisations will be part of the steering group?

### [The Mayor](#)

The Further Education Capital Steering Group is overseeing the development and implementation of the FE Capital Programme for London on behalf of the London Enterprise Panel. The Steering Group will act as a formal consultation forum, reviewing project applications and providing expert advice and guidance throughout project development, due diligence and delivery. Membership of the Group is set out as below:

- [Grant Hearn](#) (Co-Chair); London Enterprise Panel (LEP) Member
- [Jack Morris OBE](#) (Co-Chair); London Enterprise Panel (LEP) Member
- John Bolt; Chair of Governors, West Thames College
- [Mike Brook](#); LEP SME Working Group Member
- [Professor Stephen Caddick](#); London Enterprise Panel (LEP) Member
- Roger Hawkins; Member of the Mayor's Design Advisory Group
- Joan Hillcock; National Commercial Sector Manager at Willmott Dixon
  
- Mary Vine Morris; Regional Director (London) – Association of Colleges

Andy Wilson; Principal of Westminster Kingsway College

## **LEP Further Education Capital Investment Fund (3)**

**Question No: 2014/3999**

[Fiona Twycross](#)

Given that the steering group will be acting on behalf of the LEP, what accountability measures will be put in place so that the LEP maintains critical oversight of this project?

[The Mayor](#)

The Group will be an advisory body and will provide advice to the London Enterprise Panel, the GLA's Investment and Performance Board (IPB) and me. As the accountable body for the funding, the final decision to fund a project will be mine.

The purpose of the Further Education (FE) Capital Steering Group is to:

- Oversee the production of the prospectus and recommend to the Mayor for approval and publication
- Provide advice and guidance to potential bidders
- Advise the LEP and the Mayor on the shortlisting and evaluation of projects
- Oversee delivery of the Capital Programme and undertake a quality assurance role
- Oversee the commissioning of a comprehensive survey of London's FE Capital Estate

Work with Colleges and other partners in the FE sector to develop a long term sustainable strategy for the ongoing investment in London's FE Estate.

## **Super Connected Cities Programme (1)**

**Question No: 2014/4000**

[Fiona Twycross](#)

How many full voucher applications have been received and how many have been delivered since the scheme was established?

[The Mayor](#)

We have now received a cumulative total of 2,705 registrations for vouchers from London SMEs since the launch of the voucher scheme online application system. To date 1,197 of these registrations have resulted in vouchers being issued. With the addition of pre-registered package vouchers, the total number of vouchers issued to London SMEs is 1,425.

We are seeing growing momentum in voucher interest and recently surpassed 100 vouchers issued in a single week.

## **Super Connected Cities Programme (2)**

**Question No: 2014/4001**

[Fiona Twycross](#)

How many micro voucher applications have been received and how many have been delivered since the scheme was established?

[The Mayor](#)

There is only one type of voucher being offered as part of the Superconnected Cities programme. Voucher values for individual SMEs can range from a minimum of £100 up to £3,000.

For the number of applications received, please see answer to MQ 4000/2014.

## **FSB Report on SMEs and the LEP (1)**

**Question No: 2014/4002**

[Fiona Twycross](#)

Do you agree with regional chair of the FSB who said that the LEP needs to be "more accountable" and if so how will you deliver this?

[The Mayor](#)

The GLA has commissioned a governance review of the London Enterprise Panel (LEP) which will report its findings in December 2014. The review is considering the effectiveness of the relationship between the LEP, London's boroughs, businesses and the GLA.

Current accountability arrangements include:

- All spend recommendations made by the LEP being brought through the GLA's decision-making process with final decisions published on the GLA website (the GLA is the accountable body for the LEP and therefore all funding decisions are made by the GLA in line with its Financial Regulations);
- Publication of meeting papers and minutes (other than where information may be exempt under the Freedom of Information Act)
- Regular stakeholder events held in each of London's five sub-regions; and

Accountability to key stakeholders through the inclusion of a wide range of Members on the LEP itself, including three borough leaders as Members of the LEP (and three additional observers from London Councils), a range of leading business figures including the Chairman of the London Policy Unit at the Federation of Small Businesses (FSB), and senior representatives from the Mayor's Office, the London Legacy Development Corporation and Transport for London. Through the LEP's working groups, two of which include representation from the FSB, an additional 36 stakeholders from a range of sectors and bodies, are represented as co-opted Members.

## **FSB Report on SMEs and the LEP (2)**

**Question No: 2014/4003**

[Fiona Twycross](#)

How do you respond to criticisms that the LEP doesn't offer procurement advice to SMEs as part of their small business package?

[The Mayor](#)

The LEP's role is to take a strategic view of the regeneration, employment and skills agenda for London and make recommendations to me. It does not deliver direct services. I do however support CompeteFor, which is a free service that enables SMEs to compete for contract opportunities linked to major public and private sector buying organisations.

## **Construction skills in London**

**Question No: 2014/4004**

[Fiona Twycross](#)

In August, you announced that £2 million funding has been committed to a new programme that will address an increasing shortage of construction skills in the capital by providing training and work placements. Will you ensure that this will include London's young unemployed, providing young people with lasting skills in the construction industry, and if so, how will you do this?

[The Mayor](#)

The CITB / LEP joint investment will, among other targets, support 100 NEET young Londoners into a shared work-placement scheme. The scheme will enhance individuals' employability skills as well as provide real life experience of different aspects of construction work and roles within the sector to enable informed choices of career progression.

## **Headstart London (1)**

**Question No: 2014/4005**

[Fiona Twycross](#)

Can you tell me when you aim to reach your target of 5000 young people to volunteer for 16 hours as part of your Headstart London programme?

[The Mayor](#)

We aim to reach our target of 5,000 young people by the end of the programme in August 2017.

## **Headstart London (2)**

**Question No: 2014/4006**

[Fiona Twycross](#)

I note that at the end of the programme, you expect a target of 3,500 young people to be ready after completion. Why do you not expect all participants of the programme to be work ready on completion given that the programme is designed to build employability skills in young people?

[The Mayor](#)

All young people are expected to build employability skills as a result of taking part in the programme. The 'work-ready' assessment is made by employers who support the programme by offering guaranteed interviews for part-time or seasonal work at interview stage. Our partner business had an existing recruitment pool of young people which saw 20 per cent assessed as work-ready prior to the HeadStart London programme. Having been through the HeadStart London programme, we are expecting a minimum of 70 per cent of young people to be assessed as work-ready.

## **Headstart London (3)**

**Question No: 2014/4007**

[Fiona Twycross](#)

How many employability training sessions are provided for each young person that completes the programme?

[The Mayor](#)

Currently participants have the option of attending three workshops to prepare them in advance of their guaranteed interview. As we bring onboard more corporate partners and receive feedback from young people, we may offer further workshops.

## **Headstart London (4)**

**Question No: 2014/4008**

[Fiona Twycross](#)

How are you promoting your Headstart London programme to young Londoners?

[The Mayor](#)

HeadStart London is delivered in collaboration with The Challenge, the charity delivery partner for the National Citizen Service in London, approximately 10,000 young people took part in the National Citizen Service in London this year. This summer, HeadStart London was marketed to NCS graduates in Barnet, Brent, Camden, Islington, Enfield, Hackney and Haringey through a combination of face-to-face presentations and targeted email campaigns. The autumn programme will be opened up to NCS graduates in Hillingdon South & Hounslow, Hillingdon North & Ealing and extended to young people in Tower Hamlets and the City in the summer of 2015.

## Drink Driving on the Thames

Question No: 2014/4009

[Fiona Twycross](#)

Do you think there should be restrictions on drink driving when operating boats on the Thames?

[The Mayor](#)

Legislation already exists for drink driving on the River Thames for commercial vessels. These are covered by the Railways and Transport Safety Act 2003 and the Port of London Byelaws.

- **Part 4 of Railways and Transport Safety Act 2003** covers the offences in relation to shipping - 'drink and drugs'. The act creates offences for Commercial masters and crew under
- Section 78 - Professional Staff on duty,
- Section 79 - Professional Staff off duty, and
- Section 80 Non - Professionals - relates to private vessels however this section of the act is not yet enacted (live)

A further offence exists for both commercial and recreational under the Port of London Authority (PLA) Byelaws:

- **Thames Byelaws 2012 - River Byelaw 9** makes it an offence for the master of a vessel to navigate the vessel whilst unfit by reason of drink or drugs. The PLA Harbourmasters have powers to breathalyse and to direct vessels to a mooring or area to investigate and prevent a continuance of the offence.

This Byelaw has yet to be tested at court. Further restrictions can be placed on drunken vessel masters by the PLA Harbourmaster, who can impose a special direction on any vessel which is causing a danger to navigational safety. Police are unable to invoke this power, but would work closely with the PLA if a vessel raised concerns.

Finally, there is also no equivalent of Section 163 Road Traffic Act 1988 (the power to stop a vehicle) available for police to use on the Thames. This can create challenges for policing, and again, police would work closely with the PLA to stop any vessel causing concern.

Further byelaws or legislation would be a matter for the Port of London Authority and Department of Transport respectively.

## **Border controls on the Thames**

**Question No: 2014/4010**

[Fiona Twycross](#)

What border controls do we have on the Thames and how effective do you think our immigration control is on the Thames?

[The Mayor](#)

Immigration control is the responsibility of the Home Office and their Border Force.

## **Criminals on Mopeds**

**Question No: 2014/4011**

[Fiona Twycross](#)

What strategy do the Metropolitan police have for dealing with criminals on mopeds?

[The Mayor](#)

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

### **Written response from the Mayor received 24 November 2014**

The MPS has ensured a concerted approach has been taken to pro-actively target criminals who use mopeds, with various Specialist Crime teams working closely with Borough colleagues and officers from the Roads and Transport Policing Command.

Several gangs have been convicted of 'smash and grab' style offences, including 6 who pleaded guilty recently, who were sentenced to 17 years in total following an operation by the SC08 London Crime Squad.

This crime-type can pose particular challenges to the MPS in terms of the inherent risks involved in officers attempting to stop suspects on mopeds during the commission of an offence.



## **Barking Riverside (1)**

**Question No: 2014/4012**

[Fiona Twycross](#)

Your 2050 plan shows a London Overground service across the Thames at Barking Riverside, do you think this is a desirable and inevitable outer London cross-river, orbital transport link, of benefit to Thames Gateway developments, and not offered by any other future service?

[The Mayor](#)

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

### **Written response from the Mayor received 08 December 2014**

The 2050 Infrastructure Plan sets out the long term infrastructure requirements for London. It is intended to bring fresh thinking into the city's infrastructure needs now, in order to meet them more cost effectively in the long term. I sought Londoner's views on what they think is needed and the Plan was recently out for public consultation. The 2050 Infrastructure Plan is a long term plan and significant further work is needed to develop many of the proposals in more detail.

One of the longer term proposals included in the Plan is expansion of the rail/light rail network to support housing growth. One such option the Plan proposes is an extension of the Overground from Barking Riverside south across the River Thames. This could provide a connection to Crossrail at Abbey Wood and also support major regeneration and housing development potential at Thamesmead. This extension could also contribute to improved orbital connectivity in outer London, although we still need to do further work to understand how it could best connect into the rail network south of the river.

## **Barking Riverside (2)**

**Question No: 2014/4013**

[Fiona Twycross](#)

Do you agree that a Barking Riverside link would be abortive public capital expenditure, if it were likely to be bypassed later?

[The Mayor](#)

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

### **Written response from the Mayor received 08 December 2014**

The 2050 Infrastructure Plan identifies a potential extension of the Overground from Barking Riverside across the Thames to Abbey Wood, which would help to unlock growth at Thamesmead and improve cross Thames connectivity. The extension could also contribute to improved orbital connectivity in outer London.

A clear funding case for the extension to Barking Riverside has emerged that would allow the extension to be delivered by 2019, thus enabling construction of the much needed homes at Barking Riverside to continue. Whilst a second phase under the river to Thamesmead is supported in the 2050 Infrastructure Plan, it remains unfunded and further work is necessary to progress the case.

So it is important that, while there is this potential for a further extension in the future that we will make passive provision for, we need to progress the current proposals now to ensure the opportunity for new homes, jobs and much needed regeneration is realised.

## **Barking Riverside (3)**

**Question No: 2014/4014**

[Fiona Twycross](#)

Do you agree that Platform 1 at Barking station already provides a terminus if the Riverside link is disrupted, and that a bypassed viaduct station really would have no function at all, rather like Island Gardens high-level DLR station?

[The Mayor](#)

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

### **Written response from the Mayor received 08 December 2014**

TfL has just completed an initial public consultation on a proposed extension of the Gospel Oak to Barking line to a new station at Barking Riverside. There is strong support for the scheme with 90 per cent of responses received in favour of the scheme. In order to serve this rapidly developing area, Overground trains would use existing and new rail infrastructure to travel southeast to a new terminus station at Barking Riverside. If there were disruptions to the extended line to Barking Riverside in the future it is possible trains could terminate at Barking station while any disruptions are rectified. Gospel Oak to Barking Overground services currently terminate at Barking Station and this capability is something TfL would seek to maintain to ensure network resilience when the extension to Barking Riverside is completed.

At present there are no plans to bypass the new station at Barking Riverside. The 2050 Infrastructure Plan identifies a potential extension of the Overground from Barking Riverside across the Thames to Abbey Wood, but this is a longer-term option. This would likely require the construction of a tunnel under the Thames rather than a bridge and the construction of a new underground station at Barking Riverside. It is important that, while there is this potential for a further extension in the future that we will make passive provision for, we need to progress the current proposals now to ensure the opportunity for new homes, jobs and much needed regeneration is realised.

## **Barking Riverside (4)**

**Question No: 2014/4015**

[Fiona Twycross](#)

Do you see scope for freight trains using a Barking Riverside rail tunnel under the Thames, the only one (other than HS1) east of the West London Line?

[The Mayor](#)

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

### **Written response from the Mayor received 08 December 2014**

The 2050 Infrastructure Plan identifies a potential extension of the Overground from Barking Riverside across the Thames to Abbey Wood. This would help to unlock growth at Thamesmead and improve cross Thames connectivity helping to reduce the barrier effect of the river Thames. The extension could also contribute to the enhancement of orbital connectivity in outer London.

Whilst the need for a new cross river rail link is primarily linked to passenger growth and development of the surrounding area, consideration will be given to the potential use of a future link for freight movements.

## **Barking Riverside (5)**

**Question No: 2014/4016**

[Fiona Twycross](#)

Will your already planned Barking Riverside link be suitable for freight traffic?

[The Mayor](#)

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

### **Written response from the Mayor received 08 December 2014**

The proposed Overground extension will enable London Overground trains which currently terminate at Barking to continue on to Barking Riverside. The extension will accommodate a four train per hour service providing a boost to public transport for the local area and enable the development of 11,000 new homes.

The new section of line is not being designed for freight traffic as it will serve only the Barking Riverside development site, which is a predominately residential development.

## **Barking Riverside (6)**

**Question No: 2014/4017**

[Fiona Twycross](#)

Can an east-facing junction to the C2C line be added at a later date?

[The Mayor](#)

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

### **Written response from the Mayor received 08 December 2014**

TfL has just completed an initial consultation on a proposed extension of the Gospel Oak to Barking line to serve a new station at Barking Riverside. The new Overground service would operate from Barking along the existing Essex Thameside Tilbury (C2C) line and then via a new section of railway, to be built as a raised viaduct, heading south after the railway passes underneath the Renwick Road Bridge. The raised viaduct enables a west facing junction to be made with the Essex Thameside Tilbury line with Overground trains sharing this line with C2C and rail freight services.

An east-facing junction to the C2C line, if achievable, would enable Overground trains to proceed east of Barking Riverside in the future. At this time TfL has not identified a demand for extending Overground services in this direction as the priority has been to connect Barking Riverside into the rail network with access to the rest of London. As part of the long term planning of the area TfL will continue to look at future demand and consider proposals that support this as necessary.

## **Barking Riverside (7)**

**Question No: 2014/4018**

[Fiona Twycross](#)

Will you safeguard all alignments necessary to build a cross-Thames rail tunnel at Barking Riverside, and include in such plans the continued use of all short-term infrastructure that is constructed?

[The Mayor](#)

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

### **Written response from the Mayor received 08 December 2014**

Transport for London has just completed an initial public consultation on a proposed extension of the Gospel Oak to Barking line to a new station at Barking Riverside. There is strong support for the scheme with 90 per cent of responses received in favour of the extension. The new service would operate from Barking along the existing Essex Thameside Tilbury (C2C) line and then via a new section of railway, to be built as a raised viaduct, heading south after the Renwick Road Bridge. This route has been identified by TfL as the most suitable as it is compatible with the planned housing development and capable of being funded. It also enables an Overground station to be located at the heart of the Barking Riverside development.

The 2050 Infrastructure Plan identifies a potential extension of the Overground from Barking Riverside across the Thames to Abbey Wood, but this is a longer-term option. This would likely require the construction of a tunnel under the Thames rather than a bridge and the construction of a new underground station at Barking Riverside. It is important that, while there is this potential for a further extension in the future that we will make passive provision for, we need to progress the current proposals now to ensure the opportunity for new homes, jobs and much needed regeneration is realised.

## **Barking Riverside (8)**

**Question No: 2014/4019**

[Fiona Twycross](#)

There were plans for three DLR stations, so is one London Overground station at the Barking Riverside district centre enough for the whole housing estate?

[The Mayor](#)

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

### **Written response from the Mayor received 08 December 2014**

Good transport links to Barking Riverside are critical to facilitating and supporting the proposed housing and associated development. The Overground extension from Barking to Barking Riverside enables development in Barking Riverside through the provision of a fast north/south link to Barking Station connecting into central London and the wider network via the Hammersmith & City and District lines, C2C services, London Overground and local bus services. The new Overground station will have connections by bus and facilities for pedestrians and cyclists to allow access to the station throughout the whole development.

## **Barking Riverside (9)**

**Question No: 2014/4020**

[Fiona Twycross](#)

Do you acknowledge that a better, eastern approach alignment from the C2C line would allow a basement-level instead of a viaduct Barking Riverside station, and the crucial ability to tunnel under the Thames at a later date from the riverside industrial land to the west?

[The Mayor](#)

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

### **Written response from the Mayor received 08 December 2014**

Please see my response to MQ 4018/ 2014.

## **Barking Riverside (10)**

**Question No: 2014/4021**

[Fiona Twycross](#)

Will you investigate the possibility of a London Overground station where the C2C line passes under the A13 dual carriageway, half-way between Barking and Riverside stations? This would be accessible from disadvantaged communities on both sides of the A13, linking them on foot for the first time.

[The Mayor](#)

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

### **Written response from the Mayor received 08 December 2014**

The area northwest of Barking Riverside where the proposed Overground extension will run through has low public transport accessibility levels (PTAL) and high levels of deprivation and a new station at this location could greatly benefit existing residents. TfL will be undertaking a review of the business case for an intermediate station at this location including costs, affordability and overall feasibility. Subject to this business case provision could be made for a second station to be delivered in the future.

## **Old Oak Common (1)**

**Question No: 2014/4022**

[Fiona Twycross](#)

Do you want to maintain the current link at Old Oak Common to the 'New North Main Line' (the railway through Greenford that lies above the HS2 tunnel)? Do you agree that a chord from the proposed Crossrail Dudding Hill line loop provides a means, at last, of achieving that?

[The Mayor](#)

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

### **Written response from the Mayor received 10 November 2014**

Given the growth planned for Old Oak Common it is important we maintain as much flexibility as possible with the rail network to ensure the optimal package of rail connections can be delivered in the future.

The work HS2 are proposing at Old Oak Common as part of the Hybrid Bill will mean that the line to Greenford will be severed, at least temporarily, for a number of years. Although the link is infrequently used by passenger or freight services, it acts as a useful diversionary route during times of disruption. I am therefore keen to see the link reinstated once HS2 is complete.

The proposed Crossrail extension to the West Coast Main Line could potentially allow for the link from Old Oak to Greenford to be reinstated and TfL is working closely with HS2 Ltd and Network Rail to ensure that options which allow for the reinstatement of this connection are being actively considered.



## **Old Oak Common (2)**

**Question No: 2014/4023**

[Fiona Twycross](#)

Would you consider the new Great Western train depot is moved slightly south, to allow a West London Line viaduct to be built alongside the Great Western Main Line?

[The Mayor](#)

As part of the assessment for connecting the Overground into the HS2 interchange at Old Oak, a long list of nearly 30 options has been explored. This included the construction of a new viaduct between the Great Western Main Line (GWML) and the North Pole depot. This work concluded that there is insufficient space between the depot and the GWML to allow a West London Line Viaduct to be constructed.

Any option that involves moving the depot south is likely to have substantial adverse environmental impacts. It would have involved reconstructing the depot within part of Wormwood Scrubs and this option was therefore discounted. TfL is currently consulting on three options for an Old Oak Overground station and as part of this consultation will consider any alternative proposals that are submitted.

## **Old Oak Common (3)**

**Question No: 2014/4024**

[Fiona Twycross](#)

Are you committed to widening both Old Oak Common Lane and Victoria Road, to include proper segregated cycle paths?

[The Mayor](#)

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

### **Written response from the Mayor received 10 November 2014**

My team at TfL are working with HS2 Ltd to ensure that the highway works proposed at Old Oak Common as part of HS2 incorporate a step change in cycling facilities on both Old Oak Common Lane and Victoria Road. This will improve access to the proposed HS2 interchange as well as improve connections to new development planned for the wider area. The current proposal falls somewhat short of expectations, and Officers at TfL will continue to press for enhancements that improve the walking and cycling network in the area.

## **Old Oak Common (4)**

**Question No: 2014/4025**

[Fiona Twycross](#)

Will you lobby for the narrow Dudding Hill freight line bridge over Victoria Road to be replaced as part of a new, joint four-track bridge immediately further west, shared with the proposed Crossrail tracks? Do you acknowledge that such a move sideways allows extra space for possible future London Overground platforms on the Dudding Hill line?

[The Mayor](#)

Plans for the proposed extension of Crossrail 1 to the West Coast Main Line are currently being developed by HS2 Ltd with input from TfL. I am keen to see this link provided as part of the HS2 scheme provided it is properly integrated with the Crossrail network.

TfL is working with HS2 and Network Rail on plans for this new connection including the infrastructure that would be required on the Dudding Hill lines in the future. This includes options that involve four-tracking the current two-track alignment to split out current freight flows from the extended Crossrail service.

Proposals for a new Overground station in the vicinity of Old Oak Common are currently subject to a consultation that ends on 24 November. The consultation proposals do not preclude platforms from being provided on the Dudding Hill Line in the future.

## **Holiday Inn**

**Question No: 2014/4026**

[Fiona Twycross](#)

In your response to my question 2014/2556 where I asked 'What progress have you made in ensuring Holiday Inn, owned by the Intercontinental Hotel Group, delivers the pledge it made as an Olympic contractor to phase in the London Living Wage for all staff in their London hotels?' Your response did not say if your office has been in touch with Intercontinental Hotel Group to discuss this, will you now commit to doing this?

[The Mayor](#)

Both I and the Living Wage Foundation have written directly to the Intercontinental Hotel Group (IHG) to re-establish communications and re-engage them in the process of accreditation. The Living Wage Foundation is in touch with IHG.

## **Beddington Incinerator**

**Question No: 2014/4027**

[Fiona Twycross](#)

Are you concerned that following your approval for an incinerator at Beddington in Sutton, there are reports that a second waste burner will be built at this site, and were you aware of this when you made your decision?

[The Mayor](#)

I made my decision based on the evidence put in front of me. Other waste related activity has/is occurring in the area but I am advised by my officers that Viridor have no further plans to put an additional energy from waste facility on this site.

## **Mental Health Services**

**Question No: 2014/4028**

[Fiona Twycross](#)

Following publication of your report in January 2014 on mental health in London will you be responding to the consultation on the 'redesigning' of services by South West London and St George's Mental Health Trust which will lead to a centralised of services, and the risk to services at Springfield Hospital in Tooting, Tolworth Hospital in Kingston and Queen Mary's Hospital in Roehampton.

[The Mayor](#)

Yes. I shall be responding to the consultation on future inpatient mental health services in south west London.

## Apprenticeships in the construction industry (1)

Question No: 2014/4029

[Fiona Twycross](#)

Can you tell me how many apprenticeship completions there have been in the London construction sector per year since 2010? If you do not collect this information, how do you measure the success of apprenticeships in the construction sector in London, including your new programme to increase the shortage of construction skills in London?

[The Mayor](#)

The Skills Funding Agency is responsible for publishing data on apprenticeships. Published data on the number of apprenticeship starts and completions is available by sector subject area in each region. The table below includes published data on the number of apprenticeships completed in the sector subject area of Construction, Planning and the Built Environment for London and England from August 2010 till July 2013:

Place	Year	2010/11 Full Year	2011/12 Full Year	2012/13 Full Year
	<b>Sector Subject Area</b>	Construction Planning and the Built Environment	Construction Planning and the Built Environment	Construction Planning and the Built Environment
London		930	730	590
England Total		14,100	12,400	8,800

The 2012/13 Apprenticeship Evaluation of London Employers revealed that eighty per cent of apprenticeship employers stated that all of their apprentices completed their training.

I am concerned that not enough young Londoners are entering the construction industry, which is why I recently launched the CITB/ LEP programme. Whilst the CITB / LEP joint investment is not set up to deliver apprenticeships, it will support 100 NEET young Londoners into a shared work-placement scheme with construction employers. Outputs across each work stream will be monitored by officers throughout the lifetime of the programme.

## **Apprenticeships in the construction industry (2)**

**Question No: 2014/4030**

[Fiona Twycross](#)

Can you tell me how many apprentices in the construction sector in London have successfully obtained employment after completion of their apprenticeship per year since 2010? If you do not collect this information, how will you know how successful your new programme will be on increasing the shortage of construction skills in London?

[The Mayor](#)

The Skills Funding Agency does not publish data on the number of apprentices that have successfully obtained employment after completion of their apprenticeship by sector. The 2012/13 Apprenticeship Evaluation of Learners revealed that the majority (81 per cent) of those who had completed their apprenticeship were still either in full-time or part-time work. Of those still employed, 82 per cent were employed by the same employer with whom they completed their apprenticeship.

I am concerned that not enough young Londoners are entering the construction industry, which is why I recently launched the CITB/ LEP programme. Whilst the CITB / LEP joint investment isn't set up to deliver apprenticeships, it will support 100 NEET young Londoners into a shared work-placement scheme with construction employers. Outputs across each work stream will be monitored by officers throughout the lifetime of the programme.

## **Police use of the Regulation of Investigatory Powers Act against journalists**

**Question No: 2014/4031**

[Fiona Twycross](#)

Do you agree with the Sun newspaper that the Met police's use of anti-terror laws against political editor Tom Newton Dunn was an 'assault on a free press'?

[The Mayor](#)

I refer you to my response to oral MQ4044 / 2014.

## **Croydon Tramlink**

**Question No: 2014/4032**

[Fiona Twycross](#)

Have you now abandoned plans to extend the Croydon tramlink?

[The Mayor](#)

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

**Written response from the Mayor received 10 November 2014**

No.

## **Community Trigger**

**Question No: 2014/4033**

[Fiona Twycross](#)

Why have MOPAC revised conditions for the Community Trigger for Anti-social behaviour, so that you are no longer the highest level of appeal. Are you concerned about the removal of you from this role as a democratically elected person in the process?

[The Mayor](#)

MOPAC has not revised the conditions for the Community Trigger. There is no requirement for the Police and Crime Commissioner to be directly involved in the Community Trigger in the way suggested.

MOPAC's role will be to undertake a monitoring role to review how the Community Trigger is being used across London.

## **Heart of Hackbridge new road layout (1)**

**Question No: 2014/4034**

[Fiona Twycross](#)

The Heart of Hackbridge improvements were funded by the Outer London fund - what involvement did GLA and TfL have in the design of the roads?

[The Mayor](#)

Outer London Fund projects are delivered by Boroughs, in this case Sutton Council have worked in partnership with Bioregional. The regeneration team at the GLA support the borough.

There are design quality management requirements in the grant agreements between the GLA and the borough, these ensure that the GLA has the opportunity to comment on the quality of the design. There are also Design Review meetings involving the Mayor's Design Advisory Group. These formed part of the close liaison that took place in the development of the Hackbridge project.

The GLA also facilitated meetings with Transport for London including, ahead of their agreement to the design, an onsite meeting that considered the proposed layout.

## **Heart of Hackbridge new road layout (2)**

**Question No: 2014/4035**

[Fiona Twycross](#)

Did TfL suggest changes to Sutton Council's plans for the Heart of Hackbridge scheme and were these adopted?

[The Mayor](#)

A site meeting took place with senior staff at TfL and Sutton Council. A live test was set up to examine how buses would drive before a decision was made to build the scheme. This led to some design revisions around bus stops/cages and the height of some ramps to ensure bus services were not negatively impacted by the scheme.

The scheme was fully communicated with relevant officers in TfL and TfL were supportive of the scheme.

## **Heart of Hackbridge new road layout (3)**

**Question No: 2014/4036**

[Fiona Twycross](#)

What Metropolitan police enforcement is there of the 20mph zone in the Heart of Hackbridge, and can you provide a breakdown per month of how many enforcement notices have been issued in the last twelve months?

[The Mayor](#)

The speed restrictions in the Heart of Hackbridge are designed and engineered to be self-enforcing. They are 20mph "zones" and not 20mph speed limits. No Fixed Penalty Notices or Notices of Intended Prosecutions have therefore been issued in the past 12 months for breaches of the restrictions in these zones.

Sutton Safer Neighbourhood Teams will continue to police the Heart of Hackbridge road layout, acting as a deterrent and providing advice or warnings with regard to excessive speed where appropriate. Sutton police and the MPS Traffic Management Unit have also contributed to the safety audit being conducted by the local authority at this location.

## **Heart of Hackbridge new road layout (4)**

**Question No: 2014/4037**

[Fiona Twycross](#)

Have concerns been raised by TfL from bus drivers where their routes go through the new Heart of Hackbridge road layout, and has any advice been issued by TfL about navigating the roundel and observing the new uncontrolled crossings?

[The Mayor](#)

TfL is not aware of any concerns raised by bus drivers.

The involvement of London Buses led to design revisions regarding location of bus stops/bus cages. London Buses also commented on the heights of ramps coming into the scheme.

## **Heart of Hackbridge new road layout (5)**

**Question No: 2014/4038**

[Fiona Twycross](#)

Can a breakdown be provided of the funding from the Outer London fund to the Heart of Hackbridge scheme?

[The Mayor](#)

The Heart of Hackbridge scheme was granted £834,939 by the GLA through Round Two of the Outer London Fund and matched by £357,831 Council match-funding and £2,071,642 non Council match-funding.



## **Heart of Hackbridge new road layout (6)**

**Question No: 2014/4039**

[Fiona Twycross](#)

Are TfL aware of the concerns raised by blind and partially sighted users about their safety using the new crossings at the Heart of Hackbridge, and would you agree that a controlled crossing and more tactile surfaces are required. Can TfL officers carry out a risk assessment into this?

[The Mayor](#)

TfL is not aware of concerns raised from visually impaired users however, as this is very much a borough led scheme, any issues should be raised with the London Borough of Sutton.

The scheme has been laid out in accordance to Department for Transport guidelines. The Guide Dogs Association for the Blind has visited the site and stated they are satisfied that the scheme has been laid out in accordance with national guidance.

Safety audits have been carried out by the Borough and none of the recommendations suggest a need for a controlled crossing or more tactile surfaces.

However, as a result of public feedback, I asked my officers to meet with representatives from Sutton Council to consider the safety concerns that have been raised about the scheme. My officers are satisfied that the safety concerns are being addressed. They also agreed that the Council would work to communicate the findings of the safety reviews with members of the local communities.

## **Picturehouse Group**

**Question No: 2014/4040**

[Fiona Twycross](#)

Following your statements about the campaign for staff at the Ritzy cinema to be paid the London Living Wage, will you encourage the Picturehouse group to agree a voluntary recognition agreement with BECTU to try to foster harmonious industrial relations?

[The Mayor](#)

Union recognition is a matter for individual businesses, their employee and the relevant Union in question.

I urge all employers not only to pay the London Living Wage, but to become accredited LLW employees. This involves being audited and acknowledged by the Living Wage Foundation as a fully-committed responsible employer.

As you are aware, I wrote to Picturehouse (the parent company of Ritzy Cinema) in June urging them to become LLW accredited and I have not yet heard back. However, I welcome their announced intention to pay the LLW, though obviously without being LLW accredited it is hard for me or the Living Wage Foundation to know if a company is complying with the rules and the spirit of the Living Wage initiative.

## **New Year's Eve fireworks**

**Question No: 2014/4041**

[Fiona Twycross](#)

Have any protections been put in place to prevent the resale of New Year's Eve tickets for inflated values?

[The Mayor](#)

The GLA and event production company have considered the likelihood of second selling and have taken all possible steps to minimise it including:

- 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
- Online messaging advising people to buy tickets via the official website whilst tickets are still available.
- Withholding a batch of tickets to be released closer to the event when attempts at secondary selling become more prevalent.

## **Air pollution**

**Question No: 2014/4043**

[Jenny Jones](#)

Have you had discussions with DEFRA about updating the results of your air pollution modelling to take into account the growth in London's population and the forecast changes in traffic levels?

[The Mayor](#)

The London Atmospheric Emissions Inventory (LAEI) reflects the projected changes in traffic patterns and uses my latest population projections when calculating current and future exposure.

My officials regularly meet with their counterparts at Defra to ensure that the London Atmospheric Emissions Inventory and the National Atmospheric Emissions Inventory are as closely aligned as possible.

## **Tour de France funding (1)**

**Question No: 2014/4045**

[Darren Johnson](#)

£6m of TfL's cycling budget was spent on the Tour de France. Please detail all efforts which were undertaken to find alternative sources of funding for this event.

[The Mayor](#)

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

### **Written response from the Mayor received 10 November 2014**

Alternative sources of funding were limited for the Tour de France. The £10m allocated to the event by central Government was ring fenced for event delivery outside London. Sponsorship income wasn't an option as the sponsorship rights were the exclusive property of the event organiser.

Funding for the London element of the Tour de France came from the non infrastructure part of TfL's cycling budget. This budget included provision for promoting and delivering cycling events (such as the Tour of Britain).

It was always the intention that the economic benefit of staging the event in London would far outweigh the cost of putting on the event. Confirmed economic benefit figures will be released in December.

The 2007 Tour de France led to an eight per cent increase in the number of people cycling in London.

## **Tour de France funding (2)**

**Question No: 2014/4046**

[Darren Johnson](#)

Will London's involvement in the Tour de France be funded from TfL's cycling budget again in future and what efforts are you making to identify alternative sources of funding for future years, rather than using the cycling budget?

[The Mayor](#)

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

### **Written response from the Mayor received 10 November 2014**

No agreement has been made for the Tour de France to return to London in the future; and therefore TfL has not established how it would be funded. Clearly we would always seek to keep the call on the TfL budget to an absolute minimum.

## **Cyclists stay back stickers**

**Question No: 2014/4047**

[Darren Johnson](#)

This summer, TfL pledged to replace 'Cyclists stay back' stickers on its buses with a more appropriate message. Please confirm that all of these stickers have now been replaced, explaining what they have been replaced with and also how TfL has ensured HGVs working on behalf of TfL also remove them.

[The Mayor](#)

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

### **Written response from the Mayor received 10 November 2014**

TfL has agreed a new advisory sign for the rear of buses following discussions with stakeholders and will start replacing current stickers from early next year as part of a wider campaign to refresh notices. This process will take in heavy goods vehicles under contract to TfL to a similar timeframe.

In addition, following consultation with cyclist groups and other stakeholders, new safety stickers have also been developed for appropriate vehicles over 3.5 tonnes. The stickers say 'Blindspot, Take care' to warn of the hazard presented by these particular vehicles.

TfL has emailed 6,069 operators registered with the Fleet Operator Recognition Scheme (FORS), including all those working on TfL contracts, requesting that all safety stickers are removed from vehicles under 3.5 tonnes, including vans and cars, and that existing HGV stickers are replaced by the new ones. TfL has distributed over 25,000 new stickers to date, with clear instructions on the back that only one sticker be used per vehicle and that they are only suitable for HGVs over 3.5 tonnes.

## **Cycle superhighways**

**Question No: 2014/4048**

[Darren Johnson](#)

Thank you for your answer to my question 2014/3140 regarding cycling superhighways to be built by 2016. You state that "The East-West superhighway will better serve journeys serviced by the former CS10". Can you confirm that CS10 has now been formally deleted from the programme?

[The Mayor](#)

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

### **Written response from the Mayor received 10 November 2014**

As we have always made clear, there will be the same number of Superhighways as originally promised - but not all in the same places.

I can confirm that CS10 is no longer in the programme. As I previously stated, the East-West Superhighway will serve journeys which would have been made by the former CS10.

## **Taxis and engagement with the RMT**

**Question No: 2014/4049**

[Darren Johnson](#)

Given that the RMT represents a significant number of taxi drivers, why was the RMT not invited to your emissions strategy meeting on 13th October? Will you endeavour to include the RMT in future meetings concerning taxis in order to improve engagement with all key stakeholders in the taxi trade?

[The Mayor](#)

Please see my response to MQ 3974 / 2014.

## **Bus defects (1)**

**Question No: 2014/4050**

[Darren Johnson](#)

In your answer to my question 2014/3136, you state that since the recall date "there have not been any serious bus accidents in which foot brake failure has been a factor according to TfL's monitoring of investigations." Can you confirm that there have not been any VOSA inspections since the 2008 recall where they have required buses to be immediately taken off the road for inspection as they are concerned about this issue?

[The Mayor](#)

There is no link between the recall notice process and the routine practice of bus inspections across the UK by VOSA (now the Driver and Vehicle Standards Agency).

Any licensed operator of buses or heavy goods vehicles can be checked in this way and must satisfy the DVSA as to the maintenance standard of its fleet to continue operating.

More importantly, no investigations of serious bus incidents in London have identified foot brake failure as a cause.

## **Bus defects (2)**

**Question No: 2014/4051**

[Darren Johnson](#)

Do you feel assured that the lack of hands-on monitoring by Transport for London of serious bus collisions will not become an issue in any subsequent coroner's investigations?

[The Mayor](#)

There is substantial monitoring of serious bus collisions across the network as part of TfL's extensive safety governance processes. This starts with notification of an incident at the time it occurs and tracking of each investigation through to conclusion. Any significant lessons learnt from these cases are shared with the other bus operators so bus operation can be continually improved. There is also direct monitoring of general collisions across the network up to board level.

### **Bus defect (3)**

**Question No: 2014/4052**

[Darren Johnson](#)

The link provided in your response to 2014/3138 leads to the generic VOSA recall notice applicable to the United Kingdom. This is not the information requested in my question. Please publish a link to a continuously-updated listing of VOSA recall notices that pertain to buses being operated by TfL's subcontractors.

[The Mayor](#)

TfL does not own this information as it is not responsible for the vehicle recall process. Recall information is recorded, collated and published by VOSA - now the Driver and Vehicle Standards Agency (DVSA). The link in my previous response was the closest match available for this. The DVSA oversees the recall process with the relevant manufacturers from start to finish.

### **New Bus for London**

**Question No: 2014/4053**

[Darren Johnson](#)

The business case for purchasing a further 200 New Routemasters has been reduced from 15:1 to 2:1. If it is found that the New Routemaster is actually more polluting than many other new buses, once the actual emission tests on all the new Euro 6 buses have been carried out, will you conduct and publish a further review of the business case and will you confirm whether a negative rating on such a business case stop you from going ahead with the purchase of a further 200 of the New Routemaster?

[The Mayor](#)

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

### **Written response from the Mayor received 27 January 2015**

We already know the New Routemaster is the cleanest Euro V hybrid diesel-electric vehicle in the fleet and the most fuel efficient which minimises CO2 emissions. It also has the capacity to operate for longer in zero-emission electric-only mode because of the innovative configuration of its engine. This will enable us to reduce pollution at hotspots across London.

The British designed and built New Routemaster also provides a range of other important benefits not available with other buses, including easier access between the lower and upper saloons with its two-staircase three-door design.

Consequently the decision to purchase more vehicles remains the right one and will deliver significant benefits to London.

MPS Advertising (1)

## **Road Collisions involving TfL Buses**

**Question No: 2014/4054**

Darren Johnson

Please could you ensure TfL publish updated TfL bus collision data for 2012/13 and 2013/14 year-to-date?

The Mayor

TfL already makes a wide range of road safety information available on its website at <http://www.tfl.gov.uk/corporate/publications-and-reports/road-safety>. This includes detailed casualty, collision and vehicle data files for the period 2005 to 2013 as well as annual figures for road traffic collisions and casualties involving buses or coaches.

As of January 2014, TfL started publishing bus incidents data quarterly on its website at <https://www.tfl.gov.uk/corporate/publications-and-reports/buses>. This provides information on the number of incidents that were fatal or where the individual was 'taken to hospital' by bus route, operator and by borough.

TfL appreciates that further improvements could be made to the website to make road safety data more widely accessible and is currently looking into this.

## **Racist abuse and TfL**

**Question No: 2014/4055**

Darren Johnson

Following a recent well-publicised case where a passenger hurled racist abuse at a group of Jewish schoolchildren on the route 102 bus in Golders Green, yet the driver failed to take appropriate action, will you ask TfL to liaise with bus operators to ensure any incidents of racist abuse on London's buses are dealt with swiftly and appropriately and it is made clear that such behaviour is completely unacceptable?

The Mayor

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

## **Written response from the Mayor received 10 November 2014**

Any experience of crime is unacceptable but hate crime of this nature is particularly appalling.

Should a passenger ever feel threatened or at risk, drivers are given clear instructions to contact the 24/7 bus control room in TfL. This team works closely with the police and is able to advise the driver on the appropriate response and request the attendance of emergency services if necessary. TfL and I apologise that this procedure was not followed on this occasion. I have been assured that this incident was fully investigated by the bus operator, Arriva. The driver has been identified and the matter has been dealt with in line with Arriva's disciplinary procedure.

As raised in your question, TfL will also be raising the circumstances of this case with bus operators across the fleet.



## **TfL appointment of Chief Safety Officer**

**Question No: 2014/4056**

[Darren Johnson](#)

In your response to 2014/2989 you make clear that no one person at Transport for London has overall line management authority for safety. New York's Mass Transit Authority created a Chief Safety Officer position in April. Will you consider introducing such a role at TfL to ensure safety policy is fully joined-up across the organisation?

[The Mayor](#)

I do not consider that changes are required in TfL's effective health and safety management arrangements.

TfL has an organisation wide Safety Management System which provides a consistent and robust safety policy and safety systems across TfL.

Responsibility for safety compliance rests with the Commissioner and Chief Operating Officers of TfL's operational businesses. These responsibilities are clearly set out in the Safety Management System and in job descriptions and role responsibilities. Those roles with responsibility for operational health and safety are supported by a Director of Health, Safety and Environment and a HSE team which provides specialist support and advice.

## **Queen's Circus Battersea**

**Question No: 2014/4057**

[Darren Johnson](#)

Will you be committing to a Dutch-style cycle-friendly roundabout as part of the rebuild programme for Queen's Circus, Battersea?

[The Mayor](#)

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

## **Written response from the Mayor received 10 November 2014**

The scheme being led by LB Wandsworth at Queen's Circus roundabout will provide substantial and innovative improvements for cyclists, giving them dedicated space and time to move through the junction. The design includes traffic signals with segregated cycle facilities and new signalised pedestrian crossings. Works started on Monday 18 August 2014 and are due to be completed in summer 2015.

## **Effect of transport emissions on London taxi and private hire drivers' health**

**Question No: 2014/4058**

[Darren Johnson](#)

How many taxi and private hire drivers have been found to have developed work-related illnesses due to the emissions that they breathe in on a daily basis?

[The Mayor](#)

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

### **Written response from the Mayor received 10 November 2014**

TfL does not record this type of information for taxi and private hire drivers.

However, I recognise that taxi drivers are often exposed to the highest concentrations of air pollutants. It is for this reason that I am currently consulting on a new requirement for all new taxis and private hire vehicles (PHV) to be zero emission capable from 2018, and for a tighter ten year taxi age limit from 2020. This will significantly reduce taxi and PHV emissions and, when combined with my broader Ultra Low Emission Zone proposals, will deliver benefits for all Londoners including taxi and PHV drivers.

## **Lenox Project Feasibility Study Sites - Convoys Wharf**

**Question No: 2014/4059**

[Darren Johnson](#)

As part of the feasibility study, you rejected the site of the Double Dry Dock as a potential location for the construction of the Lenox, the restoration warship. The Lenox project have informed me that it has become apparent that the two sites proposed for the inclusion in the feasibility study have constraints that could adversely affect the project to the point where it might cease to be a viable proposition. Will you reconsider your decision?

[The Mayor](#)

**I believe that The Lenox Project is a community project of real significance for Deptford. That is why I have sought an independent study to identify the most feasible site for the project, and worked to obtain a commitment from the applicant for early project funding to help put the business plan together. It is, nevertheless, important to appreciate that there will be specific challenges to overcome whichever site is chosen. However, based on what is known about the range of constraints at Convoys Wharf, I am of the view that assessment of the Olympia and Wharf sites by the feasibility study is the appropriate way forward.**

## **TfL vexatious complainants**

**Question No: 2014/4060**

[Darren Johnson](#)

Can the Mayor confirm a) how many FOI requests an individual must make under the Freedom of Information Act to be classed as vexatious b) how many people have been banned by TfL from receiving responses to their FOI requests c) how long such bans levied on individuals remain in place?

[The Mayor](#)

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

## **Written response from the Mayor received 10 November 2014**

The Freedom of Information Act does not contain provision for individuals to be classed as vexatious, or to be banned from receiving responses to FOI requests. Instead, particular requests can be refused as vexatious, in accordance with guidance issued by the Information Commissioner. This guidance lists factors to be taken into account, which can include the number of requests made by an individual. In 2014/15 to date, 52 FOI requests received by TfL have been refused as vexatious.

## **LGBT Health and education in London**

**Question No: 2014/4061**

[Darren Johnson](#)

Please could the Mayor outline what the Greater London Authority is doing on health promotion and education within the LGBT community in the capital and what funding is provided by the Greater London Authority to charities who provide such services?

[The Mayor](#)

My officers regularly meet with both the LGBT and trans communities on my behalf. The July 2014 LGBT Stakeholder Group meeting was chaired by Munira Mirza, my Deputy Mayor for Education and Culture. The main agenda item was Health, which included a presentation by Public Health England. Education will be the main focus of the January 2015 meeting, which my Deputy Mayor has agreed to attend.

My annual Trans Stakeholder Group meeting in September 2014 discussed the experiences of young trans people, including in education, and was consulted on the Mayor's Health Inequalities Strategy Delivery Plan.

## **Protecting live music venues - Agent of change principle**

**Question No: 2014/4062**

[Darren Johnson](#)

Under the Agent of Change principle being championed by musician Frank Turner and others, if a music venue is in place before a new residential development is approved, the residential building would be responsible for paying for any soundproofing deemed necessary. Likewise, if a new music venue opens in a residential area, the venue would be responsible for the cost. Will the Mayor support this campaign and back such a change in legislation?

[The Mayor](#)

The two planning scenarios you set out appear equitable and I would like to test them further to inform a revision to the London Plan.

## **Deregulation Bill (1)**

**Question No: 2014/4063**

[Darren Johnson](#)

What lobbying are you undertaking to ensure that the Deregulation Bill doesn't strip you and the boroughs of the power to set requirements for Lifetimes Homes and fully wheelchair accessible standards?

[The Mayor](#)

I have lobbied Government to ensure that both I and the London boroughs are able to set equivalent standards under the proposed national standards regime and will continue to do so in my response to the current Government consultation.

## **Deregulation Bill (2)**

**Question No: 2014/4064**

[Darren Johnson](#)

Will you make a pledge that whatever the outcome of the Deregulation Bill debate that London will continue to build all new homes to Lifetime Homes standards, and 10% to fully wheelchair accessible standards?

[The Mayor](#)

It is my intention to bring into effect requirements equivalent to the Lifetime Homes and wheelchair accessible housing standards in the London Plan.

## **Improvements to the London Rental Standard**

### **Question No: 2014/4065**

[Darren Johnson](#)

Thank you for your answers to questions 2014/2701 and 2014/2702. A constituent has suggested the following measures to improve the London Rental Standard for housing benefit claimants. Will you explore them and write to me with any further steps you plan to take?

- ensure landlord and tenant insurance rates don't suffer any premiums on insurance policies
- advise landlords against taking out buy-to-let mortgages from providers which prohibit letting on tenancies longer than six or twelve months, and to benefit claimants
- accredited landlords and letting agents should signpost people to free, independent financial advice as a matter of course, and again if the tenants face any financial difficulties and get into arrears
- require landlords to have three months' rent in savings to cope with any problems that arise
- some guidance for landlords on how to handle evictions, including with the use of bailiffs, so tenants are given proper notice and treated with due care.

[The Mayor](#)

Some of the suggestions your constituent has suggested are already part of the London Rental Standard training – such as following correct procedures for evictions. My Deputy Mayor for Housing and Land, Richard Blakeway, will write to you with additional comments on the other suggestions.

## **Neighbourhood forum in Carpenters area**

**Question No: 2014/4066**

[Darren Johnson](#)

Local residents are working with Locality to establish a Neighbourhood Forum for the Greater Carpenters District, which the London Legacy Development Corporation designate 'sub area 3' in their planning area. Will you support this localist endeavour and ensure the LLDC works constructively with the forum on emerging plans for the district?

[The Mayor](#)

It is expected that proposals which affect the future of the Carpenter's Estate will be led by the London Borough of Newham as the landowner and housing authority.

The London Legacy Development Corporation in its role as the local planning authority has had initial discussions with residents' groups who have been interested in the potential for neighbourhood planning. Officers from the Legacy Corporation's Planning Policy and Decisions Team will continue to liaise with those residents and will progress any formal applications for the creation of a neighbourhood forum or neighbourhood area, should any such applications be made.

These would be the first steps in any work by residents to develop a neighbourhood plan. Any planning applications submitted for development within or around the Carpenters Estate would also be determined by the Legacy Corporation in this role.

## **Housing Zones - affordable housing**

**Question No: 2014/4067**

[Darren Johnson](#)

How many affordable homes were included in the bids for the Housing Zones? Please break the answer down by tenure and, if possible at this stage, by zone.

[The Mayor](#)

We have received 25 different applications for Housing Zones. We will now be working through the assessment of these on an ongoing basis and will set out the anticipated tenure mix once a fuller assessment has been undertaken.

## **Housing Zones - market housing**

**Question No: 2014/4068**

[Darren Johnson](#)

How many market homes were included in the bids for the Housing Zones? Please break down by zone, if possible at this stage.

[The Mayor](#)

Please see my response to MQ 4067 / 2014.

## **Housing Zones - existing site uses**

**Question No: 2014/4069**

[Darren Johnson](#)

How many existing homes will be demolished in each Housing Zone, broken down by tenure?

[The Mayor](#)

Please see my response to MQ 4067 / 2014.

## **Housing benefit discrimination**

**Question No: 2014/4070**

[Darren Johnson](#)

What evidence were you referring to in your answer to question 2014/2702, when you suggested that "the number of private rented properties owned by landlords willing to let to benefit recipients has actually increased over recent years"?

[The Mayor](#)

Government statistics clearly show that the number of households claiming housing benefit who are living in private rented accommodation has increased. Therefore there must also be an increased number of private rented properties owned by landlords willing to let to benefit recipients.

## **Segregated housing**

**Question No: 2014/4071**

[Darren Johnson](#)

I recently visited a successful 'pepper-potted' development built in Hackney in 2009. The residents there formed an association and have worked well to resolve issues of poor management and anti-social behaviour, making a success of a mixed community. Will you consider including additional guidance in the London Plan or supplementary guidance to encourage providers to support and work constructively with active tenants and residents groups to make a success of mixed communities?

[The Mayor](#)

The London Plan provides strong policies on design quality, mixed and balanced communities and designing out crime to address potential issues of anti-social behaviour and poor management. This is supported by detailed guidance in the Housing SPG to ensure the successful design and management of residential developments, particularly in relation to entrances, shared circulation spaces and communal areas.

Requirements for landlords to work actively with resident groups would be beyond the planning system as this is covered by separate legislation. I strongly encourage providers or management agents to support and engage effectively with tenants and resident groups.

## **Concordat on overseas sales (1)**

**Question No: 2014/4072**

[Darren Johnson](#)

Do you monitor compliance with your industry commitment on marketing new homes in the UK before, or at the same time as they are marketed overseas?

[The Mayor](#)

Please see my response to MQ3861 / 2014.

## **Concordat on overseas sales (2)**

**Question No: 2014/4073**

[Darren Johnson](#)

Why should developers be concerned if they are removed from your concordat agreement following a breach?

[The Mayor](#)

Appearing on the Concordat shows that the developer in question is committed to a level playing field between Londoners and overseas buyers, and removal will therefore risk substantial reputational damage that no sensible developer would discount.

## **Concordat on overseas sales (3)**

**Question No: 2014/4074**

[Darren Johnson](#)

You committed to look at ways in which new homes at Mount Pleasant could be marketed and sold to owner occupiers rather than investors in answer to question 2014/0639. Following the revelation that Galliard were marketing properties to British landlords first, overseas buyers second, and potential owner occupiers last, will you renegotiate your concordat to ensure that homes are made available to potential owner occupiers first?

[The Mayor](#)

The concordat is clear that UK buyers should not be disadvantaged by homes being marketed overseas first.

## **Cost of shared ownership resales**

**Question No: 2014/4075**

[Darren Johnson](#)

Thank you for your answer to question 2014/3162. Will you raise my suggestion of tracking resale values and costs in your bilateral discussions with DCLG?

[The Mayor](#)

Yes.



## **River Crossings spend - further update**

**Question No: 2014/4076**

[Darren Johnson](#)

Please provide details of any additional funds which have been spent on preparatory work for new river crossings since your response to Q2014/1401.

[The Mayor](#)

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

## **Written response from the Mayor received 24 November 2014**

The spend on the East London River Crossings Programme since the response to MQ 2014 /1401 is £2.1 million. This includes design and feasibility work and the cost of running public consultations on both the Silvertown Tunnel and the crossings to the east of Silvertown.

## **Silvertown Tunnel - cost of new link roads**

**Question No: 2014/4077**

[Darren Johnson](#)

In your response to Q2014/1484 you outlined the measures TfL will need to take to connect the proposed Silvertown Tunnel to the existing road network. Please detail the estimated cost of carrying out these works, including any new roads or road widening.

[The Mayor](#)

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

## **Written response from the Mayor received 08 December 2014**

It is too early to give an estimated cost of a highway tie-in works outlined in my response to MQ 1484 /2014. The design of a highway tie-in is the subject of ongoing discussions with the borough highway authorities and a key consideration is minimising the impact on local roads, whilst providing adequate access and connectivity for local residents and businesses. Following the outcome of these discussions, we would then be able to give a cost estimate.

Missing bus shelters in Wood Green

## **Silvertown Tunnel - outcome of discussions on road widening with borough highway authorities**

**Question No: 2014/4078**

[Darren Johnson](#)

Please provide an update on these discussions mentioned in your response to Q2014/1484.

[The Mayor](#)

TfL is working closely with Officers from Newham and Greenwich boroughs regarding the highway tie-in arrangements. On the south side the tie-in proposals predominantly affect the A102 Blackwall Southern Approach, which is a TfL owned and maintained road.

The proposals that have been released for consultation on 15 October reflect input from key stakeholders including local boroughs. The consultation will now provide the opportunity for formal comments on the proposals, which will help inform the design going forward.

## **Advisory Board for the Crystal Palace Project**

**Question No: 2014/4079**

[Darren Johnson](#)

You told me in answer to question 2014/2697 that a future meetings of this board was being organised "after the summer". Can you tell me the date of the meeting?

[The Mayor](#)

The next meeting is scheduled for 3<sup>rd</sup> November 2014.

## **Traffic growth**

**Question No: 2014/4080**

[Darren Johnson](#)

In answer to my question 2013/1362 in May last year, you predicted a 2-3% traffic growth between now and 2018. Can you please provide a revised London wide figure for 2018 and also a figure for 2021?

[The Mayor](#)

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

## **Written response from the Mayor received 04 February 2015**

TfL continuously monitors and reviews traffic data and will publish an updated forecast in early 2015.

## **Aviation Noise**

**Question No: 2014/4081**

[Darren Johnson](#)

While I completely share the Mayor's continued opposition to a third runway at Heathrow, as he is aware over 700,000 people live under the flight paths to the existing 2-runway airport, many of them experiencing what amounts to all-day flying. New technology which is expected to come on-stream over the next few years will allow planes to be directed more precisely so as to give people respite from the noise through the sharing of flight paths. Will the Mayor use his office to ensure the people of London get maximum benefit from these changes?

[The Mayor](#)

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

### **Written response from the Mayor received 24 November 2014**

I am committed to ensuring that the number of people exposed to disruptive and potentially harmful aviation noise by London's airports is minimised. I am keeping a close eye on plans to introduce new technology, and the associated 'Performance Based Navigation' (PBN) consultations and trials which are underway at Heathrow, Gatwick and London City.

This new technology must be used correctly. It could lead to a deterioration of conditions for many thousands of people. At London City Airport for instance, it is suggested that a single consolidated flight path will be created, as opposed to a series of different ones which will be alternated. This could mean that those under the consolidated flight path suffer from a much higher frequency of overflying with little respite.

## **Thames Barrier review**

**Question No: 2014/4082**

[Jenny Jones](#)

In answer to 2014/0632 you agreed that in view of the unprecedented number of times the Thames Barrier had to close last winter to protect London from flooding it would be "prudent to have a full review of its operations". What was the outcome of this review and has the Environment Agency reported its findings to the Mayor?

[The Mayor](#)

I have been sent a copy of the Environment Agency's review into the impact of the frequent closures of the Thames Barrier in response to the extreme winter weather.

The review found no evidence that the Environment Agency needed to change from the current activity in the TE2100 programme, but highlighted the need for continued vigilance in a changing environment to maintain a world class standard of defence.

## **Mayor's sponsorship deals with Coca Cola and McDonalds**

**Question No: 2014/4083**

[Jenny Jones](#)

In an open letter to the chief medical officer for England, the Royal College of Paediatric and Child Health, the Royal College of General Practitioners and a coalition of other health professionals said "an entire generation is being destroyed by a diet of junk food and sugary drinks". In light of this comment and your recent deals with Coca Cola and McDonald's to sponsor two of your programmes FreeSport and Capital Clean Up (which targets, amongst others, youth groups and takes their branding into the school environment) are you making a mockery of your health responsibilities by giving your Mayoral endorsement to companies whose products are associated with childhood obesity?

[The Mayor](#)

No. I am determined to invest in sports participation, clean up the capital and make London a better place to live.

I am committed to promoting public health and encouraging people to lead healthy and active lifestyles. In particular, I am focused on tackling the scourge of childhood obesity.

The agreement with Coca-Cola means an additional half a million pounds is being invested in FreeSport. This will help tens of thousands more Londoners to get active, try something new and lead healthier lifestyles. Overall, I am investing £22.5 million in sport across every London borough and we are creating hundreds of thousands of opportunities for Londoners to get involved.

I support a range of measures aimed at promoting healthier eating and lifestyles, including Healthy Schools London, Takeaways Toolkit and the Healthy Workplace Charter. I also fully support the introduction of universal free school meals for children between the ages of 4-7.

## **TfL bus stops converted into Walker's Crisps tweet activated vending machines**

**Question No: 2014/4084**

[Jenny Jones](#)

As part of Walkers Crisps marketing stunt 'Do us a Flavour', TfL allowed a number of its bus stops to be converted into temporary vending machines that dispensed free packets of crisps. Concerns have been expressed about this type of direct marketing of processed junk snacks, particularly as children congregate at bus stops and can be disproportionately influenced by such marketing. Given your health responsibilities, will you instruct TfL to reject any future advertising bids from a) companies associated with high sugar, fat and processed foods and drinks linked to childhood obesity and b) companies whose products are perceived to undermine or are at odds with public health messages?

[The Mayor](#)

This was part of a national Walkers campaign.

TfL has a strict advertising policy which sets out the principles and decision making framework and criteria governing the approval of adverts that appear on its services. This campaign did not breach either the Advertising Policy or Advertising Standards Authority rules.

I am committed to working with partners in London to tackle levels of obesity, including through the London Healthy Schools programme which supports schools to provide a healthy environment for their pupils and staff and a range of initiatives to support Londoners to walk and cycle more through TfL.

## **Living wage employers target (1)**

**Question No: 2014/4085**

[Jenny Jones](#)

In your manifesto you pledged to "work constructively with the private sector to increase to 250 the number of companies offering the London Living Wage." But in the monitoring paper presented to the Investment & Performance Board, you are also counting third and public sector employers towards the target of 250. How many private sector employers in London are currently fully accredited with the Living Wage Foundation?

[The Mayor](#)

So far, 429 employers in London are fully accredited across all sectors. The private sector accounts for a larger proportion of London Living Wage employers than either the public or third sector. 194 private sector employers are accredited, compared with 164 in the third sector and 71 in the public sector.

The full list of employers will be published in my 2014 Living Wage Report.

## **Living wage employers target (2)**

**Question No: 2014/4086**

[Jenny Jones](#)

Please break down the numbers of private sector employers in London that are fully accredited with the Living Wage Foundation by size: (a) micro (0-9 employees), (b) small (10-49 employees), (c) medium (50-249 employees) and (d) large (250+ employees).

[The Mayor](#)

Of the 429 accredited London Living Wage employers:

- 0-10 employees = 95
- 11-50 employees = 123
- 51-250 employees = 93
- 251+ employees = 110

Information on the remaining 8 is still to be gathered by the Living Wage Foundation.

## **Breathe Better Together campaign - forecast and alert service**

**Question No: 2014/4087**

[Jenny Jones](#)

In answer to my question 2014/1798, you stated that you are developing a new air pollution forecast and alert service to ensure that schools, hospitals and the emergency services have access to this information and integrating it into your 'Breathe Better Together' campaign. Can you explain the means by which your new alert system will inform these groups and other vulnerable Londoners to harmful pollution episodes?

[The Mayor](#)

We will work in partnership with the existing airTEXT consortium to ensure Londoners have access to the information they need. This will be complemented with more detailed messaging and resources aimed at more specialist users (schools, hospitals, emergency services etc) delivered in partnership with London Resilience.

## **Breathe Better Together campaign - launch delay**

**Question No: 2014/4088**

[Jenny Jones](#)

With reference to your appearance in front of the House of Commons Environment Audit Committee on the 10th September, in your written evidence you stated that that your Breathe Better Together campaign was due to be launched in September. Why has it been delayed?

[The Mayor](#)

Breathe Better Together-related outreach activity with businesses and schools is now underway.

The marketing programme associated with the campaign is expected to begin in early 2015.

## **RE:FIT - schools and solar panels**

**Question No: 2014/4089**

[Jenny Jones](#)

How many schools have fitted solar panels through the RE:FIT programme and how many are planned in the remaining pipeline?

[The Mayor](#)

We are on track to retrofit 200 schools through RE:FIT by 2016 with retrofit works complete or underway in 81 schools and a further 50 currently in the pipeline. The RE:FIT Programme Delivery Unit is actively promoting solar panels in schools through the support they are providing, but to date, no schools have fitted solar panels through the RE:FIT programme and there are no schools in the pipeline planning to do so. This is primarily due to economic viability.

## **RE:FIT - schools programme**

**Question No: 2014/4090**

[Jenny Jones](#)

How many full time equivalent GLA officers are allocated to the delivery of the RE:FIT schools programme?

[The Mayor](#)

One.

## **Electric vehicles charging points and parking at the O2**

**Question No: 2014/4091**

[Jenny Jones](#)

The charge points for electric vehicles at the O2 run by Nissan are free, but the O2 parking charges for parking means that drivers cannot charge their cars without parking for several hours. Please will you take this issue up with the O2?

[The Mayor](#)

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

### **Written response from the Mayor received 10 November 2014**

TfL does not hold this information because parking charges are the responsibility of the charge point owner, not the Source London scheme operator. Members agree to comply with the terms and conditions of the scheme, which state that they are responsible for payment of any applicable parking charges.

## **Electric vehicles charging points**

**Question No: 2014/4092**

[Jenny Jones](#)

Member: How many charging points in London require the driver to pay car parking charges?

[The Mayor](#)

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

### **Written response from the Mayor received 10 November 2014**

Please see my response to MQ 2014/4091.



## **Coaches Idling**

**Question No: 2014/4093**

[Jenny Jones](#)

Please can you include coaches as part of your anti-idling campaign and ensure there are regular spot-checks made at the coach stand on Horseferry Road near St John's Gardens to prevent coaches from idling there?

[The Mayor](#)

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

### **Written response from the Mayor received 22 December 2014**

I have asked TfL to conduct spot checks of any coaches which appear to be idling on Horseferry Road, near St John's Gardens, as part of current monitoring arrangements.

There has already been a lot of work carried out to tackle coach emissions. For example, FORS (Fleet Operator Recognition Scheme) have accredited coach operators and has produced a free anti-idling toolkit, which offers practical advice to both coach and commercial operators. Further information can be found on the following link:

[http://www.fors-online.org.uk/index.php?page=PF\\_ANTIIDLING&return=P\\_WHY\\_INTRO](http://www.fors-online.org.uk/index.php?page=PF_ANTIIDLING&return=P_WHY_INTRO)

## **Metropolitan Police failure to charge Alaksur Rahman (1)**

**Question No: 2014/4094**

[Jenny Jones](#)

Will MOPAC investigate why the Metropolitan Police decided to take no further action when they arrested Alaksur Rahman after he assaulted a woman in June last year and which allowed him to sexually assault a second woman ten days later?

[The Mayor](#)

The decision not to charge Mr Rahman after the initial incident was not a police decision. After the suspect was arrested and interviewed for the first offence the case was referred to the CPS for a decision on charging, who determined that no further action be taken.

Upon receipt of the second allegation and the subsequent investigation, links were made with the original offence. Both matters were again referred to the CPS who determined that Mr Rahman should be charged with both offences.

## Metropolitan Police failure to charge Alaksur Rahman (2)

### Question No: 2014/4095

Jenny Jones

Will MOPAC investigate whether staff should be disciplined or moved as a result of the Metropolitan Police's decision to take no further action when they arrested Alaksur Rahman for sexual assault, which allowed him to sexually assault a second woman ten days later?

The Mayor

Please see my response to MQ 4094 / 2014.

## Independent Domestic Violence Advocates

### Question No: 2014/4096

Jenny Jones

Could you confirm how many Independent Domestic Violence Advocates (IDVAs) were working in London in May 2012?

The Mayor

We do not hold IDVA numbers before March 2013. MOPAC commissioned its first survey specifically to understand the numbers of IDVAs across London in April 2013 (see table below). This indicated that there were 114.4 IDVAs in London that residents in the capital had access to. Please note that Brent, Enfield and Greenwich local authorities did not respond to the survey. The borough breakdown is set out below.

Borough	No. IDVAs	Borough	No. IDVAs
Barking & Dagenham	6	Kensington & Chelsea	5
Barnet	3.5	Kingston upon Thames	1.5
Bexley	2.5	Lambeth	6
Bromley	2	Lewisham	3.4
Camden	6	Merton	3
Croydon	8	Newham	5
Ealing	2	Redbridge	1.5
Hackney	5.5	Richmond upon Thames	3
Hammersmith & Fulham	3	Southwark	2.5
Haringey	3	Sutton	3.5
Harrow	3	Tower Hamlets	3.5
Havering	8	Waltham Forest	5
Hillingdon	3	Wandsworth	4
Hounslow	4.5	Westminster	2.5
Islington	5	TOTAL	114.4

## **Inconsistencies in position of acceptability of undercover relationships**

**Question No: 2014/4097**

[Jenny Jones](#)

Thank you for your answer to my question 2014/3173. The College of Policing Code of Ethics paragraph 2.3 says officers should not engage in sexual relations however, the Court of Appeal (AJA & ors v Commissioner of Police for the Metropolis & ors) states that section 26(8) RIPA permits the authorisation of sexual relations. Paragraph 9 of Mr Justice Bean in Dil and others v CPM has the leading counsel for the Metropolitan Police Service arguing in relation to undercover officers engaging in intimate sexual relationships with those they are employed to infiltrate and target "that one should never say never". Therefore, please could you confirm exactly what the Metropolitan Police Service's position is in relation to undercover officers to engaging in a sexual relationship with those they are employed to infiltrate and target?

[The Mayor](#)

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

### **Written response from the Mayor received 04 February 2015**

The MPS has been clear: sexual contact between an undercover officer and a member of the public is not authorised.

## **Special Policing Services**

**Question No: 2014/4098**

[Jenny Jones](#)

Are the rules for Special Policing Services agreements the same for councils as businesses when buying and paying for police officers? Are the rules around abstraction also the same?

[The Mayor](#)

Special Policing Services to businesses are provided under Section 25 of the Police Act and are charged on a full cost recovery bases. In order that the MPS can maintain its core policing responsibilities and keep London safe there are occasions when funded police officers are abstracted from their duty. Businesses are not charged for any officer abstraction.

Officers provided to Local Authorities are provided under Section 92 of the Police Act 1996. Officers are provided under the scheme including 'buy one get one free'. As with Businesses in order that the MPS can maintain its core policing responsibilities and keep London safe there are occasions when funded police officers are abstracted from their duty. On the limited occasions that officers are abstracted in the case of either an emergency or due to the exigencies of duty, this is chargeable to the Local Authority. All other abstractions are not chargeable and Local Authorities receive a reduction to their grant payment.

## **Whistleblowing**

### **Question No: 2014/4099**

Jenny Jones

Will the MPS introduce an anonymous feedback system to monitor if people reporting to the Met's rightline system are happy with the process to ensure that future whistleblowers do not feel persecuted by the organisation or alienated by the process?

The Mayor

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

### **Written response from the Mayor received 10 November 2014**

The MPS will be launching an external staff reporting line early in the 2015; this will be managed by a third party in an attempt to gather information from staff that may be reluctant to report their concerns internally.

The rightline on-line reporting system allows two-way exchange of anonymised information. Anyone not happy has the option to anonymously signal their feelings about the process. It is not always possible to feedback action, which is being taken due to the nature of investigations.

The Home Office is currently conducting a full review of 'whistleblowing' to develop standard practice across England and Wales and the MPS will review its processes following the publication of that guidance.

Alternatively, officers and staff who are reluctant to use the MPS rightline system can report matters through MOPAC or the IPCC.

## **RIPA Codes of Practice consultation**

### **Question No: 2014/4100**

Jenny Jones

Did (a) the Mayor (b) MOPAC and/or (c) the MPS take part in the recent Home Office consultation on the draft RIPA Covert Surveillance and Covert Human Intelligence Sources Codes of Practice?

The Mayor

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

### **Written response from the Mayor received 10 November 2014**

As is appropriate, the MPS responded to the recent consultation.

The Home Office have said they will consult on the draft codes shortly. My office 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's use of Regulation of Investigatory Powers Act 2000**

**Question No: 2014/4101**

[Jenny Jones](#)

In your LBC phone in interview on 7 October 2014 you said you were concerned and wanted to look into the use of RIPA to obtain the telephone records of the Sun Newspaper's political editor. Please could you let me know how you plan to go about this and will you tell me if you conclude that the Met's use of these powers is lawful and appropriate?

[The Mayor](#)

I refer you to my response to oral MQ 4044 / 2014.

## **MOPAC oversight of intrusive tactics used by the Metropolitan Police Service P**

**Question No: 2014/4102**

[Jenny Jones](#)

Thank you for your answer to my question 2014/3177. Can you confirm that MOPAC will start publishing regular high-level updates on intrusive tactics undertaken by the MPS in December 2014?

[The Mayor](#)

Yes. This will follow the MOPAC Challenge on 11 December.

## **Regional school commissioners**

**Question No: 2014/4103**

[Jenny Jones](#)

Do you have any further plans to lobby the Secretary of State for Education to establish a single Regional schools commissioner for London, and to ensure this position is either in the employ of the Greater London Authority or in close coordination with it?

[The Mayor](#)

The Department for Education has appointed 3 Commissioners to cover London.

My Deputy Mayor for Education and Culture has met with the Regional School Commissioners and will continue to engage with them in relation to London to ensure co-ordination across London on education matters in collaboration with other key stakeholders including local authorities. My officers will continue to monitor the system.

## Chair's Question Regarding Gallow's Corner Junction

Question No: 2014/5938

[Roger Evans](#)

Following a debate at the Havering Council Meeting on 26 September 2014, a motion was unanimously passed and it was resolved that the council will call upon TfL to undertake an early review of measures to improve the Gallow's Corner Junction, which is widely regarded as one of the most congested and dangerous road hazards in North East London. Could you please provide me with an update?

[The Mayor](#)

**Boris Johnson (Mayor of London):** Thank you very much, Roger. The issue is topmost in TfL. Thank you very much for raising it on behalf of your constituents. TfL is commissioning design work to see if we can improve Gallow's Corner Junction and those improvements should be completed by the spring of 2016. TfL is very happy to go through in detail with you what is being proposed.

**Roger Evans AM (Chairman):** All right, thank you. I would not normally raise a question from the Chair, obviously

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

**Roger Evans AM (Chairman):** – but in this situation the motion was approved cross-party at Havering, which is no small feat considering they now have six different political parties on the Council. One of the things that people tell me is that you did say you would come and have a look at the junction at some time and they have not seen you there yet. Will you reaffirm your promise to pay us a visit?

**Boris Johnson (Mayor of London):** If I possibly can. Obviously I have been there several times and I have seen it in a general way. I do not think I have done a public meeting there. I will do my best. What I can certainly do is make sure that you are involved personally, Roger, in the changes that are being proposed and that you can have those explained to you. We are considering Gallow's Corner in the long run for more fundamental change and it may be that other solutions will be necessary in the long run.