

Written Answers to Questions Not Answered at Mayor's Question Time on 21 May 2015

Supreme Court Judgement against the UK government over breaches of EU air pollution limits

Question No: 2015/1498

[Jenny Jones](#)

In light of the recent Supreme Court judgement, will you bring forward plans to make the whole of London compliant with air pollution limits by 2020 at the latest?

Oral response

'Right to buy' for housing association tenants in London

Question No: 2015/1210

[Stephen Knight](#)

Do you still have serious concerns about the impact of extending so-called 'right-to-buy' legislation to housing association tenants in London?

Oral response

Standing up for Londoners

Question No: 2015/1255

[Len Duvall](#)

How do you intend to stand up for Londoners against the worst excesses of this Government if you are serving in the Prime Minister's inner circle?

Oral response

Devolution for London

Question No: 2015/1464

[Gareth Bacon](#)

In light of your invitation to attend political Cabinet, will you now push for full fiscal devolution to London.

Oral response

Strike Reform

Question No: 2015/1476

[Richard Tracey](#)

In light of your invitation to attend political Cabinet, will you now push for a ban on transport strikes in London and the introduction of binding arbitration?

Oral response

Right to Buy

Question No: 2015/1256

[Tom Copley](#)

Do you support extending Right to Buy to Housing Association Properties in London?

Oral response

'Future proof' - Taxi and private Hire Services in London

Question No: 2015/1257

[Valerie Shawcross](#)

Did TfL seek legal advice before deciding to licence 'Uber' in 2012? The information supplied to the Transport Committee following up the 'Future Proof' Report suggests that TfL did not seek legal advice until 2014, is this correct?

Oral response

Outer London small business premises

Question No: 2015/1258

[Nicky Gavron](#)

Why have offices in outer London been harder hit by permitted development rights than in other parts of the country?

Oral response

Elections in Tower Hamlets

Question No: 2015/1488

[Tony Arbour](#)

With a judge declaring that Lutfur Rahman had "driven a coach and horses through local authority law" and finding him guilty of overseeing corrupt and illegal practices - why did the Metropolitan Police Service ignore repeated complaints about the situation in Tower Hamlets? Also, what steps are you taking to assist the local authority in ensuring the upcoming by-election is entirely free and fair?

Oral response

24 hour tube service

Question No: 2015/1259

[Joanne McCartney](#)

What action will you take to ensure the safety of LUL staff, particularly in the outer London boroughs, when the tubes run for 24 hours a day at weekends in September?

Oral response

Devolution of rail services

Question No: 2015/1238

[Caroline Pidgeon](#)

What discussions have you had with the Department for Transport on the further devolution of suburban rail services to Transport for London?

Oral response

Public order police officers and Body-worn video cameras

Question No: 2015/1482

[Roger Evans](#)

Recent anti-democratic protests in central London resulted in four police officers and a member of police staff being injured, and a war memorial being vandalized. Research has shown that the use of body-worn video cameras often calms difficult situations and provides valuable evidence. Would you therefore support calls for all Metropolitan police officers engaged in public order policing to be issued with body-worn video cameras?

Oral response

Crossrail

Question No: 2015/1472

[Richard Tracey](#)

What progress has been made with Crossrail 2 planning and what scope is there to move the start time forward?

Oral response

Social security

Question No: 2015/1260

[Tom Copley](#)

Has your pledge in October 2010 that "on my watch you are not going to see, thousands of families being evicted from the place they have been living and where they have put down roots" been honoured?

Oral response

Carlton Tavern

Question No: 2015/1486

[Steve O'Connell](#)

Do you welcome Westminster Council's enforcement action against the demolition of this public house, and will you do everything you can to support this and any similar actions, using your new London Plan policies?

Oral response

154 Bus Route

Question No: 2015/1487

[Steve O'Connell](#)

Will the Mayor instruct TfL to extend the operating hours of the 154 bus route so that it runs for 24 hours a day?

Oral response

Toxic London

Question No: 2015/1261

[Murad Qureshi](#)

Will you join me in congratulating Client Earth for their outstanding victory in the Supreme Court last month and now commit to establish a bigger and better Ultra-Low Emission Zone?

Oral response

London Health Inequalities Strategy

Question No: 2015/1262

[Onkar Sahota](#)

Reducing health inequalities is your statutory duty. An up to date health inequalities strategy is a key pillar in reducing health inequalities across London. Are you happy with constant delay in publishing your 'refreshed' Health inequalities Strategy?

Oral response

London Land Commission

Question No: 2015/1457

[Andrew Boff](#)

What plans do you have to audit and develop public sector land through the London Land Commission?

Oral response

Increases in Violent Crime

Question No: 2015/1263

[Joanne McCartney](#)

Violent crime is still increasing in London. What further action is now needed to tackle this persistent problem?

[The Mayor](#)

Crime in London has fallen much faster than in the rest of the country and levels of violent crime remain lower than they were when I was elected – overall crime down 18%, violent crime down 9%. This includes fewer gang offences, gun crime and serious youth violence.

However, violent crime has shown an increase over the past year everywhere. In London, violent crime is up by 19%. The Office for National Statistics say this is largely the result of better recording of crimes by the police, and London Ambulance data seems to back this up. The trend is seen nationally and London is faring better than other forces.

As you would expect with better recording, the rise peaked in July last year and trends have now stabilised. However, we are not complacent and, whatever the true level of violent crime, are taking it extremely seriously.

My Deputy Mayor for Policing And Crime is also visiting the top five boroughs to help develop local action plans to target Violence with Injury.

Between my Office for Policing And Crime and the MPS there is a huge amount of activity taking place, including:

- Operation Equinox – an MPS operation to tackle violent crime, particularly night time activities with borough-led programmes including visible patrols and weapon sweeps.
- Shield gang violence reduction pilot – this is currently being piloted in Lambeth, Haringey and Westminster to collectively tackle gang members.
- Pan-London Domestic Violence service – providing 40.5 additional independent domestic violence advocates to support high risk victims of domestic violence and 16 additional posts to support victims.
- Red-thread service in trauma centres –to provide youth intervention services when victims of serious youth violence present at A&E.

Kicks Programme – An intervention programme where football clubs work with young people to engage them in positive activities.

Mayoral Directions

Question No: 2015/1264

[Fiona Twycross](#)

Why do you think it is appropriate to interfere in the day to day work of LFEPA by issuing Mayoral Directions?

[The Mayor](#)

I have issued nine directions to LFEPA since becoming Mayor, all of which have arisen in the period over the last few years during which the reductions in LFEPA's grant from Government have taken hold.

In the most significant case to date, I regret to say that a majority of LFEPA Members failed in their responsibility to propose a balanced budget for LFEPA during the process to agree the Fifth London Safety Plan. This left me with no choice but to step in and direct LFEPA to follow the Fire Commissioner's proposals for a realignment of frontline services. The realignment involved an annual saving of £29m for 2014-15.

More recently, I have had to intervene to ensure that the former fire station site at Southwark could in part be used for a new secondary school. I am glad to say that I had the full support of the leader of the local borough in doing so. Without my intervention, LFEPA would have sold the site solely for the development of luxury flats. I am sure that a school is a better outcome for the local community.

I have also had to direct on the appointment process for the next London Fire Commissioner as some LFEPA Members do not want my office to be involved. I would be involved in the appointment of the Transport Commissioner or Police Commissioner and the same should apply to the Fire Commissioner.

I only direct on significant issues, principally involving LFEPA's deployment of resources and well within my ambit of responsibility as Mayor. I do not "interfere", particularly not on "day to day" issues. I remain strongly of the view that the highly dysfunctional governance arrangements for LFEPA need to change and have contacted the new Fire Minister with that goal in mind.

Selling off housing association homes

Question No: 2015/1499

[Darren Johnson](#)

How will the proposed Right to Buy for housing association tenants affect your affordable housing programmes?

Oral response

London Living Wage

Question No: 2015/1266

[Fiona Twycross](#)

Now you are in your last year as Mayor, how will you focus on increasing adoption of the London Living Wage within low wage sectors?

[The Mayor](#)

I will be working closely with the Living Wage Foundation to identify target employers across a broad range of sectors in London including the retail and hospitality sectors. I will be writing directly to these organisations to urge them to join the growing number of accredited Living Wage Employers in London. My London Living Wage campaign is aimed at helping those on lower pay across all sectors in London.

I will also support the Living Wage Foundation's 'We Buy Living Wage' campaign which it hopes to launch later this year. This campaign is still being developed but will focus on encouraging consumers to shop with London Living Wage accredited retailers, which should in turn encourage more retailers to become London Living Wage accredited.

Devolution

Question No: 2015/1265

[Len Duvall](#)

The gains you have made so far in your push for further devolution to London have been described by Sir Edward Lister as 'rather low-hanging fruit'. What gains are you hoping to make from the new government in terms of devolution for London in your last year as Mayor?

Oral response

Cyber-crime

Question No: 2015/1183

[Caroline Pidgeon](#)

Further to MQ 2014/1751 and the publication of your Business Crime Strategy, when will you be publishing cyber-crime figures on the London Datastore?

[The Mayor](#)

City of London police provide the national and force level data in relation to fraud, most of which is committed through use of computers and is therefore a type of cyber crime. Other types of cyber crime are recorded as part of the national crime statistics.

MOPAC has been in discussions with City of London Police on whether it can publish its fraud data.

MOPAC is soon to publish a fraud dashboard, a large proportion of which represents offences committed using computers, later this year.

Correspondence in response to MQs (1)

Question No: 2015/1184

[Caroline Pidgeon](#)

In response to MQs 2015/005, 2015/0446, 2015/0901, 2015/0902, 2015/0903, 2015/0903, 2015/0904, 2015/0905 MOPAC's Chief Operating Officer wrote to me personally. Will you publish these letters to the london.gov.uk website as a matter of public record?

[The Mayor](#)

Please see the attached Appendices A and B.

Correspondence in response to MQs (2)

Question No: 2015/1185

[Caroline Pidgeon](#)

MQs are supposed to be a matter of public record. For the sake of transparency will you publish any correspondence that is sent directly to an Assembly Member in response to an MQ to the london.gov.uk website?

[The Mayor](#)

No. As I hope you will understand, some correspondence is confidential and may contain sensitive information.

Borough Knife Crime Action Plans

Question No: 2015/1186

[Caroline Pidgeon](#)

Further to MQ 2015/005 could you provide me with details of the Knife Crime Action Plan each Borough has implemented in the last twelve months. Please provide details of how these plans have been or haven't been working effectively in each borough.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

MPS CSE awareness raising package

Question No: 2015/1187

[Caroline Pidgeon](#)

The programme of awareness raising of Child Sexual Exploitation (CSE) for Territorial Policing was being rolled out as part of the MPS's Professional Development Day structure at borough level. Has this training package now been delivered to all boroughs?

[The Mayor](#)

The CSE awareness training programme for officers and staff on all boroughs has now been delivered.

Mis-fuelling MPS patrol cars

Question No: 2015/1188

[Caroline Pidgeon](#)

In the last four years there have been 670 incidents of mis-fuelling patrol cars that have cost the MPS £212,456. What steps are being taken to illuminate these mistakes that Londoners are paying for?

[The Mayor](#)

A number of measures are in place to reduce these incidents, over the period the number of mis-fuelling incidents has reduced by 61%:

Each vehicle's log book, dashboard clocks (except covert fleet) and fuel filler flap is clearly marked to advise the driver what type of fuel the vehicle should be filled with.

A number of manufacturers now factory fit anti mis-fuelling devices that prevents mis-fuelling.

The MPS have moved predominantly to a single fuel fleet wherever possible.

The "Police Driver and Vehicle" policy, advises drivers not to start vehicles in the event of mis-fuelling. Whilst this does not prevent the mis-fuel itself, it eliminates the risk of engine and fuel component damage and drastically reduces repair costs.

The MPS has fitted a total of 560 vehicles with a telematics system. Once the driver ID has been enabled, it will be possible to identify which drivers are responsible for fuelling vehicles.

New approach to suspects on scooters/bikes

Question No: 2015/1189

[Caroline Pidgeon](#)

Given the tragic death of Henry Hicks in Islington last year what new approach is the MPS considering when apprehending suspects who are riding bikes/mopeds/scooters/motor bikes?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Officers misuse of warrant cards

Question No: 2015/1190

[Caroline Pidgeon](#)

The MPS freedom of information log reveals 58 accusations of MPS Officers misusing their warrant cards for personal gain. Aside from any disciplinary action taking place what work are you doing to make sure this behaviour is stamped out in the force?

[The Mayor](#)

All cases of misuse of a warrant card are investigated as misconduct or gross misconduct and the outcomes are provided to MOPAC as part of our monitoring of MPS conduct matters. A charge of gross misconduct may result in an officer being dismissed.

The MPS address the issue of misuse of warrant cards at training school, as part of recruit training. Their Directorate of Professional Standards (DPS) has published guidance and also held seminars with Professional Standards Champions on Boroughs to ensure potential misuse is addressed at a local level. They have also worked with rail providers to identify officers who may be misusing their rail cards.

ASL Enforcement

Question No: 2015/1191

[Caroline Pidgeon](#)

What efforts have you made to improve enforcement to prevent drivers and motorcyclists entering the ASL area at traffic lights?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Car parking on Cycle Superhighways

Question No: 2015/1192

[Caroline Pidgeon](#)

Vehicles park on many stretches of the existing Cycle Superhighways - for example, along much of CS7 in Clapham and Balham. This forces cyclists to risk passing open car doors and to move in and out of traffic. What measures have you taken, and will you take, to prevent vehicles parking on Cycle Superhighways?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Cycle Superhighway maintenance (1)

Question No: 2015/1193

[Caroline Pidgeon](#)

I have received many complaints that several existing Cycle Superhighways have deteriorated to such an extent that they have become hazardous to cycle on; CS8 between Chelsea Bridge and Queen's Circus has been particularly highlighted. What measures has TfL taken to review the condition of the Cycle Superhighways?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Cycle Superhighway maintenance (2)

Question No: 2015/1194

[Caroline Pidgeon](#)

How much has TfL spent to date on maintaining the existing Cycle Superhighways?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Cycle Superhighway maintenance (3)

Question No: 2015/1195

[Caroline Pidgeon](#)

What lessons has TfL learnt from the materials used to construct the existing Cycle Superhighways, and what changes have been made to ensure upcoming Cycle Superhighways will last longer?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

20mph speed limit enforcement (1)

Question No: 2015/1196

[Caroline Pidgeon](#)

While I warmly welcome TfL's introduction of trial 20mph zones, in other areas they have been poorly enforced. What extra measures has TfL taken to ensure the new limits will be properly enforced?

[The Mayor](#)

TfL have recently announced the trial of 20mph limits at eight locations on the Transport for London Road Network (TLRN). We are considering the specific needs of each location to determine the appropriate response to ensure compliance.

Two of the trial locations (A10 and A1) already have speed enforcement cameras which will be set to 20mph and used to enforce at the new limit. It is envisaged that compliance on other trial sites will be achieved using signage, and supported by campaigns aimed at reducing speed.

TfL and the MPS are working together to reduce speeding on London's roads. A new Community Roadwatch scheme is currently being trialled in three boroughs and will be implemented throughout London later this year. This partnership between the MPS, TfL and the local community will conduct speed detection operations locally and contact those found to be exceeding the limit.

In addition, TfL and the MPS fund the MPS Roads and Transport Policing Command (RTPC), made up of over 2,300 officers dedicated to policing the surface and road transport network. Every officer within the Command shares six common objectives, one of which is reducing collisions. The RTPC deploys Police Officers across the capital on an intelligence led basis to improve road user behaviour and through this the safety of those who use London's roads.

20mph speed limit enforcement (2)

Question No: 2015/1197

Caroline Pidgeon

Has TfL looked into the introduction of interactive speed signs which inform the motorist of the speed they are travelling, to help enforce the new 20mph zones?

The Mayor

As you will be aware, an increasing number of central and inner London boroughs have recently introduced, or plan to introduce, borough wide 20mph speed limits across their road networks. TfL and I have long supported 20mph speed limits on borough roads where the boroughs choose to implement them.

In March 2015, TfL also announced the trial of eight further 20mph limits on its own roads. We are considering the specific needs of each location to determine the appropriate response to ensure compliant.

A speed indicator device (SID) is one such measure to promote compliance that TfL and the boroughs have utilised in the past. However, in 2008 TfL commissioned a study into the effectiveness of SIDs (<http://www.tfl.gov.uk/cdn/static/cms/documents/effectiveness-of-sids-summary.pdf>), which reported that they were only successful at reducing vehicle speeds over both short distances and short time scales. Therefore, TfL would not generally promote the use of SIDs as a means of ensuring speed compliance in new 20mph areas.

Twickenham - Petersham Bridge

Question No: 2015/1198

Caroline Pidgeon

I have been contacted by a constituent who believes a pedestrian/cycle bridge between Twickenham and Petersham, south of Eel Pie Island, would provide better access to Richmond Park for Twickenham residents, while connecting Petersham residents with Twickenham town centre. What consideration has been given to a bridge in this area?

The Mayor

Officers are drafting a response which will be sent shortly.

Tramlink - cycles

Question No: 2015/1199

[Caroline Pidgeon](#)

What consideration has been given to allowing cycles to be carried on Tramlink services during off-peak hours?

[The Mayor](#)

Only folded cycles are permitted to be carried on London Tramlink services.

Space on board trams is already at a considerable premium, with a shared user space already being well utilised by both wheelchairs and children's buggies. This is true throughout the day on trams, in contrast to some other parts of the rail network that currently carry cycles at off peak times.

In addition, as trams operate on shared road space, they can decelerate and brake much more sharply than trains and, therefore, there is a greater risk of an unsecured bike causing injuries to passengers.

Air Quality - Supreme Court Judgement

Question No: 2015/1200

[Stephen Knight](#)

What is your response to the unanimous order from the Supreme Court that the government must submit new air quality plans to the European Commission (no later than 31 December 2015) for areas such as London, where legal limits for the level of nitrogen dioxide in the air have been exceeded?

[The Mayor](#)

I have always said that London should be compliant with nitrogen dioxide (NO₂) legal limits by 2020 at the latest and I set out a road map to compliance in my Air Quality Manifesto published in Summer 2014.

The Ultra Low Emission Zone, cleaner buses and new requirements for zero emission capable taxis will ensure more than 80% of central London is compliant with EU legal limits for NO₂ by 2020. It is now for Government and the European Commission to set out the remaining measures which will take London to full compliance.

Air quality on the Tube - update

Question No: 2015/1201

[Stephen Knight](#)

Are you planning to measure the level of dust on the London Underground in 2015/16? If so, when do you expect to publish the results?

[The Mayor](#)

TfL regularly measures dust levels in the underground sections of its infrastructure and is planning to commission monitoring in November 2015. I expect the findings to be published in Spring 2016.

The results from monitoring for 2014/15 are currently being analysed and will be published this summer.

Green energy for the Tube

Question No: 2015/1202

[Stephen Knight](#)

What percentage of London Underground's energy supply came from renewable sources in 2014/15

[The Mayor](#)

Currently 17.5 per cent of the energy used by London Underground is from renewable sources.

London Underground continues to pursue local solutions in London to source energy from renewable and low carbon sources.

Cleaner Air for Schools programme

Question No: 2015/1203

[Stephen Knight](#)

How much GLA funding was allocated to support the 'Cleaner Air 4 Schools' programme in 2014/15, and how much (if any) has been allocated for 2015/16?

[The Mayor](#)

The total GLA funding allocated to support the 'Cleaner Air 4 Schools' programme in 2014/15 was £100,000.

There is no funding allocated for 2015/16.

TfL - Trees in London (1)

Question No: 2015/1204

[Stephen Knight](#)

Since 2011, how many trees has Transport for London (TfL) removed from the streets of London due to maintenance or other work (e.g. safety concerns, natural causes, self-set trees in the wrong location, 3rd party claims, GLA Group schemes, developer requests)? Please provide figures broken down by financial year and reason for felling.

[The Mayor](#)

Since 2011, TfL have removed the following numbers of street trees from the TfL road network.

Reason / Year	2011/12	2012/13	2013/14	2014/15
Safety	114	43	122	123
Natural causes	450	285	444	634
Development	7	2	3	43
Scheme	66	1	4	55
3rd party claim	9	30	5	11
Self-set trees	57	4	2	12
TOTAL	703	365	580	878

A reason for removal has only been recorded and collated centrally since 2013. Therefore, the figures prior to 2013 have been generated through a variety of alternate sources and analysis, and should be considered indicative.

For the number of trees TfL has planted, please see my response to [MQ 2015/1205](#).

TfL - Trees in London (2)

Question No: 2015/1205

[Stephen Knight](#)

Since 2011, how many trees has Transport for London (TfL) planted on the streets of London? Please provide figures broken down by financial year and type of planting (i.e. additional or replacement).

[The Mayor](#)

TfL has planted the following number of street trees on TfL roads since 2011.

2011/12: 980

2012/13: 1075

2013/14: 961

2014/15: 1008

Tree planting is not broken down into 'additional' and 'replacement' due to the number of variable factors in such a calculation. We therefore report only one figure for planting.

Trafalgar Square - Hawk Costs

Question No: 2015/1206

[Stephen Knight](#)

How much has been spent per year, since 2011, on hawks to control pigeon numbers in Trafalgar Square? Please provide figures broken down by financial year.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Mayoral Planning Decisions

Question No: 2015/1207

[Stephen Knight](#)

How many planning applications of 'potential strategic importance' were referred to the Mayor in 2014/15

[The Mayor](#)

There were 353 applications of potential strategic importance referred to the Mayor in 2014/15.

Planning - financial viability assessments

Question No: 2015/1208

[Stephen Knight](#)

How many independent viability assessments were commissioned by the GLA's Planning Unit in 2014/15?

[The Mayor](#)

The GLA Planning Unit has commissioned one independent viability assessment (Convoys Wharf). For other referable schemes the GLA works with the independent assessments carried out on behalf of the local planning authority

New homes on GLA Land

Question No: 2015/1209

[Stephen Knight](#)

Further to MQ2014/2320, can you confirm how many homes were built on GLA land in 2014/15?

[The Mayor](#)

In 2014/15, a total of 1,031 homes were built on land owned by the GLA. In addition, planning consent for 1,545 homes was granted and planning applications for a further 3,219 homes were submitted.

These figures are available on the GLA website at:

<https://www.london.gov.uk/priorities/housing-land/increasing-housing-supply/gla-affordable-housing-statistics>

Housing Moves

Question No: 2015/1211

[Stephen Knight](#)

Further to MQ2014/2325, how many social tenants have moved through your 'Housing Moves' mobility scheme in 2014/15?

[The Mayor](#)

So far there have been 255 confirmed moves through Housing Moves in 2014/15. We will produce final figures in June.

Seaside and Country Homes scheme

Question No: 2015/1212

[Stephen Knight](#)

How many homes were made available to households through the Seaside and Country Homes scheme in 2014/15? Please also list the number of applications made during this period.

[The Mayor](#)

There were 643 applications to the Seaside & Country Homes scheme in 2014/15 and 209 homes were made available.

GLA Land & Property Ltd - revenue raising

Question No: 2015/1213

[Stephen Knight](#)

How much revenue was raised from GLA Land & Property Ltd's estate in 2014/15?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Disposal of Southwark Fire Station site

Question No: 2015/1214

[Stephen Knight](#)

Further to your Mayoral Direction of 27 April 2015, will you help LFEPA to ensure that no items of historic importance to the London Fire Brigade are lost or sold as a result of the disposal of the former fire station site in Southwark?

[The Mayor](#)

Yes.

London and Partners

Question No: 2015/1215

[Stephen Knight](#)

Can you confirm whether the GLA's grant agreement with London and Partners has now been revised? If so, what steps have been taken to improve transparency and accountability?

[The Mayor](#)

Yes, the GLA's grant agreement with London & Partners (L&P) has now been revised.

The principal improvements around transparency and accountability centre on an explicit expectation that L&P should respond positively to Assembly information requests and on the GLA being awarded audit access rights to relevant items of L&P expenditure.

TfL revenue from Associated Newspapers Ltd

Question No: 2015/1216

[Stephen Knight](#)

How much revenue was generated through TfL's contract with Associated Newspapers Limited - which permits the distribution of free Metro newspapers on TfL property - in 2014/15?

[The Mayor](#)

Our revenue through this contract in 2014/15 was £4.0 million.

GLA - Sponsorship

Question No: 2015/1217

[Stephen Knight](#)

What was the total amount of private sponsorship raised by the Greater London Authority (GLA) in 2012/13, 2013/14 and 2014/15 respectively?

[The Mayor](#)

The total amount of sponsorship raised by the Greater London Authority was:

2012/13: £2.7m, £2.4m of this was specifically related to Olympic projects and the remaining £0.3m to other activities

2013/14: £1,597,450

2014/15: £2,149,900

Internships Research Responsibility

Question No: 2015/1218

[Stephen Knight](#)

Following your response to MQ 2015/0555, who in your team will be responsible for the research into internships, or is it something you will ultimately be taking responsibility for in the absence of a Deputy Mayor for Business and Enterprise?

[The Mayor](#)

The Economic and Business Policy team will lead do research activity working closely with my Special Advisor for Business and Science.

London Careers Offer

Question No: 2015/1219

[Stephen Knight](#)

Following your response to MQ 2015/0553, has Dr Hughes' report into careers advice proposals been published?

[The Mayor](#)

Dr Hughes' report is due to be published in early July, once it has been presented to the London Enterprise Panel and the working group responsible for commissioning it.

Olympicopolis Local Engagement

Question No: 2015/1220

[Stephen Knight](#)

Following your and David Goldstone's responses to MQ 2015/0801 (Oral) when will you publish a strategy which sets out and commits to the benefits of Olympicopolis to the local community?

[The Mayor](#)

The Legacy Corporation has provided a redacted version of the Olympicopolis Outline Business Case to the Budget and Performance Committee (sent to the chairman on 6 March 2015), which sets out the core objectives for Olympicopolis, including those relating to east London Convergence.

A new corporate strategy is also being prepared that will incorporate how Olympicopolis will benefit the local community and early drafts have already been discussed by the Legacy Corporation's Board. A summary of this plan is likely to be published by the end of the year, approximately six years before Olympicopolis opens to the public.

In addition, arrangements are already in place to facilitate engagement between local community, arts and educational groups and Olympicopolis partners.

The Legacy Corporation has a track record of delivering employment and skills opportunities for local residents, a commitment that is at the heart of its work. During transformation, more than 30% of the construction workforce was local. 70 apprentices worked on the site, 95% of whom were local. 65% of the current workforce in the venues and estates and facilities management is local.

Olympicopolis partners are already working in and around the Park - for example UCL Partners is working in the Ludwig Guttman Health and Wellbeing Centre in East Village to speed up the translation of academic health science into population benefits and the Victoria & Albert Museum has been working with local Hackney Wick artists and local schools.

TfL as an Apprenticeships 'Trailblazer'

Question No: 2015/1221

[Stephen Knight](#)

Can you update me on TfL progress on becoming an 'apprenticeships trailblazer'?

[The Mayor](#)

TfL continue to be actively involved with Apprenticeship Trailblazers and are currently employer consortium members of seven Trailblazers which are at various stages. These include:

1: Transport Planning, Level 3 - standard has been signed off by the Skills Minister (within the Department for Business, Skills and Innovation) and currently working on the assessment criteria

2: Rail Engineering Technician Design, Level 3 - both the standard and assessment criteria has been signed off by the Minister

3: Rail Maintenance Engineering, Level 2, 3 and 4 - standards have been signed off by the Minister and currently working on the assessment criteria

4: Surveying Level 3 and 6 - standards have been signed off by the Minister and currently working on the assessment criteria

5: Construction Technician including Quantity Surveying Level 4 and 6 - standards have been signed off by the Minister and currently working on the assessment criteria

6: Commercial Procurement (Civil Service), Level 3 - standards have been signed off by the Minister and currently working on the assessment criteria

7: Passenger Transport (including driver, station operations, team leader and manager), Level 2, 3 and 4 - working on the design of the standards

In addition, TfL is involved with three further proposed Trailblazers in Project Management, Commercial Procurement (non Civil Service) and Management. First stage meetings have taken place to outline the expressions of interest for submission to Business Innovation and Skills.

London World Expo 2025

Question No: 2015/1222

[Stephen Knight](#)

Can you update me on London's bid to host the World Expo in 2025?

[The Mayor](#)

Work is currently being conducted to investigate the potential site - including Expo and legacy designs - together with economic benefits and costs associated with London hosting the World Expo in 2025. This work will be presented to me in the summer.

Closure of Tooley Street - information given to bus drivers

Question No: 2015/1239

[Caroline Pidgeon](#)

You will be aware that over Easter Bank Holiday weekend Tooley Street was part closed due to the ongoing works at London Bridge station. I have received reports that information given to bus drivers and users of this closure was inadequate; buses were seen performing U turns at the junction with Shand Street, and many tourists were waiting at stops along Tooley Street, unaware buses were not running. As we can expect many more such closures, will you in future ensure that stops are closed and drivers properly informed?

[The Mayor](#)

Notification of the diversion, including the new line of route, was issued to affected bus operators and diversion boards were put up. This was carried out on 1 April, well ahead of changes coming into effect at 00:01 on 3 April as planned.

TfL's operational staff did not witness or receive any reports of drivers making U-turns but will speak to the bus operators again to check if drivers experienced difficulties.

Publicity was posted at closed stops in Tooley Street, also on 1 April, to help ensure affected passengers, including tourists were aware of re-routing of services in that area.

The next closure of Tooley Street is scheduled for the weekend of 23 May. TfL will continue to look at whether arrangements can be enhanced to improve driver awareness and minimise any inconvenience to passengers.

Finsbury Park station - Wells Terrace entrance (1)

Question No: 2015/1240

[Caroline Pidgeon](#)

On 16th April, passengers using Finsbury Park station were informed that the Wells Terrace entrance would close from Monday 20th, yet the following day were told the work was delayed and the entrance would remain open. Why were passengers informed of this change at such short notice?

[The Mayor](#)

Finsbury Park Tube station improvements are being co-ordinated with a Network Rail station step-free access scheme and a private development adjacent to the station.

Shortly before the planned closure of Wells Terrace, the developer informed TfL that they were not in a position to proceed with their work from 20 April. Once TfL had confirmation that the developer was not in a position to start works as scheduled, TfL communicated this immediately to customers.

Finsbury Park station - Wells Terrace entrance (2)

Question No: 2015/1241

[Caroline Pidgeon](#)

What is the updated timescale for the works at Finsbury Park station?

[The Mayor](#)

TfL remains firmly committed to delivering improvements, including step-free access, at Finsbury Park Underground station.

TfL is currently working closely with the developer, with whom the station works are being coordinated, and with Network Rail to clarify when these improvements can be delivered

The developer will make the timescales for these works available as soon as possible.

TfL bonuses - safety KPIs

Question No: 2015/1242

[Caroline Pidgeon](#)

Considering TfL buses averaged 1.5KSIs per day from collisions during 2014, do you think it is acceptable that TfL Chief Officer bonuses will be awarded without reference to Key Performance Indicators on the safety of TfL buses?

[The Mayor](#)

The collision rate you mention shows there is roughly one serious incident for every million kilometres operated on the network - an indication of how safe bus travel is. It is safer still when you consider around 6.5 million journeys are made each weekday.

It is not appropriate to link rates to Chief Officer bonuses as many external factors contribute to accidents on the London road network - not least the actions of other road users over which TfL has little or no control.

The best course of action is to look at factors that can contribute to incident reduction across London's roads and combine these into safety action plans. TfL has already developed separate safety action plans for each of the vulnerable road user groups (pedestrians, cyclists and motorcyclists) and is now working hard to implement these plans. The most recent figures to quarter 3 of 2014 show that the number of people killed or seriously injured fell by eight per cent, compared to the previous year, to the lowest level on record and 38 per cent down on the 2005-09 baseline. This is the most effective way to drive down incidents and continually improve safety on London's roads.

Bus route 53 - temporary curtailment

Question No: 2015/1243

[Caroline Pidgeon](#)

You will be aware that bus route 53 (Plumstead to Whitehall) has been terminating early at Lambeth North since January due to road works near Westminster Bridge. Passengers were told that this was a temporary arrangement until March. The service is still terminated early. Can you inform passengers when you plan to restore this service as promised?

[The Mayor](#)

The curtailment of the daytime service on route 53 at County Hall, just south of Westminster Bridge, was originally introduced to mitigate for work taking place in Bridge Street, Westminster. Although this work has now been completed, modification of the junction at Elephant and Castle is impacting upon the reliability of route 53 and other bus services that run through this area.

As a result the curtailment of route 53 will continue for the foreseeable future until the works allow the service to be restored to Whitehall. This will ensure a more reliable service for the majority of passengers using route 53. Transfer tickets are available to help customers continue their journey by using any other bus route and will expire one hour after they are issued.

TfL is keen to return to normal operation as soon as possible. TfL will continue to review the curtailment on a monthly basis. The route will be brought into full operation once TfL is satisfied there is sufficient resilience in the route's operation to be extended back to Whitehall.

Waterloo-Greenwich Quietway - Junction of Trundley's Road

Question No: 2015/1244

[Caroline Pidgeon](#)

Your answer to question 2014/4150 is disappointing, especially as this junction remains the only serious hazard along this Quietway, and you and your Cycling Commissioner explicitly promised not to duck difficult obstacles along the route. There are poor sightlines at this junction; are you satisfied that children from the primary school will be safe with a small 'refuge' rather than a signalised crossing?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

TfL cycling staff

Question No: 2015/1245

[Caroline Pidgeon](#)

Please provide figures for the total number of TfL staff working on cycling. Please break the figures down by department or project, e.g. Cycle Hire, Better Junctions, Cycle Superhighways etc.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Bus route 331 - access to Mount Vernon Hospital

Question No: 2015/1246

[Caroline Pidgeon](#)

A constituent informs me that the 331 bus route travels past three closer boarding and alighting points before stopping for 'Mont Vernon Hospital' (Northwood). Given many passengers using this stop have mobility issues, will you investigate whether the service can stop closer to the hospital entrance?

[The Mayor](#)

Thank you for bringing this to our attention. TfL is currently investigating this issue and will respond to you in due course.

Bus stop locations - accessibility

Question No: 2015/1247

Caroline Pidgeon

What steps do you take to review the position of bus stops to ensure they are situated near places of particular need, such as local shops, libraries, hospitals or railway stations?

The Mayor

Proximity to facilities that customers want to use, such as the ones you highlight, is one of the key considerations when TfL decides where bus stops should be located. This has to be balanced with other factors such as road safety, accessibility and the need for businesses to have loading facilities.

TfL staff regularly liaises with officers of all local authorities to ensure that bus stop locations are reviewed in relation any proposed changes to those facilities and that the needs of bus passengers are taken into account whenever highway improvements or changes to frontages or facilities are being planned.

They are also on the road visiting bus stops throughout their working week, and formally inspect every stop every year. On these visits, as well as assessing the physical condition of the stop, they assess whether it is still in the best location to meet customer needs and whether it is still fully accessible or whether there have been any changes in circumstances that require a change to the stop's location.

TfL also consider suggestions from the public, elected representatives and local businesses and make changes to bus stop locations where this will improve the service to customers

Step Free Access Projects (1)

Question No: 2015/1248

Caroline Pidgeon

In answer to question no: 2015/0766 you stated that "No step-free projects have been cancelled" on the London Underground. However, on the 9th July 2009, Richard Barry, the then Head of London Underground, provided in correspondence sent to the London Assembly Transport Committee the details of 24 step-free access schemes which were to be deferred:

<http://legacy.london.gov.uk/assembly/reports/transport/too-close-for-comfort-submissions.pdf>

Please therefore state what is the difference between an 'indefinite deferral' of proposed step-free access scheme and the cancellation of a scheme?

The Mayor

Officers are drafting a response which will be sent shortly.

Step Free Access Projects (2)

Question No: 2015/1249

[Caroline Pidgeon](#)

In answer to question no: 2015/0766 you stated that "No step-free projects have been cancelled" on the London Underground, yet in answer to 01821/2010 you stated in relation to Shepherd's Bush underground station: "Work on this project had to be stopped after it became clear that ground conditions and the location of other underground utilities were not as anticipated, adding significantly to the difficulty and cost of the work. Subsequent to that, additional costs from the absorption of Metronet and the economic down-turn forced the indefinite deferral of a number of step-free access projects including Shepherd's Bush. The total cost of all work on this scheme from 2003 to the present is £39m." How do you reconcile the answers you have provided to these Mayoral Questions?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Step Free Access Projects (3)

Question No: 2015/1250

[Caroline Pidgeon](#)

For how long does a proposed step-free access project at a London Underground station have to be deferred before it can be classified as cancelled?

[The Mayor](#)

Please see my response to MQ 2015 /1248.

Firearms licensing change

Question No: 2015/1251

[Caroline Pidgeon](#)

What annual savings do the MPS estimate on making following the changes to the firearms license fee?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Publicity during the General Election campaign

Question No: 2015/1252

[Caroline Pidgeon](#)

Can an explanation be given why a press release from the Mayor's office was released during the General Election campaign and while the 'purdah' rules applied, relating to your launch of the Old Oak and Park Royal Development Corporation, making the bold claim that it will 'seek to deliver up to 24,000 homes and more than 55,000 jobs' yet your resignation from chairing the Old Oak and Park Royal Development Corporation was not press released, despite being confirmed before the 7th May. On reflection, during a General Election period, where strict rules about publicity created by the Mayor and London Assembly should apply, do you agree that either both significant developments should have been deferred in being publicised, or alternatively both have been publicised via a press release before the 7th May.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Use of bus lanes by non-emergency patient transport service vehicles

Question No: 2015/1253

[Caroline Pidgeon](#)

Will you examine the case to allow non-emergency patient transport service vehicles to use bus lanes in London?

[The Mayor](#)

TfL does not currently permit non-emergency patient transport service vehicles to access bus lanes on the Transport for London Road Network. The exception to this is if a vehicle is constructed or adapted to carry nine passengers and a driver, then it will be permitted to use bus lanes as it is designated as a bus under DVSA classification.

The primary purposes for this policy are to maintain efficiency and reliability of buses and to allocate road space to cyclists and powered two wheelers to improve safety. In addition, allowing non-emergency patient transport service vehicles would create enforcement issues due to difficulties in identifying different vehicle types.

Following recent discussions TfL has held with London Councils, TfL is considering the case for allowing emergency ambulances in non-blue light situations to use bus lanes. However, TfL has no plans to examine the case to allow non-emergency patient transport service vehicles to use bus lanes in London.

York Road traffic lights, Waterloo

Question No: 2015/1254

[Caroline Pidgeon](#)

I have been contacted by a constituent who is concerned that the sequencing and frequency of the pedestrian traffic lights on York Road at the junction with Station Approach with those at Waterloo Roundabout is causing significant tailbacks of traffic. My constituent has witnessed buses and HGVs blocking the crossing, forcing pedestrians to cross around them, risking conflicts with cyclists. Will you look into the sequencing of these traffic lights?

[The Mayor](#)

The signals at the junction of York Road / Station approach have recently undergone modernisation. While these works were taking place, the linking with the junction at Waterloo Roundabout was temporarily lost and as a consequence, traffic flow between these two signals was not coordinated.

Signal linking has now been restored and engineers will continue to monitor the coordination to ensure that, where possible, signal timings prevent pedestrian crossing points becoming blocked.

Crossrail Spur to Tring

Question No: 2015/1267

[Navin Shah](#)

What is your position on the proposed extension of Crossrail Spur to Tring?

[The Mayor](#)

Extending Crossrail services to Hertfordshire would improve connectivity and bring new economic opportunities to North West London. It is also clear that if Crossrail services are extended to Hertfordshire, stops at Wembley Central and Harrow & Wealdstone would be beneficial.

TfL is currently looking into the feasibility of potential extensions with the Department for Transport. Other stations could include Tring, Hemel Hempstead, and Watford, Berkhamstead, Bushey, Kings Langley and Apsley – subject to the outcomes of the feasibility study.

As with any potential extension, a range of factors must be taken into consideration, including cost, economic growth, passenger demand forecasts, service reliability and journey times. These will all be considered as feasibility work progresses, and no decision will be taken until the outcomes of this work are known.

Cold Homes (1)

Question No: 2015/1268

[Jennette Arnold](#)

Why, after seven years as Mayor, have you failed to establish a strategy for tackling fuel poverty in London?

[The Mayor](#)

My Climate Change Mitigation and Energy Strategy sets out key policies for tackling fuel poverty in the capital. I am taking action on multiple fronts:

Supporting the retrofit of a further 175,000 homes through my RE:NEW programme (in addition to over half a million homes already retrofitted by RE:NEW and the wider market);

Introducing a new London Rental Standard to ensure Landlords meet their energy efficiency obligations and address very cold homes;

Reducing my share of council tax for the 4th consecutive year to help reduce the cost of living;

Boosting the income of Londoners by increasing the London Living Wage - over £60m into the pockets of Londoners;

Promoting uptake of benefits like free energy efficiency measures, through my 'Know Your Rights' campaign.

On the 1st May, City Hall co-hosted the London HECA forum to explore barriers and potential solutions to fuel poverty, with boroughs.

Cold Homes (2)

Question No: 2015/1269

[Jennette Arnold](#)

What steps will you take to ensure my constituents don't have to choose between heating and eating this winter?

[The Mayor](#)

Please see my response to MQ 1268 / 2015.

Water Bills

Question No: 2015/1270

[Jennette Arnold](#)

Rising water bills are a major concern for many Londoners. What actions have you taken to intervene with Thames Water to ensure prices remain fair and reasonable?

[The Mayor](#)

I share the concerns of many Londoners over rising utility bills. I have sought to minimise the cost of the Thames Tideway Tunnel (TTT) and my officers and I have discussed this numerous times with Thames Water and the Government.

In the last water company five-year price review (Dec 2014), Ofwat determined that Thames Water's customers' bills should be 5 per cent less in 2019-20 than the current average bill, not including the cost of the TTT. However, including the cost of the TTT, average bills in 2019-20 will be around 3.3% higher.

Climate Change (1)

Question No: 2015/1271

[Jennette Arnold](#)

Do you still have an "open mind" on whether climate change exists?

[The Mayor](#)

I have stated frequently that I do not question the scientific consensus on climate change.

Climate Change (2)

Question No: 2015/1272

[Jennette Arnold](#)

What steps have you taken to prepare my constituents in Hackney, Islington and Waltham Forest for the likely effects of climate change, such as increased torrential rainfall and heatwaves?

[The Mayor](#)

My officers have led the Drain London project. This project has delivered surface water flood risk maps and draft Surface Water Management Plans for all London Boroughs.

In addition the project, together with LB Hackney, has part funded detailed investigations into high risk areas for surface water flooding within LB Hackney.

My London Plan policy 5.13 contains a sustainable drainage hierarchy. This is being well implemented on the planning applications that are referred to me and regularly sees new development proposing a net reduction of at least 50% in rainwater discharge.

The Drain London project team is now working on a London Sustainable Drainage Action Plan that will lead to increased retrofitting of sustainable drainage systems all over London. In the medium to long term this will improve the whole city's resilience to rainfall.

Air Pollution

Question No: 2015/1273

[Jennette Arnold](#)

Please provide more details on your proposed new Local Air Quality Management Framework?

[The Mayor](#)

Local Air Quality Management (LAQM) is the statutory process by which a local authority is required to review and manage the air quality within its area. Under Part IV of the Environment Act 1995 I am responsible for the LAQM process in London.

I have set out my intention to consult on a new bespoke LAQM framework in London, in order to reflect the unique situation and challenges faced by the capital.

My proposals will include new templates and guidance to help boroughs deliver coordinated actions to improve local air quality, while reducing the overall burden and cost to local authorities.

The consultation will launch in early June 2015 with a view to the new system being in place by January 2016.

New Homes - Wheelchair accessible

Question No: 2015/1274

[Jennette Arnold](#)

Will you support Leonard Cheshire Disability's campaign to ensure that all new homes in London are built to Lifetime Homes standards and 10% of new homes are built to full wheelchair accessible standards?

[The Mayor](#)

Yes. The London Housing Design Guide sets the minimum standard of all newly built homes being Lifetime Homes compliant and this is a key criteria when assessing any applications for grant funding for affordable housing. The London Plan also looks to enforce that of the total homes built within the capital that 10% of those should be fully wheelchair compliant

Disabled-friendly homes

Question No: 2015/1275

[Jennette Arnold](#)

We must build more disabled-friendly homes and have the funding available to adapt existing homes now. Will you urge London councils to do that?

[The Mayor](#)

The London housing strategy and the London plan promote the construction of housing for disabled adults and indeed the Mayor working with Department of Health have specific investment funds targeted at this client group.

Those looking to adapt existing homes can access funding from DCLG via Disability Facilities Grants and London Councils assess applications for equipment for disabled occupiers .

Mayor's Mentoring Scheme (1)

Question No: 2015/1276

[Jennette Arnold](#)

Further to your answer to Question No: 2015/0835, what work has been done to throughout the scheme to ensure young boys have been paired up with the appropriate mentor?

[The Mayor](#)

Local delivery partners gathered information during mentor interviews and training sessions to assist with matching mentors and mentees. Matches were therefore based on shared interest and hobbies. If a mismatch occurred both mentors and mentees were reassigned to achieve a new successful mentoring relationship.

Mayor's Mentoring Scheme (2)

Question No: 2015/1277

[Jennette Arnold](#)

What plans do you have in place, when the mentoring scheme finishes to ensure that there is a continued programme of engagement with young boys that have been part of the mentoring scheme?

[The Mayor](#)

My Mentoring Programme has in the main been delivered within either school or youth settings. This has enabled the local delivery partners to ensure that mentees have been linked into wider activities. Where this has not been the case the local delivery partners have established referral routes for the young people onto other support as appropriate.

Unison's Ethical Charter

Question No: 2015/1278

[Jennette Arnold](#)

Care workers do some of the most important and valuable work in society. Will you encourage London Councils and your colleagues in Government to support Unison's [Ethical Care Charter](#)?

[The Mayor](#)

I have no statutory responsibilities regarding social care. I expect Londoners to have access to the high quality social care that they need.

Punctuality of the DLR

Question No: 2015/1279

[John Biggs](#)

Has the punctuality of the DLR got better or worse since Keolis Amey Docklands took over as the new franchisee?

[The Mayor](#)

For the last year of the Serco franchise, DLR ran record levels of departures performance at 99.2 per cent; since 7 December 2014 when Keolis Amey Docklands took over the operation of the franchise, the performance has been maintained and indeed marginally increased to 99.3 per cent.

Frequency of DLR to Tower Gateway

Question No: 2015/1280

[John Biggs](#)

Many of my constituents are regular users of the DLR service to Tower Gateway but complain of the lack of frequency. What plans do you have to increase the frequency of this service?

[The Mayor](#)

The section between Westferry and Bank/Tower Gateway is the busiest on the system, with up to 30 trains per hour (7.5 trains per hour of which serve Tower Gateway at peak times), and analysis of crowding shows that these services comfortably meet demand.

TfL continually monitors demand and keeps services patterns under review, and we will continue to review this section of the system to ensure it meets demand.

Air Pollution Judgement (1)

Question No: 2015/1281

[John Biggs](#)

Following the historic ruling by the Supreme Court on 29th April, what role will London play in the creation of a new national air quality plan?

[The Mayor](#)

The national nitrogen dioxide (NO₂) action plan and the 16 regional action plans that have to be re-written are a matter for Government. As is the usual practice, my officers will provide advice, information and data in relation to the London regional plan.

Air Pollution Judgement (2)

Question No: 2015/1282

[John Biggs](#)

In paragraph 30 of the 29th April Supreme Court judgement it states that "during the five years of breach the prospects of early compliance have become worse, not better". Is this not the clearest demonstration yet that air pollution has got worse under your Mayoralty, not better?

[The Mayor](#)

Significant progress has been made improving air quality since I was first elected. London now meets the European legal limits for eight of the nine regulated air pollutants. While London still faces a significant challenge in meeting limits for nitrogen dioxide (NO₂) I have already halved the numbers of Londoners living in areas which exceed those limits.

My ULEZ will ensure more than 80% of central London is compliant with EU legal limits for NO₂ by 2020. It is now for Government and the European Commission to set out the remaining measures which will take London to full compliance.

The Supreme Court judgement highlighted the failure of Euro standards to effectively reduce NO_x emissions. Had Euro 4 and 5 performed as expected London was projected to be compliant with legal limits for NO₂ by 2015. This is the reason why the prospects for early compliance have worsened in recent years.

Question Time

Question No: 2015/1283

[John Biggs](#)

Which Question Time will take precedence for you on certain Wednesdays over the next year? MQT or PMQ?

[The Mayor](#)

As you will be aware John, I thoroughly look forward to my monthly MQT meetings with the London Assembly and MQT will always take precedence in my diary whilst I am Mayor.

Garden Bridge

Question No: 2015/1284

[John Biggs](#)

Can you update us on the fundraising success of the trust, and provide a summary of the financial risks advised to you by your officers?

[The Mayor](#)

My understanding from the Garden Bridge Trust (GBT) is that they have already raised roughly 70% of the total costs of the scheme. This is a fantastic effort and the GBT expect to reach their final target by the end of next year, as scheduled.

The GBT is undertaking a robust process to scrutinise and verify their costs and revenue projections, which will be shared with my officers.

As I have said previously, the GLA's contribution of £30m towards the construction of the bridge will not be released until I have received a satisfactory long-term plan from the GBT for how the annual maintenance of the bridge will be funded.

Thames Barrier Park

Question No: 2015/1285

[John Biggs](#)

You advised some time ago you were reviewing future management/ownership options for the park. Can you update us on progress with this and on your thinking?

[The Mayor](#)

The new contract providers are working with the current suppliers to ensure an effective transfer of staff and sub-contractors. This will enable the new operating model to be introduced during the summer. We are also working closely with our contracted partner for the Pontoon Dock project, to ensure that changes to the park required to accommodate this development, enhance the customer experience and are covered by the park management regime.

Once the new overall regime and cost base for the park has been established, this will be factored into the review of opportunities for the long term future of Thames Barrier Park. This review will put forward recommendations for consideration by late autumn.

Santander Bike Deal

Question No: 2015/1286

[John Biggs](#)

Is this a better deal for Londoners? What did you learn from the Barclays deal?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Bethnal Green Stations

Question No: 2015/1287

[John Biggs](#)

On assuming overground status for a number of Greater Anglia Services out of Liverpool Street, TfL will be responsible for all services through Bethnal Green Overground Station. Will you consider renaming this to avoid the naming clash with the other Bethnal Green (Underground) station which is about ¼ mile away?

[The Mayor](#)

The infrastructure for this station is owned by Network Rail and renaming the station would require consultation with both Network Rail and the DfT.

Changing the name would have a number of substantial operational and cost implications. These costs are unlikely to be justified for the possible benefits, given there have been two Bethnal Green stations in operation for many years.

TfL will keep this matter under consideration and review passenger feedback on this issue.

London City Airport (1)

Question No: 2015/1288

[John Biggs](#)

Is your planning decision re the Airport good news for London's economy?

[The Mayor](#)

I directed Newham Council to refuse the airport's expansion proposals after carefully considering the benefits and dis-benefits of its planning application and concluded it was contrary to the London Plan because it did not adequately mitigate and manage its adverse noise impacts.

London City Airport (2)

Question No: 2015/1289

[John Biggs](#)

Do you agree that increased air capacity in the South East is crucial for continued, sustained and vital growth of the UK economy?

[The Mayor](#)

Improved connectivity is important to meet the needs of the UK economy - and this can be supported through new airport capacity. But provision of new capacity must not be at any price - it must take full and fair account of the environmental impacts of aviation, including noise and air quality and be consistent with London's long term development plan.

Night Buses in Barking & Dagenham

Question No: 2015/1290

[John Biggs](#)

This borough is currently poorly served by night bus routes. What plans do you have to improve coverage?

[The Mayor](#)

TfL currently operate four night bus routes through Barking & Dagenham:

- N15 operates from Trafalgar Square to Romford Market with a night time frequency of every 7-8 minutes Monday - Saturdays and every 10 minutes on Sundays.
- N86 operates from Stratford to Romford with a night time frequency of every 30 minutes.
- Route 128 operates 24 hours from Clayberry Broadway to Romford with a night time frequency of every 30 minutes.
- Route EL1 operates 24 hours from Ilford Broadway to Barking Riverside with a night time frequency of every 30 minutes.

Night bus services in Barking and Dagenham have been reviewed in response to Night Tube. Consultation started on 19 May 2015 and includes proposals for new night services on routes 145, 238 and 296.

TfL will continue to keep the bus network under regular review to ensure sufficient capacity is provided.

Cooperative housing (1)

Question No: 2015/1291

[Tom Copley](#)

How is the Greater London Authority currently promoting the expansion of cooperative housing in London?

[The Mayor](#)

I encourage all small and community house builders to enter the London market, including housing cooperatives. Cooperative housing organisations who are Registered Providers are eligible to bid for grant funding under my housing investment programmes, and are encouraged to do so via my Continuous Market Engagement policy. For those cooperatives that are not registered, support is also offered via the Community Right to Build fund.

Cooperative housing (2)

Question No: 2015/1292

[Tom Copley](#)

How many cooperative homes are there currently in London?

[The Mayor](#)

The GLA does not hold any data on the number of cooperative homes in London.

Community Land Trusts (1)

Question No: 2015/1293

[Tom Copley](#)

What are currently the main barriers to delivering community land trusts in London?

[The Mayor](#)

The barriers to urban CLTs relate to the difficulty of acquiring land, a lack of capacity, and competition from existing developers. However I am very supportive of London CLTs, having launched the UK's first urban CLT at St Clements in Tower Hamlets in March 2014. In addition I am supporting the development of a new CLT on the Olympic Park via the London Legacy Development Corporation. The LLDC's development partner Balfour Beatty and Places for People are working on an options study for the project and will shortly be starting a process to select a CLT partner.

Community Land Trusts (2)

Question No: 2015/1294

[Tom Copley](#)

How many Community Land Trusts will there be in May 2016 compared to May 2008?

[The Mayor](#)

The GLA has worked with East London CLT to deliver homes at the St Clement's Hospital site in Tower Hamlets, which will deliver 23 CLT homes. The LLDC is seeking to deliver a further CLT on its Sweetwater/East Wick development.

The GLA is currently working with 10 community groups, to develop either Community Right to Build Orders or traditional planning applications to the point of submission. It is expected that approximately 960 homes will be delivered from these community groups' proposals.

Rough sleeping (1)

Question No: 2015/1295

Tom Copley

For each year since 2008, please outline the (a) proportion and (b) total number of rough sleepers in London who were former prisoners.

The Mayor

This information is monitored by rough sleeping services and recorded on the CHAIN database commissioned by the Mayor. It is included in the quarterly and annual reports of CHAIN data published on the London Datastore. The figures for every year since 2007/08 are as follows:

Year	2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14
Total rough sleepers	3,017	3,472	3,673	3,975	5,678	6,437	6,508
Number of rough sleepers assessed	1,962	2,574	1,905	1,176	3,482	4,774	4,833
Number of rough sleepers assessed with history of prison	716	742	613	433	1,182	1,521	1,599
Percentage of rough sleepers assessed with history of prison	36%	29%	32%	37%	34%	32%	33%

Rough sleeping (2)

Question No: 2015/1296

Tom Copley

What specific actions (a) have and (b) are the GLA taking to assist people when they leave prison so that they not end up living on London's streets?

The Mayor

My London Delivery Board supported the development and implementation of an action plan to tackle issues around offending and prison discharge. However, primary responsibility for preventing prison leavers ending up on the streets sits with local authorities, who have a legal obligation to at least advise and assist those threatened with homelessness. They are doing some excellent work in this area, working in partnership with prisons, as are organisations such as Revolving Doors and the St Giles' Trust. We certainly do not see a picture of large numbers of offenders ending up on the streets right after they leave: in 2013/14, just 3% of all rough sleepers seen in London identified prison as their last settled base prior to sleeping rough.

Rough sleeping (3)

Question No: 2015/1297

[Tom Copley](#)

Has the GLA made any analysis of the recent trends regarding the number of former prisoners and rough sleeping?

[The Mayor](#)

As set out in MQ 1295, this is monitored through regular reports from CHAIN, commissioned by the GLA, to ensure we have a clear picture of the numbers and needs of rough sleepers in the capital. These figures do not show an increase in the population of rough sleepers with a history of prison.

Rough sleeping (4)

Question No: 2015/1298

[Tom Copley](#)

What view does the GLA have on the impact that recent changes to the probation service have had on the ability of prisoners to find suitable housing options once they leave prison?

[The Mayor](#)

These are relatively early days for changes to the Probation Service, but I anticipate that the extension of the statutory rehabilitation requirement to offenders who have served custodial sentences of less than 12 months will prove beneficial in helping those leaving prison secure suitable accommodation.

Rough sleeping (5)

Question No: 2015/1299

[Tom Copley](#)

For each year since 2008, please outline the (a) proportion and (b) total number of rough sleepers in London who had previously been squatting.

[The Mayor](#)

Rough sleeping services have only recorded on CHAIN whether new rough sleepers' last settled base was a squat, and/or whether they had squatted in the three months prior to being seen sleeping rough, since 2010. Records are as follows:

Year	2010/11	2011/12	2012/13	2013/14			
Total rough sleepers	3,017	3,472	3,673	3,975	5,678	6,437	6,508
Of which, the number who identified a squat as their last settled base	55	58	59	72			

Housing Associations (1)

Question No: 2015/1300

[Tom Copley](#)

How much money was invested by housing associations during the 2011/15 spending round in building new affordable housing in Greater London?

[The Mayor](#)

Housing associations invested a total of £3.912bn in affordable housing schemes completing between 2011-15 and reported within the GLA systems. They may have incurred further expenditure outside of this.

Housing Associations (2)

Question No: 2015/1301

[Tom Copley](#)

How many homes were built by housing associations without grant subsidy from the Greater London Authority during the 2011/15 spending round?

[The Mayor](#)

A total of 6,652 affordable homes were reported via the GLA's Investment Management Systems as delivered by registered providers without grant (although some will have used recycled grant) payment during the 2011-15 programme period.

Housing Associations (3)

Question No: 2015/1302

[Tom Copley](#)

What was the average cost of building an (a) social rent, (b) Affordable Rent and (c) 'affordable homeownership' property during the 2011/15 spending round in Greater London? Please provide the data for Greater London and by borough.

[The Mayor](#)

As requested, please see Appendix C

Housing Associations (4)

Question No: 2015/1303

[Tom Copley](#)

What was the average GLA subsidy per (a) social rent, (b) Affordable Rent and (c) 'affordable homeownership' property during the 2011/15 spending round?

[The Mayor](#)

The average GLA subsidy for social rent units was £109,987; affordable rent was £36,275; and affordable home ownership was £38,111, per unit.

Key worker housing (1)

Question No: 2015/1304

[Tom Copley](#)

How many affordable homes for key workers are there currently in Greater London?

[The Mayor](#)

The GLA does not hold data on the occupation of tenants of affordable homes.

Key worker housing (2)

Question No: 2015/1305

[Tom Copley](#)

Would you agree that the retention and recruitment of key workers (such as ambulance staff) has become more difficult in London over recent years as housing costs have increased?

[The Mayor](#)

Rising housing costs are London's biggest challenge, and affect all of those on modest incomes. The ambulance service faces particular problems relating to the recruitment and retention of staff, which I have repeatedly raised with government, and the cost of living is one of these problems, amongst others.

Key worker housing (3)

Question No: 2015/1306

[Tom Copley](#)

How has your decision to remove key worker criteria from the London Plan helped deliver housing for households on low- to middle-incomes working in vital public services in London?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Key worker housing (4)

Question No: 2015/1307

[Tom Copley](#)

Who provides affordable homes for key workers in Greater London?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Pension funds

Question No: 2015/1308

[Tom Copley](#)

What progress has the Mayor made in ensuring greater investment by pension funds in building new housing in Greater London?

[The Mayor](#)

In September last year a ground breaking deal was announced for GLA-owned land in Pontoon Dock, in the Royal Docks in Newham. This development aims to provide more than 200 new homes with the London Pension Fund Authority providing 85% of the funding for the Private Rental Sector elements of the development.

In addition to this, a wide range of other pension funds are investing in new housing, including: M&G investing in Private Rented Sector homes in Stratford and other London locations; APG and Grainger buying purpose-built private rented housing in the Hallsville Quarter in Canning Town; APG also investing in the Elephant & Castle regeneration scheme; and Washington State Pension Fund investing in new purpose-built private rented homes through Essential Living. Other funds such as Legal & General are active within the market.

Student housing (1)

Question No: 2015/1309

[Tom Copley](#)

What has the Mayor done to improve the quantity and quality of student accommodation in London since 2008?

[The Mayor](#)

Through the London Plan policies (Policy 3.5A and Policy 7.2) and Supplementary Planning Guidance (Housing and Accessible London SPGs) I have required housing to be of the highest quality, and designed to ensure it is accessible and inclusive for all students.

The London Plan supports the development of purpose built student accommodation and plans for an additional 20,000 to 30,000 places between 2015 and 2025. My Plan also requires boroughs to meet the need for student housing in London (Policy 3.8). From 1 April 2008 to 31 March 2015 21,671 net purpose built student bedrooms have been completed in London.

Student housing (2)

Question No: 2015/1310

[Tom Copley](#)

Does the Mayor believe that new student accommodation in Greater London is affordable to students from low- and middle-income households? What has the Mayor done to ensure such accommodation is affordable to students from these households?

[The Mayor](#)

My Academic Forum identified affordability as a key issue for student housing provision in London, and to address this I introduced a requirement for new student accommodation to deliver an element of affordable student accommodation in the Further Alterations to the London Plan.

Through my recently published draft Housing Supplementary Planning Guidance I have set out how affordable student accommodation is to be defined and delivered.

Waiting lists

Question No: 2015/1311

[Tom Copley](#)

What assessment has the Mayor made of how council housing waiting lists are operating in London since the new freedoms were introduced as part of the 2011 Localism Act? Is the Mayor confident that, in every borough, low-income households have fair access to council housing in the local area?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 03 June 2015

I welcome the changes in the 2011 Act devolving greater power to the boroughs; and my officers continue to monitor its impact alongside London Councils.

Pub Protection (1)

Question No: 2015/1312

[Tom Copley](#)

With the demolition of the Carlton Tavern in Kilburn and the closure of numerous venues such as the Black Cap in recent months do you agree you should do more to protect these venues in London?

[The Mayor](#)

Further Alterations to the London Plan adopted in March 2015 provide support for boroughs that want to introduce planning policies to prevent changes from pub use to other uses which require planning permission. The new position in the London Plan provides greater certainty and support for protection of pubs providing this is properly justified. Boroughs can use the Plan's policy to protect pub uses when they are community assets and I would encourage them to do so. I have also provided additional guidance on this matter in my Town Centres Supplementary Planning Guidance.

I have already welcomed Westminster City Council's enforcement action against the demolition of Carlton Tavern (MQ1486 /2015).

Pub Protection (2)

Question No: 2015/1313

[Tom Copley](#)

Will you commit to following up on the recent alterations to the London Plan and issue further guidance on specific policies the boroughs should be adopting to protect pubs?

[The Mayor](#)

Further guidance to support boroughs in bringing forward evidence based local policies to protect pubs is set out in my adopted Town Centres Supplementary Planning Guidance.

Housing Zones (1)

Question No: 2015/1314

[Tom Copley](#)

Can you provide an update on discussions with London Boroughs about housing zones and indicate when we can expect further Mayoral decisions designating housing zones.

[The Mayor](#)

We have received 25 different applications for Housing Zones. We are now working closely with the individual Boroughs through the assessment of these on an ongoing basis. Eleven zones have been announced so far, we are expecting to have designated the first 20 Housing Zones by late summer 2015.

Housing Zones (2)

Question No: 2015/1315

[Tom Copley](#)

Does the figure of over 5,000 new homes in the Clapham Junction to Battersea Riverside housing zone, mentioned in the press release include the 2,000 homes already marked for development through the Winstanley estate regeneration?

[The Mayor](#)

Winstanley Estate is included in the housing zone.

TfL commercial media partner for advertising

Question No: 2015/1316

[Tom Copley](#)

TfL has announced it is looking for a commercial media partner for advertising, and that this single contract will cover both the underground and other London transport in one contract. Is there scope to use this opportunity to implement one of the recommendations of the Economy Committee's Centre Stage report: 'Transport for London should provide opportunities for small theatres to advertise at tube, rail and tram stations close to their venue. This could be achieved by TfL providing its advertising contractors with posters supplied by the theatres for local venues that can be placed in spaces that are empty or displaying expired advertisements. TfL could also set aside foyer space for notices from local cultural attractions.'

[The Mayor](#)

TfL already offers a number of advertising opportunities that enable local advertisers to use accessibly priced and located sites, and theatres (of all sizes) regularly use these spaces.

TfL currently use void space to display its own marketing campaigns, such as "Safer Travel at Night". This is being reviewed as part of the next advertising contract.

A1 Stirling Corner to Borehamwood Junction

Question No: 2015/1317

[Andrew Dismore](#)

Between Stirling Corner and Borehamwood Junction (A1) there is a sensible 50mph limit which is designed to make the road safer. Constituents have complained to me about the lack of observance of the 50mph limit. In light of this is it possible for the MPS to patrol (in arrangement with Herefordshire Constabulary) along this route in order to enforce the 50 mph limit?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Police Resources

Question No: 2015/1318

[Andrew Dismore](#)

During the Kingsway fire on 1st April 2015 a large number of Police were used to control and deal with the incident. How many police officers were from Camden, and how many did that leave performing normal duties in Camden?

[The Mayor](#)

Over the duration of the Kingsway fire a total of 16 Inspectors, 56 Sergeants and 374 Constables were deployed from across the whole of the MPS. Of these there were 2 Inspectors, 3 Sergeants and 24 Constables deployed from Camden. The rest were officers coming into the borough on aid.

Only officers from non-response team roles in Camden were deployed, enabling the response team to perform their normal duties.

Finchley Central connection to Mill Hill East

Question No: 2015/1319

[Andrew Dismore](#)

My constituents are still reporting to me that there is no link up between trains arriving at Finchley Central, and those leaving for Mill Hill East. Passengers are missing the connection by seconds and having to wait 15 minutes until another service can take them to Mill Hill East. Why is there no link between these services?

[The Mayor](#)

The Northern line timetable schedules the departure of the Mill Hill East shuttle shortly after a train arrives into Finchley Central.

Occasionally, delays further along the Northern line mean that a timetabled train will not arrive on schedule. In these cases, the Mill Hill East shuttle departs as scheduled to ensure any subsequent delays are prevented, but TfL seeks to minimise this as much as possible.

No 263

Question No: 2015/1320

[Andrew Dismore](#)

Would you support increasing the frequency of the no 236 bus service especially as it is the only service between East Finchley and North Finchley?

[The Mayor](#)

Following a detailed review and public consultation, route 263 was extended from Holloway, Nag's Head to Highbury Barn on 26 July 2014.

Due to bridge replacement works on Holloway Road, TfL introduced a new schedule to improve reliability in August 2014 on Monday to Saturdays to give buses more time to complete their journeys.

Capacity is sufficient to meet current levels of demand on route 263 with a bus scheduled every 10 minutes Monday - Saturday daytimes with an additional journey towards Barnet on school days only. On Sundays and all evenings there is a bus every 12 minutes. TfL therefore has no further plans to change the frequency, but will keep the route under regular review.

Litter in Edgware

Question No: 2015/1321

[Andrew Dismore](#)

Why does TfL seem incapable of maintaining a clean and tidy station at Edgware?

[The Mayor](#)

TfL wants every journey to be as pleasant as possible, and part of that effort includes encouraging customers to be more aware and considerate when travelling.

The Travel Better London campaign encourages customers to make small changes to their travel habits, including taking their litter with them before leaving the train.

Despite this, there is an enormous amount of litter left behind on Tube trains. This litter is removed from trains at terminus stations, like Edgware. Due to the volume, litter pulled off terminating trains is temporarily held on platforms before being carried outside the station. At Edgware, TfL is in the process of installing additional bins at platform level to minimise the visibility of this litter.

Camden Town Underground Station

Question No: 2015/1322

[Andrew Dismore](#)

TfL have informed me that the urgently needed improvements to ease congestion at Camden Underground Station will not be complete until 2020. This is a key tourist site and an important hub for the local community. Can the Mayor move the works forward to offer the people of Camden some relief from the daily congestion?

[The Mayor](#)

I agree entirely that this work is urgent. That is why LU has been actively engaged with Camden Council to reactive. I support TfL in its current efforts to deliver the modernisation of Camden Town Underground station as soon as possible. Subject to funding and permissions, this scheme will be delivered in the early 2020s. This timetable is partly driven by Camden's requirements and its planning process.

Please refer to MQ 2015/0590 Holborn and Camden Town tube (February 2015) for further details.

Waste Depot relocation

Question No: 2015/1323

[Andrew Dismore](#)

I have been contacted by local residents who are concerned about the development of a new waste facility at Abbot's Depot in Oakleigh Road South, N11. Can you provide information on what consultation should have been conducted and whether the GLA has had any involvement in this project?

[The Mayor](#)

I understand that the Council has carried out pre-application public consultation on its proposal for a waste and recycling depot. The GLA has not had any involvement to date, although an application would be referable if it involves storage of waste on a site of more than 1ha and/or more than 50,000 tonnes throughput per annum.

Congestion on South Circular

Question No: 2015/1324

[Len Duvall](#)

Please give an update on any plans or discussions with LB Lewisham regarding measures to tackle congestion on the South Circular through Catford town centre and in particular along Stanstead Road, particularly as the Catford Green development is now under construction?

[The Mayor](#)

TfL is working with London Borough (LB) Lewisham to investigate ways to improve transport provision and support the development of Catford Town Centre.

The next phase of this work is to ensure the proposals for the road layout support the London Borough's regeneration aspirations and are in line with the Local Plan. We expect this phase of feasibility work will commence when LB Lewisham have completed their regeneration study later this year.

TfL is also upgrading the operation of two sets of traffic signals approaching Catford Gyratory to dynamic control through the SCOOT programme. SCOOT technology is proven to reduce traffic delays at a junction by around 12per cent, which will help to manage congestion on the South Circular at this location.

Extending London Overground to Thamesmead and Bexley Riverside

Question No: 2015/1325

[Len Duvall](#)

Why will TfL not consult on the principle of extending London Overground across the River Thames from Barking Riverside? Is this not a waste of an opportunity and money?

[The Mayor](#)

I'm sure we can agree that the extension of the London Overground to Barking Riverside is essential because it unlocks the full 11,000 homes potential of the Barking Riverside site. The scheme is making good progress towards implementation in 2020 with a full funding package and a second consultation currently underway.

I agree that we also want to see an extension across the river. That is why it was included in my London Infrastructure Plan 2050 and passive provision is being made for such a future scheme. TfL is also actively investigating alignment and feasibility.

Bus capacity and school children in Catford

Question No: 2015/1326

[Len Duvall](#)

I have had anecdotal reports that buses through Rushey Green/Bromley Road through the Catford/Downham areas are becoming very overcrowded at the end of the school day due to large numbers of school children boarding the buses. Has this been reviewed recently and what action can be taken to improve this situation?

[The Mayor](#)

TfL is aware of reliability issues around the Catford / Downham areas due to the ongoing roadworks currently taking place in and around Lewisham which will impact upon capacity of routes serving this area. Additional resource is proposed for route 336 towards Catford to help improve reliability. Capacity in this area will be further reviewed in September when the new school term begins.

Crossrail and bus services at Abbey Wood

Question No: 2015/1327

[Len Duvall](#)

Please outline TfL's plans for bus route upgrades both in Greenwich and Bexley to provide effective access for residents to Crossrail.

[The Mayor](#)

Crossrail services will start running from 2018. It is expected that there will be changes to bus services in the Abbey Wood area and TfL is examining both changes to capacity and the possibility of new links. No specific plans are available yet. TfL will continue to engage with stakeholders as plans for changes are developed.

178 Bus at Kidbrooke Village

Question No: 2015/1328

[Len Duvall](#)

Please update us on progress in attempts to ensure the 178 bus continues to serve the Brook Estate and other residents neighbouring Kidbrooke Village.

[The Mayor](#)

Route 178 will continue to serve the Brook Estate and Kidbrooke Village. If suitable changes are made to the road layout in the estate, achieved through the planning approval process as the development progresses, TfL would consider an alternative, improved alignment for route 178 through Kidbrooke Village.

Lewisham Gateway: Removal of Bus Stops on Lewisham High Street

Question No: 2015/1329

[Len Duvall](#)

On what basis did Transport for London agree to the removal of two bus stops from Lewisham High Street?

[The Mayor](#)

The Lewisham Gateway Planning Application (including detailed approval for the highway layout) was approved by Lewisham Council and I in 2009. Lewisham Gateway aims to transform the area between the Network Rail station and town centre, provide new jobs, shops and approximately 800 residential units and an improved bus interchange.

In 2012, developers approached TfL with regard to implementing the approved highway layout. The developer undertook more detailed analysis of the proposal which showed that there were likely to be delays on Lewisham High Street, heading towards New Cross, of up to 10 minutes in the evening peak.

In order to minimise these delays to buses and general traffic, while providing facilities for cyclists and pedestrians and staying within the boundary set by the Planning permission, it was agreed that 3 lanes northbound and 1 lane southbound provided the best balance for all road users on Lewisham High Street.

As a result of having to provide a single southbound lane, the bus stops outside the police station have been relocated to Molesworth Street, which is accessible via a controlled crossing.

The Developer has worked with TfL and LB Lewisham to keep Lewisham moving, working and trading during the construction works. The new road layout and the removal of the roundabout is due to be completed and in use in early 2016.

Lewisham Gateway: Redirection of Traffic Lanes, Lewisham High Street

Question No: 2015/1330

[Len Duvall](#)

On what basis did Transport for London agree to the redirection of traffic from two lanes each way to three lanes northbound on Lewisham High Street?

[The Mayor](#)

Please see my response to MQ 2015/1329.

Redirection of the 386 bus

Question No: 2015/1331

[Len Duvall](#)

Will TfL listen to the petition presented by local residents and re-instate the old 386 route out of Blackheath in the direction of Woolwich?

[The Mayor](#)

Route 386 was rerouted on July 2013. Fewer than 10 people per day were using this route on Hare and Billet Road. More than three times as many passengers use the new stops served by the route following the service change. Consultation responses to the proposal can be found on the link below.

https://consultations.tfl.gov.uk/buses/route-386/consult_view

Following an extensive search, TfL have not been able to find any petition regarding route 386. I have asked the appropriate TfL officer to contact your office directly to arrange for the petition to be submitted.

London Land Commission 1

Question No: 2015/1332

[Nicky Gavron](#)

What work has been undertaken to establish the London Land Commission announced in the Budget?

[The Mayor](#)

GLA is working in collaboration with HMT and the Departments for Communities and Local Government and Health to establish the London Land Commission.

London Land Commission 2

Question No: 2015/1333

[Nicky Gavron](#)

What team within the GLA is leading work on the London Land Commission?

[The Mayor](#)

The Housing and Land team will lead on the work with dedicated resource committed to the London Land Commission.

OPDC

Question No: 2015/1334

[Nicky Gavron](#)

When you appointed yourself as Chair of the OPDC, did you know that you were going to announce your resignation from that appointment the next month?

[The Mayor](#)

I remain very much in charge and will continue to oversee the delivery of regeneration projects across London such as the Old Oak and Park Royal Development Corporation (OPDC). This is about streamlining of portfolios and, with his vast experience, I believe that Sir Edward Lister is perfectly placed to take on the chairmanship of OPDC and deliver my vision for this important regeneration project.

Planning permissions 1

Question No: 2015/1335

[Nicky Gavron](#)

How many homes were granted planning permission in London each year since 2008?

[The Mayor](#)

2008	2009	2010	2011	2012	2013	2014*
63,357	63,030	70,171	66,299	99,443	76,610	61,291

*provisional figures - due to time lag in the submission of borough monitoring data.

All figures are gross approvals.

Planning permissions 2

Question No: 2015/1336

[Nicky Gavron](#)

How many residential schemes were given permission prior to 21 November 2014? How many units are contained within these schemes?

[The Mayor](#)

2,598 residential schemes and a total of 24,795 residential units (gross).

Planning permissions 3

Question No: 2015/1337

[Nicky Gavron](#)

How many residential schemes were given permission prior to 21 May 2014? How many units are contained within these schemes?

[The Mayor](#)

2,949 residential schemes and a total of 29,475 residential units (gross).

Developer Agreements for GLA land

Question No: 2015/1338

[Nicky Gavron](#)

What mechanisms are used to ensure target start dates are met?

[The Mayor](#)

Developers are contractually bound to obtain planning and discharge conditions against an agreed programme set out in the relevant development agreement with GLAP. GLA officers then monitor progress against milestones and obligations set out in the development agreement.

London Development Panel 1

Question No: 2015/1339

[Nicky Gavron](#)

How many public sector organisations have utilised the London Development Panel to develop land? Can you please provide a list?

[The Mayor](#)

28 public sector organisations have signed an access agreement to use the panel

13 organisations have used and are currently utilising the LDP to procure development partners for their land. They are:

- City of London Corporation
- Barts NHS Trust
- GLA
- LB Barking and Dagenham
- LB Westminster
- LB Croydon
- LB Hounslow
- LB Redbridge
- LB Hackney
- LB Waltham Forest
- LB Tower Hamlets
- Metropolitan Police
- Richmond Housing Partnership

The other 15 organisations are preparing to use the panel over the coming months.

London Development Panel 2

Question No: 2015/1340

[Nicky Gavron](#)

What sites have been developed through the London Development Panel?

[The Mayor](#)

The following sites are under contract following an LDP procurement process:

- Watts Grove - LB Tower Hamlets
- Peel Centre - Metropolitan Police
- Marlowe Road Estate - LB Waltham Forest
- Pontoon Dock - GLA

The following sites are currently being procured via the LDP:

- Royal Victoria Dock Floating Village - GLA
- Branch Road - GLA
- Silvertown Way - GLA
- Stephenson Street - GLA
- Beacontree Heath - LB Barking & Dagenham
- The Leys Phase 2 - LB Barking & Dagenham
- Gasgoigne Estate East - LB Barking & Dagenham/East Thames Group
- 291 Harrow Road - LB Westminster
- Parsons North - LB Westminster
- Lissons Arches - LB Westminster
- College Green - LB Croydon
- Fairfield Hall - LB Croydon
- Fountains Close - Richmond Housing Partnership
- Hounslow Civic Centre - LB Hounslow
- Hyleford Extra Care - LB Redbridge
- King Edwards Road - LB Hackney
- Colville Estate Phase 2A & B - LB Hackney
- Richard Cloudsley School - City of London Corporation
- Whipps Cross - Barts NHS Trust

Green Dragon pub, Enfield

Question No: 2015/1341

[Joanne McCartney](#)

Local residents have recently tried to save this local historic pub but unfortunately the application to list the pub as a community asset was rejected. The London Plan was amended with a new paragraph which states "where there is sufficient evidence of need, community asset value and viability in pub use, boroughs are encouraged to bring forward policies to retain, manage and enhance public houses." What decisive action are you taking to help pubs that are under threat in London?

[The Mayor](#)

Further Alterations to the London Plan adopted in March 2015 provide support for boroughs that want to introduce planning policies to prevent changes from pub use to other uses which require planning permission. The new position in the London Plan provides greater certainty and support for protection of pubs providing it is properly justified. I have also provided additional guidance on this matter in my Town Centres Supplementary Planning Guidance.

Unsolved crime in Haringey

Question No: 2015/1342

[Joanne McCartney](#)

Recent statistics show that 79.8 per cent of crimes reported to Haringey Police since 2010 remain unsolved which equals 98,570 cases not closed. This includes 18,504 unsolved crimes relating to violence against the person, 14,895 unsolved burglaries and 636 rapes and 975 other sexual abuse cases. What further action will you take to ensure that crimes reported to the police are solved?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Child Poverty Strategy for London

Question No: 2015/1343

[Joanne McCartney](#)

I am very disappointed with your response to my request at Mayor's Question Time on 19th November 2014 and to my letter dated 14th January 2015 asking you to implement a child poverty strategy. Your response states that child poverty is a multifaceted issue which is not just confined to London, and you have not yet completed your inquiries and deliberations on the issue. When do you expect to reach a conclusion?

[The Mayor](#)

In helping to tackle the issues linked to child poverty, I am supporting and will continue to support a number of initiatives that aim to help families living in low income households to increase their earnings reduce costs. These include access for low paid and workless families to good quality, sustainable employment opportunities using the LEP's ESF funds; increasing affordable housing; increasing the number of London Living Wage employers (which has now reached 550 in London); and introducing travel card discounts for apprentices and part-time workers. As part of my food policy, I am also supporting two additional pilot social supermarkets in London and my school food plan will deliver interventions to tackle child hunger in the two flagship boroughs.

Child homelessness

Question No: 2015/1344

[Joanne McCartney](#)

Government figures show four per cent of children are now living in temporary accommodation in London- a rise of 25 per cent in three years. This means that 80 per cent of all homeless children in England are in the capital. In my constituency in Haringey 5,322 children are living in temporary accommodation and in Enfield there are 4,879. What action are you taking to reduce the number of children without a stable home in London?

[The Mayor](#)

London typically accounts for around a third of households accepted as homeless by local authorities, but it takes longer to find secure accommodation for those placed in temporary accommodation by London boroughs. This is one of the reasons why the GLA has increased the supply of affordable homes in the capital, with more built last year in London than any other year since 1981.

Cell Space in London Police Stations (1)

Question No: 2015/1345

[Joanne McCartney](#)

Please could you provide the current number of available and usable cells in London's Police Stations organised by borough?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Cell Space in London Police Stations (2)

Question No: 2015/1346

[Joanne McCartney](#)

Please could you provide us with the number of available and usable cells in London's Police Stations organised by borough, from 2011 - 2014, per year?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Cell Space in London Police Stations (3)

Question No: 2015/1347

[Joanne McCartney](#)

Please could you provide a list of the number of occasions where there has been cell overcrowding in the year i) 2011 ii) 2012 iii) 2013 iv) 2014?

[The Mayor](#)

The current NSPIS (National Standard for Police Information Systems) Custody system cannot be searched for data regarding cell overcrowding. However, the MPS has a cell allocation system in place, which constantly monitors cell space and ensures detainees are transferred to the most appropriate custody site.

Contingency Plans for Power Failures (1)

Question No: 2015/1348

[Joanne McCartney](#)

It was recently reported that the Metropolitan Police suffered a 'severe' power blackout - leaving officers unable to communicate for 40 minutes. Please could you inform me of what plans you now have in place to prevent this from occurring again?

[The Mayor](#)

On the morning of Tuesday, 28 April, there was a significant but intermittent outage on the Airwave network in London. The Emergency Service Network in London which is provided by Airwave Solutions Ltd put in place the fall back procedures to ensure that service was maintained. Airwave Solutions Ltd has given assurances to the MPS that they have put in place measures to avoid a repeat. The time taken to invoke the fall back procedure is a concern for the emergency services and is currently being investigated, with further meetings planned between all the Emergency Services and Airwave Solutions Ltd.

Contingency Plans for Power Failures (2)

Question No: 2015/1349

[Joanne McCartney](#)

It was recently reported that the Metropolitan Police suffered a 'severe' power blackout - leaving officers unable to communicate for 40 minutes. Please could you inform me of what emergency processes and procedures were in place in case of this eventuality before it occurred and how these processes and procedures operated?

[The Mayor](#)

The Emergency Service Network in London is provided by Airwave Solutions Ltd. This organisation handles communications via the Capital Cluster. If this fails they have a fall back facility called the Cluster Hot Standby (CHS). Following the loss of the Capital Cluster on 28th April Airwave Solutions Ltd transferred communications to the CHS in accordance with their fall back procedures. The time taken to invoke the fall back procedure is a concern for the emergency services and is currently being investigated, with further meetings planned between all the Emergency Services and Airwave Solutions Ltd.

Performance of the Metropolitan Police in Electoral Fraud Case

Question No: 2015/1350

[Joanne McCartney](#)

After the ruling given by Judge Richard Mawrey QC which stated that the Mayor of Tower Hamlets had explicitly initiated and been involved in illegal and corrupt practices - do you believe that the Metropolitan Police were correct in finding there to be no evidence of criminal wrong doing in their earlier investigation?

[The Mayor](#)

Please see my response to oral MQ 1488 / 2015. This was also raised at the Police and Crime Committee on Thursday 21 May.

Use of CS Gas in Brixton (1)

Question No: 2015/1351

[Joanne McCartney](#)

How many police officers used CS Gas to disperse crowds at the 'Reclaim Brixton' protest in late April?

[The Mayor](#)

On 25 April, a small and hostile group of protesters forced entry to Brixton Police Station. After efforts to disperse and push back this group failed CS spray was used by two officers. The group was acting unlawfully and the officers present were subject to sustained and violent attack. This event was recorded by some of the people present and uploaded to social media - these videos show that the use of CS Spray enabled the officers to restore order and appears proportionate in the circumstances.

Use of CS Gas in Brixton (2)

Question No: 2015/1352

[Joanne McCartney](#)

Why did officers deem as reasonable to use of CS Gas at the 'Reclaim Brixton' Protest?

[The Mayor](#)

Please see my response to MQ 1351 / 2015.

Gatwick Expansion Campaign on the Tube Network

Question No: 2015/1353

[Murad Qureshi](#)

How much did the Gatwick expansion campaign spend on advertising on the tube system in April 2015?

[The Mayor](#)

During April 2015, £360,000 was spent.

Heathrow expansion campaign on the Tube network

Question No: 2015/1354

[Murad Qureshi](#)

How much did the Heathrow expansion campaign spend on advertising on the tube system in April 2015?

[The Mayor](#)

No money was spent during this period by Heathrow Airport Limited on the campaign.

20mph in Westminster

Question No: 2015/1355

[Murad Qureshi](#)

Why are none of the eight pilots of 20mph speed limits on the TfL network in Westminster?

[The Mayor](#)

TfL considered a number of factors when identifying sections of the TLRN as suitable candidates for further 20mph limit pilots. This included collision data and the level of Borough support - particularly in terms of being able to align any TLRN changes with Borough-wide 20mph initiatives.

There have been a number of meetings between TfL and Westminster City Council (WCC) to discuss specific sections of the TLRN in Westminster which may be potential candidates for future 20mph limits, including for example, Edgware Road. We continue to be keen to progress these trials, subject to Westminster's approval.

TfL is currently progressing a proposal to undertake a 20mph pilot on Westminster Bridge in conjunction with other proposed road layout changes in this location. Roll-out of further 20mph pilots will be informed by the results of current pilots and further discussions with WCC.

Modern Day Slavery Act (1)

Question No: 2015/1356

[Murad Qureshi](#)

Is the Mayor concerned that the Government's recent decision to keep protections for migrant domestic workers out of the Modern Slavery Act will put vulnerable workers in London at risk of abuse and fail to provide any form of protection?

[The Mayor](#)

The MPS Trafficking and Kidnap Unit works closely with NGO partners to encourage victims to formally report any allegation of servitude. A significant amount of work also takes place between the MPS and organisations that support domestic migrant workers to ensure they receive appropriate help and support if exploited. I am confident that this, in tandem with close liaison with the Home Office on such matters, provides robust protection to address victim concerns around their legal status in the UK.

Modern Day Slavery Act (2)

Question No: 2015/1357

[Murad Qureshi](#)

What steps is the Mayor taking to ensure that all domestic workers in London have the legal right to a safe and healthy working environment, including effective protection against abuse, harassment and violence?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Fulham Free School

Question No: 2015/1358

Murad Qureshi

What assistance are you offering to Fulham Free School to establish itself in Fulham?

The Mayor

Officers are drafting a response which will be sent shortly.

Countdown

Question No: 2015/1359

Murad Qureshi

Why has TfL removed the countdown on bus stop A at St Pancras International Station on Euston Rd?

The Mayor

TfL has interpreted this question to refer to the bus stop close to St Pancras International Station with the code 72626. Its records indicate there has not previously been a Countdown sign at this location or at other bus stops in the immediate vicinity.

In order for TfL to try resolve this query would you be able to provide the relevant five digit bus stop code, for example 72626, which can be obtained from the SMS bus stop plate located at each bus stop or by searching for the bus stop at www.tfl.gov.uk/buses.

Cost of Policing Demonstrations (1)

Question No: 2015/1360

Murad Qureshi

How much did the Met spend on policing the protest outside Regents Park Mosque on Good Friday, 2014?

The Mayor

The estimated cost of policing the protest outside Regents Park Mosque on Good Friday, 2014 is £84,401, of which £38,584 are opportunity costs i.e. the cost of the officers who were assigned to this duty rather than to other duties. The additional cost of £45,817 relates to overtime working, equipment and catering.

Cost of Policing Demonstrations (2)

Question No: 2015/1361

Murad Qureshi

How much has the Met spent on policing demonstrations outside Regents Park Mosque since January 2014?

The Mayor

The estimated cost of policing the protest outside Regents Park Mosque from January 2014 to date is £261,746, of which £156,260 are opportunity costs i.e. the cost of the officers who were assigned to this duty rather than to other duties. The additional cost of £105,486 relates to overtime working, equipment and catering.

Austerity Impact on the Right to Protest (1)

Question No: 2015/1362

Murad Qureshi

Thank you for your answer to my question 2015/0988. Given that the advice affects the ability for people to protest in public is it not appropriate for it to be made available?

The Mayor

Please see my response MQ 988 / 2015.

The MPS provides information to assist those organising a protest, march or static demonstration on their website:

<http://content.met.police.uk/Article/Organising-a-protest-march-or-static-demonstration/1400002380711/1400002380711>

Austerity Impact on the Right to Protest (2)

Question No: 2015/1363

[Murad Qureshi](#)

Please can you provide a list of organisations that took part in the inter-agency meetings with the Met that led to its decision to inform a number of protest groups that it would no longer provide traffic management at planned demonstrations and that the organisers would have to bear the cost?

[The Mayor](#)

Event organisers are not asked to pay for policing of a protest event. Any policing on the march (to deal with issues related to the MPS's core responsibilities) is not charged for and never has been.

MOPAC and the MPS continue to work closely with TfL and Westminster City Council, who as traffic authorities have statutory responsibility for ensuring the safe, convenient and expeditious movement of vehicles and pedestrians on the highway. Work continues to ensure that the activity of each organisation is better and more appropriately aligned to their respective responsibilities.

Sales of Housing Association Stock (1)

Question No: 2015/1364

[Murad Qureshi](#)

How many pre-1989 (old HAG regime) properties have Housing Associations in London sold-off each year since 2000?

[The Mayor](#)

The GLA does not hold this information.

Sales of Housing Association Stock (2)

Question No: 2015/1365

[Murad Qureshi](#)

Could you please list by HA's which have sold off the most of their pre-1989 properties (old HAG regime) by highest numbers first and their capital receipts?

[The Mayor](#)

This information is not held by the GLA.

Money Laundering & Housing in London (1)

Question No: 2015/1366

[Murad Qureshi](#)

36,342 London properties are held by offshore haven companies. Not even the Land Registry knows who owns these homes. Would you support transparency over who owns the companies that are buying up so much of London, by making such a declaration a Land Registry requirement upon purchase?

[The Mayor](#)

Please see my response to MQ 0980 / 2015.

Money Laundering & Housing in London (2)

Question No: 2015/1367

[Murad Qureshi](#)

Transparency International's report on corrupt money in the UK housing market demonstrates how easy it is to purchase London property with corrupt money. Do you agree with TI's recommendation that estate agents should extend due diligence checks to the purchaser and not just the seller?

[The Mayor](#)

Please see my response to MQ 0982/ 2015.

Night Tube in Westminster

Question No: 2015/1368

[Murad Qureshi](#)

Please can you provide a list of groups from the City of Westminster that were consulted about the introduction of the Night Tube?

[The Mayor](#)

Since plans for Night Tube were first announced in November 2013, TfL has been engaging and working closely with stakeholders across London, including residents, to understand their concerns and mitigate against any negative impacts of the Night Tube, while also meeting Londoners' demands for extended night-time transport services.

To give some examples, TfL has attended meetings with the London Councils Local Authority Noise Action Forum, West End Partnership Night Time Economy Group, Covent Garden Area Forum, and London Underground's borough environmental health officers meeting.

Fuel Banks

Question No: 2015/1369

[Murad Qureshi](#)

Following the announcement from Npower that they intend to establish a series of "fuel banks", including at locations in London, will you visit a "fuel bank" and establish a fuel poverty strategy?

[The Mayor](#)

This is a trial scheme and therefore too early to assess its effectiveness.

As highlighted in answer to MQ 1268 / 2015, I am taking action on a number of fronts to help alleviate fuel poverty in the capital.

Supreme Court Judgement (1)

Question No: 2015/1370

[Murad Qureshi](#)

Following the Supreme Court judgement that the Government must prepare and consult on new air quality plans, what steps will you take to enhance and extend the Ultra-Low Emission Zone?

[The Mayor](#)

The Ultra Low Emission Zone, cleaner buses and new requirements for zero emission capable taxis will be a game-changer for London and ensure more than 80% of central London is compliant with EU legal limits for NO₂ by 2020.

My Transport Emission Road Map set out a number of options for enhancing the Ultra Low Emission Zone and the Low Emission Zone as well as exploring other potential measures to deliver further improvements in London's air quality. I have asked TfL to start exploring these with the London boroughs and other relevant stakeholders.

Supreme Court Judgement (2)

Question No: 2015/1371

[Murad Qureshi](#)

Section 30 of the Supreme Court ruling states that; "during the five years of breach the prospects of early compliance have become worse, not better". Does this not demonstrate that London's air pollution crisis has got worse under your Mayoralty not better?

[The Mayor](#)

Please see my response to MQ 2015/1282.

Climate Change Statement signed by European Mayors

Question No: 2015/1372

[Murad Qureshi](#)

In the joint statement you signed in March it refers to greater co-operation between cities at a European level in tackling climate change. Why have you failed to make good use of existing networks such as the C40 Cities initiative, to take this idea forward?

[The Mayor](#)

London is a founding member of the C40 Climate Leadership Group and I am the Honorary Co-Chair of the network. Matthew Pencharz, my Senior Advisor for Energy and the Environment, is a member of the Steering Committee and sits on its Management Board. We are actively involved in six of the C40 networks; participate to a lesser degree in a further seven networks and lead on two work-streams. We make good use of the C40 Climate Leadership Group.

The Big Green Fund 2

Question No: 2015/1373

[Murad Qureshi](#)

How were the successful projects chosen for funding and what criteria did they have to meet?

[The Mayor](#)

The projects shortlisted for inclusion in the poll were selected following a call for projects from partners and stakeholders involved in the delivery of the All London Green Grid (ALGG). The projects chosen for funding had to meet headlines objectives relating to flood risk management and/or improving green links. They also had to meet the following criteria:

Be a project identified in one of the ALGG Area Frameworks.

Demonstrate at least 100% match funding

Be deliverable by March 2016

Be delivered through a partnership and with demonstrable public support.

Ultra Low Emission Zone Consultation

Question No: 2015/1374

[Murad Qureshi](#)

Of the 16,000 responses received following the consultation on the ULEZ, how many respondents called for the zone to be widened or made stronger?

[The Mayor](#)

The full consultation report to been published and can be found here at:

<https://consultations.tfl.gov.uk/environment/ultra-low-emission-zone?cid=ultra-low-emission-zone>.

Crossrail Tunnelling Machine

Question No: 2015/1375

[Murad Qureshi](#)

Will the tunnelling machines used to create the Crossrail tunnels be preserved for use in constructing Crossrail 2?

[The Mayor](#)

It is not viable for Crossrail's Tunnel Boring Machines (TBMs) to be used for the construction of Crossrail 2.

The TBMs were a bespoke design for Line 1's tunnel specifications, with a service design life for the Crossrail programme. The tunnel and TBM designs for Crossrail were approved in 2010, long before sufficient design development had progressed for Crossrail 2.

Once the Crossrail TBMs have finished their journeys, the recoverable parts of the machines are bought back by the TBM manufacturer, Herrenknecht, who will refurbish and reuse parts for new TBMs.

Crossrail Ltd. is sharing its best practice and lessons learnt with the Crossrail 2 team, including their tunnelling experience, as part of their skills legacy.

Clean Air Fund

Question No: 2015/1376

[Murad Qureshi](#)

What programmes will be funded through the Clean Air Fund and when will the funding run out?

[The Mayor](#)

The Clean Air Fund was a £5 million fund provided to TfL by the DfT in 2011 to address particulate matter. This was for one year only and provided funding for a range of projects such as innovative dust suppressant trials, a green wall at Edgware Road, taxi marshalling, and an anti-idling campaign.

My Air Quality Fund (MAQF) is a £20million fund for boroughs which is currently supporting over 40 projects across London including schools programmes, measures to tackle vehicle idling, installing infrastructure for electric car clubs and freight consolidation. The second round of the MAQF opened for applications on the 20th May with £8 million available to boroughs over 3 years.

RE:NEW Framework

Question No: 2015/1377

[Murad Qureshi](#)

Please explain the background context to DD1268 approving up to £130,000 for specialist legal services relating to the new RE:NEW framework?

[The Mayor](#)

Please refer to section 1 'Introduction and Background' in DD1268 for the background context.

Retrofitting

Question No: 2015/1378

[Murad Qureshi](#)

Please explain the background context to ADD275 relating to a feasibility study into the "Energiesprong" retrofitting model for London?

[The Mayor](#)

Please refer to section 1 'Introduction and Background' in ADD275 for the background context.

Low Emission Vehicles

Question No: 2015/1379

[Murad Qureshi](#)

Please explain the context to ADD249 to authorise expenditure of up to a maximum of £40,000 towards a report on London's ultra/low emission vehicles sector?

[The Mayor](#)

As part of my efforts to make London Europe's ultra low emission vehicle capital, it is necessary and appropriate for me to understand the full range of their potential economic and social benefits both in the capital and across the UK as a whole.

This will enable me to build the business case for further investment in measures to support these vehicles, and make the case to Government that they should focus their investment activities in London to deliver the greatest benefits for the entire country.

Ticket Office Closures (1)

Question No: 2015/1380

[Navin Shah](#)

Can you give me an update on the current situation of ticket office closures?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Ticket Office Closures (2)

Question No: 2015/1381

[Navin Shah](#)

One of my constituents, referring to her experience in the first week of May has stated "What has happened to TfL's commitment to have staff by the ticket machines when the ticket offices closed? I have made 2 underground journeys this week, and there were no staff in evidence at Willesden Green Station on either occasion. No notices about when they would be back or how to call them. Just wide open ticket barriers, an invitation to the less scrupulous to cheat. Many people, particularly visitors to London, still have difficulty using the ticket machines. I would have liked assistance to get a statement of recent journeys on my Oyster. Hope I can get one next time!". I agree with my constituent that this is not an acceptable service. Do you? What steps you are taking to fulfil your promises? Can you also tell me what has been overall customer experience at the stations without ticket offices?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Ticket Office Closures (3)

Question No: 2015/1382

[Navin Shah](#)

What mechanism you have put in place for the review and monitoring of closed ticket offices? What lessons have you learnt?

Question: Ticket Office Closures (4)

Member: Navin Shah

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Ticket Office Closures (4)

Question No: 2015/1383

[Navin Shah](#)

How have you dealt with accessibility issues to ensure that there is no detrimental impact on disabled and frail service users.

[The Mayor](#)

There has been a significant amount of engagement on this subject. London Underground has been listening carefully to customers in advance of any changes taking place. It has set up a dedicated Accessibility Working Group, with participants such as Transport for All and London TravelWatch, who represent the views of customers, to ensure that the needs of disabled and older customers remain central to thinking and that there are no negative impacts on users.

LU will continue to listen to feedback as the changes are introduced at stations this year.

Ticket Office Closures (5)

Question No: 2015/1384

[Navin Shah](#)

How have you responded to the Equality Impact Assessment resulting from the closures to date?

[The Mayor](#)

LU will publish an updated version of the Equality Impact Assessment later this year and has been listening carefully to customers in advance of any changes taking place.

LU has set up a dedicated Accessibility Working Group, with participants such as Transport for All and London TravelWatch, who represent the views of customers. This is to ensure that the needs of disabled and older customers remain central to thinking and that there are no negative impacts on users.

LU will continue to listen to feedback as the changes are introduced at stations this year.

Accessibility of public transport (1)

Question No: 2015/1385

[Navin Shah](#)

According to TfL's business plan only 2/3 of journeys are planned to be step-free by 2050. In contrast to the former Mayor's plan which was much more ambitious and relevant to meet urgent accessibility requirements I find your £700M funding too little and too late. Why are you refusing to have a more ambitious, comprehensive funding regime to deliver accessible stations right across London?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Accessibility of public transport (2)

Question No: 2015/1386

[Navin Shah](#)

Do you have plans to introduce a comprehensive funding regime to deliver accessibility requirements that would include provision of lifts/escalators, manual ramps and signage etc. to make travel experience safer and efficient?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Bus Accessibility

Question No: 2015/1387

[Navin Shah](#)

On behalf of a constituent I am seeking clarity on TFL's London Bus policy on wheelchair access on London buses. In particular there are the following issues when trying to access a London bus:

Ramps: Whether it's a maintenance issue or lack of training for drivers, for most journeys the ramps are not working or operated properly and the only response one gets from the drivers is wait for the next bus. I would like to know what responsibility a driver and the bus operator has related to this issue?

Wheelchair priority area: More and more one cannot board a bus as this area is occupied by a pram or pushchair. Often the driver doesn't even ask for these to be folded and passengers are told to wait for the next bus. It is not unusual for one to wait for 2 to 3 buses before you can board. What is the official policy on the wheelchair priority area?

Next stop alert: Again, don't know if this is due to faults or training of the drivers but wheelchair passengers often miss stops when the driver does not deploy the ramp for them to exit. Other passengers often need to alert the driver at the next stop. This delays journeys. Whether it's the lack of adequate parking facilities or poor access to public transport, it feels like it's getting harder and harder for wheelchair users to get around London.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

A406/A5 Staples Corner 4

Question No: 2015/1388

[Navin Shah](#)

Do you acknowledge that your response to 2015/0715 fails to answer that specific question?

[The Mayor](#)

I do not acknowledge that my response to 2015/0715 fails to answer your question. As I explained in that answer, the developer is committed to area-wide walking and cycling improvements, including subway improvements, new footbridges and cycle lanes, so as to improve the sense of place, reduce segregation caused by the North Circular and knit the development into the surrounding area.

To clarify, the Developer is required under the terms of the Brent Cross Cricklewood Regeneration planning consent to transform the road layout at Staples Corner to provide more efficient movements, prevent traffic queues and reduce pollution. The design for this junction is still at concept stage. TfL is working with the Developer to influence the evolving proposals, to ensure that the new layout provides the additional capacity needed for the major regeneration project, while providing an attractive and safe environment for pedestrians and cyclists.

Staples Corner junction of the A406 and A5

Question No: 2015/1389

[Navin Shah](#)

Considering again just the narrow subject of the Staples Corner junction of the A406 and A5, west of the Midland Main Line, do you intend that the junction will be rebuilt with a sense of place in the urban fabric, rather than just for movement?

[The Mayor](#)

As per my response to 2015/1388, the developer is required to transform the road layout at Staples Corner to provide more efficient movements, prevent traffic queues and reduce pollution. This is a condition of the Brent Cross Cricklewood Regeneration planning consent.

The design for this junction is still at the concept stage. TfL is working with the developer to influence the proposals as they evolve and to ensure that the new layout provides the additional capacity needed for the major regeneration project while providing a safe and attractive environment for pedestrians and cyclists.

Double decker buses on Rushout and Northwick Avenue (1)

Question No: 2015/1390

[Navin Shah](#)

Residents have been repeatedly reassured that TfL do not intend to run double decker buses in our small residential roads despite this commitment the H18 today is running as a double decker bus. How will this be achieved?

[The Mayor](#)

TfL increased the frequencies of routes H18 and H19 to a bus every 20 minutes in August 2013. Converting both routes to double deck operation was also evaluated but not considered the best way of providing the required capacity.

Earlier in the year, the operator used double deck buses as an emergency measure to maintain levels of service following mechanical issues on the single decker fleet. These issues have now been resolved and the operator has been instructed to only use single deck vehicles.

Double decker buses on Rushout and Northwick Avenue (2)

Question No: 2015/1391

[Navin Shah](#)

How will pedestrians and cyclists traverse that specific junction, in every direction?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Old Oak Common (1)

Question No: 2015/1392

[Navin Shah](#)

You have published aspirations to run London Overground services from Old Oak Common towards Hounslow (via the Golden Mile development area) and towards Mill Hill Broadway (via both Brent Cross and Colindale development areas).

[The Mayor](#)

I believe an Overground connection to the new High Speed Two interchange station at Old Oak Common is necessary for HS2 to work properly for London. Such a connection would improve connectivity to the HS2 network, reduce pressure at Euston and support the development of the Old Oak Common area. Having this connection in place will also introduce the possibility of other connections being added in the longer term.

TfL's consultation on an Old Oak Overground station that was undertaken in 2014 did not include a possible future extension of Overground services to Hounslow or Mill Hill. However, TfL is working with Network Rail, HS2 Ltd, the Old Oak Park Royal Development Corporation (OPDC) and other organisations to ensure that passive provision is made for such an extension to operate in the future.

I will continue to advocate for the best possible package of measures to enable the full economic potential of Old Oak Common to be realised.

Old Oak Common (2)

Question No: 2015/1393

[Navin Shah](#)

Have you abandoned those aspirations? If not, how would they be met?

[The Mayor](#)

Please see my response to MQ 2015/1392.

Old Oak Common (3)

Question No: 2015/1394

[Navin Shah](#)

What options have you considered?

[The Mayor](#)

Please see my response to MQ 2015/1392.

Brent Cross Highways Infrastructure (1)

Question No: 2015/1395

[Navin Shah](#)

You have stated that you have been in detailed discussions over highways design at Brent Cross. Can you confirm that Brent Cross Phase One now totally conforms to your London Cycle Design Guidance of 2014?

If not, in which locations is it deficient?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Brent Cross Highways Infrastructure (2)

Question No: 2015/1396

[Navin Shah](#)

Thanks to your insistence, can you confirm that there are now no non-segregated cycle paths, or highway unprotected cycle lanes or advance stop lines in the Brent Cross Phase One plan?

If not, in which locations have you failed?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Brent Cross Highways Infrastructure (3)

Question No: 2015/1397

[Navin Shah](#)

Having concluding your discussions, will every part of Brent Cross Phase One plan exceed the standards that you illustrate and promote in your Better Streets Delivered Case Studies of 2013?

If not, which parts of Brent Cross are deficient?

[The Mayor](#)

TfL has prepared its transport and highway requirements for Brent Cross Phase One which includes the application of Better Streets design principles to the highway network and is working with the developer and the London Borough of Barnet to ensure these requirements are adopted through the planning process. Discussions are ongoing.

Brent Cross Highways Infrastructure (4)

Question No: 2015/1398

[Navin Shah](#)

Following your discussions, will Brent Cross Phase One be fully compliant with all aspects of your 2013 Roads Task Force Report, including the London Streets Family document, for streets and spaces design to accommodate active frontages, street greening, walking and cycling, inset on-street parking / loading and vehicle movement?

If not, where does it fail?

[The Mayor](#)

TfL continues to work productively with the developer and the London Borough of Barnet through the planning process to apply the principles of the Roads Task Force (RTF) to Brent Cross Phase One. This will also be the case for subsequent phases of the project.

This work includes the provision of TfL technical support to the developer and the London Borough of Barnet to continue to improve the currently proposed highway designs, using the RTF toolbox of measures. This approach will further improve support for walking and cycling, while providing an appropriate highway network for vehicle movement and servicing activities at the expanded shopping centre.

Brent Cross Midland Main Line Station (1)

Question No: 2015/1399

[Navin Shah](#)

Do you welcome the Chancellor of the Exchequer's 2015 Budget statement, announcing confirmed funding for a new heavy-rail station at Brent Cross?

From your knowledge of discussions, is the funding conditional on anything? If so, what? Where is this up-front announced funding coming from? Is it a grant, that is, newly-assigned government money? Or is it a loan, and if so, who is borrowing from whom, and who is guaranteeing the loan against default?

[The Mayor](#)

Yes I welcome the Chancellor's funding announcement for a new station at Brent Cross on the Thameslink line as it will unlock 7,500 new homes, 4.9 million square feet of new commercial space and over 27,000 new jobs, as well as assist with the wider regeneration of the Brent Cross/Cricklewood regeneration area.

You will be aware from the 2015 Budget statement that the Chancellor has committed £97 million of funding and ring fencing of the local 50 per cent share of business rate growth. At this stage I expect that it shall comprise grant funding but the actual details of the package have still to be agreed. The London Borough of Barnet is taking the lead on finalising the funding package for the new station with Government.

Brent Cross Midland Main Line Station (2)

Question No: 2015/1400

[Navin Shah](#)

From your knowledge of discussions, how many platforms have been proposed at any time since 2010 for the new station, and when?

Will the station be decked, to allow above-track commercial development? Is the extra cost of decking thought to be recoverable from future developers, beyond their Section 106 and CIL commitments?

[The Mayor](#)

At this early stage of development my understanding is that five platforms are currently proposed at the new station. No decision has yet been taken whether it should include a deck to enable development over the station or funding options for such a proposal.

Barnet Council and Network Rail expect to progress the project to GRIP stage 3 option selection by autumn 2015.

Brent Cross Midland Main Line Station (3)

Question No: 2015/1401

[Navin Shah](#)

You have published unfunded aspirations for a new London Overground service from Old Oak Common, via Brent Cross, to Hendon and, bordering the Colindale opportunity area, to Mill Hill Broadway.

Does the specification for the new Brent Cross station include space for platforms on the Midland Main Line freight tracks for this service, even if platforms were added later?

[The Mayor](#)

I assume that you are referring to the Old Oak Overground stations study which did not explicitly include any proposals to run services on the Dudding Hill Line to Brent Cross, but did state that any future passenger services on the Dudding Hill Line would not be excluded.

That said, the specification for the new Brent Cross station will not include platforms on the Midland Mainline freight tracks. However, it may be possible to add platforms at a later date, subject to further engineering feasibility.

Major Brent Cross Roads (1)

Question No: 2015/1402

[Navin Shah](#)

You will be aware that on 29 April 2015, the government was ordered by the Supreme Court to take immediate action over its obligations under European law on air pollution limits. What action have you taken to ensure that proposed changes to all major Brent Cross Phase One roads help in the regard?

[The Mayor](#)

The Brent Cross Cricklewood regeneration will create a new town centre, encouraging modal shift from highway to public transport. There will be good pedestrian and cycle access throughout the area and improved links to public transport services at Brent Cross Underground station, the new main line station, the expanded bus station in the shopping centre and enhanced bus services.

Under the terms of the planning consent, the developer is required to transform the road layout to provide more efficient movements, which will prevent traffic queues and reduce pollution.

The high levels of walking, cycling and public transport use, together with the changes to the highway network and London-wide measures such as the Low and Ultra Low Emission Zones, will minimise the contribution of traffic in the area to air pollution. This work is ongoing.

Major Brent Cross Roads (2)

Question No: 2015/1403

[Navin Shah](#)

Do you share the worries expressed at the TFL Finance & Policy Committee meeting of 22 January 2015 in handing over the implementation of some Brent Cross Phase One major road changes to developers?

What is the risk involved, and what is the worst case scenario?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Major Brent Cross Roads (3)

Question No: 2015/1404

[Navin Shah](#)

Are you satisfied that technical expertise exists in UK engineering companies to build all the planned highway bridges over the North Circular Road in-situ, rather than elsewhere and then pushing them across? Are you content with building them all in-situ?

If not, what are your technical reasons to favour building one or more bridge to the south of the North Circular Road, rather than to the north? In choosing between the south or the north for a bridge-building site, what effect would each have on the Brent Cross Phase One number of London homes?

[The Mayor](#)

Brent Cross Phase One, which includes the highways infrastructure, is still at the concept design stage. The delivery strategy and construction methodologies are currently being prepared by the developer for agreement with the highway authorities.

In developing this project, TfL will ensure that the construction methodologies used to construct new bridges are safe, minimise the impact on traffic, local residents and businesses, and, comply with the Traffic Management Act and New Roads and Street Works Act. No loss of homes is anticipated as a result of temporary bridge-building sites.

Accessibility on public transport

Question No: 2015/1405

[Navin Shah](#)

I was alarmed to read in a London Paper that disabled passengers trying to exit a Tube station were advised via a note posted at Chalfont & Latimer to take the 20-minute round-trip to Chesham - the next and final stop on the Metropolitan line - and back again to get out of the station. Why does it take a newspaper publishing something like this before action is taken? We need speedier maintenance to ensure disabled people's plans are not ruined by things like this.

[The Mayor](#)

TfL and I are absolutely committed to an accessible transport network. New trains and step-free stations are making it easier than ever before for disabled customers to travel around the Capital and beyond.

The recent problem you refer to at Chalfont & Latimer was caused by an electrical fault with the access gate on the northbound platform. The problem was correctly reported by station staff as soon as it occurred. Unfortunately the first contractor who visited the site, unusually, could not resolve the problem and so a second contractor was required to attend. The fault has now been rectified and the gate is fully operational. TfL has apologised for the disruption caused to any customers.

I recognise that when the gate is out of operation there is not a particularly satisfactory alternative for customers with access needs. TfL will ensure that such a problem, should it reoccur, will be notified immediately and fixed as soon as a contractor can get to site.

New Bus for London design issues

Question No: 2015/1406

[Valerie Shawcross](#)

I have been contacted by a constituent who has asked me to put the following point to you regarding the design and layout of the New Bus for London vehicles and I would be grateful for a response which I can pass to them:

'The much promoted get on and off facility rarely works as there often seem not to be conductors and therefore the back doors are shut most of the time- at least that is how it appears. The seating is poorly designed and uncomfortable and the space occupied by two stairways seems counter-productive.'

[The Mayor](#)

The New Routemaster scores three points higher than standard buses in the fleet in customer satisfaction surveys during 2014 which shows how popular it is. The three entry points offer efficient boarding and alighting at stops and the two staircases are an advantage as they help reduce passengers moving in opposite directions to and from the upper deck on all routes on which they are deployed. The versatility of the vehicle enables it to be operated with a second crew member at the busiest times (typically 6am to 7pm on weekdays) on routes where they give the greatest passenger benefit. The seats are ergonomically designed with cushioning and some with higher seat backs than normal. So, although I regret to hear you constituent finds fault with them, I would stress the design features find more merit with passengers at large.

Bus services in Kennington

Question No: 2015/1407

[Valerie Shawcross](#)

I have been contacted by a Kennington resident who has raised issues about the bus capacity in through the area, in particular involving routes 59 and 159 during the morning peak - up to 9.45am - and evening peak - from 4.45pm. Please could these routes be reviewed?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Tourist assistance at London Bridge & Waterloo

Question No: 2015/1408

[Valerie Shawcross](#)

Concerns have been raised with me about high numbers of tourists who use large stations such as London Bridge and Waterloo and how your plans to close ticket offices on the tube network may impact on them. What is your response to this concern?

[The Mayor](#)

At both London Bridge and Waterloo, LU staff will be more available and visible in the ticket halls to assist all customers with ticketing enquiries and to provide them with up to the minute travel information.

Visitors arriving at London Bridge from Gatwick airport will also be able to the new TfL Visitor Centre there at this station.

Tulse Hill gyratory

Question No: 2015/1409

[Valerie Shawcross](#)

I have worked with local councillors for a long time to lobby for improvements to the gyratory system at Tulse Hill and am pleased to hear that progress is being made on work between the borough and TfL. Please could I have an update on progress on this project?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Unadopted roads

Question No: 2015/1410

[Valerie Shawcross](#)

What advice does TfL have for boroughs struggling with reduced Highways budgets in terms of need to invest in minor/unadopted roads in their area - for example, where there are safety concerns but ownership of said road is uncertain or complex?

[The Mayor](#)

The principal legislation relating to maintenance of public highways is the Highways Act of 1980, section 1 defining where responsibilities for different networks lie. The legislation imposes identical duties and powers on all highway authorities and it is for each to understand and apply them appropriately. It falls to each authority to maintain their networks commensurate with the character of the road and the traffic which can reasonably be expected to use it.

TfL actively supports networking between London's highway community via the London Technical Advisers Group (LoTAG), together with its sub groups, LoLEG (Lighting), LoBEG (Bridges), LoDEG (Drainage), as well as other related groups. TfL co-chairs the parent group (LoTAG) and supports other forums for information and knowledge sharing. TfL also actively supports LoTAG's annual conference to disseminate trends and key information.

TfL also provides bespoke advice to London boroughs seeking a second opinion or support on specific issues. This has included matters relating to the history of, and responsibilities for, local and unadopted roads.

Ticket offices and Rail Vouchers

Question No: 2015/1411

[Valerie Shawcross](#)

The ability to add rail vouchers to oyster cards was removed by from rail company ticket offices a couple of years ago. This left tube stations as one of the few places passengers could redeem rail vouchers. Given the closure of almost all ticket offices on the London Underground, please could you tell me what provisions you have made for this vital service?

[The Mayor](#)

Travel vouchers are issued by the Train Operators to their customers in the event of service disruptions and delays on their train services. These vouchers are primarily redeemed at National Rail stations, as it services which call at these stations that the vouchers relate to.

It is not the case that the Train Operators have restricted the use of their travel vouchers. To be able to accept a voucher and use the value for a purchase of pay as you go credit, a National Rail ticket office needs to have a machine that can add products to an Oyster card. Most National Rail stations in London have never had this facility. Where the rail stations are equipped with this type of ticket machine, customers will still be able to convert their vouchers into pay as you go credit at the station ticket office. Such Oyster equipped stations in Zone 1 include Victoria, Blackfriars, Liverpool Street and Fenchurch Street.

Currently, only a very small number of National Rail customers (fewer than 20 a day) have been redeeming their vouchers at Tube ticket offices.

Night Tube Passenger Assessment

Question No: 2015/1412

[Valerie Shawcross](#)

What assessment was made of the average passenger numbers on a Friday and Saturday night in preparation for the capacity of the Night Tube?

[The Mayor](#)

LU analysed demand on bus routes that parallel Tube lines, to assess how many people might shift from the Night Bus routes to Night Tube, as well as possible shift in demand from taxi and private hire vehicles which would be lower.

LU also analysed how much demand would be generated, as experience from service upgrades shows that a reduction in journey time will generate additional demand.

New Year's Eve Passenger Numbers

Question No: 2015/1413

[Valerie Shawcross](#)

Please could you provide the passenger numbers on the New Year's Eve 24 hours tube service for the last 5 years.

[The Mayor](#)

On New Year's Eve, TfL records passenger numbers when gate lines are in operation, from start of service until 23:45 when the sponsored free travel period commences.

Because gate lines are open from 23:45 it is not possible to provide an accurate assessment of passenger numbers after this time on New Year's Eve.

The New Year's Eve passenger numbers, from start of service until 23:45 for the last five years are as follows:

2014 - 2,972,167

2013 - 3,012,622

2012 - 2,970,899

2011 - 2,465,128

2010 - 2,547,943

Night Tube Staff (1)

Question No: 2015/1414

[Valerie Shawcross](#)

How many staff station staff will there be working on the Night Tube shifts on average in its first month of running? Please provide these figures per tube line.

[The Mayor](#)

TfL is still in the process of finalising station staffing numbers through local consultation with staff and Trade Unions. London Underground will share this information when it becomes available.

Night Tube Staff (2)

Question No: 2015/1415

[Valerie Shawcross](#)

How long will the number of staff be working on the Night Tube during the first month be maintained? Please provide this per tube line.

[The Mayor](#)

The positions to cover Night Tube operations are permanent. While London Underground is reviewing staffing levels across the network to ensure appropriate delivery of customer service, there are no anticipated changes to these levels in the near future.

Night Tube Policing

Question No: 2015/1416

[Valerie Shawcross](#)

What provisions are being made in terms of i) policing staff on stations and ii) number of station staff on London's transport network for the Rugby World Cup in September of this year?

[The Mayor](#)

As for any major event, TfL will develop a full event plan that will cover all aspects of Tube and London Rail response to the Rugby World Cup, ensuring that there is sufficient customer support throughout the event across the rail and underground network, such as Travel Ambassadors.

Given the proximity of LU stations on the Night Tube network to the grounds hosting matches on Friday and Saturday nights, I am confident that the levels of staffing (both BTP and London Underground) being established to support Night Tube operations will provide thorough customer support and that no additional staffing overnight is require.

Fares Reduction of 3% (1)

Question No: 2015/1417

[Valerie Shawcross](#)

What would the cost of reducing all fares across the network by 3% for one year be to Transport for London?

[The Mayor](#)

TfL's total fares revenue is currently about £4.5bn annually.

The cost of a 3 per cent fare cut for one year, on all TfL services, would be around £135m, assuming that the fare changes are reversed after the one year. With no reversion of prices the £135m becomes a per annum cost for each year that the reduced fares applied. Over the rest of the TfL Business Plan to 2021 that is a loss of £810m.

This would inevitably result in cuts to TfL's current plans to improve and expand London's transport network.

TfL reinvests every penny of its income to improve London's transport and keep pace with our rapidly growing population, while keeping fare rises to a minimum.

I have frozen fares in real terms for the past two years. I have been able to do this because TfL is delivering efficiencies of £16bn to 2020/21 through cutting back office functions, exploiting new technology and delivering more efficient customer service. TfL is also raising £3.4bn in commercial income.

As a result, TfL is around 15 per cent cheaper to run, and continues to work hard to cut costs and raise even more commercial revenues.

Fares Reduction of 3% (2)

Question No: 2015/1418

[Valerie Shawcross](#)

What is the average cost of running a Night Bus service?

[The Mayor](#)

For financial year 2012/13 the total cost of running the night bus network was £56,560,000. The average cost in 2012/13 was approximately £2.90 per km operated.

Fares Reduction of 3% (3)

Question No: 2015/1419

[Valerie Shawcross](#)

The new contract with Santander is to commit "an additional £1m a year to promote and improve Santander Cycles" (Keith Moor, MayorWatch, 'Santander: We're committed to improving London's cycle hire scheme', March 6th 2015). What projects or promotions are currently planned for this additional funding?

[The Mayor](#)

TfL and Santander have agreed to a joint governance structure for the £1m activation fund, which will be used for events, offers and advertising, as well as product innovation that will make the scheme more fun, rewarding and easy to use.

TfL expect some of these promotions to be agreed and launched this summer.

Estuary Island Airport Spending (1)

Question No: 2015/1420

[Valerie Shawcross](#)

Since September of 2014 how much money has been spent on proposals for the Estuary Island Airport?

[The Mayor](#)

Since September 2014, no money has been dedicated to proposals for either an Inner or an Outer Thames Estuary Airport.

All work on aviation in this period has been focused on 1) my response to the Airports Commission consultation(s) on its three shortlisted options and 2) providing input on my behalf to the planning applications for new infrastructure submitted by Heathrow Airport Limited and London City Airport Limited to their respective boroughs.

Estuary Island Airport Spending (2)

Question No: 2015/1421

[Valerie Shawcross](#)

How much officer time (in hours) has been dedicated to proposals for the Estuary Island Airport since September of 2014?

[The Mayor](#)

Since September 2014, no officer time has been dedicated to proposals for either an Inner or an Outer Thames Estuary Airport.

All work on aviation in this period has been focused on 1) my response to the Airports Commission consultation(s) on its three shortlisted options and 2) providing input on my behalf to the planning applications for new infrastructure submitted by Heathrow Airport Limited and London City Airport Limited to their respective boroughs.

Zone 1-6 Travelcard

Question No: 2015/1422

[Valerie Shawcross](#)

Since last year the price of an adult one day off-peak travelcard from Zone 1-6 has increased by 35%, from £8.90 to £12. Please could you provide the number of passengers per day who purchased a Zone 1 -6 Day Travelcard in the year 2014?

[The Mayor](#)

65,000.

Contactless Payment on TfL

Question No: 2015/1423

[Valerie Shawcross](#)

From time to time Contactless payment requires the owner of a card to enter their PIN Number, for verification (The UK Card Association, 'What is Contactless?', www.theukcardsassociation.org.uk/individual/what-is-contactless.asp, access 29.04.2015). Does TfL block contactless the use of contactless cards when a PIN input is required?

[The Mayor](#)

This situation does not arise.

TfL has negotiated a special set of rules with the payment card industry which mean that TfL pay as you go customers do not encounter the block.

Electronic Brakes on Routemaster (1)

Question No: 2015/1424

[Valerie Shawcross](#)

What safety assessments have taken place since this incident to ensure that the electronic brake does not fail again on the Routemaster bus?

[The Mayor](#)

There have been no instances of electronic brake system (EBS) failure on New Routemasters. The brake system is standard on more than 400,000 commercial vehicles throughout the UK and Europe and is not unique to this London bus.

A vehicle is tested after any substantive allegation but there have been no occasions when brake systems have been found to be faulty. The New Routemaster has passed all brake tests and complies with braking directive 71/320/EC (as amended to 2002/78/EC) and also ECE regulation 13.11 and continues to be fully fit for purpose and a safe form of transport.

On the vehicle there are three separate braking circuits. One for the front axle, one for the rear and one for the handbrake. These are independent of each other, each with their own air pressure reservoir. A loss of air on one set of brakes will not affect the others. The handbrake circuit has an additional fail-safe feature that requires air pressure to keep it unengaged. If air pressure is lost, the handbrake will activate and stop the vehicle. The design principle being that at no point will the vehicle be left without a brake able to bring the vehicle to a stop. If a driver thought the brakes had failed, he or she could use the handbrake to release air pressure from the system and apply the brakes.

Bus operators in London have robust reporting arrangements for highlighting potential engineering issues. Any confirmed defect reported to Wrightbus for repair would be recorded to capture fault details, and length of time to rectify. As there have been no brake failures, Wrightbus has no defect reports of this nature.

There are a number of safeguards in place to ensure all vehicles contracted to provide TfL services in London are properly maintained. Prior to starting a shift, drivers will conduct a first-use check of the vehicle including the air system as a precaution. The operators routinely inspect vehicles every four to six weeks and TfL assures itself as to maintenance quality by independently inspecting around a quarter of the fleet each year. Each year, like any other vehicle on the public highway, buses must also pass a Ministry of Transport test (or MOT) but at a more stringent level including an assessment of the braking systems.

Electronic Brakes on Routemaster (2)

Question No: 2015/1425

[Valerie Shawcross](#)

What are the current safety measures or emergency procedures are there on the Routemaster buses to ensure the electronic brake can be manually over-ridden if necessary?

[The Mayor](#)

Please see my response to MQ 2015 /1424.

Electronic Brakes on Routemaster (3)

Question No: 2015/1426

[Valerie Shawcross](#)

Since 2012, how many incidences have been reported where the electronic brakes have been recorded as faulty or damaged? Please break this down per month.

[The Mayor](#)

Please see my response to MQ 2015/1424.

Electronic Brakes on Routemaster (4)

Question No: 2015/1427

[Valerie Shawcross](#)

What recording methods are in place for gathering and maintaining instances of electronic brakes on Routemasters being faulty?

[The Mayor](#)

Please see my response to MQ 2015 /1424.

Junction works 'backlog'

Question No: 2015/1428

[Valerie Shawcross](#)

I have noted that some TfL junction works (namely in West Norwood) in my constituency and elsewhere seem to be taking a very long time to complete. I have been told that this is due to 'a shortage of available trained engineers along with a backlog of upgrade works to complete across the Capital'. Please give an update on how many schemes are behind schedule or completed late, where these are, and how TfL are seeking to tackle shortages of appropriate staff to complete these often disruptive works in a more timely manner.

[The Mayor](#)

The traffic signal works to install pedestrian countdown on the crossing at West Norwood are scheduled to be completed by the end of May. While the vast majority of TfL schemes are delivered to the required time cost and quality, on occasions delays occur primarily due to road space availability, issues with equipment or scope changes.

In October 2014, TfL let a new contract for signal maintenance and capital works which secured an estimated £42m in savings. During the mobilisation period the number of engineers and installation operatives who were expected to transfer from an outgoing contractor to a new contractor under TUPE regulations did not reach the expected figure, leaving a resource shortage. TfL has supported and encouraged all companies within the signal maintenance and installation supply chain to take on and train apprentices to fill the skills shortage and encouraged the contractors to bring in staff from outside London to assist where necessary during peaks in resource demand and this is now starting to show benefits.

Identifying space for Food Banks

Question No: 2015/1429

[Fiona Twycross](#)

With the growth in food banks many are reporting that in keeping up with this demand they are struggling to find sufficient space to store food and operate from. Are the planning team and the London Food Board able to work together to offer some solutions?

[The Mayor](#)

The property requirements of food banks will depend on the specific circumstances of each case and these are best considered locally by operators and the relevant local planning authority.

Rosie Boycott advises me on food issues and she is working on a number of interventions to improve access to affordable food for vulnerable Londoner. I was pleased to recently visit London's first social supermarket, Community Shop in West Norwood, where I saw for myself the fantastic work that they have done since they opened last December, helping people into jobs, building a real community feeling in their area and helping many hundreds of members to feed their families better.

While I was at the social supermarket I announced that I will soon be writing to all London boroughs inviting them to apply for capital funding from my High Streets Fund so that local authorities can work with expert delivery partners to help more Londoners to access the whole range of services that a social supermarket can provide.

Food Banks

Question No: 2015/1430

[Fiona Twycross](#)

Given the demonstrated link between welfare reform and the growth in food bank use what will you be doing to lobby the new government to ensure the situation does not get worse given David Cameron's stated intention to cut a further £12 billion from welfare?

[The Mayor](#)

Please see my response to oral MQ 1255/ 2015.

Child Protection (1)

Question No: 2015/1431

[Fiona Twycross](#)

In October 2014 I raised concerns with you about child protection, and followed this up in writing. In your response dated 19th December 2014 you said MOPAC will ask the London Safeguarding Child Board to consider the legal framework I raised about protections for children in Hotels and B&Bs. Can you now provide an update about consideration of these recommendations?

[The Mayor](#)

MOPAC has continued to monitor the progress of Operation MakeSafe. This is the campaign led by the MPS in partnership with London boroughs to raise awareness of Child Sexual Exploitation (CSE) within the business community, which includes hotels and B&Bs as well as taxi companies and licensed premises. The campaign was endorsed by the London Safeguarding Children Board and was launched on 18 March 2015.

The MPS report that there has been excellent buy in from businesses and they are starting to see an increase in CSE referrals as a result. The Anti-Social Behaviour, Crime and Policing Act 2014 also makes provision for the police to require hotel and B&B management to disclose information where intelligence suggests CSE has taken place, although this has not been required to date, due to the supportive response of hoteliers to this issue.

I will continue to monitor the impact of Operation MakeSafe.

Child Protection (2)

Question No: 2015/1432

[Fiona Twycross](#)

Based on the feedback you have received will you write to the Home Secretary to ask her to consider making failure to report child abuse a crime?

[The Mayor](#)

Please see my response to MQ 1431/2015.

Child Protection (3)

Question No: 2015/1433

[Fiona Twycross](#)

Will you also approach the Home Secretary to ask her to consider a cross-departmental working group is set up to tackle the issues around child protection in hotels and B&Bs?

[The Mayor](#)

Please see my response to MQ 1431/2015.

Child Protection (4)

Question No: 2015/1434

[Fiona Twycross](#)

You also said in your response to my letter about Child Protection your Violence Against Women and Girls Panel will continue to monitor developments about a pan-London response to trafficking and seek an update from the LSCB in due course. Can you provide an update on tackling these linked issues across Boroughs?

[The Mayor](#)

The MPS Trafficking & Kidnap Unit is engaged with London Safeguarding Children Board partners and provides awareness sessions to Safer Neighbourhood officers across boroughs to assist in identifying potential victims of sexual exploitation. The unit also actively supports the good practice activity identified by Andrew Boff AM in Croydon, Lambeth and Southwark.

MOPAC has continued to support the European Communities against Trafficking (ECAT) Project and has shared good practice across London. MOPAC is also a member of the quarterly Pan-London Trafficking Forum, which is a group of Voluntary and Community Sector organisations who are brought together by the MPS to discuss and take action concerning migrant workers in London.

My Violence Against Women and Girls Panel continue to oversee the commitments in the strategy a number of which encompass this important issue.

Measuring Cultural Participation

Question No: 2015/1435

[Fiona Twycross](#)

At a Plenary meeting last year I raised the fact that the Arts Council and DCMS no longer produce participation figures for cultural participation by borough through their Taking Part survey about cultural participation. Is it possible to calculate these by Borough from the London dataset? If so please provide the figures.

[The Mayor](#)

The Taking Part dataset is inappropriate to analyse at a local authority-level of geography because the number of respondents in each local authority are very small.

Local authority-level data about cultural participation was collected in 2008-10 via the Sport England Active People Survey which can be accessed on <https://www.gov.uk/government/collections/taking-part>

In addition, local authorities collect their own local-level cultural participation data via local surveys and report to DCLG.

Raise the Roof Campaign

Question No: 2015/1436

[Fiona Twycross](#)

Will you please provide an answer to Question 2015/0342: Do you support the 'Raise the Roof' campaign to increase the Rent a Room Scheme tax break threshold from the level set in 1992, as a way of helping to tackle London's housing crisis by encouraging people to rent out rooms in their home?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Digital Champions

Question No: 2015/1437

[Fiona Twycross](#)

In relation to your answer to MQ 2015/1104 can you provide further details of the evaluation process Digital Unite will undertake?

[The Mayor](#)

Digital Unite are not contracted by the GLA. They can be contacted directly for details of the evaluation arrangements for their Digital Champions programme.

Trade with Kurdistan

Question No: 2015/1438

[Fiona Twycross](#)

Given London and Partners is the lead body for promoting London overseas, why were they not involved in your trip to Kurdistan?

[The Mayor](#)

The Foreign Office was best placed to advise my team on the practical arrangements given the evolving political situation in the region.

The Housing Crisis and Tech City

Question No: 2015/1439

[Fiona Twycross](#)

Following the comments of an executive of the Crown Estate that "The dysfunctional housing supply in London is one of the biggest risks to its (the tech sector's) continued success", what steps will you take to ensure a shortage of affordable housing does not derail London's vibrant creative sector?

[The Mayor](#)

I am extremely concerned about the impact of the housing shortage on London's businesses. That is why I have committed to building 100,000 new affordable homes during my Mayoral term, an objective which is now 94% complete.

SME RE:FIT Pilot Projects

Question No: 2015/1440

[Fiona Twycross](#)

Please provide more details on this scheme as set out in DD1123?

[The Mayor](#)

British Gas were procured from the RE:FIT Framework to deliver two retrofit pilots - one with theatres and one with small and medium sized enterprises in collaboration with London boroughs. This work is being taken forward as part of the wider RE:FIT programme.

Trade Visits

Question No: 2015/1441

[Fiona Twycross](#)

How many trade visits have you made since you first became Mayor in 2008, in each case, please provide the costs incurred to Londoners through travel and expenses?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

United States Trade Visit (1)

Question No: 2015/1442

[Fiona Twycross](#)

What was the role of your seven strong entourage and what protocols were established for their working practices during your visit? For instance, were they required to work core hours?

[The Mayor](#)

Senior officers accompanied me to both advise and support me in my programme of meetings and events, as well as having their own programme of meetings. Officers from the press office co-ordinated the local and travelling media delegation and officers from the international relations team were responsible for the overall arrangements for the visit - itinerary, logistical, local liaison.

Over the course of visit I attended 28 events, spoke directly to over 2500 people and gave interviews to the US media. The nature of these trip requires everyone to work flexibly, hence the entire team worked incredibly hard over long hours.

United States Trade Visit (2)

Question No: 2015/1443

[Fiona Twycross](#)

What costs were incurred by Londoners from your latest trip?

[The Mayor](#)

During my trip to the US East Coast in February 2015, I met officials, business people to drum up trade and investment opportunities; opened and attended events to support the tech and life science delegation of SMEs travelling under my Export Programme. The SME delegations were able to secure a number of important contracts: for example, whilst in New York, I announced that Digital Shadows had secured \$8 million in a new funding round and had signed a deal with an Asset Management company to the value of \$600,000. Furthermore, following the visit, Remitia has announced that its future order book stands at \$15 billion in supplier instant payments, and Sybenetix, the leading Enterprise Behavioural Analytics company, has announced a deal worth \$500,000.

The total costs incurred were £39,944.75.

New Music Centre (1)

Question No: 2015/1444

[Fiona Twycross](#)

Who is taking the lead in conducting the feasibility study into this project, the DCMS or the GLA?

[The Mayor](#)

Please see my response to MQ 2015 /1445.

New Music Centre (2)

Question No: 2015/1445

[Fiona Twycross](#)

Who is funding this feasibility study?

[The Mayor](#)

The Barbican is leading on the delivery of the feasibility study with the DCMS and the GLA jointly overseeing and funding.

Rankings of the World's Most Expensive Cities

Question No: 2015/1446

[Fiona Twycross](#)

Following the news that London has become the world's 11th most expensive city, moving up four places since the Economist Intelligence Unit's last survey, what steps are you taking to ensure the capital is affordable for ordinary Londoners?

[The Mayor](#)

As you are aware, I continue to champion the London Living Wage and my campaign has been very successful, with the number of Living Wage employers in London now at around 600, rising from less than 30 when I first came into office in 2008.

In addition to promoting the LLW, I have also introduced a number of measures to help Londoners cope with a rise in the cost of living. These include:

Reducing my share of the Council Tax for the 4th year in a row:

Retrofitting homes with energy efficiency measures through RE:NEW, thus saving Londoners money on energy bills;

Freezing fares in real terms for 2015;

I have also guaranteed that I will freeze all TfL fares in real terms whilst I am still Mayor;

TfL have also reviewed the daily fares cap, giving flexible and part-time workers, including those with unpredictable hours, access to lower fares;

I have also introduced and protected a number of travel concessions including;

- o Protecting the Freedom Pass for Londoners over 60 and allowing it used on all TfL services in the morning peak;
- o Introducing travel concessions for apprentices; and
- o Introducing free travel for disabled war veterans and armed forces personnel in uniform.

I will also deliver over 100,000 affordable homes over my two terms in office, with 17,914 delivered in 2014/15, the most for any year since 1981.

London Living Wage (1)

Question No: 2015/1447

[Fiona Twycross](#)

How many businesses have you written to in each of the past three financial years, encouraging them to become London Living Wage accredited?

[The Mayor](#)

I have written to the following number each year:

2014/2015 - 101

2013/2014 - 93

2012/2013 - 65

London Living Wage (2)

Question No: 2015/1448

[Fiona Twycross](#)

Do the GLA and its functional bodies require organisations in receipt of capital funding - for example, through the Affordable Homes Programme and transport infrastructure spending - to be Living Wage accredited?

[The Mayor](#)

The GLA and its functional bodies fully support the London Living Wage, and are setting an example to investment partners through their status as Living Wage accredited employers, however there is not a standard requirement that organisations in receipt of capital funding are Living Wage accredited.

Where appropriate TfL will consider including London Living Wage requirements in contracts as part of their Responsible Procurement procedures. Appropriate circumstances to consider including London Living Wage requirements are in contracts where low paid employment is prevalent, such as cleaning, catering and security, where the contractor's employees are working all of their hours on the TfL contract.

The GLA's standard funding agreement also provides that the funding recipient shall, if required by GLA, have a responsible procurement plan for the expenditure of the funds and that could include London Living Wage requirements.

Contracts for receipt of funding under the Affordable Homes Programme contain a clause stating that all reasonable endeavours should be made to ensure no employees engaged in the provision of works are paid less than the London Living Wage.

Apprenticeships budget

Question No: 2015/1449

[Fiona Twycross](#)

Can you tell me the total amount and proportions of your budget that is spent on apprenticeships for each year since 2008?

[The Mayor](#)

Total GLA spend on apprenticeship activity by year is as follows.

	Total
2008/09	£0
2009/10	£0
2010/11	£0
2011/12	£0.45m
2012/13	£0.40m
2013/14	£1.65m
2014/15	£1.01m
2015/16	£1.86m
Total	£5.37m

The GLA Consolidated Budget and Component Budgets can be found on the GLA website. The information within these documents can be used to calculate the annual spend on apprenticeship activity as a proportion of the overall GLA budget.

The Skills Funding Agency's (SFA) is responsible for the delivery of government's skills priorities in London which includes the remit to deliver more high-quality Apprenticeship opportunities. The investment made by GLA has been designed to augment the work of the SFA in London, principally through creating greater awareness of the benefits of apprenticeships and incentivising London based employers to create new apprenticeship opportunities (e.g. Enhanced AGE funding).

I have also written to hundreds of employers to encourage them to take apprentices and worked with other stakeholders to get them to do the same.

Careers guidance in London

Question No: 2015/1450

[Fiona Twycross](#)

Further to MQ 2015/0752, have you produced your final report on the proposals for the London Career Offer? If so, can you provide me with a copy?

[The Mayor](#)

The London Careers Offer report is due to be published in early July, once it has been presented to the London Enterprise Panel and the working group responsible for commissioning it.

AGE funding

Question No: 2015/1451

[Fiona Twycross](#)

Can you provide me with an update on the uptake of the AGE funding which business could apply for from 1st January 2015? How much funding still needs to be allocated?

[The Mayor](#)

The enhanced AGE funding is managed by the Skills Funding Agency (SFA). To date the SFA has allocated a cumulative facility of £6.9m to training organisations.

Training organisations can claim the enhanced AGE funding following 13 weeks of the apprentice being in training (measured from the point the apprentice has been employed and started training). Therefore the earliest date that claims could be made was April. The SFA are currently in the process verifying the claims and the uptake will be shared at a later date.

Mayoral Duties (1)

Question No: 2015/1452

[Fiona Twycross](#)

What proportion of your time will you commit to your Mayoral duties?

[The Mayor](#)

My responsibility is to fulfil my mandate as Mayor of London and I will be putting every ounce of effort into my programme to make London the greatest city in the world right up until 4th May 2016.

Mayoral Duties (2)

Question No: 2015/1453

[Fiona Twycross](#)

Given your workload, will you now give up additional outside employment such as your writing and journalism?

[The Mayor](#)

Please see my response to MQ 1452 / 2015.

Mayoral Duties (3)

Question No: 2015/1454

[Fiona Twycross](#)

How will you balance any potential conflict of interest between your attendance at the political cabinet and your duties to London?

[The Mayor](#)

Please see my response to MQ 1452 / 2015.

Food poverty

Question No: 2015/1455

[Fiona Twycross](#)

To what do you attribute the further increase in visits to London food banks in the past year?

[The Mayor](#)

I do not want any Londoners to experience food poverty. As you know, my food team has a close focus on food poverty issues.

Food poverty is not a new issue in London. However, recent reports have highlighted a steady increase in the prevalence of the problem.

Last week I was pleased to visit London's first social supermarket, Community Shop in West Norwood, where I saw for myself the fantastic work that they have done since they opened last December, helping people into jobs, building a real community feeling in their area and helping many hundreds of members to feed their families better.

While I was at the social supermarket I announced that I will soon be writing to all London boroughs inviting them to apply for capital funding from my High Streets Fund so that local authorities can work with expert delivery partners to help more Londoners to access reduced price food and the whole range of services that a social supermarket can provide.

Big Green Poll

Question No: 2015/1456

[Andrew Boff](#)

In the consultation for the "Big Green Poll" how could one record a vote against any of the schemes?

[The Mayor](#)

The poll was not a consultation exercise. When applying to the Big Green Fund, applicants had to demonstrate that appropriate consultation had been undertaken with key stakeholders and local communities.

The purpose of the poll was to get a sense of the relative support for the individual schemes in order to determine whether funding should be allocated. Although all schemes secured funding from the Big Green Fund this was allocated on a proportionate basis, based in part, on the level of public support expressed via the poll.

DLR Trains from Beckton

Question No: 2015/1458

[Andrew Boff](#)

Would the Mayor consider running direct DLR trains from Beckton to Stratford International?

[The Mayor](#)

The DLR timetable change in February 2015 is the first in a series of improvements over the next two to three years that will eventually result in a five-minute service operating across the DLR network.

TfL is carrying out this service enhancement in stages, to ensure that service reliability is not adversely affected. This means that passengers on some parts of the network have been inconvenienced for a short period of time. These difficult decisions were taken based upon the relative demand between different parts of the network - both current and predicted.

As a consequence of this change, it was necessary to temporarily withdraw direct services between Stratford International and Beckton, meaning that passengers need to change at Canning Town. This service will be reinstated in due course. However, the dates are yet to be confirmed.

Plans are also being developed to resume a five-minute service during early mornings and evening periods between Canning Town and Beckton; this is likely to occur before reinstatement of the direct service.

Residents' Discounted Journeys on Emirates Air Lines

Question No: 2015/1459

[Andrew Boff](#)

What consideration has been given to providing local residents with discounted journeys on the Emirates Air Line?

[The Mayor](#)

The Emirates Air Line currently has two fares which offer reduced rates for regular users:

A multi-journey boarding pass (carnet), which allows a passenger 10 single journeys for £17.00 (the equivalent of £1.70 per journey) within a 12 month period.

There is also an alternative option using Oyster. The 5+ Reward offers a 50 per cent discount for repeat customers who pay for five journeys or more during a week using their Oyster Card. Passengers pay the full pay-as-you-go fare for all the journeys made during the week and 50 per cent of the total cost journeys is credited back to the passenger's Oyster card when they next tap in.

Royal Docks Buses

Question No: 2015/1460

[Andrew Boff](#)

Given the impressive speed of development of the Royal Docks, how frequently are local bus routes reviewed in order to ensure they meet the needs of local residents?

[The Mayor](#)

TfL is working closely with the London Borough of Newham to review services to ensure they meet the needs of local residents in the Royal Docks area. A map of the proposed changes will be sent directly to your office. TfL would be happy to provide more detail on these proposals if required.

TfL will continue to keep the bus service under regular review to ensure sufficient capacity is provided.

Right to Buy Housing Association Tenants

Question No: 2015/1461

[Andrew Boff](#)

In light of your invitation to attend political Cabinet, will you push for the right to buy extension for Housing Association tenants in London to be included in the Queen's Speech and implemented as soon as is practical?

[The Mayor](#)

The GLA will of course engage with the Government.

Olympic Stadium concession agreement

Question No: 2015/1463

[Andrew Boff](#)

You have previously mentioned that the GLA would receive a share of any proceeds that West Ham generate from the sale of the stadium. Could you release an unredacted version of the concession agreement so that Assembly scrutiny can be applied? If you cannot release openly, could you either release just to Assembly Members or release the specific details of the compensation agreement that West Ham agreed following the sale?

[The Mayor](#)

The Stadium on Queen Elizabeth Olympic Park is owned by E20 Stadium LLP - a joint venture between London Legacy Development Corporation and Newham Legacy Investments. E20 Stadium LLP has a concession agreement in place with West Ham United for 99 years, as well as with UK Athletics for 50 years. West Ham does not own, and is therefore not entitled to sell, the Stadium.

The Stadium is currently undergoing transformation into a multi-use venue, capable of hosting a range of sports including rugby, football and athletics, as well as concerts and other large scale events.

If the owners of West Ham were to sell the club within an agreed period after moving to the Stadium, then E20 Stadium LLP would receive a share of the value realised over a certain threshold.

An unredacted version of the concession agreement cannot be released due to commercial confidentiality.

GLA commercial property

Question No: 2015/1465

[Gareth Bacon](#)

Could you please let me know how many commercial properties the GLA and the GLA family own? Of these, could you tell me how many of these are available to rent or buy? Also, how are these properties usually acquired?

[The Mayor](#)

Details of properties within the GLA family are available to view via the GLA website. Please refer to the following link: <https://www.london.gov.uk/priorities/housing-land/land-assets/land-and-property-database>. This will also provide the current status of the properties.

Property can be acquired in a number of ways. While this will usually be by negotiation, they could be acquired at auction or by way of an exchange/transfer of assets.

Low Carbon Entrepreneur Competition

Question No: 2015/1466

James Cleverly

What are the benefits of this scheme for London's environment and economic creativity, and what have been the impacts of previous years' winners?

The Mayor

Students from London's higher education establishments who win the prize are provided with the opportunity to develop innovative ideas that contribute towards reducing London's carbon emissions. The programme promotes entrepreneurship, enabling and supporting the successful students to take their ideas to the market, creating employment opportunities and strengthening London's green economy. The hundreds of students who enter the prize gain a greater awareness and critical understanding of the environmental challenges facing London and employability skills through programme workshops. A select few who secure an internship with the prize's commercial sponsor, secure an opportunity to gain employment experience in the green economy sector.

Notable achievements since the prize was established in 2012 include:

- Arthur Kay who after his success in the first year of the competition has recently been announced as the 2015 Guardian Sustainable Business Leader of the year, their youngest winner ever. His company bio-bean now employs 15 people and is currently in the process of expanding its processing capacity to be able to turn 25,000 tonnes of London's coffee waste to biofuels each year. They will also soon be starting a local coffee waste collection service for small businesses in central London.
- The pilot solarbox on Tottenham Court Road is used by on average 50 people each day. Solarbox is a free to use solar powered mobile phone charging station in a refurbished red telephone box. More boxes are planned to be installed this year.
- Clotho London has already processed over 5000 items of clothing through their collection system in under a year. Over 700 of these have then gone immediately to a new home through their online clothes swapping system. Any items not listed on their website are redesigned at sewing hackathons or donated to charity ensuring that each item stays as high as possible within the waste hierarchy.

Compulsory Sobriety Pilot Scheme in Croydon

Question No: 2015/1467

[Kit Malthouse](#)

Please report the current performance statistics for the compulsory sobriety pilot in Croydon. What plans do you have to expand the use of compulsory sobriety across London?

[The Mayor](#)

The MOPAC Alcohol Sobriety pilot is running in four south London boroughs, Lambeth, Southwark, Sutton and Croydon.

A total of 89 Alcohol Abstinence Monitoring Requirements (AAMRs) have been imposed by the Courts to date.

The programme is being fully evaluated, and a 6 month interim evaluation report is now published on the website: <http://www.london.gov.uk/priorities/policing-crime/our-work/substance-misuse/sobriety-pilot>

This includes performance statistics for the first 6 months of the programme.

Following the success of the London pilot, I welcome the Government's commitment to make AAMR available to all courts across England and Wales and I will be asking the Justice Secretary to support a swift roll out across London.

TfL Spending on Youtube Campaign

Question No: 2015/1468

[Kit Malthouse](#)

How much is TfL spending on the recent self-congratulatory youtube campaign designed to convince people that there is active and responsive management of the road network in London under the guise of a road modernisation plan?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Road Works in Central London

Question No: 2015/1469

[Kit Malthouse](#)

Do you feel that the current level of disruption to road traffic caused by the unprecedented number of road works in central London is acceptable?

[The Mayor](#)

Working together with London's boroughs, TfL is leading an unprecedented programme of planned road improvements and transformations. The Road Modernisation Plan includes hundreds of transformational projects designed to radically improve living and travelling conditions through safer, greener and more attractive streets and town centres, and safer conditions for cyclists and pedestrians. At the same time, we are seeing the continued development of our city by private investors at locations such as Battersea, and an intensive programme of investment by utility companies to accommodate this growth across the capital.

This level of works across London will inevitably lead to some disruption for road users. To mitigate this, TfL has an established programme which coordinates all works across the network to ensure that disruption is kept to a minimum. They have actively engaged with the boroughs, business and freight industry and the general public to encourage road users to check before they travel and are providing extensive advice on how to plan journeys to avoid disruption.

In order to manage the traffic in central London, around construction sites and at specific locations across London where there is potential for a larger impact, an active traffic management strategy is being deployed. This strategy will use traffic signals to balance traffic flows across London according to available capacity to ensure that key junctions and gyratories do not 'lock up' and that the bus network continues to operate effectively.

Installation of Spiral Escalators in Tube Stations

Question No: 2015/1470

[Kit Malthouse](#)

What work has been undertaken by TfL to consider the installation of spiral escalators in stations that currently have spiral staircases and lifts such as Covent Garden?

[The Mayor](#)

The installation of spiral escalators would have limited application in the London Underground environment. TfL has looked at this TfL's lift and escalator engineers do not believe that modern spiral escalator design could be accommodated in the tight spaces available or that their installation would improve the capacity of any of the current stations or reduce journey times.

Deep level stations such as Covent Garden and Hampstead, that have both lifts and spiral staircases, use the staircase as primary emergency evacuation routes, and replacing them with a spiral escalator could also impact on customer evacuation procedures and times.

Proposed North/South Cycle Superhighway

Question No: 2015/1471

[Kit Malthouse](#)

What work is being undertaken to extend the proposed north/south cycle superhighway north from Kings Cross to Kentish Town?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Putney Bridge Pier docking station

Question No: 2015/1473

[Richard Tracey](#)

Please provide an update on the progress on the new docking station at Putney Bridge Pier. What are the prospects of further developments in south Wandsworth?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Plantation Wharf Pier

Question No: 2015/1474

[Richard Tracey](#)

What progress has been made towards the completion of the Plantation Wharf Pier?

[The Mayor](#)

Plantation Wharf Pier will be a welcome addition to the Putney to Blackfriars river bus service and its development is progressing well. All the necessary piling and dredging has been completed. Offsite construction of the pier itself is very near completion. The timber grid is being installed on 11 May. The pier is expected to be complete and operating this summer.

Battersea Power Station Pier

Question No: 2015/1475

[Richard Tracey](#)

What plans are there for Battersea Power Station Pier in 2016?

[The Mayor](#)

A pier at Battersea Power Station will be a welcome addition to the Putney to Blackfriars river bus service. Battersea Power Station is committed to facilitating the provision of river bus services to the site and this will commence with a temporary pier in the middle of 2016. A permanent pier will be delivered later in the timeline of the site's development.

Emergency Service Network

Question No: 2015/1477

[Roger Evans](#)

Following an outage on the Emergency Service Network for 40 minutes in April, what steps have been taken by the Metropolitan Police Service to ensure that the network remains operational at all times?

[The Mayor](#)

Please see my response to MQ 1348 /2015.

Computerised tomography scanners

Question No: 2015/1478

[Roger Evans](#)

Police forces around the world, such as in Australia, regularly make use of computerised tomography (CT) scanners as part of forensic pathology investigations. Has the Metropolitan Police Service used CT scanners as part of any investigations, and what provisions are in place for them to use such a service should they require it?

[The Mayor](#)

Computerised Tomography (CT) Scanners are one of a number of options that the MPS has employed in homicide and unexplained death investigations over the past few years.

College of Policing Paid Membership

Question No: 2015/1479

[Roger Evans](#)

The College of Policing is examining what services officers might pay for should it decide to offer anything above and beyond its current free basic membership. Have any Metropolitan Police Service officers been involved in these discussions, and what services do you feel it would be valuable for the College of Policing to offer?

[The Mayor](#)

The MPS has been consulted in respect of the College of Policing basic free membership and the services that this will provide to officers and staff. However, these discussions are very much in their infancy.

The MPS and MOPAC are awaiting further development of the proposals from the College of Policing in order to fully understand the range of services that will be offered under the both the basic free and more advanced paid for services.

Protocol for handling silent calls to the emergency services

Question No: 2015/1480

[Roger Evans](#)

BT has recently asked the 999 Liaison Committee for advice on how the protocol for handling silent calls to the emergency services could be improved. What provisions do the Metropolitan Police Service have in place for handling such calls, and do you believe there are ways in which the system can be improved?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Heckler and Koch G36 assault rifle

Question No: 2015/1481

[Roger Evans](#)

The reliability of the Heckler and Koch G36 assault rifle used by London's counter-terrorism police officers has been questioned after Germany's Defence Ministry claimed that the rifle "did not fulfill" requirements as in high temperatures it sometimes fires wide. What steps are the Metropolitan Police Service and you taking to ensure that the range of weapons used by London's police officers are fit for purpose and entirely reliable?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Cyber Terrorism

Question No: 2015/1483

[Roger Evans](#)

There have been wide reports of individuals financially backing terrorist organisations. What support has been made available to the Metropolitan Police Service to enable them to tackle the threat of cyber-related terrorism?

[The Mayor](#)

The MPS is working with a range of stakeholders including industry, academia and external partners to identify and tackle terrorist fund-raising activity.

In relation to cyber-related terrorism, an established programme of work is in place to significantly enhance the MPS response, in close collaboration with security partners. This programme will provide a range of cyber/digital services to tackle terrorist or extremist activity that takes place on - or is enabled by - the internet.

It would not be appropriate to provide further details.

Direct bus service from Sutton to Epsom Hospital

Question No: 2015/1484

[Steve O'Connell](#)

TfL have refused a request to run a direct bus service from Sutton to Epsom Hospital as the costs were deemed too high. However I believe a bus route serving a hospital can override budgetary considerations. Do you agree and if so, will you instruct TfL to introduce a direct bus service to and from the hospital?

[The Mayor](#)

TfL is currently considering costs for implementing a direct service from Sutton to Epsom Hospital. The most cost effective option requires additional standing space at Epsom Hospital. TfL is in touch with the hospital, and will let you know the outcome of discussions once complete.

Bus service from Addiscombe to Croydon University Hospital

Question No: 2015/1485

[Steve O'Connell](#)

TfL have refused to implement a direct bus service from Addiscombe to Croydon University Hospital on the grounds of prohibitive operational costs. However many hospital patients suffer mobility problems, are elderly and are unable to afford a taxi fare. Do you not agree that these factors should override budgetary constraints and if so, will you instruct TfL to implement a direct bus service to the hospital?

[The Mayor](#)

TfL investigated an extension of route 130 to Croydon University Hospital. The additional subsidy required to run the service (approx. £260,000 per annum) is prohibitive considering the number of additional passengers expected to use the service.

TfL will continue to investigate options to implement a cost effective way to provide a direct service from Addiscombe to Croydon University Hospital.

Misuse of police equipment

Question No: 2015/1489

[Tony Arbour](#)

A Police and Community Support Officer in Nottinghamshire was recently convicted for selling police equipment online. Have any Metropolitan Police Service officers or staff been found to be behaving in a similar way, and what procedures are in place to prevent officers and staff from misusing equipment for their own personal gain?

[The Mayor](#)

The MPS is currently investigating several officers for potential misuse and sale of their equipment. The Directorate of Professional Standards (DPS) is undertaking targeted research and working with an online sales provider to develop a partnership whereby potential unlawful sales can be identified and measures put in place to prevent such sales.

Police Officer Misconduct Hearings

Question No: 2015/1490

[Tony Arbour](#)

Police officers subject to misconduct hearings will now have the proceedings held in public. What preparations has the Metropolitan Police Service undertaken to facilitate the public attending misconduct hearings?

[The Mayor](#)

The MPS are currently constructing two viewing rooms at the Empress State Building to ensure members of the public have access to police officer misconduct hearings. The MPS have purchased technical equipment which will allow the hearings to be 'live streamed' to each viewing room.

An online attendance booking function is being developed to allow members of the public to book their attendance via an easily accessible, interactive portal on the MPS website.

MOPAC is working closely with the MPS on the development of their plans to facilitate public hearings.

Drivers who speed

Question No: 2015/1491

[Tony Arbour](#)

A study by LV= has suggested that one in three motorists convicted for speeding go on to re-offend. What work has the Metropolitan Police Service undertaken to cut the number of drivers who speed, and particularly those who go on to offend after their first conviction?

[The Mayor](#)

The objective of the MPS is to reduce casualties and collisions by promoting safer driving through enforcing speed limits and compliance with traffic lights.

The MPS uses a balanced enforcement strategy for camera detected operations and is intelligence led to tackle speeding at Killed or Seriously Injured (KSI) hotspots where speeding is a contributory factor in accordance with ACPO guidelines.

The Traffic Offence Report (TOR) also allows the MPS to offer educational courses in line with ACPO guidelines within the speed thresholds.

Research indicates that use of educational courses has a more positive affect on changing driver behaviour and that they are less likely to speed following a course than following the alternative enforcement options. The MPS maximises the use of speed awareness courses to educate drivers within the thresholds - furthermore in accordance with ACPO guidelines high speeders are summonsed to court directly.

The investigation arm of the unit is responsible for dealing with drivers who try and evade detection or prosecution. High repeat offenders and high speeding offenders and other areas are targeted.

Super-Hydrophobic Paint

Question No: 2015/1492

[Tony Arbour](#)

Following growing concerns about individuals urinating in public, Manchester City Council is considering the introduction of super-hydrophobic paint which automatically bounces back anything sprayed at it. Such paint has already been used successfully in Hamburg, Germany. Have you considered the introduction of such paint in areas of London, and what other measures have been taken to prevent individuals urinating in public?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Police selling evidence at auctions

Question No: 2015/1493

[Tony Arbour](#)

Cumbria Police recently apologised for selling a stolen bicycle at auction before a criminal case came to court. What procedures are in place to prevent the Metropolitan Police Service from making similar mistakes?

[The Mayor](#)

In criminal cases, the disposal of exhibits will only be undertaken with the specific authority of the Officer in the Case (OIC). Where the offence is serious, additional retention periods will apply, due to the possibility of appeals and further investigation. Property in such cases will be retained regardless of any instructions from the OIC.

Technology stolen from gardens or sheds

Question No: 2015/1494

[Tony Arbour](#)

Freedom of Information requests recently reported in The Times suggest that the thefts of mobile phones, laptops and computers from gardens and sheds are on the rise in London. What steps is the Metropolitan Police Service taking to reduce this type of crime?

[The Mayor](#)

Between 2012-4 thefts of laptops, computers and mobile phones from gardens and outbuildings fell. There is no evidence that these crimes are increasing.

At the conclusion of this year's Operation Bumblebee burglary reduction program a reduction of -14.1% was achieved. This period has seen the greatest Bumblebee reductions of the last 3 years, taking the MPS to -24 % in relation to MOPAC 7 burglary targets (as at 18/5/15).

Victims are given crime prevention advice at the time of reporting and followed up by the local Safer Neighbourhood Teams. In the case of burglary (incl. sheds) cocooning advice is also given to surrounding residents. This is then quality assured by the Area Delivery Teams who check on the quality of the reporting.

The MPS website gives up-to-date advice about securing sheds and not leaving property unattended outside, including ensuring a level of security proportionate to the value of the item stored.

Police Fitness Test

Question No: 2015/1495

[Tony Arbour](#)

Proposals to toughen up the basic police fitness test have come under criticism for being too difficult for some officers. What input as the Metropolitan Police Service had in regards to discussions about reforming the police fitness test?

[The Mayor](#)

The work of a police officer is often physically demanding and it is right and proper that London's communities expect their police officers to be fit for duty.

The National Fitness Working Group reviews fitness test standards and provides direction for police forces across the country. Representatives from the MPS attend this working group and play an active part in the discussions on police fitness testing.

TfL Step-Free Publication

Question No: 2015/1496

[Victoria Borwick](#)

Across Transport for London's network the number of steps between platforms and street-level varies significantly. Would you encourage TfL to publish the number of stairs at each station between platforms and street-level in order to help passengers make informed decisions about which stations to use if they have limited mobility?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

TfL Advertising Walking

Question No: 2015/1497

[Victoria Borwick](#)

In some circumstances it is easier and quicker to walk between some of London's stations rather than change lines. Would you encourage TfL to widely advertise where such circumstances exist, and encourage passengers to complete their journeys on foot?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Gatwick expansion

Question No: 2015/1500

[Darren Johnson](#)

The Gatwick Airport campaign for a second runway states on <http://www.gatwickobviously.com/noise> that 'only 18,000 people would be additionally affected by noise if Gatwick built a new runway'. Do you agree with me that no additional people should be affected by noise resulting from any expansion, let alone 18,000 people?

[The Mayor](#)

I absolutely agree that we should seek to minimise the number of people exposed to aircraft noise. The research previously undertaken by my team suggested that following expansion at Gatwick, around 780,000 people would be exposed to aircraft noise across London and the South East (at 55dB Lden - the standard EU aviation noise metric). Following expansion at Heathrow there would be 1,140,000 people exposed to aircraft noise. The analysis showed that only by relocating the hub from Heathrow to a new location to the east, away from densely populated areas, could we make a significant reduction in the number of people exposed to aircraft noise across the London and the South East - falling to 75,000, less than 10per cent of those exposed today.

It was disappointing that the Airports Commission ignored such data in choosing not to shortlist the options for a new hub to the east of London. Nonetheless, it will be for Government to decide on the best approach, having evaluated all the evidence available.

Heathrow expansion - advertising

Question No: 2015/1501

[Darren Johnson](#)

How much has the Heathrow Airport expansion campaign spent advertising on the tube system or other parts of the TfL network?

[The Mayor](#)

In total, this campaign has spent £1.7m on advertising across the TfL network (from the start of 2012 until April 2015).

Gatwick expansion - advertising

Question No: 2015/1502

[Darren Johnson](#)

How much has the Gatwick Airport second runway campaign spent advertising on the tube system or other parts of the TfL network?

[The Mayor](#)

In total, this campaign has spent £1.6m on advertising across the TfL network (from the start of 2014 until April 2015).

Calls for Expansion at Heathrow

Question No: 2015/1503

[Darren Johnson](#)

In light of the forthcoming Airports Commission recommendation on new capacity in the South East of England, will you restate your opposition to any Heathrow expansion?

[The Mayor](#)

Yes. I will continue to oppose Heathrow expansion. It is environmentally unacceptable.

The decision ultimately falls on Government to evaluate all the evidence presented, including, but not limited to, the Airports Commission's final report, and determine a way forward that meets the UK's economic need without sacrificing the health and quality of life of Londoners.

Heathrow - cycling

Question No: 2015/1504

[Darren Johnson](#)

How true is the claim that Heathrow is the only International Airport which is currently impossible to cycle and walk to or from most of the terminal buildings? Would you support the idea of Heathrow allowing cycles on board the very frequent and free-to-use bus services in the Ride Free Zone?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Fish Island Bridge

Question No: 2015/1505

[Darren Johnson](#)

In your response to Q2014/5008 you state that a new pedestrian and cycle bridge will be provided as a planning condition to convert Monier Road bridge to vehicle access only. This proposed new cycling bridge will mean a diversion for cyclists and offers no way of avoiding the traffic generated by the proposed motor bridge. Why are cyclists being inconvenienced in this way in the Olympic Park which you promised would be a 'paradise for cycling'?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Death of cyclist at Lambeth Bridge roundabout

Question No: 2015/1506

[Darren Johnson](#)

A 55 year old cyclist was recently killed in a collision with a tipper truck at Lambeth Bridge roundabout. Three years ago proposals for a safe, continental-style roundabout at Millbank/Lambeth Bridge were discussed at a TfL Better Junctions Design Review Group meeting. The design proposed would not have had any impact on traffic flows as the existing roundabout already has zebra crossings across all arms and all the roads into it have only moderate single stream traffic. Why have the proposals not been implemented?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Extending bike hire scheme to Highbury Corner

Question No: 2015/1507

[Darren Johnson](#)

To take full advantage of local changes to encourage cycling will you expand cycle hire further north, taking it to Highbury Corner straight after the current bridge works are completed, along with looking at the merits of docking stations at Nag's Head, Highbury Barn and Arsenal football ground?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Cycling target

Question No: 2015/1508

[Darren Johnson](#)

Why have you made no Mayoral announcement about abandoning your target of cycling being 5% of all trips by 2026? Does this mean that you expect the percentage of trips taken by car to rise as the population rises?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Dutch style roundabouts

Question No: 2015/1509

[Darren Johnson](#)

In April 2013, Peter Hendy told the Assembly's Transport Committee that: "We are already conducting off-street trials of innovative facilities (such as eye-level traffic lights or "Dutch-style" roundabouts) which may help cyclists. If the trials are successful, and the Government permits, we will roll these out on the road network". The results from the trial roundabout, built by the Transport Research Laboratory, have not yet been published. Can you explain the delay and provide a publication date?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Westminster Council and cycling (1)

Question No: 2015/1510

[Darren Johnson](#)

What reasons were given in 2013 for Westminster Council rejecting the 'initial proposals presented for Lambeth Bridge North' by Transport for London? Can you describe an outline of what those proposals were and how they would have improved safety at the roundabout?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Westminster Council and cycling (2)

Question No: 2015/1511

[Darren Johnson](#)

Can you outline the Transport for London proposals for junctions and sections of road around Victoria gyratory in 2013, which were discussed with Westminster Council. How have these proposals been progressed since then?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Inappropriate use of cyclist warning stickers

Question No: 2015/1512

[Darren Johnson](#)

Thank you for your answer to question 2015/0852. What steps are TfL taking specifically to get all Fleet Operator Recognition Scheme (FORS) registered vehicles below 3.5 tonnes such as small lorries, vans and cars which do not have a blind spot to remove 'cyclist stay back' stickers?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

London Bus Watch Facility

Question No: 2015/1513

[Darren Johnson](#)

Do you support the creation of a "London BusWatch" facility on the TfL website that would allow anyone with video evidence of a TfL bus driving dangerously to upload this evidence and provide key incident details so that the incident will be immediately investigated and acted upon by TfL and its subcontractors?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Extending CIRAS to construction vehicles

Question No: 2015/1514

[Darren Johnson](#)

Following your positive response to my question asking for yourself and TfL to consider extending CIRAS (Confidential Incident Reporting & Analysis System) to buses, if this is given the go ahead will you also give consideration to extending CIRAS to construction HGVs in London?

[The Mayor](#)

CIRAS does not currently cover construction heavy goods vehicles (HGVs) in London. However, TfL is in discussion with CIRAS to see if the system could be extended to HGVs and other commercial vehicles.

The TfL-led Construction Logistics and Cyclist Safety (CLOCS) initiative has developed 'CLOCS Manager', a collision reporting system designed to improve the transparency of road traffic collision data. CLOCS Manager was developed in partnership with the construction logistics and insurance industries and helps operators consistently record and manage collisions to help prevent future occurrences.

CLOCS Manager is freely available to all commercial fleet operators, not just those that run HGV fleets. It is available at <https://www.clocs-manager.org.uk/>

Marylebone Road and Nitrogen Dioxide concentrations

Question No: 2015/1515

[Darren Johnson](#)

Thank you for your answer to question 2015/0033. Have you investigated the reasons behind the unusual drop in pollution around the Marylebone monitoring station and will you now publish the findings?

[The Mayor](#)

King's College London estimate that since 2008 NO₂ concentrations have fallen by around 12% across the capital. Due to the varied nature of London streets, in some areas, including Marylebone Road, these results are more pronounced than others. I have asked King's College London to undertake further analysis of air quality trends across London and will make this available in due course.

Inaction and safety concerns

Question No: 2015/1516

[Darren Johnson](#)

Would you support a change in the law which made clear that a local transport authority had clear liability for taking action on a junction deemed unsafe to use for certain categories of road users?

[The Mayor](#)

I would not support a change in the law, as I am confident that such a duty is already central to TfL's road safety programme. Local authorities already have a statutory duty under section 39 of the 1988 Road Traffic Act to "take steps both to reduce and prevent accidents".

Each local authority, including TfL, is required to carry out studies into accidents arising out of the use of roads within their area. The authority must, in light of these studies, take appropriate action to prevent such accidents occurring. These measures may include information and advice relating to the use of the roads; providing practical training to road users; and physical improvements through construction and maintenance or repair works.

TfL is committed to reducing casualties on London's roads, and delivers an annual programme of improvements to London's highest risk roads and junctions for vulnerable road users (pedestrians, cyclists and motorcyclists). This annual programme is created from three years of collision data, resulting in a comprehensive understanding of the specific risk for vulnerable road users across London's road network. TfL also uses data to monitor and evaluate the impact of implemented schemes, and advises the London boroughs on an annual basis of their worst performing links and junctions in terms of road safety.

Aylesbury estate allocations (1)

Question No: 2015/1517

[Darren Johnson](#)

Can you confirm that you have allocated funding for Notting Hill Housing Trust to build 1,670 new affordable rented homes on the Aylesbury Estate?

[The Mayor](#)

Under my Housing Covenant 2015-18 programme 450 affordable rented homes have been funded on the estate. In addition, Notting Hill Housing Trust has been shortlisted to receive loan funding from the Estate Regeneration Fund to contribute towards the regeneration of the whole of the Aylesbury Estate (3,500 homes). This programme has been delegated to the HCA and is currently in due diligence.

Aylesbury estate allocations (2)

Question No: 2015/1518

[Darren Johnson](#)

Does your funding agreement with Notting Hill Housing Trust for the affordable rented homes to be built on the Aylesbury Estate specify the rent levels to be charged? If so, can you tell me what they are in cash terms and relative to market rent?

[The Mayor](#)

The Development Partnership Agreement between the London Borough of Southwark and Notting Hill Housing Trust for the Aylesbury estate regeneration project requires 50% of new homes built to be affordable housing. Of that 50%, 75% are required to be let at target rents with the remaining 25% retained for low cost home ownership. On 23 April 2015 the London Borough of Southwark resolved to grant planning approval (subject to Section 106 Agreement) for the estate redevelopment, and it was agreed that the Section 106 Agreement will set out a precise definition of target rent with reference to the Homes and Communities Agency (HCA) document Rent Standard Guidance April 2015.

Grant funding to support the provision of these affordable homes is allocated under the Mayors Housing Covenant 2015-18 Programme. The funding agreement makes no reference to actual rents for this project.

Notting Hill Housing Trust is still negotiating the terms of the Estate Regeneration loan funding, as part of the due diligence which has been delegated to the HCA.

Homeless placed out of borough

Question No: 2015/1519

[Darren Johnson](#)

Detailed local authority figures published by DCLG show that in the two years to December 2014, homelessness generally increased in London by 21%, but the number of homeless being accommodated outside their borough increased by 75%. The figures also show that in the three months up to Dec 2014, a third of people presenting as homeless in London were placed outside their borough. Does this increase in out-of-borough placements concern you?

[The Mayor](#)

In the 30 months prior to June 2014, data provided by the London Councils suggests the overwhelming majority (94%) of households placed outside of their borough were to another London borough, rather than outside London.

The London Housing Strategy states that, where local authorities move households to other areas they should use systems such as London Councils' Inter-borough Accommodation Agreement and NOTIFY, to ensure that the local authorities in whose districts they are placed are alerted to their presence and to help these households access the services they need.

London Development Database figures (1)

Question No: 2015/1520

[Darren Johnson](#)

Can you provide figures from the London Development Database for the number of social rented homes (a) granted planning permission and (b) completed in each of the years 2012/13, 2013/14 and 2014/15?

[The Mayor](#)

	approved	completed
2011/12	9,835	6,922
2012/13	5,067	5,668
2013/14	7,118	4,540
2014/15	2,748*	**

* Provisional figures - due to time lag in the submission of borough monitoring data.

** Not yet available - due to timescales for boroughs submitting annual completions data.

London Development Database figures (2)

Question No: 2015/1521

[Darren Johnson](#)

Can you provide figures from the London Development Database for the total number of homes of all tenures (a) granted planning permission and (b) completed in each of the years 2012/13, 2013/14 and 2014/15?

[The Mayor](#)

	approved	completed
2011/12	94,390	26,422
2012/13	49,797	26,008
2013/14	64,706	28,325
2014/15	42,400*	**

* Provisional figures - due to time lag in the submission of borough monitoring data.

** Not yet available - due to timescales for boroughs submitting annual completions data.

Decent homes expenditure

Question No: 2015/1522

[Darren Johnson](#)

Could you provide a borough breakdown of the actual expenditure on Decent Homes in London for each of the financial years since 2008/09?

[The Mayor](#)

The breakdown of Decent Homes expenditure prior to 2011/12 is held by DCLG via their live tables

The breakdown of expenditure across the last 4 years is as follows;

2011/12	2012/13	2013/14	2014/15
126,499,000	181,818,839	214,005,284	298,644,474

Other proposals for Crystal Palace Park

Question No: 2015/1523

[Darren Johnson](#)

Thank you for your answers to questions 2015/0837 and 2015/0838. In the interests of transparency, can you tell me the companies that you have been contacted by about Crystal Palace Park, and with which of those you have subsequently discussed proposals?

[The Mayor](#)

Discussions with companies and charitable organisations have, thus far, been conducted on a confidential - and, in some cases, commercial - basis and, unfortunately therefore, it is inappropriate to release any details of the discussions at this stage.

Crystal Palace - joining the dots (1)

Question No: 2015/1524

[Darren Johnson](#)

How do you plan to take forward the 'Joining the dots' study produced by architecture 00?

[The Mayor](#)

The consultants undertook a number of open workshop events in April to disseminate and discuss the findings of the 'Joining the Dots' study to allow the boroughs and others to take forward the recommendations. Copies of the study have been placed in the three libraries in the area, and it is available online for all to access and share in the actions.

The GLA has set up regular meetings with the five boroughs to consider ways in which the learnings from the 'joining the dots' study can be taken forward at a local level.

Crystal Palace - joining the dots (2)

Question No: 2015/1525

[Darren Johnson](#)

The 'Joining the dots' study that you commissioned sets out a critique of a "traditional approach" of top-down solutions which "can result in projects being delivered in isolation and failing to build upon local skills and capabilities". It warns that these "risk being irrelevant or rejected". Your consultants proposed a "generative approach", and wrote that "key to this is recognising local residents as potential co-producers." Will you therefore begin more open discussions with the putative Neighbourhood Forum and Crystal Palace Park trust to shift to this generative approach?

[The Mayor](#)

The GLA has organised regular meetings with the five boroughs to consider ways in which the learnings from the 'joining the dots' study can be taken forward at a local level by the boroughs and in turn organisations on the ground, relooking at existing projects and considering future plans.

The Neighbourhood Forum proposals are being considered by the boroughs it covers but through the 5 borough meeting we are keeping abreast of the development and providing advice where needed. The GLA is a member of the Borough-led Crystal Palace Park Executive Board which is supporting investigations into new models of governance for the park, including a park trust.

Archway Gyratory (1)

Question No: 2015/1526

[Darren Johnson](#)

Can you explain the logic in stopping traffic from turning right from St John's Way onto the A1? What are the advantages of doing this and how do these compare to the downsides of sending the traffic through residential roads instead? Can you share your assessment of what would happen if only buses were allowed to turn right at that point, taking into account that this would allow the 210 to call at the same bus stop as the 271, 143 and W5 travelling up Highgate Hill?

[The Mayor](#)

TfL is investigation into the option to allow the right turn at St John's Way, which identified significant negative impacts on all users of this junction. Traffic and pedestrians would experience increased journey times and associated delay. Additionally, segregated cycling provision could not be incorporated into this junction if any vehicles, including just buses, were permitted to make a right turn movement at this location. Allowing the right turn would also result in a loss of trees.

For more detailed information please refer to Appendix I in the Archway Consultation Report published on 25 March 2015 available at

<https://consultations.tfl.gov.uk/betterjunctions/archway-junction>

Archway Gyratory (2)

Question No: 2015/1527

[Darren Johnson](#)

Can you explain any disadvantages to running the northbound routes (some or all of 4, 17, 390, and 41) to the Magdala Avenue entrance to the Whittington Hospital before turning in the entrance bay and standing on Magdala Avenue or Highgate Hill?

[The Mayor](#)

TfL recognise this is an attractive proposal, as it would provide improved access to Whittington Hospital. However, a major practical issue is the large space required for the turning and standing of buses which doesn't appear to be available.

Archway Gyratory (3)

Question No: 2015/1528

[Darren Johnson](#)

Can you explain any disadvantages to running the smaller W5 and 143 buses to terminate and stand in Pemberton Gardens by the Archway Market and have them interchange with Upper Holloway Overground station?

[The Mayor](#)

Running buses to Pemberton Gardens would significantly increase the distance beyond its current terminus at Archway, resulting in extra costs being incurred due to the increase in mileage required. Additionally, extra space would be required for the turning and standing of buses, which TfL doesn't consider could be made available.

Archway Gyratory (4)

Question No: 2015/1529

[Darren Johnson](#)

Do you agree that if buses were allowed to turn right from St John's Way onto the A1, this would enable the introduction of two-way cycling in Macdonald and Vorley Roads?

[The Mayor](#)

Please refer to my response to MQ 2015 /1526 regarding the difficulties associated with allowing the right turn at St John's Way and the impact this would have on all users of this junction.

Due to narrow carriageway widths, the location of parking (including residential parking) and the geometry of the roads (which would restrict sight lines), it has not been possible to include a two-way cycling provision on Macdonald and Vorley Roads.

Archway Gyrotory (5)

Question No: 2015/1530

[Darren Johnson](#)

The current proposals moves bus stops away from the tube station and across busy roads, and separate routes travelling in the same direction. Can you explain any disadvantages to the idea of creating a bus stop on the central 'island' for all routes travelling up Archway Road, either on St John's Way outside the old Methodist Hall/Cinema, or around the corner on Archway Road where there are currently four lanes of traffic plus a generous traffic island and slip road?

[The Mayor](#)

Please refer to my response to MQ 2015 /1526 regarding the difficulties associated with allowing the right turn at St John's Way and the impact this would have on all users of this junction.

Due to narrow carriageway widths, the location of parking (including residential parking) and the geometry of the roads (which would restrict sight lines), it has not been possible to include a two-way cycling provision on Macdonald and Vorley Roads.

Archway Gyrotory (6)

Question No: 2015/1531

[Darren Johnson](#)

Can you explain why there is no room for a two-way cycle section between St John's Way and Junction Road, at the top of Holloway Road?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Archway Gyrotory (7)

Question No: 2015/1532

[Darren Johnson](#)

What is the logic of not continuing the cycle routes to points of demand like the hospital, further up Archway Road, and into side turnings, notably Giesbach Road off Holloway Road and Despard Road off Archway Road, as these last two leading to informal routes used by cyclists?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Archway Gyrotory (8)

Question No: 2015/1533

[Darren Johnson](#)

What are the downsides of simplifying the proposed crossings by removing all traffic islands and replacing them with single straight-across crossings with separate, and parallel pedestrian and cycle lanes?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Night tube - potential disruption to residents

Question No: 2015/1534

[Darren Johnson](#)

Before deciding to go ahead with all night running on five tube lines, did TfL consult people living alongside overland sections of track and those living close to major tube stations to get their views on the potential noise impacts of these changes?

[The Mayor](#)

Since plans for Night Tube were first announced in November 2013, TfL has been engaging and working closely with stakeholders across London, including residents, to understand their concerns and minimise any negative impacts of the Night Tube, while also meeting Londoners' demands for extended night-time transport services.

This has included meetings with boroughs across London and with London Councils' forums, as well as communicating directly with concerned residents.

Work is progressing to identify potential noise issues across the Night Tube network and LU is taking steps to address noise levels that are considered unsatisfactory. This involves mapping information onto a Geographical Information System, which can then be used to plan and implement maintenance works to improve the condition of the rails and reduce noise levels.

Once Night Tube is operational, LU will of course continue to work with residents to help resolve any issues. Tube services already run for up to 20 hours each day, and engineering trains often operate overnight too. As such, the potential for disturbance from less frequent night time services on Fridays and Saturdays is expected to be limited.

Electoral reform

Question No: 2015/1535

[Darren Johnson](#)

Do you agree that the representative nature of the London Assembly demonstrates the need for electoral reform in the House of Commons?

[The Mayor](#)

No.

Breathe better together campaign and schools

Question No: 2015/1536

Jenny Jones

Thank you for your answer to my question 2015/0485 about the Breathe Better Together campaign in which you state that your team will be signing up "schools, businesses and individuals to receive direct alerts when pollution is Moderate or High." Can you list how many (a) individuals, (b) primary schools and (c) secondary schools are now signed up? For (b) and (c) can you also tell me what proportion of all schools in their category they represent?

The Mayor

So far 1,549 people have signed up to receive airTEXT alerts through the Breathe Better Together campaign. This has increased the number of people signed up to airTEXT by approximately 20 per cent in just over two months.

Through local authority school teams we have encouraged schools to sign up to airTEXT. However, in order to keep the sign up form as simple as possible we did not collect information on whether a person was registering for themselves or on behalf of an organisation such as schools.

Through the campaign so far 14 events have been held or are planned at schools and other locations. London boroughs and Business Improvement Districts have also supported the project by disseminating information on high pollution days.

Advertising Standards Agency ruling

Question No: 2015/1537

Jenny Jones

What is the estimated London wide impact of the proposed ULEZ on emissions of nitrogen dioxide and nitrogen oxide? Will you ensure that all future publicity uses a London wide figure?

The Mayor

The ASA ruling did not criticise the use of central London emission reductions figures in the advert. The London-wide impacts of the Ultra Low Emission Zone (ULEZ) are included in the supplementary information published as part of the consultation material available via the TfL website:

https://consultations.tfl.gov.uk/environment/ultra-low-emission-zone/user_uploads/ulez-supplementary-information---final-291014.pdf

[Please see Appendix D - "Table 12: E emissions impact from the ULEZ proposal in 2020"]

We will continue to use figures and/or descriptions in ULEZ publicity to highlight the impact of the scheme across Greater London. The publicity will continue to encourage Londoners to visit the TfL website, where comprehensive information on the scheme, including the projected impact on the various forms of emissions, can be found.

Particulate filter removal

Question No: 2015/1538

[Jenny Jones](#)

Your approach to pollution reduction relies upon a switch to lower emission vehicles and the fitting of DPF devices. Unfortunately these can be taken off, which means that there is an unknown number of vehicles in London which only comply with emissions standards on paper, rather than in reality. This potentially undermines London's attempts to reduce the impact of pollution on health. I was therefore surprised to discover that Transport for London has no plans to address this issue, or to test out new devices which can identify DPF removal in car fleets such as the taxi and private hire fleets which it regulates. Will you ask them to change their approach?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Environment Audit Committee

Question No: 2015/1539

[Jenny Jones](#)

Thank you for your answer to my question 2015/0484, will you now publish the full analysis of air pollution concentrations and amend your press statements accordingly?

[The Mayor](#)

My press statements do not need to be amended as 2015/0484 makes clear that using either emissions or concentration reductions (or both) is appropriate.

Further analysis on concentration trends in London will be published in due course.

Emergency Measures to tackle noxious smog in Paris

Question No: 2015/1540

[Jenny Jones](#)

Emergency measures introduced in Paris to tackle noxious smog have been reported as reducing traffic jams by up to 40 per cent during the recent smog episode in Paris. Are you evaluating these measures and their potential for London?

[The Mayor](#)

Unlike Paris, London has measures like the Low Emission Zone and Congestion Charge which deliver benefits all year round. Building on these, I have recently confirmed the Ultra Low Emission Zone which will ensure more than 80% of central London is compliant with EU legal limits for NO₂ by 2020.

I will continue to keep all measures under review, including evaluating any evidence that is available from Paris' use of emergency measures. However, I remain concerned about the high levels of disruption and frustration these cause. I also note that Paris is now adopting a similar approach to London and is considering planned measures like low emission zones.

Smog warnings in London

Question No: 2015/1541

[Jenny Jones](#)

During the smog episode in London on the 17th March 2015, why didn't you use your 'MayorofLondon' twitter account, reaching over 1.2 million followers, to put out your air pollution warning, in addition to the City Hall Environment account, which only reaches a few thousand?

[The Mayor](#)

As part of Breathe Better Together significant awareness raising activities were undertaken during the recent air pollution episodes, including using City Hall Facebook and Twitter accounts. I believe that the use of these accounts is appropriate.

Smog warnings in London

Question No: 2015/1542

[Jenny Jones](#)

Why didn't you discourage people from making unnecessary car journeys during the last air pollution episode, in addition to telling those most at risk to stay indoors?

[The Mayor](#)

Breathe Better Together does not encourage people to stay indoors (unless an individual has very specific health reasons for doing so). Our approach is to encourage people to take small steps that will help reduce emissions in the run up to pollution episodes, including walking and cycling more.

Prosecution of car drivers (1)

Question No: 2015/1543

[Jenny Jones](#)

Do you believe that the failure of a cyclist or pedestrian to wear high visibility clothing is grounds for the Metropolitan Police Service not to pursue a driver who injured and killed them?

[The Mayor](#)

I understand that the OCU commander of the Roads and Transport Policing Command has written to you about this matter. As the OCU Commander said in his letter, the MPS is clear that there is no implication that cyclists could be unprotected in law by choosing not to wear high visibility clothing or helmets. In this investigation, the officers applied the standards laid out by the Director of Public Prosecutions in relation to the rule of law, which of course applies to all road users.

Prosecution of car drivers (2)

Question No: 2015/1544

[Jenny Jones](#)

Given the Met Police view (expressed in relation to the death of Michael Mason) that certain roads in central London are so full of lights and distractions that we should not expect drivers to necessarily see cyclists equipped with the legally required lights. Will you ask the Met Police to formally identify such roads so that the speed limit can be reduced to 10mph, so that cyclists who are run over are less likely to die or sustain serious injuries?

[The Mayor](#)

Slower speeds can play an important role in improving road safety in London. The London boroughs are responsible for setting speed limits on 95 per cent of London's roads. An increasing number of London boroughs are introducing borough-wide 20mph speed limits with some, including the London Boroughs of Camden and Islington, having already done so. Many more, including the London Borough of Southwark, are either in the process of implementing or considering such schemes. TfL supports 100s of 20mph zones, across London through LIPs.

You will be aware that I recently announced eight new pilots of 20mph speed limits on the TfL Road Network where there is the greatest potential to reduce casualties, increase active travel such as walking and cycling. These trials will help us to better understand the role that 20 mph limits could play going forward on the TLRN as well.

The Roads Transport Policing Command (RTPC) is working together with Transport for London (TfL) to further improve the safety and security of London's roads. This includes delivering initiatives such as Operation Safeway to clamp down on dangerous behaviours at collision hotspot junctions and educating all road users about their safety. In addition the RTPC and TfL are exploring new enforcement opportunities to further reduce the number of people killed or seriously injured on London's streets.

It is worth noting that last year TfL published its revised Cycle Safety Action Plan which sets out 33 actions to further improve the safety of cyclists across London. In particular, the Plan contains a number of actions to increase cyclists' visibility through safe junction and vehicle design, trials of innovative vehicle safety technologies such as cyclist radar and optical sensors on London buses and working with bicycle manufacturers to improve cycle design.

Prosecution of car drivers (3)

Question No: 2015/1545

[Jenny Jones](#)

Do you believe that there should be no prosecution of drivers in London in cases where a cyclist they collided with suffered head injuries, but was not wearing a helmet?

[The Mayor](#)

Please see my response to MQ 1543 /2015.

London Green Fund

Question No: 2015/1546[Jenny Jones](#)

Can you give a list of all the projects that have been funded through the London Green Fund? Please indicate the loan amount for each, and the projects that include solar PV.

[The Mayor](#)

The London Green Fund has so far supported 16 waste management, decentralised energy and energy efficiency projects through loan and equity finance as set out below. The projects highlighted with an asterisk (*) include solar PV. The recently-agreed Lee Valley Heat Network project may also include solar PV.

Project	LGF Contribution (£million)
Plasrecycle	3.47
East London Biogas	5.2
Closed Loop Recycling	4.56
London Recycling and Renewable Energy Ltd.	5.2
React Energy	5.02
Willen Biogas	4.3
Orion Waste	0.58
Tate Foundation	17.8
LB of Croydon*	17.5
Salters Company	4.7
LB Hackney	4.5
St George's Hospital*	13
Lee Valley Heat Network	6
Gallions housing*	4
Origin housing	4
A2Dominion housing*	4

Commitments to install Solar PV capacity**Question No: 2015/1547**[Jenny Jones](#)

With reference to your letter to me regarding my proposal to set up a Solar PV Delivery Unit (dated 25 March 2015) you stated that 'Since 2010, 230,000m² of solar photovoltaic panels, equating to approximately 22MW of new electrical capacity, has been committed to be installed across more than 350 large scale developments as a result of my London Plan carbon targets'. How much has actually been installed?

[The Mayor](#)

Given typical timescales for build out of major developments, it is likely that the majority of developments considered since 2010 have not yet been completed. I will however ask my officers to undertake an assessment of planning applications from 2010 to determine the extent of the environmental benefits that have been put in place as a direct result of my environmental policies.

Solar PV delivery - any new resources

Question No: 2015/1548

Jenny Jones

With reference to your letter to me regarding my proposal to set up a Solar PV Delivery Unit (dated 25 March 2015) you stated that you 'consider RE:NEW and RE:FIT adequate GLA delivery mechanisms for Solar PV at this present time'. Have you allocated any new dedicated staff resources or funding within these programmes in 2015/16 to deliver solar PV?

The Mayor

Both RE:FIT and RE:NEW already have dedicated delivery units that support installation of a range of energy measures, including solar PV. The RE:NEW Support Team, launched last summer, contains a resource dedicated to solar and the new RE:NEW framework of suppliers to be launched later this year will have a specific solar contract. Funding for a new phase of RE:FIT is earmarked in my 2015/16 budget. One of the priorities of this new phase will be to support public sector organisations, including schools, to install solar PV.

Dealing with e-waste

Question No: 2015/1549

Jenny Jones

In light of the recent United Nations University report identifying the UK as among the world's most profligate producers of electrical waste (e-waste), what is the London Waste and Recycling Board doing to encourage the recycling and reuse of discarded mobile phones, microwaves and other large white electrical goods which can contain hazardous and toxic contents and often illegally exported to countries such as Nigeria, Ghana and the Ivory Coast?

The Mayor

The London Waste and Recycling Board (LWARB) funds the London Reuse Network to boost the recover, repair and redistribution of bulky waste including waste electrical and electronic equipment. LWARB also commissioned research recently exploring the opportunities for local authorities to provide or support local WEEE collections where cost-effective and best placed to do so. This report will be available on www.lwarb.gov.uk shortly.

My Waste Officers, when reviewing local authority waste contracts also advise boroughs to include small WEEE items as materials accepted in local recycling collection services including bring sites and at household reuse and recycling centres.

Mayor of Paris's climate change meeting on 26th March

Question No: 2015/1550

[Jenny Jones](#)

You sent your Environment Advisor to represent you at the Mayor of Paris's summit of Mayors from European Capital Cities in preparation for the UN climate summit in December. What was the outcome of this meeting, what new commitments did you sign up to in order to help tackle climate change, and how will these be implemented?

[The Mayor](#)

The Meeting, arranged by the Mayor of Paris, focused on the opportunity that public procurement can play in strengthening the Low Carbon Goods and Services Economy in attendees prospective countries, across Europe and globally. The attending Mayors or their representatives pledged to coordinate their public procurements to bring about the emergence of a more ecological offer.

For London, the focus will be on embedding circular economy principles into London's public procurement systems and working with other European cities on complementary procurements.

UNFCC Conference of Parties in Paris (1)

Question No: 2015/1551

[Jenny Jones](#)

Have you made a decision yet about personally attending the UNFCC Conference of Parties in Paris in December?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

UNFCC Conference of Parties in Paris - role of London

Question No: 2015/1552

[Jenny Jones](#)

What initiatives are you currently working on to highlight the role of London in tackling Climate Change at the Paris conference in December?

[The Mayor](#)

The London Infrastructure Plan sets out the direction of travel for London in terms of providing the necessary infrastructure to accommodate London's growth and tackle Climate Change. My aim is to promote this approach at COP in Paris and in particular highlight the London Energy Plan and my aim to accelerate the transition to a circular economy in London.

London is also an active member of the C40 Climate Leadership Group, which will be demonstrating at the COP the leadership cities are taking to reduce CO2 emissions while growing their economies and accommodating population growth.

UNFCC Conference of Parties in Paris (2)

Question No: 2015/1553

[Jenny Jones](#)

What representations will you make to the new government to highlight the importance of cities and climate change in terms of their input into the EU negotiating position at Paris?

[The Mayor](#)

I have recently written to the Secretary of State for DECC and DEFRA setting out the work that we are doing as a global lead city to tackle climate change. We are working with the city of Paris and the C40 Climate Leadership Group to consider how best London and other major world cities can input into the meeting in December.

Cost of converting Olympic stadium

Question No: 2015/1554

[Jenny Jones](#)

What is your estimate for the cost of converting the Olympic Stadium to enable it to function as a football stadium? How much of this is funded from non GLA sources?

[The Mayor](#)

Please see my response to MQ 1555/ 2015.

Olympic Stadium - tenders for contracts

Question No: 2015/1555

[Jenny Jones](#)

Have all tenders for contracts for the completion of works at the Olympic Stadium now been completed? What are the remaining blocks on publication of information about the costs of these contracts?

[The Mayor](#)

The final major contract at the Stadium is in the process of being finalised. Figures for contract costs have not been revealed to date as it may have been possible for contractors to calculate budgets for elements of the works, or the size of the contingency budget, and so jeopardise value for money for the tax payer.

I will make public the value of the Stadium contracts shortly when the final contract has been finalised and the risk to the public purse will have reduced.

The work to transform the Stadium will create a multipurpose legacy venue that can operate long into the future without ongoing subsidy. This year alone, it will host international athletics, five Rugby World Cup matches and an international rugby league fixture between England and New Zealand. In 2016 the Stadium will reopen permanently with West Ham United as the main concessionaire and UK Athletics as the summer concessionaire.

The funding for the Stadium transformation work comes from a number of sources:

£45m:	LB Newham
£15m:	West Ham United FC
£38.7m:	Games Public Sector Funding Package
£25m:	Government

The remaining funding comes from the 2010 Comprehensive Spending Review settlement and from income generated on the Park through land sales and profits from venues.

Under-cover operations

Question No: 2015/1556

[Jenny Jones](#)

The Mayoral Dashboard has a breakdown for the percentage of MPS under-cover operations broken down by category. 5% of operations are classified as 'other'. Can you explain what this category covers?

[The Mayor](#)

The 5 % referred to is a small percentage which does not fit into the main categories that reflect the majority of the work conducted by the Crime Investigation Unit. This reflects other offences such as murder/serious assault investigations, outstanding wanted persons for criminal offences and assistance to other forces/units.

Use of Tasers on emotionally or mentally distressed people (1)

Question No: 2015/1557

[Jenny Jones](#)

What was the total number of deployments of Tasers by the Metropolitan Police Service against Emotionally or Mentally Distressed (EMD) people in 2013 and 2014 and what proportion of the total deployments is this?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Use of Tasers on emotionally or mentally distressed people (2)

Question No: 2015/1558

[Jenny Jones](#)

Is there any indication in the 2015 figures that the number of Emotionally or Mentally Distressed (EMD) people subject to Taser has fallen since the Home Secretary, Theresa May, order an in-depth review of the use of force by police, especial against people with mental health problems?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Taser Use

Question No: 2015/1559

[Jenny Jones](#)

Are there any instances of a Taser being fired and hitting a suspect as they were facing away from the officer (i.e. in the back, back of legs, or bottom) in 2014? If so, how many?

[The Mayor](#)

The total number of incidents where a Taser has been fired and hit a subject facing away from the officer during 2014 is 55. This is from a total number of 1333 subjects who were fired on.

It is important to note that the discharge of a TASER is intended to mitigate the threat from a person where an imminent threat of violence is perceived to the officer or another, by temporarily incapacitating the individual. While the subject may be facing away from an officer, they could still be presenting a danger to a member of the public.

As each situation is live, the movement of the subject cannot always be controlled by officers.

London Overground Class172 Fleet (1)

Question No: 2015/1560

[Caroline Pidgeon](#)

Please supply details of the number of failures in service of Class172 trains for the last six months for each of the following reasons:

1. Failure of Driver Only Operation equipment (including externally mounted CCTV cameras)
2. Failure of external passenger plug doors
3. Failure of train radio
4. Failure for any other defect

[The Mayor](#)

London Overground offers high levels of reliability for its passengers. On the Barking to Gospel Oak Line in particular, where Class172 trains operate, the moving annual average for the public performance measure (PPM) on the route is 97.22. Of the average of 3,812 trains operated on the route in a particular period, very few are subject to mechanical defect.

In the last 6 rail periods, 60 out of 22,872 trains have experienced driver only operation issues. Similarly 4 out of 22,872 trains have been subject to GSM radio and external door issues.

Other train defects for these same 6 periods amounted to 18 in total. This means that 0.38per cent of the services on the Barking to Gospel Oak Line for the periods in question have been subject to these sorts of mechanical defects. An even smaller number have resulted in vehicles being withdrawn from service.

LOROL and TfL work closely to ensure services offer high levels of reliability to passengers, and TfL regularly meets with the Barking to Gospel Oak Rail Users' Group to discuss a range of issues and ensure users of the line continue to be well served.

London Overground Class172 Fleet (2)

Question No: 2015/1561

[Caroline Pidgeon](#)

Is TfL making arrangements for the continued use of the Angel Trains Class172/0 fleet should LOROL not be reappointed to operate the London Rail Concession beyond 2016?

[The Mayor](#)

TfL is making arrangement to extend the lease of the Class172 trains after the current LOROL contract ends in November 2016.

Mayor's Oral Report

Question No: 2015/1603

Jennette Arnold

Jennette Arnold OBE AM (Chair): The Mayor will now provide an oral update of up to five minutes on matters occurring since the publication of his report.

The Mayor

Boris Johnson MP (Mayor of London): Thank you very much, Jennette, and I want to congratulate you on your re-ascension to power in the Assembly as Chair of the Assembly. I want to thank Roger [Roger Evans AM, Chairman of the London Assembly 2014-15] very much for his tenure, which he discharged very well indeed, and also to thank him for assuming the job of statutory Deputy Mayor.

Members of the Assembly, since we last met, there has been a general election and I want particularly to congratulate Victoria [Victoria Borwick AM MP] and James [James Cleverly AM MP] and Kit [Kit Malthouse AM MP] for securing their seats and commiserations to Andrew [Andrew Dismore AM]. Anybody who has fought an election knows how tough it is to be on the losing side and I am sure you will come back one day and serve well in this place nonetheless.

Can I just say a little bit about London going forward over the next year or so. We have a huge amount to do, as I am sure everybody knows. I want to single out some of the things we are going to do in the next year. We are going to start a programme for 400,000 new homes on the 38 opportunity areas. We are securing and delivering three new river crossings, as you all know, as well as a Garden Bridge. We are creating and delivering more pocket parks to reach the 100 that was promised in the original manifesto. We aim to increase massively the number of Londoners who are paid the London Living Wage. We are going to regenerate parts of London that have not yet benefited from the current boom, including Old Oak Common and Park Royal and many, many other areas.

We are getting on with extending the Bakerloo line to southeast London. We are launching a Night Tube service for the first time in the history of this city in September this year. Transport for London (TfL) is taking over the West Anglia line. We will continue with the very popular cycling revolution and investing in cycling across the city. We will shortly complete the final batch of 100,000 affordable homes. Just in the next 100 days, we will complete Crossrail, we will finish the Thameslink project, we will improve a third of the junctions on the M25 and we will bring forward plans - as I say - for the Bakerloo line extension. We will start construction of the Northern line extension to Battersea, complete the business case for Crossrail 2, draw up a bill to recruit 250,000 new apprentices by the end of this Parliament and many, many other ventures; not least maximising the legacy of the 2012 Olympic Games by establishing an Olympicopolis on the site in east London and rezoning the three Stratford stations to Zones 2 to 3 from 2016. We will keep crime coming down and we will keep police numbers high, at or around - as I have always said - 32,000 people. We will ensure that the Metropolitan Police Service (MPS) continues to look like the city it serves.

Over the last five years, there has been huge progress in London. I would just remind you of the key issues on which this election was fought. It was about the success of this city and delivering another 530,000 jobs, getting unemployment down by 47% and youth unemployment down by 59%, 215,000 more businesses, 200,000 more apprenticeships and an

income tax for 3.6 million people saving £825 a year, typically.

However, everybody understands that that economic success has to be harnessed and yoked for the good of the entire community and must deliver improvements in the quality of life for absolutely everybody in London. I am very pleased that one of the first things the new Government will do in the Queen's Speech is to ensure that no-one working 30 hours on the minimum wage pays any income tax at all. That will be the start of tax cuts that will benefit 3.8 million people across our city and people on low and moderate incomes. That is the way forward for our city. It is about harnessing the locomotive - if you can harness a locomotive - and linking the wagons of the economy to the great locomotive of London and taking this country forward.

I have received one particular question from Jenny [Jenny Jones AM] about the tragic accident involving a lorry driver. I want to offer my deep condolences to the family and friends of Alan Neve, who died. Jenny, the difficulty is I cannot comment on why the MPS or the Crown Prosecution Service (CPS) have made the individual decisions that they have in that case, although I understand people's deep feelings of anxiety and outrage. What I can propose and what I will offer is that the MPS contacts you directly for a briefing about that, although clearly the intention and our ambition is to make cycling ever safer. That is the purpose of our current investments.

That concludes my update, except to say that also in the course of the next few days in Parliament we will be seeking further powers over the private hire trade in London and over unsafe pedicabs, which may be of some interest to people in the audience. Members of the Assembly will know that there are currently about 8,600 buses in London. There are about 26,000 black taxis. The number of minicabs is growing by around 1,000 a month. It has gone up about 18% just in the last 18 months. There are currently now 78,690 minicab drivers in London. They are posing a serious congestion risk and indeed causing congestion in many locations in the city. TfL needs to have the power to restrict licences by quantity and we will be going forward with that. That concludes my report.