

Written Answers to Questions Not Answered at Mayor's Question Time on 20 November 2013

Homes for London

Question No: 2013/4039

[Stephen Knight](#)

How will you ensure that enough homes are built for London's growing population and that they are affordable for those that need them .

Oral response

Wages

Question No: 2013/4095

[Fiona Twycross](#)

Are you concerned that the cost of living in London is rapidly outstripping pay in the capital?

Oral response

TfL LIP funding

Question No: 2013/3982

[Gareth Bacon](#)

Why is the Managing Director of Planning at TfL still telling representatives of the London boroughs that TFL is planning on cutting next year's LIP funding by 25%?

Oral response

Benefit sanctions

Question No: 2013/4042

[Jenny Jones](#)

Do you share my concerns about the massive and often inappropriate use of benefit sanctions against Londoners in recent years?

Oral response

Universal Free School Meals

Question No: 2013/4096

[Fiona Twycross](#)

With a third of London's children sometimes finding it hard to concentrate due to hunger, do you agree that free school meals could contribute to tackling food poverty in London? If so, what will you do as Mayor to promote this amongst those organisations that are responsible for school meals?

Oral response

London Energy Costs

Question No: 2013/4097

[Murad Qureshi](#)

What have you done to insulate Londoners from the impact of another round of double-digit price rises by 'the big six'?

Oral response

Advice to London pensioners

Question No: 2013/4098

[Andrew Dismore](#)

What advice can you offer to London pensioners who cannot afford both to heat their homes and buy food this coming winter?

Oral response

Tree Loss

Question No: 2013/3990

[James Cleverly](#)

Has there been any assessment of the loss of tree coverage in London as a result of the recent storms, and in which areas? Will there be any support to help restore tree coverage, especially street trees, in the hardest hit areas, for example through your Street Trees or RE:LEAF programmes?

Oral response

London's Bus Network

Question No: 2013/3963

[Richard Tracey](#)

What route and capacity planning for the London bus network will you be proposing in your transport strategy?

Oral response

Foreign ownership

Question No: 2013/4099

[Tom Copley](#)

Do you believe that Capital Gains Tax should be applied to overseas investors in housing? What impact would such a measure have on your plans for housing in the capital.

Oral response

Lights Instead of Tickets

Question No: 2013/3952

[Andrew Boff](#)

Will you look into the merits of the "Lights Instead of Tickets" campaign which has been successfully trialled in Cambridge and consider its suitability for London?

Oral response

Early Bird Fares

Question No: 2013/3994

[Caroline Pidgeon](#)

When will Londoners have the option of "Early Bird Fares" giving discounts to those travelling before the morning peak?

Oral response

Unsolved Crimes in London

Question No: 2013/4100

[Joanne McCartney](#)

Are you concerned that the proportion of solved crimes in London has been sliding year-on-year since you became Mayor?

Oral response

Bury Farm Edgware

Question No: 2013/4101

[Andrew Dismore](#)

Have you read my letter to you about the proposal to turn Bury Farm Edgware into a golf course?

Oral response

Smarter Ticketing

Question No: 2013/3962

[Roger Evans](#)

Now that TfL are actively seeking to reduce demand on the Northern Line by urging commuters to walk or cycle instead, do you accept that the time has come to take this process to its logical conclusion by offering part-time Travelcards and rebates on underused full-time Travelcards in order to encourage those workers who can do so to work from home more often?

Oral response

Ambulance cancellations

Question No: 2013/3950

[Tony Arbour](#)

Does the Mayor know how many calls for the provision of ambulances in London have been cancelled as a result of police turning up to an incident?

Oral response

Undercover policing

Question No: 2013/4043

[Jenny Jones](#)

Are you satisfied with the contradictory approach taken by the Metropolitan Police on undercover officers: telling the Assembly's Police and Crime Committee that the Met has always had a policy against officers having sex with targets, and their lawyers arguing in the High Court that undercover officers were authorised to have sex with targets?

Oral response

2016 'exit strategy' from GLA-owned land (1)

Question No: 2013/3933

[Stephen Knight](#)

At a recent seminar the Deputy Mayor for Housing, Land and Property, Richard Blakeway, cited your 2016 'exit strategy' from land which is currently GLA-owned. Will you publish this strategy? If not, why not?

[The Mayor](#)

The Property Asset Strategy is currently being finalised and will be published by the end of the year.

2016 'exit strategy' from GLA-owned land (2)

Question No: 2013/3934

[Stephen Knight](#)

In your 'exit strategy', what percentage of land will be used for housing and what percentage of that will be used for affordable housing?

[The Mayor](#)

In relation to land currently being developed or available for development in the future, approximately 38% will be used for residential development. A further 21% will be for mixed use development containing a significant housing element. Each site is considered individually through the planning system to determine the appropriate mix of housing tenure.

'Use it or lose it' planning permission

Question No: 2013/3935

[Stephen Knight](#)

Your 2020 Vision states you will introduce a 'use it or lose it' planning permission for developers. Can you give details of when you have used these powers and how effective they have been?

[The Mayor](#)

I am working with Government on how best to take forward the 'use it or lose it' aim.

Part-time jobs

Question No: 2013/3936

[Stephen Knight](#)

What progress have you made on your manifesto pledge to deliver 20,000 part-time jobs, including 7,500 across the GLA Group by 2015?

[The Mayor](#)

The paper submitted to the Investment and Performance Board in August, outlined that 60,300 jobs were created and supported in the 2012/13 financial year by GLA Group projects. Given that 23% of total employment in London is made up of part-time workers (using data from the Office of National Statistics) I am on track to meet the 200,000 target for job creation over this Mayoral term.

In addition, the Skills & Employment Working Group of the London Enterprise Panel is working with the Timewise Foundation to develop a flexible/part-time working programme of work to support my commitment.

Plastic bags

Question No: 2013/3937

[Stephen Knight](#)

What progress have you made since your answer to my question in September 2012 on your ambition to make London a plastic bag free city?

[The Mayor](#)

As you are aware, I have written to Ministers on a number of occasions calling for measures to address the numbers of single use plastic bags. I am delighted that the Government has decided to begin work on implementing a charge on them in England.

My officers are in regular contact with Defra and have offered support to help make the new plastic bag levy a success for London.

The data from Wales has shown that since the introduction of a levy in 2011 there has been a substantial decrease in the number of single use plastic bags being used, I am very interested to see how this approach will work for London.

Visitor accommodation

Question No: 2013/3938

[Stephen Knight](#)

The GLA Economics report on visitor accommodation found that around 42,900 net new serviced tourist rooms will be required by 2036. What steps are you taking to meet this target?

[The Mayor](#)

The London Plan (2011) recognises that visitors play an important part in the city's economy. Policy 4.5 sets a target for the provision of 40,000 net additional hotel rooms within London by 2031, of which at least 10% should be wheelchair accessible. The latest hotel demand study suggests the London Plan hotel target is still robust for long term planning purposes to 2036.

The London Development Database statistics show an average of over 3,000 hotel bedroom completions per annum (over the period between 1/4/2008 and 31/3/2013) and this confirms that we are on our way to meeting the London-wide

Open for Business report

Question No: 2013/3939

[Stephen Knight](#)

Which recommendations from the economy committee's March 2013 Open for Business report have you taken up? What are your reasons for not taking up the others?

[The Mayor](#)

My teams keep working on the High Street agenda. In particular the following areas of work are being developed:

Business rates relief on-going for some parts of Croydon

Set up a Steering group on BIDs, co-chaired by an inner and outer London BIDs that is advising the LEP SMEWG and my Deputy Mayor on this agenda

Allocated £230,000 for a BIDs programme

About to launch a grants programme to support new BIDs

City Hall co-hosted with Pop Up Britain a Pop Up summit 11 October

The Outer London Commission is considering the potential for high density, housing led mixed use redevelopment of town centres which will help address acute housing needs as well as offering scope for renewal of ground floor commercial space. This work will inform Further Alterations to the London Plan to be published for consultation in early 2014.

Town Centres Supplementary Planning Guidance to be finalised in 2014 in light of new retail need projections and advice from the Outer London Commission.

Skills Funding Agency

Question No: 2013/3940

[Stephen Knight](#)

Thank you for your answer to question 2013/3386. You may be aware the recommendation to devolve responsibility for the money spent in London by the Skills Funding Agency to the Greater London Authority was in my recent Affordable Homes and Jobs report. Given that at London level this recommendation is supported by two parties of government, what specific efforts have you made to convince government of such a move?

[The Mayor](#)

Kit Malthouse, Deputy Mayor for Business and Enterprise and Deputy Chair of the London Enterprise Panel (LEP), has written to BIS ministers on the matter. In Matthew Hancock's response he rejected the LEP's proposals regarding full devolution of all skills funding, which the LEP went on to set out in its Jobs and Growth Plan. The LEP will continue exploring options around devolution of skills funding as part of its Local Growth Strategy.

Urban Broadband Fund

Question No: 2013/3941

[Stephen Knight](#)

Thank you for your answer to question 2013/3530. Can you give me a timetable for the allocation process of the Urban Broadband Fund?

[The Mayor](#)

Further to Greater London Authority submission to Broadband Delivery UK (BDUK) for support of Super Connected City Programme (SCCP), BDUK has confirmed to the GLA of a maximum grant of £25.0 million towards the Project's eligible costs.

The GLA SCCP has been focused on two pillars: (i) demand-led SME connections voucher scheme; and (ii) a public-building Wi-Fi hotspot scheme. BDUK has further confirmed on 01 November the allocation of £23.8 million and £1.2 million of UBF funding respectively.

The above funding allocation was based on the GLA proposal to the BDUK obtained through market test and consultation with stakeholders.

The London SME voucher scheme will be in operation by the end of March 2014 while the public-building Wi-Fi scheme will be in delivery stage in summer 2014.

Apprenticeship Target

Question No: 2013/3942

[Stephen Knight](#)

Thank you for your answer to question 2013/3531. Can you tell me how many apprenticeship places you have created so far in order to meet your target of 250,000 by 2016?

[The Mayor](#)

The latest apprenticeship data indicates that 131,310 apprenticeship starts have been created up to the end of July 2013. This figure covers full year figures for 10/11, 11/12 and provisional full year figures for 12/13.

Payday Loans

Question No: 2013/3943

[Stephen Knight](#)

Thank you for your answer to question 2012/3894. Given that Londoners are statistically more likely to be in debt arrears as a result of resorting to payday loans, will you coordinate an investigation into the extent of payday loan use in London? If not, why not?

[The Mayor](#)

No.

People get in to debt for a number of reasons and welfare and debt advice agencies are already looking into the root causes of debt problems.

Citizens Advice is carrying out a year-long survey on payday loan usage, which can be found at <http://www.cas.org.uk/payday-short-term-loans-survey>.

In addition, the Government has already carried out a number of reviews and investigations into the payday loan sector.

I will continue to promote free debt advice services and sources of affordable finance such as credit unions available across the capital.

Borough Transport Funding (1)

Question No: 2013/3944

[Caroline Pidgeon](#)

Reports of your recent "Congress of Leaders" meeting with Leaders of borough councils suggest that you refused to maintain the borough transport "Local Implementation Plan" (LIP) funding and refused to explain why you are making cuts to boroughs' investment in road safety and other important local projects. Will you now explain why you are cutting this expenditure?

[The Mayor](#)

Please see my response to oral MQ 3982 / 2013. I have committed to maintaining borough LIPs funding in full.

Borough Transport Funding (2)

Question No: 2013/3945

[Caroline Pidgeon](#)

Will you reconsider your approach to borough transport spending through the Local Implementation Plan (LIP) and instead maintain and increase this vital local road safety investment?

[The Mayor](#)

I can reassure you that there is no intention to reduce LIP funding while I am Mayor. LIP funding levels will be held at 2013 levels for at least the next 3 years.

Poor take up of Wave and Pay contactless bus fare payment

Question No: 2013/3946

[Caroline Pidgeon](#)

According to the TfL "Future Ticketing Programme" Business Case from 2011, wave and pay take up was expected deliver 122,000,000 bus fares in the first full year of operation. Projections for this year suggest that just 7,000,000 such fares will be with wave and pay - less than 6% of the target. To what do you attribute such poor take up? What lessons are being learned for the wider roll-out of contactless payment on London's public transport?

[The Mayor](#)

The initial launch of contactless payment on buses has gone very well. Over five million journeys have been made so far, with take up building steadily week by week.

The figure of 122m was an early projection, relating to a situation in which the full contactless system, including capping, was available on both bus and rail services.

It was never anticipated that the Phase 1 launch, restricted to buses and without capping, would achieve this level of take-up.

Planning for the launch of the full system including London Underground, the DLR and the Train Company services is well in hand with a view to the full system going live in 2014.

Publicity for next year's extended scheme will reflect the lessons learned from the successful launch on buses.

Bike Marking schemes to prevent bike theft

Question No: 2013/3947

[Caroline Pidgeon](#)

The Metropolitan Police and London Boroughs have promoted bike marking schemes with some success this summer but the offer has been patchy and differs significantly from borough to borough. What help do you expect that Londoners should be offered to get their bikes properly marked to guard against theft? How will this be promoted in a clear and consistent way across London?

[The Mayor](#)

TfL, the MPS and partners have a clear plan to increase the number of bicycles registered and security marked across London as part of my drive to reduce cycle thefts. This includes:

Regular bike marking events and 'Lock Thieves Out' campaign, which has led to the registration of over 40,000 bikes in the past 12 months.

The TfL Cycling Workplaces Scheme that offers London employers with five or more employees on-site bike marking for staff. This is currently available for employers in all London Boroughs; please see this website for more details
<http://businessoffers.tfl.gov.uk/barclayscyclesuperhighways/home.html>

Working with retailers to identify opportunities to increase the number of bikes marked and registered in London

Transport for London Criticism of Cyclists for Accidents

Question No: 2013/3948

[Caroline Pidgeon](#)

Recent comments made by staff from Transport for London such as set out in TfL Board papers of the 6th November 2013 and as expressed by TfL's lawyer during the inquest into Philippine de Gerin-Richard who was killed by a lorry while riding a Barclays Cycle Hire Scheme bike on Barclays Cycle Superhighway 2, suggest that they place significant blame on cyclists for accidents such as on Cycle Superhighway 2. Complaints about lack of lighting or high visibility clothing for example, give the impression that concerns about the layout of red-routes and superhighways are not appreciated by TfL officers. Such comments are of no relevance to the accident that caused the sad death of Philippine de Gerin-Ricard. Will you ensure that Transport for London take proper responsibility for accidents on red routes and Cycle Superhighways and do not dismiss such incidents unfairly as the fault of the cyclists involved?

[The Mayor](#)

I take cycle safety extremely seriously and there should be absolutely no apportion of blame in these cases. My officers seek to place in the public domain some early facts as we understand them, but these all remain subject to a full investigation by the police.

I am taking action to improve safety through a range of different measures. Improving the infrastructure for cyclists on London's roads is a top priority, and one that is set out in detail in my Vision for Cycling in London published this year.

I am committed to a major upgrade of existing Cycle Superhighway routes. There will be a number of further improvements using a combination of better junctions, segregation, semi-segregation and other measures to reduce potential conflict with traffic.

This will be delivered alongside supporting measures such as awareness campaigns, cycle training and driver training. In addition TfL, working with the police, are deploying 2,500 police officers across London to deal with those road users who put others at risk. This will focus on making sure all road users are obeying the rules of the road and ensure that the interests of all road users, particularly the most vulnerable, are better protected.

Oyster Overcharging Refund Failures

Question No: 2013/3949

[Caroline Pidgeon](#)

Transport for London tell me that that 5% of Oyster Overcharging self-serve refund requests cannot be completed and that passengers in such cases are informed that this is due to a "technical error". How many such errors have occurred in each year since Oyster was introduced and what steps are you taking to resolve this "technical error"?

[The Mayor](#)

It is not the case that customers are denied a refund as a result of a "technical error" message occurring.

Technical error responses generally arise when the online self-serve system cannot calculate a refund automatically from the information supplied by the customer.

The self-serve system was introduced only this year. Historic data is therefore not available.

Of the approximately 100 million journeys made per month using Oyster Pay as You Go, currently around 20,000 self-serve refunds are provided, with approximately 1,000 customers being referred to the helpline.

In such cases, customers are invited to call the Oyster helpline, where an agent can assess the particular case and calculate what refund is due.

TfL is presently evaluating what improvements can be made to the self-serve system to reduce the need for customers to call the helpline.

If customers have been in touch with specific issues these should be passed through to TfL so they can be addressed.

Ambulance and police assistance

Question No: 2013/3951

[Tony Arbour](#)

Does the Mayor know how often in the last month was ambulance and police assistance both required at the same incident?

[The Mayor](#)

I understand from the London Ambulance Service that it does not hold figures for the number of incidents at which police and ambulance assistance is required.

However, in October 2013:

- LAS received 11,021 calls for assistance from MPS
- LAS requested assistance from MPS on 5939 occasions

Low Rise Homes

Question No: 2013/3953

[Andrew Boff](#)

In the next set of alterations to the London Plan, will you look to make it easier to build low rise high density homes in London as suggested in the latest report by Create Streets?

[The Mayor](#)

In appropriate locations the London Plan already enables and encourages development of low rise, high density homes.

Prosecuting Children for Cannabis Cultivation

Question No: 2013/3954

[Andrew Boff](#)

How many children were charged for cannabis cultivation in each month of 2012/13?

[The Mayor](#)

	2012									2013		
	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar
Number Charged	2	1	0	4	2	3	0	1	1	5	1	1

All children charged with cannabis cultivation were between 14 and 17 years old

Resources Spent on Exit Programmes (1)

Question No: 2013/3955

[Andrew Boff](#)

How much of the £30,000 given to Redbridge Street Pastors to help sex workers exit prostitution came from the MPS/MOPAC?

[The Mayor](#)

None of the money given to Redbridge by MOPAC in this financial year was spent on the Redbridge Street Pastors.

Resources Spent on Exit Programmes (2)

Question No: 2013/3956

[Andrew Boff](#)

What information has the Redbridge Street Pastors shared with the Metropolitan police on the success of the program? Is there any evidence of the program helping sex workers in 'exiting' since the funding was provided?

[The Mayor](#)

The Street Pastors regularly liaise with police officers updating on their work. They also engage with the Met at a strategic partnership level via the On Street Sex Trade Strategic Group.

They do not have a specific focus on exit but work as outreach workers, engaging with the women to gain intelligence regarding general information of the lifestyles, circumstances and problems.

Resources Spent on Exit Programmes (3)

Question No: 2013/3957

[Andrew Boff](#)

What evidence base was used to ensure this project with Redbridge Street Pastors would lead to clear results?

[The Mayor](#)

The Street Pastors are not funded by MOPAC.

Bus Overcrowding on the Isle of Dogs

Question No: 2013/3958

[Andrew Boff](#)

Given the rapid growth in population on the Isle of Dogs and the increasing difficulty for many residents of boarding buses during the morning peak due to overcrowding, will you instruct TfL to increase the frequency of buses on the Isle of Dogs during peak hours?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 09 December 2013

TfL is aware that bus usage is growing on the Isle of Dogs. At the end of August, frequency increases were introduced on route D7 to accommodate further demand increases expected over the next 18 months. Monday to Saturday daytime capacity was increased by 20 per cent and evening and Sunday capacity was increased by 25 per cent. TfL will continue to monitor the service and keep it under review.

TfL is also working with the London Borough of Tower Hamlets to discuss longer term plans for bus service development in the light of further growth in the area.

Zero Hours Contracts

The murder of Mariana Popa

Question No: 2013/3959

[Roger Evans](#)

On 29th October 2013, Mariana Popa, a 24 year old sex worker was stabbed to death in Ilford Lane. This is the latest and most tragic incident arising from the growth of street prostitution and drug dealing in the area. Would you speak to the Police Commissioner to ensure the safety of residents in Loxford Ward?

[The Mayor](#)

I understand that the on street sex trade in Loxford Ward has been set as a neighbourhood priority for the Borough by the South Redbridge Neighbourhood Panel. Police and partners are working very hard on a collective operation which focuses on a combination of public engagement, enforcement and outreach to tackle this issue.

Drugs and a victim-focused response

Question No: 2013/3960

[Roger Evans](#)

1. Now that 40% of dip funding will be provided to MOPAC, what plans are there to tackle drug crime?
2. Would MOPAC consider treating addicts as victims - by giving the health service the lead, and testing low level criminals for drugs, who could then be diverted into treatment, not the criminal justice system?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 21 January 2014

MOPAC will develop and publish a Drugs Strategy in 2014. This will be closely aligned to the Government's 2010 Drugs Strategy to reduce demand, restrict supply and focus on recovery.

MOPAC recognises that drug use and associated crime cannot be tackled by one agency alone. The Drugs Strategy will encourage a shared approach to prevention, enforcement and diversion across the criminal justice and health systems.

MOPAC continues to support drugs intervention programmes to engage drug-misusing offenders involved in the [Criminal Justice](#) system in formal treatment. In 2013/14 MOPAC has provided £2.1 million to the MPS to undertake drug testing. Through better use of resources we have reduced costs while extending testing to all 32 London boroughs where previously it was only available in 23. The Drugs Strategy will also set out MOPAC's commitment to finding smarter solutions to drug crime; this will include treatment options when this is the most appropriate approach.

The costs of EDL protests

Question No: 2013/3961

[Roger Evans](#)

Policing for the recent English Defence League march and counter-protest in Tower Hamlets cost the Metropolitan Police £1.9 million. What can be done to reduce the costs of these types of protests that incite violence and antisocial behaviour?

[The Mayor](#)

This MPS has a duty to provide a lawful and proportionate policing response to protest, balancing the needs and rights of protestors with those impacted by the protest. The policing resources are based on numerous factors including intelligence, the number of people attending, counter protest and the proposed location or route.

HS2 and Infrastructure (1)

Question No: 2013/3964

[Richard Tracey](#)

Do you agree that proponents of HS2 should be worried that a recent poll found a strong majority of FTSE chairmen are now opposed to the project?

[The Mayor](#)

I have always said that I am supportive of high speed rail, and of HS2, but subject to a number of key criteria. I continue to progress these discussions with Government.

HS2 and Infrastructure (2)

Question No: 2013/3965

[Richard Tracey](#)

Do you agree with the 83% of FTSE chairmen who favour a new panel to help prioritise the right infrastructure and ensure it is approved and built more speedily?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 19 December 2013

I have announced the Infrastructure Plan 2050 which I hope will drive the development of more infrastructure more quickly in London.

I have always been a major advocate of investment in infrastructure to enable London's continued success and growth.

HS2 and Infrastructure (3)

Question No: 2013/3966

[Richard Tracey](#)

Do you agree that a new airport to the east of London represents a far more sensible investment in Britain's future than HS2?

[The Mayor](#)

The simple answer is that the UK needs both a high speed rail network and a new hub airport. Both are national priorities, vital to address the major bottlenecks and capacity constraints that have the potential to hold back growth and negatively impact the competitiveness of the UK economy.

Leasehold Tenants' Associations

Question No: 2013/3967

[Steve O'Connell](#)

Would the Mayor be happy to support proposals put forward by myself, a cross party group of MPs, the British Property Federation, Which?, and many others, to make it easier to establish leasehold tenants' associations, which would benefit both landlords and leaseholders, cut bureaucracy, and save public money by reducing the number of cases that end up in a tribunal or court?

[The Mayor](#)

My Deputy Mayor for Housing is happy to meet with you to discuss this.

LIPS Funding - Croydon

Question No: 2013/3968

[Steve O'Connell](#)

Will you confirm that there will be no cut in LIPS funding for Croydon?

[The Mayor](#)

Yes. I can reassure you that there is no intention to reduce LIP funding while I am Mayor. LIP funding levels will be held at 2013 levels for at least the next 3 years.

LIPS Funding - Sutton

Question No: 2013/3969

[Steve O'Connell](#)

Will you confirm that there will be no cut in LIPS funding for Sutton?

[The Mayor](#)

Yes. Please see my response to MQ 3968 /2013.

Old Lodge Lane (1)

Question No: 2013/3970

[Steve O'Connell](#)

Are you happy with the state of Old Lodge Lane in my constituency?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 09 December 2013

No. I was not happy with the previous condition of the junction, and that is why TfL is currently investing in the improvement scheme at Old Lodge Lane.

TfL apologises for the disruption being caused to local residents and businesses whilst the construction works are being undertaken. As you know, TfL closed Old Lodge Lane at its junction with Brighton Road between June and September to enable these complex works to be undertaken. TfL has now re-opened Old Lodge Lane to reduce the impact to local residents in agreement with the Borough. However, as the works are not yet fully complete, the junction is not currently operating optimally.

As is the case with all complex junction improvements, not every measure can be brought into operation at once. The final phase of works, which includes carriageway resurfacing, removal of the southbound bus lane and carriageway lining works, commenced on 25th November and are planned to take approximately five weeks, dependent on weather conditions. These works will take place overnight to minimise traffic disruption. Signal validation works will then be carried out during January to ensure signal timings are optimised.

Once complete, this junction improvement scheme will benefit pedestrians, cyclists and other road users, through the inclusion of improved pedestrian crossing points, new footway resurfacing, larger pedestrian refuges, Advanced Stop Lines, cycle safety mirrors and enhanced capacity through the junction, which will benefit bus passengers.

The final stage of work is scheduled for completion in January. TfL will then monitor the junction carefully to ensure it is operating optimally.

Old Lodge Lane (2)

Question No: 2013/3971

[Steve O'Connell](#)

Is it acceptable that the junction has been left unfinished?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 09 December 2013

Please see my response to MQ 3970 /2013.

Old Lodge Lane (3)

Question No: 2013/3972

[Steve O'Connell](#)

When will the improvements of Old Lodge Lane be completed?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 09 December 2013

Please see my response to MQ 3970 /2013.

Business Growth in Croydon (1)

Question No: 2013/3973

[Steve O'Connell](#)

Will you join me in welcoming the encouraging news that the number of businesses in Croydon rose by 8.4 per cent between 2011-2013 compared to a rate of 3.3 per cent country-wide?

[The Mayor](#)

I certainly do welcome the news of business growth in Croydon. The Opportunity Area Planning Framework developed jointly between Croydon Council and the GLA identifies the huge potential for growth that exists in Croydon. I am working closely with the borough to nurture this potential, in particular through the Mayor's Regeneration Fund investment, and to ensure the economic success of Croydon.

Business Growth in Croydon (2)

Question No: 2013/3974

[Steve O'Connell](#)

Will you further join me in welcoming the news that the largest growth sectors fit with London's strategic strengths - 22 per cent growth in information and communication and 12.6 per cent in professional, scientific and technical?

[The Mayor](#)

The news of growth in the information and communication and professional, scientific and technical sectors is encouraging. Assisted by resources from the Mayor's Regeneration Fund, support is being provided to the borough to build on this growth. A range of complementary measures are now in place to provide expert backing and practical advice for both existing businesses to grow and to attract new businesses. This support is aimed at developing the mixed economy of the town centre but also directed specifically at strengthening these sectors.

Croydon Business

Question No: 2013/3975

[Steve O'Connell](#)

Do you welcome the news that four new businesses are to be opening up in Croydon town centre, creating 60 new jobs, and how can this success be replicated across London?

[The Mayor](#)

The arrival of new businesses in Croydon is very welcome. Businesses are being attracted by Croydon's obvious strengths - it offers competitive rent and rates and it is extremely well located, in close proximity to central London and to links to the continent via Gatwick airport. They are also being attracted by the changes that are taking place in the town centre. Assisted by the Mayor's Regeneration Fund, physical improvements are being made to the streets and public spaces, building facades are being upgraded and shop fronts made more attractive and existing businesses and new start ups are being given the support they need. My regeneration funding is supporting these types of measures in thirty seven locations across London.

Protecting Pubs

Question No: 2013/3976

[Steve O'Connell](#)

Following Croydon Council's rejection of plans for a supermarket on the site of the former Good Companions pub, would you agree that developers should be discouraged from demolishing pubs or other similar buildings before producing any plans for their replacement?

[The Mayor](#)

I recognise the important role that London's public houses can play in the social fabric of communities. Where there is authoritative evidence of need, community asset value and viability in pub use, I support boroughs who bring forward policies to sustain and enhance pubs and to inform development management decisions which bear on them.

New York and pedestrianisation

Question No: 2013/3977

[Victoria Borwick](#)

In light of recent comparisons with New York, would the Mayor re-consider pedestrianising Oxford Street in light of the success of the recent pedestrianisation of Times Square, which helped to lead to a 40 per cent decrease in vehicle-caused pollutants?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 09 December 2013

As you are aware, Oxford Street is Westminster City Council's road. Having said that, we are working with Westminster City Council and other stakeholders to transform Oxford Street.

Plans are already in place to widen footways, introduce median strips and provide more crossings along Oxford Street.

The New West End Company is installing more green infrastructure and putting in place more outside seating. In addition, side streets will be turned into "oasis spaces" to provide areas of calm.

When combined with my programme to tackle taxi and bus emissions, this programme should help improve air quality and reduce public exposure to air pollution along Oxford Street.

Disability hate crime

Question No: 2013/3978

[Victoria Borwick](#)

I. How many cases of disability hate crime have been recorded in each of last four years?

II. I have heard reports that disability hate crime is sometimes being recorded as Anti-social Behaviour (ASB). What mechanisms are in place to ensure police document disability hate crime as this crime rather than as ASB?

III. What disability hate crime training exists for frontline officers to ensure they can understand an incident involving a person with special needs, can obtain information and can handle the situation so as not to escalate the situation?

IV. Would the MPS consider creating Disability Liaison Officers on every borough to assist people living with a disability in London?

V. The online, public MPS crime figures include a number of hate crimes but do not include disability crime. Why is this and can this be amended?

[The Mayor](#)

You have asked a number of detailed and important questions. In order to ensure that I am able to properly address each issue, I will ask the Deputy Mayor for Policing and Crime to write to you with a full response.

Sanction detections

Question No: 2013/3979

[Victoria Borwick](#)

I. What were the total number of sanction detections recorded within the MPS for the performance year 1st April 2011- 31st March 2012 and 1st April 2010- 31st March 2011?

II. What were the total number of cautions recorded within the MPS for the performance year in the same two years?

[The Mayor](#)

	Sanction Detections	Cautions
01/04/2010 - 31/03/2011	193,517	35,801
01/04/2011 - 31/03/2011	175,770	30,542

Bus Route Reconfiguration (1)

Question No: 2013/3980

[Victoria Borwick](#)

What consideration will TfL give to Enfield's proposed bus changes?

[The Mayor](#)

TfL has discussed the emerging suggestions with Enfield Council. The next step is for the council to agree a set of proposals internally and TfL will then work with the council to review these.

Bus Route Reconfiguration (2)

Question No: 2013/3981

[Victoria Borwick](#)

What consideration has TfL given to the extent to which a one-hour bus ticket could enable changes and improvements to many London bus routes without increasing overall costs?

[The Mayor](#)

As I said in my response to MQs 2788/2013 and 1724/2013, time based ticketing is an interesting idea, and I have not ruled it out.

LLDC Park Security Budget (1)

Question No: 2013/3983

[Gareth Bacon](#)

What is the monthly cost of security guards for the Olympic Park?

[The Mayor](#)

During the current financial year the safety and security costs across the areas open to the public in the north of Queen Elizabeth Olympic Park will average approximately £159,000 per month.

The cost of securing all other areas of the Park is approximately £400,000 per month.

This figure reflects the complexity of safely securing the Park which covers 560 acres (close to the size of Hyde Park and Kensington Gardens put together) and includes the permanent venues, multiple construction sites and the immense health and safety challenges involved in successfully ensuring the safety of a large workforce and a security force of over 400 people at its peak.

LLDC Park Security Budget (2)

Question No: 2013/3984

[Gareth Bacon](#)

How much could the costs of security guards be reduced by without jeopardising security of the Olympic Park?

[The Mayor](#)

Queen Elizabeth Olympic Park aims to maintain Secured by Design accreditation. There is currently a significant spend on security to secure multiple construction sites on the Park as well as the areas that have been opened to the public.

During the first years of opening, a high level of security will ensure that the Park is perceived as a safe place.

Over time, the number of security guards on Queen Elizabeth Olympic Park will be reviewed as physical aids such as CCTV are introduced. However, any changes will ensure the high level of safety and security is maintained.

LLDC Events (1)

Question No: 2013/3985

[Gareth Bacon](#)

How many events has the LLDC held that have lost money?

[The Mayor](#)

London Legacy Development Corporation ran a commercial programme of events during the summer and planned from the outset that the revenue generated from those events would contribute to subsidising four community events. These events were aimed at promoting the opening of the Park to local residents, community engagement and participation, volunteering and Paralympic Legacy.

These subsidised community events were Open East Festival, Go Local, National Lottery Run and National Paralympic Day.

LLDC Events (2)

Question No: 2013/3986

[Gareth Bacon](#)

How many events are the LLDC planning that are expected to lose money?

[The Mayor](#)

In 2014, the London Legacy Development Corporation will deliver a varied programme of events in order to mark the re-opening of Queen Elizabeth Olympic Park. Many of these events will have a commercial basis, with a rent charged to generate revenue for the operation of the Park.

Those commercial events will subsidise a small number of community events which the Legacy Corporation will create to celebrate the reopening of the Park as a public park for east London. Such events under consideration are a sporting event aimed at encouraging local participation, an anniversary event and National Paralympic Day.

Nominee travel passes

Question No: 2013/3987

[Gareth Bacon](#)

What was the cost of foregone revenue to TfL, for the last year available, associated with the use of nominee travel passes? Please base this figure on actual Oyster card statistics.

[The Mayor](#)

If all TfL staff nominees and bus operator nominees were charged fares, the revenue raised could theoretically be of the order of £10m pa.

However, compensating for the loss of the nominee pass could increase TfL's employee costs.

Travel passes are seen as part of staff recruitment and retention. TfL estimates that the actual cost of providing free travel to staff and their nominees on TfL services is nil, as much of this travel is for work purposes and the remainder is insufficient to require additional services to be operated to cope with it.

TfL's Commercial revenue

Question No: 2013/3988

[Gareth Bacon](#)

What is TfL's current target for generating third-party commercial revenue, not including figures associated with property development?

[The Mayor](#)

Over the Business Plan period, TfL is expecting to raise £2.0bn in commercial revenue, excluding property development activity. This equates to some £200m in the current year, rising to £330m by the end of the plan in 2020/21.

This was increased from £1.4bn in the 2012 Business Plan in recognition of the need to pursue these opportunities fully.

TfL Pension Fund

Question No: 2013/3989

[Gareth Bacon](#)

Thank you for your answer to question 2013/3578. Will you instruct officers to make a costing of the money that could be saved by merging the TfL pension fund with the LPFA?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 27 November 2013

In the light of the separate and distinct nature, combined with the different governance arrangements of LPFA's and TfL's Pension Funds, I believe the most effective way to encourage best value for money across the GLA's pension arrangements is for me to continue to encourage dialogue between LPFA and TfL.

Increase in Deaths and Serious Injuries on London's Roads

Question No: 2013/3991

[Caroline Pidgeon](#)

Why are deaths and serious injuries on London's roads now rising?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 09 December 2013

I am deeply saddened and concerned by the recent increase in serious casualties.

However, the long term trend in Killed and Seriously Injured (KSI) casualties in London is downwards, with the number of KSI casualties in 2012 down by 17 per cent against the 2005-09 baseline. This is the baseline against which TfL measures progress towards my target of a 40 per cent reduction in KSIs by 2020, as set out in the Safe Streets for London Road Safety Action Plan.

The number of people killed on London's roads in 2012 fell to the second lowest level since records began; down by 16 per cent compared to 2011 and by 36 per cent against the 2005-09 baseline.

Increase in Cycling Deaths and Serious Injuries

Question No: 2013/3992

[Caroline Pidgeon](#)

To what do you attribute the 18% increase in cycling deaths and serious injuries on London's roads?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 19 December 2013

I am concerned about the increase, and we are taking new preventative steps, including Operation Safeway. However, this should be seen in the context of a huge increase in cycling in recent years, with cycling on London's main roads having almost tripled in the last decade. The number of cyclists killed or seriously injured (KSI) per journey cycled in London has fallen by 22 percent in the ten years from 2002 to 2011, the most recent figures available.

The number of cyclists killed on London's roads also fell during 2012 and was 16 per cent down against the 2005-09 baseline. This is the baseline against which TfL measure progress towards the target of a 40 per cent reduction in Killed or Seriously Injured (KSI) casualties by 2020, as set out in the Safe Streets for London road safety action plan. In the longer term, the number of cyclists killed on London's roads in the last five years was 17 per cent lower than in the previous five years.

As you are aware, I recently published my Vision for Cycling in London which sets out plans to invest over £900 million in cycling in the capital, providing more and safer routes for cyclists. This will be achieved by improving the Barclays Cycle Superhighways, creating a network of Quietways which will offer cycling routes away from main roads, improving key junctions, funding training for drivers and cyclists and continuing the work already under way with the freight industry.

In addition, TfL is undertaking a feasibility study into the best options for introducing a Safer Lorry Scheme and improving standards of vehicle safety in London. TfL is also supporting boroughs in rolling out more 20 mph speed limits and is investigating where 20 mph can be implemented on London's main roads, such as the experimental limit at the Waterloo IMAX cinema roundabout.

Increase in Pedestrian Deaths and Serious Injuries

Question No: 2013/3993

[Caroline Pidgeon](#)

To what do you attribute the 15% increase in pedestrian deaths and serious injuries on London's roads?

[The Mayor](#)

I am, of course, concerned about the increase. However, 2012 casualty figures should be seen in the context of the longer term downward trend in pedestrian casualties in London, with the number of pedestrians killed or seriously injured (KSI) down by 8 percent against the 2005-09 baseline. This is the baseline against which TfL measure progress towards the target of a 40 percent reduction in KSIs by 2020, as set out in the Safe Streets for London road safety action plan.

The number of pedestrians killed on London's roads in 2012 fell to the second lowest level since records began; down by 10 percent compared to 2011 and by 28 percent against the 2005-09 baseline.

TfL is currently preparing a pedestrian safety action plan that seeks to deliver further reductions in pedestrian casualties in London, working in collaboration with our key partners in London and learning from the evidence on where and why casualties occur.

Cycle Superhighway Safety Reviews

Question No: 2013/3995

[Caroline Pidgeon](#)

Following your announcement to revisit the older parts of Cycle Superhighway 2 to address serious safety concerns, when will you review other original Superhighway routes installed without effective safety measures and largely relying on un-bordered strips of blue paint?

[The Mayor](#)

I promised last month to substantially upgrade all the existing superhighways. Physical works will commence next year.

Take-up of "Superhighway Workplace Packages

Question No: 2013/3996

[Caroline Pidgeon](#)

Which businesses have taken up the "Superhighway Workplace Packages" to improve facilities for commuters cycling to work?

[The Mayor](#)

Since the first Cycle Superhighways were launched in 2010, 510 workplaces have registered for the support. Workplaces are all located within 1.5km of routes CS2, CS3, CS5, CS7 and CS8.

Detailed case studies have been carried out to understand the impact of this programme and include companies such as The National Society for the Prevention of Cruelty to Children, London South Bank University, Family Mosaic Housing Association and Bristows LLP law firm.

Future of "Phyllis" Tunnel Boring Machine

Question No: 2013/3997

[Caroline Pidgeon](#)

What material can be salvaged from Crossrail Tunnel boring machine "Phyllis" and what consultation is proposed on articles that might be included in a possible "time capsule" for the part of the machine that will remain buried? Is there anything you would like nominate to be buried in this way?

[The Mayor](#)

Phyllis, the first of Crossrail's 140 metre long tunnel boring machines (TBM), will be dismantled and parts will be reused or sold where possible.

124 metres of the TBM will be removed, leaving the front 'can' which is now parked at Farringdon, along with a time capsule containing items suggested by Crossrail employees, contractors working on the Western Running Tunnels and Farringdon station, and members of the public.

The items from the public were selected through an open competition publicised on the Crossrail website and social media channels. The final selection, including the winners of the public competition, was made by Crossrail.

Dwindling Emirates Air Line Ridership

Question No: 2013/3998

[Caroline Pidgeon](#)

What weekly ridership threshold would you consider the Emirates Air Line must remain above to remain viable?

[The Mayor](#)

Due to the seasonal variation of passenger numbers, targets are set annually rather than weekly. The TfL business plan includes an annual target of 1.5 million passenger journeys for 2013/14 to allow the Emirates Air Line to cover its operating costs and over time repay the portion of capital costs not covered by sponsorship.

The Emirates Air Line remains on course to meet this target, and has already carried 1.2 million passengers since the start of the financial year.

Tottenham Gyrotory Removal

Question No: 2013/3999

[Caroline Pidgeon](#)

How do you respond to concerns raised by cyclists that the replacement layout at Tottenham Hale leaves cyclists at risk and is a missed opportunity to make this area a model for cycling safety?

[The Mayor](#)

Please see my response to MQ 4070 /2013.

Underground Station Lifts Out of Service

Question No: 2013/4000

Caroline Pidgeon

Please list dates and times for which each lift on the London Underground was out of service by month for 2013.

The Mayor

TfL continuously monitors the reliability of lifts on the Underground network and this information is published on the TfL website at:

<http://www.tfl.gov.uk/corporate/modesoftransport/londonunderground/1592.aspx>.

Lift reliability is generally very good with lifts available for 97.2% of the scheduled hours in 2012/13. Despite this, a programme to further improve lift reliability is under way and over the next four years TfL will replace or refurbish more than 20 lifts.

TfL is also improving how it communicates that lifts are out of service to customers before and during their journeys. This information is featured on the live travel news page of its website, in its Twitter feeds, on update boards and announcements in stations, as a syndicated data feed for app developers, and as part of its free text and email travel alert service.

TfL is compiling the detailed information you have requested about individual lifts and will forward it to you as soon as possible.

City Hall Cycle Hire Docking Station

Question No: 2013/4001

Caroline Pidgeon

On how many days this year has the City Hall cycle hire docking station at any point during the day (from midnight to midnight) been a) without any bikes to hire and b) without any empty docks to return a bike? Which day of the week most often suffers from being a)full and b)empty?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 19 December 2013

High demand at popular docking stations in central London mean that it can be common for there to be short periods of time where a docking station may either not have any bicycles to hire or may not have any empty docking points to return a bike.

In the case of Tooley Street docking station by City Hall, between 1 January and 31 August 2013, there were 133 days (out of 243) which included a period however short when the station was temporarily empty on at least one occasion and no bicycles were available to hire. Typically the period was extremely short, 75 per cent of the incidences when the station was temporarily empty were of a duration of under 20 minutes. During the same period, there were 213 days where the station was temporarily full on at least one occasion; when the station was

temporarily full it was for under 20 minutes for 67 percent of the time. It should be noted that between 1 January and 31 August the station had free docking points 90 per cent of the time and bikes available 98 per cent of the time, 24 hours a day. The same period last year saw similar availability with free docking points at Tooley Street for 90 per cent of the time and bikes available for 99 per cent of the time. This is the most recent data TfL holds.

The four other docking stations near Tooley Street (Bermondsey Street, Long Lane, Tanner Street and Tyers Gate) are larger and the data shows likely availability at one of the other stations if Tooley Street should become full or empty. Tyers Gate, for example, is just a 550 metres ride away from Tooley Street and, in part due to its size with 36 docking points, had free docking points 94 per cent of the time and bikes available nearly 100 per cent of the time, 24 hours a day between 1 January and 31 August this year.

Additionally, TfL give customers an extra free 15 minutes to take their bike to another docking station if their first choice is full.

At Tooley Street the highest numbers of empty incidences occur on a Thursday, the highest number of full incidences are on a Saturday.

TfL negotiated an improved Key Performance Indicator (KPI) regime with Serco in May 2013 regarding the number of instances stations are full or empty. Since the new KPI regime was introduced, availability across the scheme has improved and TfL is confident this will continue. However, I have asked TfL to ensure they keep the Tooley Street docking station under review.

Garden Bridge Funding

Question No: 2013/4002

[Caroline Pidgeon](#)

How do you anticipate funding your Garden Bridge proposal?

[The Mayor](#)

The Garden Bridge Trust has been set up to raise the funding necessary to build and maintain the bridge in future. The Trustees, not TfL, will be responsible for putting together the overall funding package and will decide how best this is done.

HGVs and Cycle Safety

Question No: 2013/4003

[Caroline Pidgeon](#)

Following your announcement in July this year, when will HGVs without cycle safety features be subject to fines and/or restrictions in London?

[The Mayor](#)

We will open consultation on my proposed Safer Lorry Charge in January 2014. Further details will be provided in the consultation.

Former Eurostar Platforms at Waterloo

Question No: 2013/4004

[Caroline Pidgeon](#)

Following the announcement that one of the former Eurostar platforms at Waterloo will be available for use for South West Trains from May next year, and your previous support for this approach, what discussions have taken place about bringing all the remaining vacant platforms back into use?

[The Mayor](#)

I, like you, am keen to see all vacant platforms at Waterloo brought back into active use at the earliest opportunity. These platforms are of course the responsibility of Network Rail and the Department for Transport. However, TfL has been involved in discussions about the future of the former international station to ensure the platforms are finally put to good use.

I understand that there are now plans, which I wholeheartedly welcome, to bring the remaining four platforms back into use during the period 2014-19. This will be undertaken as part of Network Rail's £300m scheme to provide extra capacity into Waterloo and relieve congestion in the station.

MPS answering of FOIs (1)

Question No: 2013/4005

[Caroline Pidgeon](#)

What percentage of FOIs did the MPS respond to within the statutory limits, broken down by month, from January 2012 to August 2013?

[The Mayor](#)

MPS performance against the 20 working day statutory limit of Freedom Of Information Act 2000:

2012

January 81% (420 requests received)

February 80% (403)

March 79% (413)

April 83% (317)

May 73% (373)

June 85% (336)

July 81% (291)

August 82% (306)

September 80% (257)

October 75% (352)

November 85% (436)

December 81% (233)

2013

January 78% (370 requests received)

February 83% (369)

March 80% (372)

April 71% (354)

May 70% (347)

June 80% (374)

July 84% (418)

August 78% (385)

MPS answering of FOIs (2)

Question No: 2013/4006

[Caroline Pidgeon](#)

What oversight does MOPAC have of MPS responses to FOIs and what steps has MOPAC taken to improve the timeliness of MPS responses if necessary?

[The Mayor](#)

MOPAC receives a monthly report from MPS in the first week of every month which states the number of FOIs received and the number of responses that are sent out within the statutory 20 working days. In the year to date, 3862 FOI requests were received and 78% of the responses were sent within the 20 working day deadline.

MOPAC and MPS officers meet to discuss timescales, blockages experienced and what can be done differently.

Courier scam in London

Question No: 2013/4007

[Caroline Pidgeon](#)

A constituent has forwarded details warning of a scam whereby people receive a gift via courier but are then asked to pay a small delivery charge for it using a debit/credit card, the details of which are then used fraudulently. The warning of this scam was sent out by Richmond MPS. How many reports have been made to the MPS of the occurrence of this scam in London this year?

[The Mayor](#)

All such fraud offences are reported to Action Fraud, the UK's national fraud and internet crime reporting centre, which assess them and refer cases to the relevant forces. This year there have been 1,800 such courier fraud offences referred to the MPS.

Roll out of Basic Command Units in London (1)

Question No: 2013/4008

[Caroline Pidgeon](#)

In 2012 the MPS was developing, as part of the One Met Model, proposals to create Basic Command Units (BCUs) which would pool certain resources from neighbouring London boroughs. Are these plans to create Basic Command Units going ahead? If so, please list all the functions which it is planned to share across boroughs and the timescale for the implementation of these changes.

[The Mayor](#)

The option has been agreed in principle by the MPS Management Board but there are no firm plans in place and no decisions have been made regarding functions, structure of resourcing. Any further development of the proposal will be subject to consultation.

In light of the above, no decisions have been made regarding functions, timescale, management structure or areas / boroughs. I don't anticipate that any development of this option will impact on the overall number of officers providing services to boroughs.

Roll out of Basic Command Units in London (2)

Question No: 2013/4009

[Caroline Pidgeon](#)

In 2012 the MPS was developing, as part of the One Met Model, proposals to create Basic Command Units (BCUs) which would pool certain resources from neighbouring London boroughs. What impact would that resource sharing have upon the number of police officers at the disposal of Borough Commanders?

[The Mayor](#)

Please see my response to MQ 4008 / 2013.

Roll out of Basic Command Units in London (3)

Question No: 2013/4010

[Caroline Pidgeon](#)

In 2012 the MPS were developing, as part of the One Met Model, proposals to create Basic Command Units (BCUs) which would pool certain resources from neighbouring boroughs. How many BCUs will there be? What areas and boroughs will make up the BCUs? How were decisions made with regards to which boroughs to group together? Please provide a map of planned BCUs if available.

[The Mayor](#)

Please see my response to MQ 4008 / 2013.

Leadership of Basic Command Units and Borough Commanders

Question No: 2013/4011

[Caroline Pidgeon](#)

Please provide details of the planned senior management structure for the proposed Basic Command Units (BCU) and how they will relate to Borough Commanders. What rank of senior officer will lead each planned BCU, and what rank will lead each Borough?

[The Mayor](#)

Please see my response to MQ 4008 / 2013.

Empress State Building

Question No: 2013/4012

[Caroline Pidgeon](#)

The MOPAC/MPS Estate Strategy 2013-16 (May 2013) states that the future of the Empress State Building, which with 3,910 desk spaces forms the largest part of the MPS's headquarters estate, is "subject to further analysis". When will that analysis take place and when will it be reported? Is there a risk that the MPS may not be able to renew its lease on the Building? What steps is MOPAC taking to mitigate risks to the headquarters estate?

[The Mayor](#)

MOPAC's existing lease for Empress State Building ends in 2019. MOPAC is currently reviewing its future requirements as part of its major estates strategy.

Front Counter Waiting Times

Question No: 2013/4013

[Caroline Pidgeon](#)

In answer to MQ1826/2013 about how you will be monitoring the impact of your Police Front Counter Closures, including the waiting times at remaining Front Counters you stated "MOPAC will oversee the monitoring of each remaining front counter in relation to waiting times and user satisfaction. Waiting times and satisfaction information is collected as part of the MPS User Satisfaction Survey monitors with results monitored on a quarterly basis." What are the results of MOPAC's monitoring?

[The Mayor](#)

Waiting times and satisfaction information is collected as part of the MPS User Satisfaction Survey, with results monitored on a quarterly basis. The most recent results (Q2 13/14) show that satisfaction with ease of contacting the police has recorded an increase to an all-time high of 94%.

For those visiting Front Counters, these results show that over two thirds of respondents (67%) had to wait less than 10 minutes to speak to somebody. MOPAC will continue to monitor this at a borough level to ensure that local resource is aligned with front counter demand and overall public access will be considered as part of the evaluation of the Local Policing Model.

Front Counter Waiting Times (2)

Question No: 2013/4014

[Caroline Pidgeon](#)

Further to MQ 3846/2012 please provide figures from the Police User Satisfaction Survey since September 2012 with regards to how long respondents had to queue at police stations before speaking to a station reception officer, broken down by time period (did not have to wait; under 5 minutes; 5 to 10 minutes; 11 to 30 minutes; 31 to 60 minutes; over 1 hour) and by BOCU.

[The Mayor](#)

The table below provides a breakdown of front counter waiting times, as captured by the MPS User Satisfaction Survey. Data is for the period of October 2012 to September 2013.

Please note the count sizes are relatively small, therefore making comparisons between BOCUs problematic due to associated confidence intervals.

The data, on average, shows that 67% of front counter visitors are spoken to within 10 minutes of arrival. This is an improvement of 3% year to date (up from 64%).

The Public Access Team and wider MPS continue to carry out continuous improvement activity to reduce front counter waiting times. This includes reviewing front counter design and encouraging use of queue reduction techniques such as triage. Support visits and mystery shopping exercises are also conducted periodically to support boroughs improve the experience for front counter customers.

Front Counter Waiting Times October 2012 to September 2013	Approximately how long did you have to wait before speaking to the member of staff at the station reception?	10 mins or under (on target)
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								f f t a r g e t)	
BOCU	I did not have to wait	Under 5 minutes	5 to 10 minutes	11 to 30 minutes	31 to 60 minutes	Over 1 hour			
Barking and Dagenham	36%	16%	11%	20%	11%	5%	100%	64%	36%
Barnet	38%	18%	13%	21%	10%	0%	100%	69%	31%
Bexley	38%	22%	6%	22%	3%	9%	100%	66%	34%
Brent	29%	19%	17%	22%	10%	3%	100%	64%	36%
Bromley	30%	27%	20%	13%	7%	3%	100%	77%	23%
Camden	31%	15%	15%	15%	18%	5%	100%	62%	38%
Croydon	35%	12%	12%	21%	14%	7%	100%	58%	42%
Ealing	41%	13%	15%	10%	8%	13%	100%	69%	31%
Enfield	35%	13%	5%	28%	10%	10%	100%	53%	48%
Greenwich	52%	12%	17%	12%	5%	2%	100%	81%	19%
Hackney	24%	22%	6%	29%	6%	12%	100%	53%	47%
Hammersmith and Fulham	39%	19%	17%	19%	6%	0%	100%	75%	25%
Haringey	28%	17%	8%	19%	14%	14%	100%	53%	47%
Harrow	27%	14%	18%	27%	9%	5%	100%	59%	41%
Havering	43%	8%	23%	10%	3%	15%	100%	73%	28%
Hillingdon	31%	16%	22%	16%	9%	6%	100%	69%	31%
Hounslow	31%	11%	25%	19%	11%	3%	100%	67%	33%
Islington	33%	9%	27%	21%	6%	3%	100%	70%	30%
Kensington and Chelsea	33%	9%	28%	16%	14%	0%	100%	70%	30%

Kingston upon Thames	53%	8%	19%	8%	6%	6%	100%	81%	19%
Lambeth	39%	8%	16%	18%	8%	11%	100%	63%	37%
Lewisham	45%	11%	16%	20%	4%	5%	100%	71%	29%
Merton	47%	5%	21%	16%	7%	5%	100%	72%	28%
Newham	17%	15%	22%	20%	20%	7%	100%	54%	46%
Redbridge	17%	15%	17%	13%	9%	28%	100%	50%	50%
Richmond upon Thames	50%	17%	0%	23%	7%	3%	100%	67%	33%
Southwark	32%	13%	19%	17%	6%	13%	100%	64%	36%
Sutton	56%	24%	12%	9%	0%	0%	100%	91%	9%
Tower Hamlets	32%	3%	21%	8%	26%	11%	100%	55%	45%
Waltham Forest	31%	3%	23%	23%	3%	18%	100%	56%	44%
Wandsworth	29%	16%	8%	26%	16%	5%	100%	53%	47%
City of Westminster	42%	12%	20%	16%	4%	6%	100%	74%	26%
Total	36%	14%	16%	18%	9%	7%	100%	67%	33%

Front Counter Waiting Times (3)

Question No: 2013/4015

[Caroline Pidgeon](#)

Apart from the MPS User Satisfaction Survey what other monitoring, such as Mystery Shopper exercises, has been carried out of the service provided at remaining front counters? What were the results of any such monitoring?

[The Mayor](#)

The MPS are conducting a review of Contact Points in early 2014 which will assess footfall, usage, customer profile and satisfaction and will where appropriate use mystery shopping as part of the review. The review will be used to identify and promote good practice across the MPS as well as address any shortcoming around contact points to improve customer satisfaction.

The MPS are also be undertaking are a review of the Local Policing Model

Waiting times and satisfaction information is collected as part of the MPS User Satisfaction Survey, the results of which MOPAC will continue to monitor on a quarterly basis. The latest survey shows that waiting times are down and that public satisfaction in the ease of contact with the police is at an all-time high.

MPS Advertising (1)

Question No: 2013/4016

[Caroline Pidgeon](#)

How much did the MOPAC/MPS spend on advertising and public relations (excluding the cost of in-house staff) in 2012/13 and in 2013/14 to date?

[The Mayor](#)

In 2012/13 the Directorate of Media and Communications spent £2.4m.

From April 2013 to October 2013 the Directorate of Media and Communications spent £1.5m.

MPS Advertising (2)

Question No: 2013/4017

Caroline Pidgeon

How much did the MOPAC/MPS spend on in-house press and public relations staff in 2012/13 and in 2013/14 to date?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 19 December 2013

In 2012/13 the MPS/MOPAC spent £7 million on in house press and public relations staff, this includes staff within the central Directorate of Media and Communications and local communication officers.

In 2013/14 following a restructure and centralisation of the media and communication function the year to date spend is now £3 million.

Cost of Consultants

Question No: 2013/4018

Caroline Pidgeon

Please provide a breakdown of the total spend by MOPAC/MPS on consultants in 2012/13 and in 2013/14 to date? Please also list the number of consultants who have been employed in each year.

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 19 December 2013

MPS/ MOPAC	2012/13		2013/14	
	£m	Number	£m	Number
Consultancy	4.6	123*	1.8	38*

*the numbers shown against consultants relates to the number of suppliers engaged rather than the number of individuals.

Employment programmes for young offenders - GLA ESF Youth

Programme 2011-2013 (1)

Question No: 2013/4019

Caroline Pidgeon

Further to MQ 2013/3492 please provide a breakdown by borough of the number of young offenders leaving custody by borough and the number of young offenders which Nacro have

supported since October 2012.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 09 December 2013

The number of young people leaving custody by borough is provided by the Youth Justice Board and reflect annual leavers, and so comparison figures for the relevant period cannot be provided. The overall decline of young people entering custody which means that the programme cannot deliver on its original targets. Targets are currently being reviewed by delivery partners.

Nacro commenced delivery in December 2012 and the number of young people supported to date by borough is listed below.

Barking and Dagenham	1	Hounslow	15
Barnet	3	Islington	9
Bexley	6	Kensington and Chelsea	4
Brent	20	Kingston upon Thames	1
Bromley	6	Lambeth	19
Camden	4	Lewisham	13
City of London	0	Merton	8
Croydon	18	Newham	5
Ealing	8	Redbridge	1
Enfield	6	Richmond	0
Greenwich	11	Southwark	14
Hackney	8	Sutton	1
Hammersmith and Fulham	4	Tower Hamlets	5
Haringey	6	Waltham Forest	10
Harrow	10	Wandsworth	3
Havering	0	Westminster	9
Hillingdon	16	TOTAL	244

Employment programmes for young offenders - GLA ESF Youth Programme 2011-2013 (2)

Question No: 2013/4020

[Caroline Pidgeon](#)

Further to MQ 2013/3492 what outcomes have been reported so far from Nacro's delivery of part of the GLA ESF Youth Programme Resettlement of Young Offenders Leaving Custody project? How many of the 200 young people commencing on the programme have moved into employment, education or training? How many have been engaged for 26 weeks?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 09 December 2013

Of the 244 Young People supported on the programme to date, 108 have been released into the community, and 39 (36 per cent) have progressed into employment, education or training (EET). None of the young people who have been released from custody have yet been out of custody for 26 weeks, meaning that they have not had the opportunity to be engaged in EET for 26 weeks. The programme is currently not delivering to target. This is largely due to the overall decline of young people entering custody which is a positive achievement. As a result targets are being reviewed by delivery partners.

Employment programmes for young offenders - GLA ESF Youth Programme 2011-2013 (3)

Question No: 2013/4021

[Caroline Pidgeon](#)

In answer to MQ 0044/2013 regarding the GLA ESF Youth Programme Resettlement of Young Offenders Leaving Custody projects you stated that "The programme commenced in October 2012, will continue until October 2015 and will support 900 young people in total, with over 300 staying in EET for 52 weeks". Please provide a breakdown of enrolments into the programme against targets. How will the aim to support 900 young people be met?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 09 December 2013

To date 244 young people have started on the GLA ESF Youth Programme. The programme is currently not delivering to target which is positive as it is largely due to the overall decline of young people entering custody. The targets are currently being reviewed by delivery partners. We will be able to advise how many young people will be able to be supported by the project once the revised targets have been considered by the GLA Investment Programme Board in December 2013.

London Living Wage and MOPAC

Question No: 2013/4022

[Caroline Pidgeon](#)

I note that MOPAC does not appear on your list of accredited living wage employers. In November 2012 you said "my immediate priority is to begin by ensuring that the MOPAC becomes an accredited Living Wage employer" [MQ3396/2012]. Why is MOPAC still not an accredited employer and what steps are you taking to ensure that it becomes one?

[The Mayor](#)

MOPAC/MPS are in the process of submitting their application to be accredited to the London Living Wage scheme.

London Living Wage and the Met Police

Question No: 2013/4023

[Caroline Pidgeon](#)

I note that the Metropolitan Police do not appear on your list of accredited living wage employers, although other police forces do. In November 2012 you said that you would "look at how we can gain Living Wage employer accreditation for the Met Police" [MQ3396/2012]. Why is the Metropolitan Police still not an accredited employer and what steps are you taking to ensure that the Met becomes one?

[The Mayor](#)

MOPAC/MPS are in the process of submitting their application to be accredited to the London Living Wage scheme.

Hampstead Safer Neighbourhoods Panel

Question No: 2013/4024

[Caroline Pidgeon](#)

A constituent has raised concerns with me that Hampstead Town Safer Neighbourhood Panel has not had a Panel meeting since April. In answer to MQ 3075/2013 you stated that Panel meetings should be held in public on a bi-monthly basis. Do you have a sense of how many ward Panels across London are not currently regularly meeting? What steps will you take to ensure that Safer Neighbourhood Police have the capacity to regularly engage with local communities?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23 January 2014

I am aware that the vast majority of Ward Panels across London are meeting regularly as required. The MPS is committed to ensuring that all ward panels meet on a bi-monthly basis, although due to a variety of factors there may, of course, be variations to this at times. There are a particular set of circumstances in relation to the Hampstead Town Safer Neighbourhood Panel, but these are not typical across the MPS. Going forwards, Safer Neighbourhood Boards will have a role in ensuring all wards have a functioning panel and this will provide an opportunity for greater accountability of the MPS and communities for working together to deliver ward panels.

"Lawrence amendment" on undercover policing

Hampstead Police Front Counter provision

Question No: 2013/4025

[Caroline Pidgeon](#)

You pledged 'not to close a front counter unless an equivalent or better facility has been identified' [MQ 0041/2013] yet in the case of Hampstead the front counter at the police station closed in June 2013 and no equivalent or better facilities have been identified. When will you offer an alternative front counter option for the public in the Hampstead Village area?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 19 December 2013

Please see my response to MQ 4872.

Restorative Justice

Question No: 2013/4026

[Caroline Pidgeon](#)

In October 2103 the Government published the new Code of Practice for Victims of Crime. One element of the Code is that if you are a victim of crime you are entitled to receive information about Restorative Justice and how you can take part. Will you ask Baroness Helen Newlove, as part of the independent review of victims' experiences in London, to look at victims' experiences of getting information about and taking part in Restorative Justice to consider how well victims' needs are met?

[The Mayor](#)

The provision of Restorative Justice, and victims' access to it, will be covered by the Independent Review of Victims' Services in London. The Review will engage with victims, providers and commissioners to get as full a picture as possible.

Funding for Restorative Justice

Question No: 2013/4027

[Caroline Pidgeon](#)

Funding for victim services transfers to Police and Crime Commissioners from the Ministry of

Justice from 1 October 2014. Some services will continue to be commissioned nationally, and DMPCD 2013-134 noted that it is undecided whether the £20m funding for commissioning Restorative Justice provision will be nationally or PCC commissioned. Are you looking at how the provision of Restorative Justice could be improved in London and are you in discussion about potentially devolving a portion of this funding?

[The Mayor](#)

MOPAC officials are in discussion with the Ministry of Justice and have completed some initial scoping work into Restorative Justice (RJ) provision in London. As per my answer to MQ 4026, recommendations for how to improve RJ provision in London will form part of the Independent Review of Victims' Services in London.

The Ministry of Justice has recently confirmed that funding for Restorative Justice will be coming to PCCs and we await confirmation of the final allocation.

Cycles on Crossrail

Question No: 2013/4028

[Caroline Pidgeon](#)

Many cyclists will be pleased with the positive response to my request to ensure cyclists can continue to take their bikes on routes converted to Crossrail (MQ 2013/3463). Would you now look favourably at putting in place rules that, while recognising that joining or alighting from deep-level stations with a bicycle may be difficult, allow the carriage of bikes from surface stations through the deep tunnel to other surface stations?

[The Mayor](#)

Providing guidance to customers on the carriage of bikes from surface stations through the sub-surface section of the route to other surface stations will form part of TfL's policy considerations.

Fire Brigade attendances to DUKW passenger vessels

Question No: 2013/4029

[Stephen Knight](#)

In each of the last five years, how many times did the London Fire Brigade attend a DUKW passenger vessel due to breakdowns, mechanical faults or for any other reason in the River Thames?

[The Mayor](#)

In the last five years the London Fire Brigade (LFB) has attended 115 vessel related incidents in the River Thames, of which seven are known to have involved DUKW passenger vessels.

Three of these incidents were in 2013, two in 2012, one in 2010 and one in 2011. The LFB does not always record the details of the owners of the vessels it attends in an emergency so it is possible that there have been more than seven DUKW related incidents - the information for this question has been gathered based on DUKW being mentioned by either by fire crews attending or those calling the LFB.

Cleaner Air for Schools programme

Question No: 2013/4030

[Stephen Knight](#)

Given that over 1,000 schools in London are situated within 150 metres of roads carrying 10,000 or more vehicles per day – and are therefore exposed to above-average levels of air pollution on a regular basis – what plans do you have to expand the Cleaner Air for Schools programme beyond those forty schools which are due to participate in the scheme?

[The Mayor](#)

Protecting young Londoners who are most susceptible to the long-term effects of air pollution (e.g. developing asthma, diminished lung growth and function etc) is a priority. Working with the London Sustainability Exchange I have developed the Cleaner Air for Schools toolkit to help schools tackle the issue of air pollution and raise awareness within their communities. Additional resources are also available on my new website www.cleanerairforlondon.org.uk

In addition, I have worked with four boroughs to develop the £260,000 School Clean Air Zones project. With the pilots nearing completion there is a growing evidence base about the most effective measures that should be taken at and around schools to raise awareness, reduce emissions and minimise exposure.

Through my Air Quality Fund I have provided £20m over ten years to help boroughs take this learning forward, and develop programmes to tackle air pollution and raise awareness at schools in their local authority area.

Source London

Question No: 2013/4031

[Stephen Knight](#)

Further to your answer to MQ2013/3508, will you encourage the six boroughs that are not currently members of the Source London consortium [Barnet, Havering, Islington, Richmond upon Thames, Tower Hamlets and Waltham Forest] to join before TfL hands over the management and operation of the scheme to a private company in 2014?

[The Mayor](#)

Since I launched my Electric Vehicle Delivery Plan in 2009, TfL has been working closely with all the London boroughs to ensure their participation in the Source London electric vehicle charging scheme. I am pleased that 27 boroughs are active participants in the scheme.

TfL will continue to look for opportunities to encourage the remaining six boroughs to join the scheme and I welcome your support on this front.

London and Partners - volunteers

Question No: 2013/4032

[Stephen Knight](#)

Please will you confirm the volunteering policy of London & Partners - the official promotional organisation for London - with regard to its use of unpaid volunteers at commercial events?

[The Mayor](#)

All event organisations that manage volunteers are required to agree to the Team London code of practice. The code requires that all volunteering roles should provide volunteers with high levels of satisfaction and the chance to gain new, or enhance existing, skills and experiences. All roles should either help to create functions that would not exist in the absence of volunteers, or enhance an existing function in a way that would not happen otherwise. It also states that it is essential that volunteers are not expected to replace paid staff in roles requiring training and certification, such as stewarding and security.

Team London regularly collects feedback from volunteers and event managers to ensure that volunteers are utilised appropriately and effectively.

London Living Wage - GLA Group

Question No: 2013/4033

[Stephen Knight](#)

Further to your manifesto commitment to ensure that the London Living Wage is paid across the GLA Group, can you confirm that accreditation of all function bodies (TfL, MOPAC, MPS, LFEPA and LLDC) has now been completed?

[The Mayor](#)

As detailed in my report "A fairer London: The 2013 Living Wage in London" published on the 4 November, I am pleased to say that the GLA, LLDC and TfL are now fully accredited London Living Wage Employers. MOPAC and LFEPA are currently pursuing accreditation.

Please see answers to MQ's 4022 & 4023 in relation to MOPAC and MPS.

Tree Cover

Question No: 2013/4034

[Stephen Knight](#)

Will the purchase of new aerial photography data for London [ADD96] enable you to measure progress against your commitment to increase tree cover by 5 per cent by 2025? If so, when can we expect provisional results?

[The Mayor](#)

Yes. We will soon have aerial imagery for 2013, which will be sampled to estimate tree cover across London and compared to aerial imagery from 2007. The results will be available in spring 2014.

Air pollution in London

Question No: 2013/4035

[Stephen Knight](#)

As you may know Public Health England recently updated its indicator for the fraction of mortality attributable to human-made dangerous airborne particles (PM2.5). How do you explain the discrepancy between London - where 'death rates' worsened in 15 of 33 boroughs - and the UK as a whole, which showed a slight improvement in the fraction of mortality attributable to particulate air pollution?

[The Mayor](#)

The data released by Public Health England is helpful in understanding the broad health impacts of air pollution in London - and is similar to the health analysis undertaken by the GLA in 2010.

However, as these "fractions" are based on mathematical models applied to modelled concentrations it is not appropriate to use them to identify trends when the changes are this small (these are equivalent to the "margin of error" you would expect to see in any model).

As it is not possible to measure actual health outcomes based on this modelled information, and given the small changes shown, it is unlikely that the real-world experience of Londoners changed significantly between 2010 and 2011 (the two years of PHE data currently published).

Energy prices - gas bills

Question No: 2013/4036

[Stephen Knight](#)

According to the latest breakdown of domestic gas bills by the Department of Energy & Climate Change (DECC), Londoners are paying among the highest gas prices in the country, at 4.55p per kilowatt-hour (KwH). Are you doing anything to address the rising cost of energy in London? Please also confirm how many homes have been treated through your homes retrofit programme (RE:NEW) in 2013?

[The Mayor](#)

The average London gas bill is about £8 per annum above than the England and Wales average. This is primarily due to a smaller proportion of London homes using direct debit to pay their gas bill, which is the cheapest tariff, rather than the average price per KwH varying from the rest of the UK. London's average gas prices under each type of bill payment method are on par, if not lower, than other cities using the same gas network.

Londoners can take part in the Big London Energy Switch and/or switch from credit to direct debit payments to reduce their energy tariff.

Regarding your second question, approximately 20,400 homes have benefitted from RE:NEW in 2013. Of these, 3,300 are being targeted through contracts let following support by the RE:NEW Support Team.

Mayor of London - planning directions

Question No: 2013/4037

[Stephen Knight](#)

How many requests have you received from planning applicants to determine their application since the introduction of the Town and Country Planning (Mayor of London) Order 2008?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 27 November 2013

One. Convoys Wharf.

Affordable housing grants

Question No: 2013/4038

[Stephen Knight](#)

Further to your answer to MQ2013/3385, are you able to confirm the average capital grant per unit for social rent dwellings (as distinct from affordable rent dwellings)?

[The Mayor](#)

For the Affordable Homes Programme, it is not possible to separate out the grant per unit for social rent dwellings, as distinct from affordable rent dwellings.

ERDF/ESF managing authority status (1)

Question No: 2013/4040

[Stephen Knight](#)

The London Enterprise Panel's Draft European Structural and Investment Funds Strategy for London, published in early October 2013, states the GLA will act as an Intermediary Body for the 2014-2020 period, with the Government remaining as the Managing Authority. In July 2013 you told me you were considering the offer of Intermediary Body status. In mid-September 2013 you told me a final agreement was yet to be reached. Can you explain why you were not able to achieve Managing Authority status?

[The Mayor](#)

The Government wished to maintain the status quo. The GLA is already an Intermediate Body for the 2007-13 EU programmes, with responsibility for project appraisal, approval, management, monitoring and payment. These responsibilities will continue for 2014-20.

ERDF/ESF managing authority status (2)

Question No: 2013/4041

[Stephen Knight](#)

Given that you had asked for Managing Authority status for the GLA as regards our European funding, can you explain the ways in which the responsibilities of a Managing Authority and an Intermediary Body differ?

[The Mayor](#)

'Managing Authority' and 'Intermediate Body' are terms set out in European Commission regulations.

A Managing Authority has ultimate responsibility for EU structural funds in a member state; it is usually the regional or national government. The Managing Authority may choose to delegate some of its functions to an 'Intermediate Body', typically a local or regional body.

Home energy costs and Green Deal uptake

Question No: 2013/4044

[Jenny Jones](#)

Are you satisfied with the uptake of the Green Deal in London?

[The Mayor](#)

In the first two quarters of Green Deal (January to June 2013 - the latest available regional data), nearly 6,000 Green Deal Assessments were undertaken in London. This is 13% of the number of national assessments, which is broadly in line with the population split. This is better than previous schemes, but nowhere near enough.

We estimate that as of the end of September approximately 1,000 Green Deal Plans and/or installations have been implemented in London.

There is strong evidence that many of the householders who do not take up Green Deal finance (due to the high cost of Green Deal finance) actually use their own funds to pay for the measures to be installed.

My RE:NEW programme is focussing on driving ECO funding into London as this can have a bigger, more immediate impact. Through RE:NEW we are providing support to boroughs and social housing providers in order to establish projects that can deliver at scale. A total of 99,000 homes have benefitted from RE:NEW since the start of the programme in 2009. Of these, 3,300 are being targeted through contracts let following support by the RE:NEW Support Team. The Support Team has also identified a pipeline of at least 60,000 more homes.

In addition to this I have already agreed with British Gas that they will work towards spending up to 25% of their ECO obligation (£320million) in London and I am working with the other big energy suppliers to ensure ECO is delivered efficiently and competitively in London.

Lambeth housing evictions

Question No: 2013/4045

[Darren Johnson](#)

Further to my question 2013/0815, Lambeth Council - the so-called co-operative council - has continued proceedings to evict residents of housing co-operatives and supported housing. This will lead to a loss of affordable and supported housing in the borough, undermining the objectives of your housing strategy to empower tenants and to increase the provision of affordable and supported housing. Given this, do you agree that this is an unacceptable way for the council to raise funds, and will you urge them to work with tenants in line with your housing strategy?

[The Mayor](#)

I am working with Lambeth on delivering new affordable housing with the overrun for 2011/2 and 2012/13 of 970 new affordable homes, ensuring that the permanent stock meets the Decent Homes Standard and lobbying central government to lift the cap on HRA borrowing. Asset Management and strategies to raise additional funding for council capital programmes are decided by locally elected borough administrations.

Westminster Council rejects Traffic Free Days in the West End

Question No: 2013/4046

[Darren Johnson](#)

Are you disappointed that Westminster City Council has rejected the West End Commission's recommendation for 15 Traffic Free Days in the West End? Will you be making representations to Westminster City Council?

[The Mayor](#)

I am hugely supportive of initiatives to boost business across the capital but the decision to increase the number of traffic free days in Westminster is for the Council to decide, and I am not therefore intending to raise this matter with them directly. However, I am sure the West End Commission and Westminster City Council will continue to explore ways in which to promote the fantastic business and cultural attraction of London's world renowned West End.

Broadband speeds in Rotherhithe

Question No: 2013/4047

[Darren Johnson](#)

Thank you for your answer to question 2013/3393. Will you write to the European Commission urging them to investigate the market failure that is depriving residents in Rotherhithe of superfast broadband, enabling the Government and GLA to ensure that all properties - for businesses and residents - are able to gain superfast connections without falling foul of state aid rules?

[The Mayor](#)

I understand how frustrating it must be for the residents of Rotherhithe to have slower broadband areas than they rightly expect to receive.

Through the process to develop the Super Connected Cities Programme, BDUK, on the delivery authorities' behalf, have discussed extensively the barriers to the public sector taking a role in the installation of ultrafast broadband. As a result of this process, the entire programme has been reviewed and shifted from a supply to demand led offer, as the State Aid legislation was seen as an insurmountable barrier. DCMS are taking this up with the EU Commissioner.

Towers Watson Report

Question No: 2013/4048

[Darren Johnson](#)

Can you tell me how much Transport for London paid Towers Watson for their part in the production of the Chief Officer Benchmarking and Peer Group Selection Report?

[The Mayor](#)

The cost of the Chief Officer Benchmarking Exercise (including peer group selection) for 2011/12 was £5,000 + VAT.

Air Pollution impact of brake pads in black cab trade

Question No: 2013/4049

[Darren Johnson](#)

What are the Mayor and TfL doing regarding the environmental impact of different types of brake pad amongst London black cabs and what is the Mayor and TfL doing to encourage best practice and ensure the widest possible take-up of the most environmentally-friendly products on the market?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 19 December 2013

I am well aware of the issues relating to tyre and brake wear emissions of particulate matter, and these are set out comprehensively in my Air Quality Strategy.

Currently taxis must meet the requirements of the M1 category of European Whole Vehicle Type Approval. For brakes, this means that vehicle manufacturers must meet the relevant EC Directives.

However, I accept more must be done in this area, which is why I continue to lobby the Government and the European Commission to undertake further research, as well as to require the use of more durable materials in tyres and technologies such as regenerative braking systems.

Bus collisions (1)

Question No: 2013/4050

[Darren Johnson](#)

Will you instruct Transport for London to start collecting statistics for the number of people killed and seriously injured as a result of a bus collision, so that you can establish what needs to be done in order to help you reach your target for KSI reduction in London?

[The Mayor](#)

Transport for London already records the number of people Killed or Seriously Injured (KSI) in bus or coach collisions, in accordance with the Department for Transport's Stats19 reporting system.

Bus collisions (2)

Question No: 2013/4051

[Darren Johnson](#)

Can you provide a breakdown by year of the number of cyclists killed or suffering a 'major injury', as a result of a collision with a bus in 2008, 2009, 2010, 2011 and 2012?

[The Mayor](#)

It is important to emphasise that the majority of "major injury" incidents are cases where injured parties are taken to hospital in many cases as a precaution and bus companies are not always able to ascertain the full extent of the injuries. Bus companies are required to report all incidents irrespective of blame or severity. To put the level of incidents into context, bus companies reported a total of 14 cyclists suffering "major injuries" in 2012/13, none were killed. This is equivalent to one incident in every 34 million kilometres operated.

Cyclists in collisions with buses	Major Injuries	Fatalities	Total cyclists killed or suffering "major" injuries
2007/08	17	1	18
2008/09	13	0	13
2009/10	8	1	9
2010/11	23	1	24
2011/12	24	1	25
2012/13	14	0	14

TfL has committed to publishing bus safety data on a regular basis from next year.

Bus collisions (3)

Question No: 2013/4052

[Darren Johnson](#)

Can you provide a breakdown by year of the number of pedestrians killed or suffering a 'major injury', as a result of a collision with a bus in 2008, 2009, 2010, 2011 and 2012?

[The Mayor](#)

The number of pedestrians killed or suffering a 'major injury' as a result of a collision with a bus has fallen by 60 per cent over the last 6 years. It is important to emphasise that the majority of 'major injury' incidents are cases where injured parties are taken to hospital: in many cases as a precaution and bus companies are not always able to ascertain the full extent of the injuries. Bus companies are required to report all incidents irrespective of blame or severity. To put the level of incidents into context, bus companies reported a total of 112 pedestrians killed or suffering 'major injuries' in 2012/13, which is equivalent to one incident in every 4.3 million kilometres operated.

Pedestrians in collisions with buses	Major Injuries	Fatalities	Total Pedestrians killed or suffering "major" injuries
2007/08	267	16	283
2008/09	222	14	236
2009/10	135	12	147
2010/11	109	9	118
2011/12	149	9	158
2012/13	104	8	112

As advised in my response to MQ4051 / 2013, TfL has committed to publishing bus safety data on a regular basis from next year.

Cobden Junction design

Question No: 2013/4053

[Darren Johnson](#)

Cyclists have suggested that TfL's chosen design for Cobden Junction compares unfavourably with the existing junction when judged by TfL's 'Level of Service Assessment' criteria and that the London Borough of Camden's preferred option scored more favourably than TfL's chosen design. In order that cyclists can better understand how TfL took the decision it did, will TfL publish the scores given to each of the factors it judged and the rationale for doing so?

[The Mayor](#)

The Cobden Junction scheme is a joint project between LB Camden and TfL, with a joint project board. The assessment criteria and option scores were discussed at this joint board, and are attached in Appendix 1.

In comparison to the existing design of the junction, the assessment undertaken for Option 1 indicates a positive pedestrian journey time impact, a neutral cycle journey time impact, and a moderately negative bus journey time impact.

Options 2a and 2b provide new east-west cycle infrastructure in this location. The assessments for both options indicate a positive cycle journey time impact across the east-west movement, alongside a positive pedestrian journey time impact slightly lower than Option 1 (though broadly comparable). Both Options 2a and 2b have significant negative bus journey time impacts.

Given the negative bus impacts in Options 2a and 2b, the board agreed to take forward Option 1, and to investigate alternative locations for an east-west cycle route at the Camden High Street junction with Pratt Street and Delancey Street, and at the Lidlington Place junction with Oakley Square. This work is continuing.

Cycle Sensitive Streets

Question No: 2013/4054

[Darren Johnson](#)

Thank you for your answer to my question 3307/2013 on cycle sensitive streets. In order to clarify the approach being taken please can you provide a full detailed report of defect types, their identification thresholds, and response requirements that are inspected for cycle specific hazards for:

- a) Cycle Super Highways
- b) TfL Red Routes
- c) Cycle Tracks
- d) On Carriageway (non Red Routes)

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 19 December 2013

TfL recognises that the maintenance of roads to a high standard is a key contributing factor in encouraging more people to cycle more often.

Inspection frequencies are benchmarked against the National Code of Practice, 'Well Maintained Highways'. Inspections on Red Routes meet the recommended frequencies in each category, and are exceeded in several categories. Boroughs also generally follow the National Code of Practice for non-red routes.

The summary attached as Appendix 3 illustrates TfL's intervention levels for carriageways, footways and cycle tracks. In view of the hazard that surface defects can cause for cyclists, intervention levels are lower for carriageway defects within a cycle lane or within 1.5 metres of the kerb. This is common to any route and no distinction is made for Cycle Superhighways. Response times to address defects are risk based depending on the specific location, severity and likely usage and the most urgent defects are made safe within an hour.

This applies to assets owned by TfL. Other assets such as utility covers are owned and maintained by third parties. However, TfL has negotiated an agreement with Thames Water to carry out emergency repairs on their behalf which can significantly improve response times to dangerous defects. It is are seeking similar agreements with other utilities.

Cycling improvements at junction of Southwark Bridge Road & Marshalsea Road

Question No: 2013/4055

[Darren Johnson](#)

TfL recently stated in correspondence that traffic calming measures are one of the desired outcomes of its joint working with LB Southwark to bring about cycling improvements at this junction. This scheme is programmed to be delivered next year, subject to public consultation. When will the consultation begin?

[The Mayor](#)

TfL continues to work closely with the London Borough of Southwark on improvements for cyclists at this junction on Barclays Cycle Superhighway Route 7. Consultation on a preferred option is planned for spring 2014.

Congestion on Southwark Bridge Road

Question No: 2013/4056

[Darren Johnson](#)

Constituents have contacted me to highlight the problems caused by the high volume of lorries which use this road. As well as creating noise and air pollution, lorries apparently park on top of the cycle lanes, reducing the road to one lane. On how many occasions have TfL officers met with Southwark council officers to discuss implementing parking restrictions for the section of Southwark Bridge road south of the junction with Marshalsea Road?

[The Mayor](#)

TfL's officers have scheduled a site visit with Southwark Council officers to identify the extent and the causes of the issues that you have raised, and will take forward any necessary actions, including a review of parking restrictions, to make this route as safe as possible for all road users.

Cycle Superhighways timetable (1)

Question No: 2013/4057

[Darren Johnson](#)

What is the timetable for consulting on the design of the seven additional Cycle Superhighways which you have promised to install between now and 2016?

[The Mayor](#)

TfL is re-evaluating the delivery schedule for its Barclays Cycle Superhighways programme to reflect the priorities outlined in my Vision for Cycling in London. More details will be available soon.

Cycle Superhighways timetable (2)

Question No: 2013/4058

[Darren Johnson](#)

What is the timetable for consulting on the design of the north-south Cycle Superhighway running from Blackfriars to Kings Cross and when will it be finished by?

[The Mayor](#)

It is planned to consult on proposals for the North-South cycle route in summer 2014, with the aim of opening the route in 2016.

Cycle Superhighway 2 timetable

Question No: 2013/4059

[Darren Johnson](#)

What is the delivery schedule for the £20m of upgrade work to be spent on CS2?

[The Mayor](#)

Consultation on proposals for upgrading Cycle Superhighway 2 is currently planned for 2014, with installation in winter 2014.

Cycling budget - 2013/14

Question No: 2013/4060

[Darren Johnson](#)

Now you have re-launched your cycling vision, can you please provide a breakdown of the main projects that the 2013/14 cycling budget is due to be spent on, including superhighways, bike hire, training, greenways, quiet-ways, outer London, cycling Crossrail and junction review measures?

[The Mayor](#)

The detailed breakdown of figures relating to the cycling programme is being established through the course of the TfL business planning process.

Until this process is complete, the figures are not available.

Cycling budget - 2015/16

Question No: 2013/4061

[Darren Johnson](#)

What is the estimated budget for the central London cycling grid and how much of this do you anticipate will be spent by 2015/16?

[The Mayor](#)

The detailed breakdown of figures relating to the cycling programme is being established through the course of the TfL business planning process. Until this process is complete, the figures are not available.

Cycling budget - Outer London

Question No: 2013/4062

[Darren Johnson](#)

What is the budget specifically dedicated to cycling in outer London between 2013/14 and 2015/16?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 09 December 2013

With the exception of the 'Mini-Hollands' programme and the Central London 'Grid', which are dedicated for expenditure in both outer and central London, TfL's cycle funding is not split by area.

The detailed breakdown of figures relating to the cycling programme, and therefore the amount of additional funding received by boroughs in outer London, is being established through the course of the TfL business planning process. Until this process is complete, the figures are not available.

Cycling budget - Cycling Superhighway

Question No: 2013/4063

[Darren Johnson](#)

What is the estimated budget for completing cycling superhighways between April 1st 2013 and 2016?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 11 February 2014

The budget allocated to the Cycle Superhighways programme in the TfL Business Plan between 1 April 2013 and 2016 is £147m, but this may well change. At this pre-delivery stage, no figure can be precise.

Satisfaction with Cycle Hire (1)

Cycling budget - Cycling 'Quietways'

Question No: 2013/4064

[Darren Johnson](#)

What is the budget for spending on cycling 'quietways' between now and 2015/16 and during the course of the whole ten year plan?

[The Mayor](#)

The detailed breakdown of figures relating to the cycling programme is being established through the course of the TfL business planning process. Until this is process is complete, the figures are not available.

Cycling budget - Segregated West to East cycling route

Question No: 2013/4065

[Darren Johnson](#)

When do you aim to complete your 15 mile segregated west to east cycling route through the heart of London, from the western suburbs to Canary Wharf and Barking? What is the estimated budget for this project?

[The Mayor](#)

The budget currently allocated to the East West cycle route is £30m. A detailed cost estimate will be established once a design proposal has been brought forward. TfL plans to open this route in 2016.

Cycling budget - Training

Question No: 2013/4066

[Darren Johnson](#)

Thank you for your answer to my question 2013/1374, can you now tell me what your cycle training budget is between 2013/14 and 2015/16?

[The Mayor](#)

Funding is available to the London Boroughs to deliver cycle training in 2013/14 through to 2015/16 through the Local Implementation Plan (LIP) process.

Additional 'top-up' funding is available for a variety of cycling measures including cycle training through the Borough Cycling Programme. The detailed breakdown of figures relating to the cycling programme is being established through the course of the TfL business planning process. Until this process is complete, the figures are not available.

Cycling budget - Dangerous Junctions

Question No: 2013/4067

[Darren Johnson](#)

Can you please clarify how much is due to be spent on making dangerous junctions safer, in each year between now and 2015/16?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 19 December 2013

Through the Better Junctions programme, TfL plan to invest £100 million throughout the course of the Business Plan on improving safety for cyclists at key junctions and gyratories across London.

A further £177 million should be spent on improving major junctions as part of wider schemes to develop areas such as Elephant and Castle and Wandsworth gyratory. An estimated £22 million will be spent via the Cycle Superhighways programme to upgrade major junctions on future key cycling routes.

Cycling budget - Underspend

Question No: 2013/4068

[Darren Johnson](#)

Given that TfL has underspent on the cycling budget for at least the last six years, sometimes by over 40%, how much do you intend to over program in order to ensure that all of your cycling budget gets spent?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23 January 2014

My Vision for Cycling in London sets out an ambitious programme for investment of £913m over the next 10 years of the Business Plan. In delivering my Cycling Vision, TfL's focus is to achieve best use of resources. Budgetary allowances for the annual expenditure on the Investment Programme are set at a programme level based on experience of actual levels of expenditure.

Funding for electric cycle hire project

Cycle route in Camden

Question No: 2013/4069

[Darren Johnson](#)

Thank you for your answer to my Transport for London question 30/2013 where you state that "The design for Cobden Junction not to preclude a west to east route (the project leaves this space clear to make any future implementation as easy and cost effective as possible)." Rather than implement another second rate cycling safety scheme that can be fixed at a later date, why don't you do it right first time?

[The Mayor](#)

As part of this project the joint Camden/TfL board have looked to make Cobden Junction as safe and attractive as possible for pedestrians and cyclists, while maintaining the effective operation of the road network at this location. The proposed east - west cycle facility is not currently viable at this location, based on the severe negative journey time impacts for the very large numbers of bus passengers travelling through this location. I have provided the assessment criteria and option scores for the junction development in MQ 4053/2013.

Alternative east-west routes for cyclists, including significantly higher levels of provision, are under active consideration on Pratt Street and Delancey Street and via Oakley Square. This will not be a second-rate scheme.

Cycle route at Tottenham Hale

Question No: 2013/4070

[Darren Johnson](#)

Why is your redesign of Tottenham Hale falling well short of 'Go Dutch' standards of cyclist safety? Rather than implement another second rate cycling safety scheme that will have to be fixed at a later date, why don't you do it right first time?

[The Mayor](#)

Gyratory removal is a key aspiration of cyclists, which has been fulfilled by this scheme. Cyclists will no longer have to filter into the middle of fast-moving traffic to travel south on the A10.

Following representations from cyclists, separated tracks will be retained on Broad Lane, which will form the northern end of Cycle Superhighway 1. It is therefore untrue to describe this as a second-rate cycle safety scheme.

Cycle route Victoria to Vauxhall

Question No: 2013/4071

[Darren Johnson](#)

Why are you proposing to divert CS5 onto Belgrave Road because the direct route would involve cycle lanes which "remove some general traffic space on Vauxhall Bridge Road"? Your cycling adviser says Belgrave Road has advantages because it is "fairly quiet, we wouldn't need to make any changes to the road, apart from intermittent markings." Rather than implement another second rate cycling safety scheme that will have to be fixed at a later date, why don't you do it right first time?

[The Mayor](#)

The Vauxhall Bridge Road proposal was for cycle lanes which would not meet the standards laid down in my Vision for Cycling in this location. Given the volume of traffic on this road, and the number of buses using it, it would be impossible to do anything better. Therefore we have moved the Cycle Superhighway to Belgrave Road, which sees a much smaller proportion of motor traffic and, crucially, a fifth of the volume of HGVs.

The new route avoids the need for northbound cyclists to filter into the middle of heavy, fast-moving traffic at Bessborough Gardens and avoids conflict with left turning traffic into Richmond Gate. It also allows cyclists to cross the Victoria area without having to negotiate the deeply unpleasant gyratory at Victoria station, a place made even more hazardous by building works. It provides a contraflow segregated track through to the north of the area and will connect with other Quietway routes. I am very surprised that you should describe it as a second-rate scheme.

Junction treatment to date

Question No: 2013/4072

[Darren Johnson](#)

Thank you for your answer to my Transport for London question 32/2013 and 33/2013 regarding improvements made to junctions. Apart from the work at Waterloo Roundabout and the installation of ASL's and Trixie Mirrors, what other junctions have been improved outside of the cycling superhighways program?

[The Mayor](#)

As outlined in my Cycling Vision for London, I am committing £100 million to substantially improve cycling provision at high profile, key junctions and gyratories across London. The programme has been recast to focus on much larger interventions at the worst junctions. At the same time, funding has been increased five-fold. The full list of junctions will be published soon.

Proposed changes to Piccadilly

Question No: 2013/4073

[Darren Johnson](#)

Will Transport for London meet Westminster Council to discuss objections by cycle campaigners to their proposed changes to Piccadilly? Despite several millions pounds of work and the removal of carriage way space, all cyclists are being offered is pain on multi-lane roads with no protected infrastructure and no permeability improvements. This mistake will create a major unsafe barrier to east-west cycle journeys through the area.

[The Mayor](#)

Westminster Council is the highway authority for the works, which are being substantially funded by The Crown Estate. TfL's direct role in the works is therefore limited.

That said, TfL and Westminster Council meet regularly on this and other West End projects. Both parties are also meeting campaigners at the end of November 2013. In addition, Westminster holds regular meetings with local cycling groups and have introduced a wide range of improvements, with more proposed.

Key improvements completed to date include the widened eastbound bus lane to 5m on Piccadilly. Future proposals include cyclists being permitted to use the Shaftesbury Avenue westbound bus lane through Piccadilly Circus from December 2013. Between 2014 and 2015, Westminster will be implementing an eastbound contra-flow mandatory cycle lane to enable cyclists to travel eastwards between Haymarket and Whitcomb Street and a westbound 1.5 metres wide contra-flow cycle lane between Haymarket and Lower Regent Street to allow cyclists to travel westwards south of Piccadilly Circus.

City of London 20mph

Question No: 2013/4074

[Darren Johnson](#)

Will you ensure that TfL acts in line with the findings of the Road Task Force by supporting the proposal for all roads (including TfL) roads within the City of London to be 20mph?

[The Mayor](#)

TfL is in active discussions with the City of London regarding their proposals.

Gurkha Veterans' hunger strike

Question No: 2013/4075

[Jenny Jones](#)

Are you aware of the Gurkha Veterans' hunger strike in Whitehall in support of their human rights and what action will you take?

[The Mayor](#)

I was very concerned about the issues raised in the Gurkha war veteran justice campaign, which was brought to my attention again by the representatives of the Gurkha community in October. The Gurkhas have a long and noble history of service in the British Army, and have made an immense contribution to the preservation of the freedoms we continue to enjoy today. I raised the matter with both Downing Street and the Ministry of Defence and I am glad to hear that the hunger strike has been called off and there is going to be a Parliamentary Inquiry on the issues raised by the campaign.

Better Junctions Review

Question No: 2013/4076

[Jenny Jones](#)

How many of the safety proposals for Better Junctions put forward by stakeholders have been blocked by TfL's Network Assurance team on capacity grounds, since the process started at the beginning of 2012? Have TfL taken legal advice on whether this failure to act will be a consideration in future Coroner's Inquests into the deaths of cyclists at these sites?

[The Mayor](#)

TfL, in conjunction with stakeholders, including the Better Junctions Design Review Group, collectively considers the balance of costs and benefits for each junction proposal for all users. No proposals have been 'blocked' through any process. I hope to confirm the final revised list of funded Better Junctions schemes soon.

Prosecution rate for TfL bus drivers and regular drivers

Question No: 2013/4077

[Jenny Jones](#)

Thank you for answering my question 2013/3451. As head of the Mayor's Office for Policing and Crime could you explain why there is a discrepancy in the prosecution rate for collisions which result in a fatality between Transport for London bus drivers and regular drivers?

[The Mayor](#)

Where an investigation reveals a driver has committed a criminal offence then the case is referred to the CPS for advice on charging. Each case is considered separately on the evidence available. The MPS does not retain details which would enable a search to be made in relation to specific driver employment for fatal collisions.

Apology to the victims of undercover police (1)

Question No: 2013/4078

[Jenny Jones](#)

It is clear from the evidence given by women at the Home Affairs Select Committee in February this year and recent media coverage of ex-undercover officers apologising for their actions, that intimate sexual relationships between undercover police officers and their targets took place. In the light of the clear statements made by the Commissioner and leading police chiefs that such relationships should not be authorised or permitted and that they are morally unacceptable, is it not time for the Commissioner to offer the victims of this abuse an unequivocal apology?

[The Mayor](#)

This matter is still subject to an ongoing review by Operation Herne and the Commissioner has explained his position to the Assembly previously.

Apology to the victims of undercover police (2)

Question No: 2013/4079

[Jenny Jones](#)

In light of the extensive public exposure of these relationships and self disclosure made by some of the officers concerned, does the mayor regard it as acceptable that the Metropolitan police will not even confirm to victims of deceit that the men who disappeared from their lives were undercover officers?

[The Mayor](#)

This specific question is presently subject to legal consideration at the High Court and it would therefore be inappropriate for me to make comment.

Authorisation for undercover police to enter homes (1)

Question No: 2013/4080

[Jenny Jones](#)

Are undercover metropolitan police officers authorised to move into the homes of political activists or associates to live with them, bearing in mind the usual legal requirements that police should obtain a search warrant before being able to conduct search a home?

[The Mayor](#)

This specific question is presently subject to legal consideration at the High Court and it would therefore be inappropriate for me to make a comment.

Authorisation for undercover police to enter homes (2)

Question No: 2013/4081

[Jenny Jones](#)

Are there records of how many times undercover metropolitan police officers have been authorised to move into the homes of political activists or associates to live with them in the duration of the SDS and in the duration of NPOIU.

[The Mayor](#)

The subject of authorisation for undercover officers is one that is being investigated by Operation Herne, an operation being conducted by Chief Constable Creedon at the request of the Commissioner. This investigation is on-going and it would not be appropriate to comment further at this time

Use of public money to prevent victims of police abuse from achieving justice

Question No: 2013/4082

[Jenny Jones](#)

In respect of the claims made by eight women who were deceived in long term intimate relationships by undercover police officers and the tactics the Metropolitan police legal department to strike these claims out, and/or have the cases heard in secret court and/or refuse to provide any information to the victims of this abuse, does the Mayor consider it is an appropriate use of council tax payers, money for the Commissioner of Police to fight expensive rearguard legal actions to prevent the victims of this police abuse from achieving truth and justice with the aim of undermining legitimate claims for redress?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 09 December 2013

It is inappropriate to comment at this stage as there are on-going legal proceedings involving a number of issues that are before the Court.

Coroner inquest CS2

Question No: 2013/4083

[Jenny Jones](#)

Do you now accept some responsibility for the mistakes made with the implementation of CS2 at Bow roundabout and Aldgate, mistakes which Transport for London have been trying to address, as these had a role in the deaths of two cyclists?. Are you now clear that safety considerations should always trump concerns about smoothing traffic flow when redesigning roads?

[The Mayor](#)

TfL assisted the Coroner in her detailed investigation into the deaths of Brian Dorling at Bow Roundabout and Philippine de Gerin-Ricard at Whitechapel High Street. She heard evidence from TfL and others, including the Metropolitan Police, that at both accident locations, TfL used expert designers, conducted safety audits and consulted relevant stakeholders to ensure that the needs of all road users were fully considered.

The Coroner heard evidence from TfL about new and innovative road designs for cyclist's safety such as the early start system installed at Bow Roundabout. She urged TfL to continue to find further innovative road designs to further increase cycling safety and TfL will be announcing further detailed proposals for CS2 shortly.

CCTV in Metropolitan Police vans

Question No: 2013/4084

[Jenny Jones](#)

Please could you let me know how many MPS police vans have been fitted with CCTV cameras and how many remain to be done?

[The Mayor](#)

There are currently seven police vans fitted with CCTV.

MOPAC transparency (1)

Question No: 2013/4085

[Jenny Jones](#)

In the interest of transparency will you publish the performance and finance papers which are presented at the monthly bilateral meetings between the Deputy Mayor for Policing and Crime and the Metropolitan Police Commissioner?

[The Mayor](#)

Budgetary and performance information considered at these meetings is subsequently published as part of MOPAC's monthly report to the Police and Crime Committee.

MOPAC transparency (2)

Question No: 2013/4086

[Jenny Jones](#)

In the interest of transparency will you publish all papers, or where necessary a redacted version, which go to the monthly bilateral meetings between the Deputy Mayor for Policing and Crime and the Metropolitan Police Commissioner?

[The Mayor](#)

MOPAC information considered at these meetings is subsequently published as part of MOPAC's monthly report to the Police and Crime Committee.

Most polluted road (1)

Question No: 2013/4087

[Jenny Jones](#)

Your answer to my question 2013/3434 did not answer my question about which is the most polluted spot in London for NO₂. According to the LAEI dataset modelling, in 2012 certain parts of Regent Street had the highest nitrogen dioxide concentrations (201 ug/m³) in London. Can you confirm that this is your understanding of the data?

[The Mayor](#)

I do not believe it is helpful to identify the "most polluted" spot in London. By virtue of the nature of air pollution this will change at different times of the day depending on local sources, the layout of the local area and weather conditions. Such a designation also takes no account of the local population (if they are young or old and thus more vulnerable) or the level of exposure.

Instead I have identified 187 focus areas where high concentrations combined with high human exposure mean further action must be taken.

Most polluted road (2)

Question No: 2013/4088

[Jenny Jones](#)

Your answer to my question 2013/3435 did not answer my question about which is the most polluted spot in London for PM₁₀. Can you do so?

[The Mayor](#)

I do not believe it is helpful to identify the "most polluted" spot in London. By virtue of the nature of air pollution this will change at different times of the day depending on local sources, the layout of the local area and weather conditions. Such a designation also takes no account of the local population (if they are young or old and thus more vulnerable) or the level of exposure.

Instead I have identified 187 focus areas where high concentrations combined with high human exposure mean further action must be taken.

European regulations

Question No: 2013/4089

[Jenny Jones](#)

Thank you for your answer to question 2013/3425. Having achieved those changes, are you now happy with European public procurement regulations or is there further "streamlining" and "paring back" that you would like to see?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 27 November 2013

I am in principle always in favour of streamlining and paring back regulation. However, in the case of EU public procurement regulations, they have just been revised, so there is no immediate opportunity to influence them. Once they have been implemented, there will no doubt be a review and consultation at UK and/or EU level and we will seek to feed into this as appropriate at that time.

Living wage - private sector

Question No: 2013/4090

[Jenny Jones](#)

You didn't answer my question 2013/3431, I am aware that you engage with many employers. Please provide a list of the employers or trade bodies you have contacted about the London Living Wage in each of the following sectors since May 2012: outsourcing, hospitality, catering, cleaning, care and retail.

[The Mayor](#)

Please see my response to MQ3431 / 2013. In addition, the success of the Living Wage is due to its voluntary nature and therefore the names of those employers contacted should remain confidential until they decide to release the information.

Intergovernmental panel on climate change report

Question No: 2013/4091

[Jenny Jones](#)

With reference to your answer to 2013/3432 regarding the IPCC report finding which says that scientists are now 95% certain that humans are the dominant cause of global warming, can you clarify your earlier answer and specify whether you accept this finding or not?

[The Mayor](#)

As you are aware, my environment and energy policies are based upon the broad scientific consensus that anthropogenic climate change is taking place.

London's Tree canopy cover - analysis

Question No: 2013/4092

[Jenny Jones](#)

When will you carry out the next analysis of tree cover across London using aerial imagery?

[The Mayor](#)

Spring 2014. Please see my response to MQ 4034 / 2013.

London tree data

Question No: 2013/4093

[Jenny Jones](#)

Since the beginning of your term of office, excluding your street tree programme, can you provide an estimate of the actual number of trees planted in London? Please break this down by date, the estimated number planted and the location, indicating whether it's existing parkland, open green space, metropolitan open land, or green belt.

[The Mayor](#)

Please see my response to MQ 3358/ 2013.

McDonalds sponsoring GLA programme

Question No: 2013/4094

[Jenny Jones](#)

Given that one in five children in London already suffer from obesity are you neglecting your health responsibilities by entering a sponsorship deal with McDonalds to help fund your 'Capital Clean Up' programme? This programme targets, amongst others, schools and youth groups, with the successful applicants obliged to acknowledge McDonalds, the fast food outlet that is associated with highly processed, high fat, high sugar and other unhealthy foods, in any arising publicity.

[The Mayor](#)

No.

Mobile Fingerprint Scanners

Question No: 2013/4102

[Jennette Arnold](#)

Are there plans to roll out MobileID across the whole of London so that all Boroughs have their own stock of devices? If so, when is this planned?

[The Mayor](#)

All boroughs have had mobile fingerprint scanners since June 2013.

Advanced Stop Lines

Question No: 2013/4103

[Jennette Arnold](#)

Many thanks for your answer to Question 2013/2989 about Advanced Stop Lines, and for writing to the Secretary of State for Transport on this matter. Please can you update me on his response to your letter, and what you now plan to do to enforce Advanced Stop Lines (ASLs)?

[The Mayor](#)

I continue to ensure that the issue is raised at our regular meetings with the Department and we continue to discuss the most appropriate means by which we can effectively enforce ASLs to improve cycle safety, which is one of my top priorities.

Enforcement of ASLs is a key priority for TfL funded police and given the success of the intensive operation run in August / September, ASL enforcement has been made part of their day to day activities. The police will continue to focus on key ASL locations identified through intelligence and analysis.

TfL, working with the police, recently announced that they are deploying 2,500 police officers across London to deal with those road users who put others at risk. This will focus on making sure all road users are obeying the rules of the road and ensure that the interests of all road users, particularly the most vulnerable, are better protected.

Black History Month

Question No: 2013/4104

[Jennette Arnold](#)

In your answer to Question 2013/3604, you did not say whether or not the event you held this year to recognise Black History Month will now be an annual occasion. Without vagueness in your answer this time, please, do you plan to host an annual event for the remainder of your Mayoralty that explicitly and specifically celebrates Black History Month?

[The Mayor](#)

I have celebrated Black History Month every year since becoming Mayor and I will continue to celebrate Black History Month. As with every year, the Community Relations Team liaise with my office to agree the focus and format.

Family Mosaic Scheme: Aberdeen Terrace

Question No: 2013/4105

[Jennette Arnold](#)

I am slightly concerned that the "exclusive" development at Aberdeen Terrace in Islington (which, for marketing purposes, is called Mulberry Mews) has on its signage 'partially funded by the Mayor of London'. Having looked into this matter, I am satisfied that no funding from the GLA has gone towards this particular site, but I think the use of your brand on the signage of such a development sends out the wrong message to Londoners at a time when many people are being priced out of the housing market across the city. Do you agree? And what steps will you take to ensure that your brand is not used to promote luxury developments now and in the future?

[The Mayor](#)

Aberdeen Terrace is part of Family Mosaic's 2011/15 affordable homes programme with the GLA. Family Mosaic is one of a number of providers whose programmes include nil grant as well as grant funded homes, helping meet housing need in London and requiring grant only where necessary. Our requirement is for a Mayor of London sign-board for all schemes in the GLA programme. Provision of affordable housing is a sensible response and including new affordable housing within developments is preferable to locating it in mono-tenure estates.

Disabled assistance where Transport for London (TfL) shares stations with other Train Operating Companies (TOCs)

Question No: 2013/4106

[Jennette Arnold](#)

Could you please detail the steps you will take to rectify the disjointed way of working that currently exists at stations where Transport for London (TfL) shares platforms with other Train Operating Companies (TOCs), whereby staff members employed by TfL are unable to assist passengers with disabilities as they transfer from TfL-run trains to trains operated by other TOCs?

[The Mayor](#)

I am committed to working with all parties to address this anomaly so we can provide assistance to customers who need it when transferring to and from other services stopping at TfL-operated stations.

To achieve this, TfL has set up a working group to look into and address the challenges this presents including ensuring staff have the correct training; safety validation; installing any necessary equipment; and agreeing procedures with trade unions.

Progress has been made and TfL will provide further information as it becomes available.

Equality Impact Assessments (EIAs)

Question No: 2013/4107

Jennette Arnold

It has been a year since the Government removed the legal obligation for you to carry out Equality Impact Assessments (EIAs) when making your decisions. Looking back, what differences would you say this change has made when you make your decisions? Would you say that EIAs are the best tool to evaluate whether decisions you make impact disproportionately on different groups in society?

The Mayor

My framework for equality Equal Life Chances for All sets out the diversity principles which the GLA adheres to. <http://www.london.gov.uk/priorities/equalities/vision-and-strategy-equal-life-chances-for-all>

Rather than taking a rigid tick-box approach, GLA officers assess the relevance of equality and then take appropriate, proportionate action. The GLA guidance in this regard is available on the Intranet at <http://intranet.london.gov.uk/pages/glas-equality-duty>

Blacklisting

Question No: 2013/4108

John Biggs

Can you update me on your position on blacklisting, and the implicit acceptance by Crossrail contractors that it may have happened?

The Mayor

As I have repeatedly stated, blacklisting is unacceptable and unlawful.

Crossrail has seen no evidence of blacklisting on the project and asks that if anyone has any evidence that they are presented with it.

Growing Places Fund

Question No: 2013/4109

[John Biggs](#)

Can you describe the steps you are taking to secure a spend of these funds?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 09 December 2013

All but £0.5 million of the £111 million Growing Places Fund has been allocated to projects by the LEP.

The Programme is managed in the same way as other GLA regeneration funds, and staff managing the Programme ensure that funds are released only when schemes are fully tested and developed and when due diligence has been completed. All of the projects are profiled to spend over several years with funds drawn down by delivery partners in arrears.

Many projects are already underway with development work funded by delivery partners.

Fares comparison

Question No: 2013/4110

[John Biggs](#)

Are you proud of the fact that in 8 years under your predecessor fares went up by 32.85% in cash terms and 6.76% in real terms whereas in a mere 5 years of your mayoralty they have risen by 33.41% in cash terms and 13.57% in real terms? Is that not a shameful record?

[The Mayor](#)

I do not recognise these figures. Average fares today are five per cent to six per cent higher in real terms than they were in 2007.

That is an increase of no more than one per cent a year and has enabled TfL, in tough times, to maintain massive investment in London's public transport, which is essential to provide for London's continued growth. This has already resulted in great improvements in the quality and reliability of the services offered.

I have made clear my intention to keep fares affordable for Londoners, balanced against the need to maintain investment in London's transport network.

I have maintained an extensive range of concessions for the most vulnerable groups in society, for young and older people, and for those seeking to move into the workplace.

I have also expanded the range of concessions to help those least able to pay. In particular I have:

- Allowed Freedom Passes to be used on all TfL services in the morning peak;

- Provided free travel on TfL services for Londoners over 60 who are under the qualifying age for a Freedom Pass;

- Introduced concessions for apprentices;

- Introduced free travel for disabled war veterans and armed forces personnel in uniform; and

- Extended the Bus and Tram discount scheme to include more Londoners seeking work

In London the average bus fare per journey, including TfL-funded concessions, is still less than 65p, compared to an average bus fare per journey of over £1 in other UK cities.

Remittances Campaign

Question No: 2013/4111

[John Biggs](#)

Can I thank you for taking up with Government the catastrophic impact of Barclays ceasing to process cash transfers to developing countries for money transfer companies, and for communities affected, particularly but not just in Somalia. You will I am sure have made the point that much money will now reach countries by unregulated means, that poverty will increase and fragile economies will be pushed backwards and that several thousand Londoners, who work for remittances companies, will risk losing their livelihoods. Can you update me and Londoners on your success to date in this vital matter?

[The Mayor](#)

I made it clear to Government that restrictions of banking services to remittance firms would have a detrimental impact on Londoners, their families overseas, and the development programmes that rely on these firms for access to much needed funds.

Government is taking a coordinated approach to establishing a safe, secure and compliant UK money transfer sector that is fit for purpose.

A meeting of key national and international stakeholders was convened in September to discuss possible solutions, and to begin developing robust measures to secure a sustainable future for the UK remittances market.

Cycle Safety and the EU

Question No: 2013/4112

[John Biggs](#)

I was dismayed to learn that the introduction of sloping cabs on Lorries is to be delayed until at least 2015 after EU negotiations became deadlocked. Will you commit to lobby the Government to press the EU to take this issue more seriously and bring in legislative changes as a matter of urgency?

[The Mayor](#)

I will continue lobbying both the UK Government and the EU to take this issue more seriously.

I welcomed the European Commission's proposal to amend the weights and dimensions directive through the design of large goods vehicles but I am concerned that amendments to this directive alone will not be sufficient to achieve the necessary improvements to lorry safety. Most recently I wrote to European Commission Vice-President Kallas, on 6 November, raising my concerns about the reported delays to improve vehicle design. I am, and will continue, pressing for urgent action on HGV design. My Transport Commissioner Sir Peter Hendy will meet Vice-President Kallas in December.

I, like you, am frustrated by the delay. Even if the latest legislative amendments are agreed by 2015, it will be some years before we will see new lorry designs on the road. This is why action in the UK is also essential and on 4 September 2013, I announced [plans](#) to remove the most unsafe lorries from the capital through a Safer Lorry Charge. The Government also committed to review vehicle regulations to ensure there are no unjustified exemptions from safety standards.

Bow Roundabout (1)

Question No: 2013/4113

[John Biggs](#)

Roadworks connected with the installation of the cycle path on Stratford High Street are causing tailbacks at Bow Roundabout. What are you currently doing to ensure safety for cyclists for the duration of these works?

[The Mayor](#)

TfL's contractors worked within the terms of TfL's guidance document, 'Cyclists at Roadworks' during construction of the CS2 extension, and regular site inspections were undertaken to ensure compliance.

The guidance for contractors seeks to ensure that the convenience and safety of cyclists is fully considered alongside the needs of all other road users during construction. The CS2 extension works are now concluded and this first segregated track is now open.

Bow Roundabout (2)

Question No: 2013/4114

[John Biggs](#)

'TfL has always refused to install safe toucan crossings for pedestrians and cyclists across the slip roads at Bow Roundabout, in particular on the northbound slip road to the A12, because their modelling forecast that constructing this crossing would cause motor traffic gridlock through Mile End and to Whitechapel. For the past few weeks the northbound slip road has been closed due to Crossrail works and whilst traffic queues have increased, particularly at peak times, this is partly due to the works on the Cycle Path. Will you now accept that TfL's modelling is flawed and instruct TfL to install safe facilities for cyclists and pedestrians on the roundabout (and replace the confusing and dangerous early start for cyclists)?'

[The Mayor](#)

TfL has been working to improve cycle and pedestrian safety at Bow Roundabout for a number of years. The modelling forecast you have referred to include the provision of controlled crossing on all arms of the roundabout which would in turn have an impact on traffic flow at all approaches.

Current traffic conditions around the roundabout during the works cannot be used to make any meaningful decisions about feasibility of providing improved cycle and pedestrian facilities at the junction. The continuing temporary closure of the A12 northbound slip road from Bow Roundabout is part of Crossrail's major utility works. The mitigation measures for the Crossrail works also include diversion routes for traffic wishing to travel north on the A12 from Bow Roundabout which has resulted in less vehicles using the Roundabout than normal.

The works are scheduled for completion April / May 2014 although one lane of the slip road should be open by mid-December 2013. In the meantime, TfL is continuously undertaking real-time monitoring to ensure that disruption is minimised on surrounding roads.

Cycle Superhighway

Question No: 2013/4115

[John Biggs](#)

You have now had time to reflect on your unwillingness to fully segregate the Cycle Superhighway. Given the Coroner has described the blue cycle lanes as "confusing", will you now commit to this work?

[The Mayor](#)

In March 2013, my vision for cycling in London set out my intention to make improvements to existing Barclays Cycle Superhighways. Route 2 will be substantially upgraded between Aldgate and Bow, and work to design the upgrade has been underway for a number of months.

Full segregation and pioneering cycle-separated junctions are planned for Whitechapel High Street. Full or semi segregation and cycle-separated junctions will also be included for the rest of the route.

The cycle-separated junctions, to be used at all the busy junctions on CS2, are the first of their kind in Britain. They will include fully-segregated approaches to the junction and special cycle-specific traffic lights with a cyclist phase to guard against conflict with moving and turning motor traffic. The junctions form part of TfL's cycle safety research being undertaken at the Transport Research Laboratory (TRL) in Berkshire; trials there will be completed before installation takes place on street.

Queen Elizabeth Hospital Site

Question No: 2013/4116

[John Biggs](#)

Along with many of my constituents, I was very disappointed by your decision on 23rd October to allow the London Borough of Tower Hamlets to determine this application itself and not to direct refusal as I requested in my letter to you. My constituents remain deeply concerned at the impact this development will have on the local area. Will you value their concerns and review your decision.

[The Mayor](#)

I carefully considered a large number of representations on this application but nevertheless decided to allow the Council to proceed and determine the application itself. I understand the section 106 agreement has now been signed and I do not wish to reverse my decision.

Crossrail and Step Free Access

Question No: 2013/4117

[John Biggs](#)

My constituents from the Manor Park area of my constituency welcome Crossrail but are extremely disappointed that the new station at Manor Park will not be step free from street to platform. This will leave many of my constituents at a disadvantage and seems a wasted opportunity to ensure that everyone can travel independently. Will you give my constituents a commitment that you will review this decision and lobby for the necessary funding?

[The Mayor](#)

I have recently announced that Transport for London aims to provide step-free access at all Crossrail stations and I am currently discussing how to deliver this with Crossrail and with the Department for Transport.

I have also separately written to the Secretary of State for Transport to ask that he prioritise the DfT's Access for All fund to make every Crossrail station in London fully accessible.

Decent Homes

Question No: 2013/4119

[Tom Copley](#)

What is the average amount of funding provided per each home treated under the Decent Homes Programme?

[The Mayor](#)

Last financial year the average level of funding to bring each property to decent homes standard was circa £13,000.

Home insulation

Question No: 2013/4120

[Tom Copley](#)

What is the average cost of home insulation measures in London? Please break down by measure.

[The Mayor](#)

The average cost of home insulation measures will of course vary significantly dependant on the size and type of property and the technical complexity. The following provides an indication of the prices in London (please note, this covers the cost of the equipment and installing the measures, it does not include extras such as the surveys, Energy Performance Certificates etc.):

MEASURE	
Replacement Boiler	£ 3,200
Replacement Heating System	£ 4,300
Cavity Wall Insulation (Easy)	£ 450
Virgin Loft Insulation	£ 340
Loft Top Up	£ 230
External Wall Insulation	£ 8,000
Internal Wall Insulation	£ 8,000
Cavity Wall Insulation (HTT)	£ 1,200

Housing Moves

Question No: 2013/4121

[Tom Copley](#)

What was (a) the cost of establishing the Housing Moves website and (b) what is the average cost per month of maintaining the site? Who incurs this cost?

[The Mayor](#)

The IT development costs to establish the website amounted to £71,200. The monthly support cost to the IT provider is £1,250. The GLA incurs this cost.

Barriers to Housing Delivery

Question No: 2013/4122

[Tom Copley](#)

What was the total cost to the GLA of producing the 'Barriers to Housing Delivery' report?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 09 December 2013

The Barriers to Housing Delivery Report was commissioned at a cost not exceeding £5,000 from funds within the Land Use Head of the London Plan budget on 14th August 2012.

Draft Housing Strategy (1)

Question No: 2013/4123

[Tom Copley](#)

What was the total cost to the GLA of producing the December 2011 draft Housing Strategy report?

[The Mayor](#)

Apart from officer time (please see response to MQ 2013/4123), a total of £4,839 was spent on design, printing and legal costs.

Draft Housing Strategy (2)

Question No: 2013/4124

[Tom Copley](#)

How long did it take to produce the December 2011 draft Housing Strategy and how many members of staff were assigned to work on it?

[The Mayor](#)

This development work is not undertaken in isolation, but is part and parcel of the day-to-day activities of the GLA. One officer was assigned to oversee the development of the 2011 strategy, but it was not the entirety of that person's workload.

Housing Revenue Accounts

Question No: 2013/4125

[Tom Copley](#)

The recent Housing Committee report on council housing recommended that the Mayor establish a trading system for Housing Revenue Account headroom borrowing. Will you be taking up this recommendation?

[The Mayor](#)

Should any boroughs wish to develop mutually beneficial proposals for "headroom borrowing" then I would be keen to see how these could be supported, should the boroughs wish for the GLA to be involved. As yet, no boroughs have brought forward such proposals.

Welfare reform

Question No: 2013/4126

[Tom Copley](#)

In the first quarter of 2013/14, 259 households were moved out of London, an increase of 129% on the year before. In my opinion, this will be just the tip of the iceberg, with those affected by welfare reform either deliberately overcrowding or, as the data is already showing, moving from inner- to outer-London. Is it not clear that you have severely underserved the city you represent by failing to get a deal from the government on welfare that genuinely works for Londoners on low incomes who keep this city functioning?

[The Mayor](#)

No.

Affordable Rent

Question No: 2013/4127

[Tom Copley](#)

Further to question 2013/3633, I asked for a forecast of how many homes will be delivered in each borough in each year, at what tenure and at what bedroom size? You were only able to provide the total number expected to be delivered. Is the other data not available? If it is, please provide it.

[The Mayor](#)

We do not forecast future completions by borough, tenure and bedroom size.

Affordable rent levels

Question No: 2013/4128

Tom Copley

With reference to question 2013/3634, has the GLA not collected data on the rents that will be charged under Affordable Rent in London at various proportions of market rent?

The Mayor

The GLA publishes information on average weekly rents as a percentage of market rent for homes completed by bedroom size and borough on the GLA website.

Additional housing powers

Question No: 2013/4129

Tom Copley

Are you seeking devolution of powers over the private rented sector?

The Mayor

No. Local authorities are best placed to enforce standards in the private rented sector and so it is right that at present the majority of powers to do so rest with them.

Private rented sector

Question No: 2013/4130

Tom Copley

What experience do you have of the private rented sector in London?

The Mayor

I have a broad understanding of the private rented sector. My new draft Housing Strategy outlines a number of policies to improve the private rented sector in London. This can be found at:

http://www.london.gov.uk/sites/default/files/London%20Housing%20Strategy%20consultation%20version_0.pdf

Powers of the London Assembly

Question No: 2013/4131

[Tom Copley](#)

What is your opinion on the recommendations by the House of Commons Communities and Local Government Committee to increase the powers of the London Assembly?

[The Mayor](#)

I welcome the contribution made to the London devolution debate by the Committee and agree with some of the Committee's report, particularly in relation to LFEPA decision-making. I have a different point of view from the Assembly and the Committee in relation to the detailed recommendations made on GLA governance and the powers of the Assembly. I understand that the Assembly will be examining these issues with the Committee's chair at its 15 January meeting.

World Aids Day (1)

Question No: 2013/4132

[Tom Copley](#)

Will you be doing anything to support World Aids Day on December 1st?

[The Mayor](#)

I am supporting National HIV Testing Week that takes place from 22 - 29 November. During this week City Hall will be hosting a World Aids Day Awareness exhibition where staff and the public can find out more and take a test. This is in partnership with the Terence Higgins Trust and Guy's and St Thomas' Hospital.

World Aids Day (2)

Question No: 2013/4133

[Tom Copley](#)

In 2012, London had the largest number of residents living with diagnosed HIV infection accounting for 42% of all HIV diagnosed persons. This was an almost doubling on the 18,456 persons seen for care in London in 2003. Can you provide an update on what work your HIV Ambassador, Annie Lennox has carried out in the last year and what future plans she has to tackle this major health issue affecting Londoners?

[The Mayor](#)

In November 2012 Annie Lennox hosted a reception at City Hall in her role as London HIV Ambassador to mark the launch of the first National HIV Testing Week. The event was widely reported in the media and Annie was interviewed live at the event for ITV News. This year Annie opened a new HIV clinic at the Homerton Hospital on 1 October 2013.

I am very grateful for her continued support and tireless campaigning on behalf of people affected by HIV in London and across the world. My Health Team is in regular contact with Annie's team on our plans.

World Aids Day (3)

Question No: 2013/4134

[Tom Copley](#)

London contains 18 of the 20 local authorities with the highest prevalence of HIV infection. Are you satisfied that enough is being done to tackle the high prevalence in London compared to the rest of the UK?

[The Mayor](#)

Responsibility for HIV prevention transferred to local authorities from 1 April of this year. Members of London Councils' Leaders committee have agreed that a limited number of key HIV prevention services aimed at gay men and African communities, including condom distribution and some outreach work, will be delivered on a London-wide basis from next year. They have allocated up to £3.4 million from public health budgets to set up and run the programme until 2017.

I welcome this Londonwide approach and pooled funding for this key London public health issue which will add to locally designed and led services within each borough.

Family size housing

Question No: 2013/4135

[Tom Copley](#)

With reference to your response to question 2013/3655, did you reduce the target for family size affordable housing because the need for such housing has reduced? If not, why was the target decreased?

[The Mayor](#)

The Affordable Homes Programme 2011-15 target was set to balance maximising overall delivery with ensuring that a substantial number of larger homes could be delivered at an affordable rent for families. The proportion is higher than many predicted.

GLA Land

Question No: 2013/4136

[Tom Copley](#)

Thank you for your answer to question 2013/3659. Can you clarify whether this answer relates to the value of the GLA's undeveloped land holdings or the figure for the total land holdings? If the latter, can you please provide a figure for the GLA's undeveloped land holdings?

[The Mayor](#)

£441m was the value of the total portfolio. The value of undeveloped land at that time (excluding land subject to a current legal commitment) was £59m.

House building

Question No: 2013/4137

[Tom Copley](#)

What is the average cost of building a new home in each London borough excluding land costs?

[The Mayor](#)

The GLA does not collect general information on construction costs of residential or other buildings.

On homes funded by the GLA in 2011-13 the average cost to build a new home in London, excluding acquisition costs, in London is currently £162,449. A breakdown by London Borough is on the GLA website.

It is important to note that these averages may be higher or lower due to site specific circumstances, including ground conditions, design of the building and structure of the construction deal and cannot be said to be generally representative of construction in a given area.

Visit to China - Change in immigration rules (1)

Question No: 2013/4138

[Andrew Dismore](#)

When you were promoting London to Chinese investors on your recent visit, and publicising the alleged visa relaxations, were you also aware of the new restrictions on settlement in the UK which came in on 28/10/13? These mean that Chinese (and other non EU nationals) who wish to settle in the UK not only have to satisfy the "life in the UK test", but also the B1 language test: did you tell the Chinese people you met of these tightening of the rules, and if not why not?

[The Mayor](#)

I believe that London should welcome those who wish to contribute to our society and economy. Speaking English is essential to integrating successfully into our economy and society. It is right that those who seek to make London or the UK their permanent home should be able to speak English and I support the B1 level test.

Visit to China: Change in immigration rules (2)

Question No: 2013/4139

[Andrew Dismore](#)

When you were promoting London to Chinese investors on your recent visit, did you tell the Chinese people you met of the retrospective effect of the new restrictions on settlement in the UK which came in on 28/10/13 and if not why not?

[The Mayor](#)

Please see my response to MQ 4138 / 2013.

Visit to China: Change in immigration rules (3)

Question No: 2013/4140

[Andrew Dismore](#)

Do you think it is fair for the Government retrospectively to move the goal posts in the immigration rules so that Chinese (and other non EU nationals) who came to settle in London up to 5 years ago on the understanding that to get indefinite leave to remain they would only have to satisfy the "life in the UK test", now also have to satisfy the B1 language test? Will you make representations to HM Government not to change the immigration rules retrospectively in this way so as to disadvantage people who came to invest and live in London in good faith on the rules as they then were, and to put the rules back to where they were for those who were already in London?

[The Mayor](#)

Please see my response to MQ 4138 / 2013.

Visit to China: Change in immigration rules (4)

Question No: 2013/4141

[Andrew Dismore](#)

What reputational risk to investment in London from China do you think will be the consequence of the Government's retrospective change in the immigration rules , to disadvantage Chinese nationals who are already living in the UK from getting indefinite leave to remain?

[The Mayor](#)

The requirement that those who wish to settle permanently in the UK be able to speak English does not have an impact on immigration rules for investment.

Visit to China - Change in immigration rules (5)

Question No: 2013/4142

[Andrew Dismore](#)

What assessment have you made of the likely loss of and withdrawal of investment in London from China as the consequence of the Government's retrospective change in the immigration rules which disadvantage Chinese nationals who are already living in the UK from getting indefinite leave to remain?

[The Mayor](#)

I have not commissioned an assessment into the consequences of asking anyone who wishes to settle permanently in the UK be able to speak English at a basic level. The new rule does not have an impact on immigration rules for investment.

Bury Farm Edgware 2

Question No: 2013/4144

[Andrew Dismore](#)

In responding to the pre planning consultation on Bury Farm planning application, will you refuse the proposal to turn this valuable green belt land into a golf course?

[The Mayor](#)

The planning application has been referred to me by Barnet Council and my Deputy Mayor for Planning, Sir Edward Lister, will be considering it. Under delegated authority, the Deputy Mayor will then make my representations to Barnet Council, which will also be made available on the GLA website.

As you will understand, it would be inappropriate for me to comment on the application until Sir Edward Lister has considered the application.

Shop conversions

Question No: 2013/4145

[Andrew Dismore](#)

Will you now answer substantively Question No: 3059 / 2013, repeated as Question No: 2013/3703

"Do you agree with the Government planning minister that shops should be able to be converted to housing without planning permission?"

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Beds in sheds

Question No: 2013/4146

[Andrew Dismore](#)

Further to your answers to Question No: 2498 / 2013 and Questions No: 3086/2013 and 2013/3702 that you " will ask my Deputy Mayor for Housing, Land and Property to raise this issue at the next meeting of the Beds in Sheds Ministerial Taskforce, of which he is a member" and that the meeting was likely to be in November or December, has this meeting been scheduled yet, and if so when for"

and your Written response from the Mayor

There is still no date for this meeting. The Department for Communities and Local Government advise that this meeting is unlikely to take place until early in 2014, subject to the wishes of the new Parliamentary Under Secretary of State for Communities and Local Government with responsibility for housing."

Has a date now been set? if so when for? if not, what are you doing to remind the minister of this commitment?

[The Mayor](#)

The Department for Communities and Local Government advise that this Taskforce is unlikely to meet before February 2014.

The Deputy Mayor for Housing recently met with the Parliamentary Under Secretary of State for Communities and Local Government with responsibility for housing and raised this issue.

GLA owned playing fields

Question No: 2013/4147

[Andrew Dismore](#)

Further to your answer Question No: 2013/3704:

"You have pointed out the increased infrastructure and leisure facilities needed for our expanding London population, which you have estimated to be 10 million by about 2030. For that reason, is it your policy to protect all existing publicly-owned playing fields and running tracks under your control in the GLA portfolio? Are you allowing any to be sold for housing?"

Your response being:

"My London Plan strongly supports development proposals that increase or enhance the provision of sports and recreation facilities and resists proposals that result in a net loss of these facilities, including playing fields (Policy 3.19 on sports facilities). Policy 7.17 on Metropolitan Open Land (many playing fields are often designated as MoL) also gives strong protection to preventing loss of MoL as does Policy 7.18 on Protecting Local Open Space.

The only sport facility owned by the GLA is the National Sports Centre at Crystal Palace. The future of the NSC is under review as part of a comprehensive review of the park in conjunction

with LB Bromley and others. More can be found here:

<http://www.bbc.co.uk/news/uk-england-london-24375547>",

Why are you then selling off the playing fields attached to the Peel Centre for housing development?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 09 December 2013

As part of surplus land and disposal of the MPS estate at the Peel Centre, Hendon Police Training Academy, a collaborative planning strategy brief was produced jointly between my GLA planning and housing officers, the London Borough of Barnet and the MPS. This provides both London Plan policy and guidance, as well as local Barnet Core Strategy and Colindale Area Action Plan policy steers on future development intentions for the site.

The planning brief clearly sets out the policy and mixed use development objectives which includes housing, open space, playing and leisure facilities, as well as new local parks in a growing changing area. This approach reflects closely the statutory planning policy position of the 2010 Colindale Area Action Plan (AAP), adopted by Barnet Council. The AAP anticipates significant new housing and open space and leisure facilities on the Peel Centre site. The recent sale to a major house builder will require them to submit future plans and a formal planning application that complies with my London Plan, Barnet Core Strategy, Colindale AAP and recently issued planning parameters brief, including the provision of significant open space.

London Gay Manifesto

Question No: 2013/4148

Andrew Dismore

On 2 May 2012 you performed a U-turn on your pledge, made at the Stonewall London Gay Mayoral Hustings on 14 April 2012 and reaffirmed on 29 April, to deliver a London Gay Manifesto. Your office claimed you instead wanted to 'unite the many diverse groups that comprise London'. Since then what work have you done to achieve this goal? And how would it have been hindered by the existence of your promised London Gay Manifesto?

The Mayor

My equality framework 'Equal Life Chances for All' is currently being revised, and outlines my approach to mainstreaming equality. My approach unites Londoners rather than segregating communities based on their identities, as has been done in the past. Please see my response to MQ 2863/2013 regarding direct engagement with London's LGBT communities.

Homophobic hate crime 1

Question No: 2013/4149

[Andrew Dismore](#)

How do you reconcile your claim that London is one of the most gay-friendly places on earth with new research, commissioned by Stonewall, showing one in 12 Londoners think homophobic hate crimes are a problem in their neighbourhood, and three quarters of homophobic hate crime victims don't feel able to report them to the Metropolitan police?

[The Mayor](#)

I am keen that all crimes should be reported. The MPS systematically records homophobic crimes and incidents annually. However, there is more to be done in this regard and that is why I have committed to the development of a hate crime reduction strategy for London, in which increased confidence in reporting hate crime, along with a reduction in the number of incidents, will be key objectives. I will be inviting Stonewall and others to participate in the development of that strategy.

Both MOPAC and the MPS continue to support the Home Office approved 3rd party reporting site, True Vision, and the MPS is conducting a scoping exercise to identify more local support services to increase referrals and the exchange of information.

Homophobic hate crime 2

Question No: 2013/4150

[Andrew Dismore](#)

What meetings have you had with the Metropolitan Police Commissioner to discuss the issue of homophobic hate crime in the last six months and when do you next intend to meet with the Commissioner to discuss the issue?

[The Mayor](#)

I meet the Commissioner on a regular basis, where crime statistics and MPS performance are discussed in the round. Performance, including hate crime, is also a standing agenda item at the Deputy Mayor for Policing and Crime's formal monthly bi-lateral meetings with the Commissioner.

Homophobic hate crime 3

Question No: 2013/4151

[Andrew Dismore](#)

What steps have you and the Metropolitan Police taken to deal with homophobic harassment online, which is experienced by one in 20 lesbian, gay and bisexual people?

[The Mayor](#)

I support the MPS' stance on taking positive action against all perpetrators of hate crime, including online, and this will be reflected in my forthcoming Hate Crime Reduction Strategy. I also support the Home Office approved 3rd party reporting site True Vision, which offers practical advice and guidance on what to do if you experience online homophobia.

Where any allegation of crime online or otherwise is made, the MPS will take every opportunity to identify the person responsible for targeting specific individuals for homophobic attacks. Offenders will be investigated and prosecuted using legislation within the Public Order Act or the Protection from Harassment Act.

Homophobic hate crime 4

Question No: 2013/4152

[Andrew Dismore](#)

What steps have you taken to make sure all police officers in London, and not just Lesbian and Gay Liaison Officers, receive the training they need to identify and handle cases of homophobic hate crime?

[The Mayor](#)

MPS staff and officers, including volunteers, complete a mandatory equalities and diversity training package that covers Lesbian, Gay, Bisexual and Transgender (LGBT) issues.

Probationary police officers are taken through real life scenarios, which challenge thinking around same-sex domestic abuse and hate crime. Specialist staff in Community Safety Units (CSUs) that investigate hate crime receive a one week intensive course covering all aspects of domestic violence and hate crime, including homophobic hate crime.

The Hate Crime Standard Operating Procedure is a condensed practical toolkit with mandatory instructions for all frontline staff and supervisors, which help to ensure that hate crimes are identified at the earliest stage and flagged for an enhanced level of service via the CSUs.

Homophobic hate crime 5

Question No: 2013/4153

[Andrew Dismore](#)

Given that new research, commissioned by Stonewall, shows that levels of homophobic hate crime in London has not materially gone down in the last five years, do you regret your decision last year to disband the Hate Crime Forum?

[The Mayor](#)

No. Other networks and forums already exist to explore concerns regarding Hate Crime in all its forms. Engagement with these groups through the Mayor's Office for Policing and Crime has already helped shape my Police and Crime Plan, which very clearly signals my intent and ambitions to reduce the incidence of all hate crime and increase victim confidence and reporting of these crimes. I have already delivered on my commitment to ensure there is a designated LGBT liaison officer in every borough and development of the hate crime reduction strategy is being taken forward. The development of this strategy will, of course, include consultation with key stakeholder groups, including Stonewall.

Homophobic hate crime 6

Question No: 2013/4154

[Andrew Dismore](#)

Since disbanding the Hate Crime Forum, how many meetings have you had with the gay community on the issue of tackling homophobic hate crime?

[The Mayor](#)

I have been focused on working with London's Lesbian, Gay, Bisexual and Transgender (LGBT) communities to tackle hate crime since 2008. This work is progressed through the LGBT and Trans Stakeholder Groups, which have met on seven occasions since the Hate Crime Forum was disbanded on the abolition of the Metropolitan Police Authority. I met with the gay community specifically on the issue of homophobic hate crime in October 2011. The Deputy Mayor for Policing and Crime attended the LGBT Stakeholder Group in November 2012 as part of the consultation on my Police and Crime Plan. This strengthened my commitment to develop a Hate Crime Reduction Strategy for London. MOPAC and the MPS officers have continued that engagement and attended the last meeting of the LGBT Stakeholder Group in June 2013.

Same-sex domestic abuse

Question No: 2013/4155

[Andrew Dismore](#)

Research has shown that domestic abuse within same-sex relationships goes unreported by four out of five of those who experience it and that half of those that report it to the police were not happy with how they responded. What do you intend to do with the Metropolitan Police to improve reporting and their response to same-sex domestic abuse?

[The Mayor](#)

MOPAC is committed to increasing confidence to report domestic violence in any relationship or setting and developing more and better ways to do so. Confidence to report is reinforced by a consistent and professional response to victims and the MPS is implementing a continuous improvement plan for domestic violence, which focuses on improving the response to victims. Part of this response involves referring victims in same sex relationships to the LGBT Domestic Abuse Project. In addition, probationary police officers are taken through real life scenarios, which challenge thinking around same-sex domestic abuse and hate crime.

MOPAC will oversee the MPS response to domestic abuse through MOPAC Challenge and the VAWG Panel and will monitor satisfaction through a new confidential survey under development that all victims of domestic abuse will be invited to complete.

Mopac challenge

Question No: 2013/4156

[Andrew Dismore](#)

Holding your Mopac challenge on 22 October 2013 at 10:00am was not an inclusive time for members of the public to attend: will you consider evening meetings in future?

[The Mayor](#)

In line with standard practice across the GLA family, including the London Assembly and the Police and Crime Committee, MOPAC Challenge meetings are held during working hours. The webcasts of all MOPAC Challenge meetings are available on the GLA website to anyone who is unable to attend the meeting.

Following the success of the evening consultation meetings held in London Boroughs by the Deputy Mayor for Policing and Crime and Assistant Commissioner Byrne earlier this year, plans are underway to undertake a similar exercise in the new year, to discuss the roll out of the local policing model and changes to public access.

Police station closures 1

Question No: 2013/4157

[Andrew Dismore](#)

A constituent recently needed to report a lost mobile phone. Until recently, she could have walked 5 minutes to Fortis Green Police front desk and the process would have taken 5 minutes. Now, just for this minor thing, she had to ring 3 times to Hornsey front desk, over 2 days. A very polite, apologetic policeman said there was only him at the desk. He was always busy with other members of the public, and twice said he would ring back, but was kept too busy to do so. The 3rd time I rang, he had to interrupt another case to log my lost property (Police Ref no. 99/3854924). Is this not yet another example of the consequences of your short sighted police cuts?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 09 December 2013

No. When reporting a crime or missing item your constituent can use either the internet or the 101 non-emergency number. Alternatively, if they wish to speak with an officer face to face they can visit a contact point or front counter, where waiting times are down over the past year. The closest contact point to the former Muswell Hill front counter is at the East Finchley SNT base, which is around a 10 minute walk from Fortis Green. In an emergency, 999 should always be used.

Changes made to public access in London reflect choices that Londoners have already made about the way they want to contact the police and public satisfaction with the ease of contacting the police is at an all-time high.

Police station closures 2

Question No: 2013/4158

[Andrew Dismore](#)

A constituent recently met a Hong Kong Chinese tourist who had just arrived from the airport on her first day ever in Britain on 5 October, when she was conned out of a lot of money on the street, by an elaborate con involving someone posing as a plain-clothes policeman, complete with fake id card. She was upset by this, but even more so by the response she got when she immediately reported the crime to Paddington police station:

a) They told her that because they were so busy she would have to wait an hour. This upset her rather than gave her the support she needed after being robbed, and meant the conmen would be long gone from the area

b) They didn't take any detail of what had happened, so she felt they weren't taking such crime directed at tourists seriously.

c) Police processes didn't seem geared to tourists eg they didn't give her a detailed report for her insurance company abroad, they didn't appreciate that she wouldn't have a London phone number except a hotel number, or be in any one place for more than a day, or be in the country for more than a week or so.

How would you explain this poor response to future Chinese tourists who you consider to be important are to the London economy? And is this not yet another example of the consequences of your short sighted police cuts? Will you undertake to take this issue up with the Commissioner of the Metropolitan Police and subsequently write to me addressing each of these points?

[The Mayor](#)

I have passed the details outlined above to the Commissioner's office who will be writing to you separately.

Police station closures 3

Question No: 2013/4159

[Andrew Dismore](#)

How many of the closed police stations have you a) had firm offers on and b) sold?

[The Mayor](#)

Details of properties disposed of since April 2013 can be found on the MOPAC website at <http://www.london.gov.uk/priorities/policing-crime/mission-priorities/police-and-crime-plan>

Police station closures 4

Question No: 2013/4160

[Andrew Dismore](#)

How many of the closed police stations are being considered by promoters of free schools to house their schools?

[The Mayor](#)

Details of properties disposed of since April 2013 can be found on the MOPAC website at <http://www.london.gov.uk/priorities/policing-crime/mission-priorities/police-and-crime-plan>

Police station closures 5

Question No: 2013/4161

[Andrew Dismore](#)

What discount from the open market price for closed police stations and to be closed fire stations are you offering or expecting to offer promoters of free schools to house their schools?

[The Mayor](#)

MOPAC's policy is to deliver best value from the disposal of all properties.

Combating gang culture

Question No: 2013/4162

[Andrew Dismore](#)

What additional resources to combating gang culture and its causes will you devote under your new policing model?

[The Mayor](#)

I have made significant commitments in respect of gangs in my manifesto and the Police and Crime Plan. Most recently, I announced that Ray Lewis and Stephen Greenhalgh will co-chair a gangs panel for London, bringing together a range of organisations to:

- Oversee, the delivery and development of the London Crime Reduction Board's Partnership Anti-Gang Strategy

- Act as a reference group for engagement with London's communities

- Feed into the London Crime Reduction Board and inform City Hall and MPS gang policies.

In addition, the Trident Gang Crime Command continues as the Metropolitan Police Service lead, providing pan-London oversight and co-ordination. The Local Policing Model, with neighbourhood policing teams at its centre, also incorporates Gangs Units across 18 Ending Gang and Youth Violence boroughs. The number of proactive staff in these borough Units has increased. In 2011 there was one dedicated gangs unit. Now there are 18 with 326 officer posts dedicated to tackling gang violence.

MOPAC funding to projects that address gangs alongside other MOPAC crime priorities is approximately £4m, with many also benefiting from local authority or partnership match funding.

Race claims against the police

Question No: 2013/4163

[Andrew Dismore](#)

Why is it that you have persistently failed to answer substantively since it was first asked in February 2013, and will you now answer substantively Question No: 532/ 2013 from February repeated as Question No: 2043 / 2013, and as Question No: 2519 / 2013 and as Question No: 3055 / 2013 and as Question No: 2013/3676:

How much compensation has the Metropolitan Police paid in respect of race claims in each of the last 3 years in respect of each of i) claims settled out for court, ii) as a result of court awards, iii) as a consequence of tribunal claims; to a) members of the public; and b) Metropolitan Police staff c) police officers d) PCSOs ; and in relation to each of these categories, how many cases were involved?" Your answers in similar terms to all these was to repeat "Officers are drafting a response which will be sent shortly." Is a wait for an answer from February to now "shortly"?

Is it that the answer is very embarrassing to the Metropolitan Police on your watch? If not, why not? And will you answer the question substantively now?

[The Mayor](#)

Please see my response to MQ 532/ 2013.

Police Uniform 1

Question No: 2013/4164

[Andrew Dismore](#)

Further to your answers to Question No: 3064 / 2013 and Question No: 2013/3677

"Do you think that, at a time when you are cutting the police budget by 20%, it was right to spend £660 on DAC Maxine De Brunner's Napoleon style ceremonial hat?"

and

"do you really believe that this expenditure of £660 on a hat meets the duty you indentify of "delivering value for money to the taxpayer" ?

Your written responses being:

"The MPS is very proud of its long-standing history of riding in Royal ceremonial events and the police contribution has long been appreciated by the public and other participants such as the military. At all times the MPS has a duty to deliver value for money to the taxpayer",

and

"Yes."

Why is spending £660 on a ceremonial hat "delivering value for money to the taxpayer"? At a time when you are cutting the police budget by 20% are there not higher priorities?

[The Mayor](#)

As I have previously stated DAC de Brunner only has two additional items of uniform aside from the standard issue uniform supplied to mounted officers. These are a ceremonial jacket, and riding hat with plume for state and ceremonial occasions. The ceremonial jacket and plume were not purchased for her but recycled from existing stock. The riding hat was purchased new, as it would not be appropriate or in accordance with health and safety to recycle headwear as an exact fit is necessary for proper protection. At all times, the MPS has a duty to deliver value for money.

Hampstead police station 1

Question No: 2013/4165

[Andrew Dismore](#)

"Further to your answer to Question No: 2013/3681 :

" When will you answer substantively Question No: 3066 / 2013 and 2504 / 2013, As the Royal Free Hospital has been discounted as a possible police "contact point" as officers staffing the contact point might be called away to A and E incidents, what are you now doing to provide a contact point for this area?"

Is the delay because the best you have come up with is a stall in Starbucks?

And are you aware the reports in the local press of the disquiet of local police officers about using Starbucks because of local hostility to that company due to their tax avoidance practices, which the officers believe will put people off from going there?"

your response being:

"We are committed to improving public access in Hampstead and are actively looking for a new location for a contact point. Four potential sites have been identified, Starbucks; Hampstead Town Hall; the Royal Free Hospital and Premier Inn.

One site is being trialled each week finishing on 27 October 2013, with local media engaged to better publicise the trials and seek public views. The local community, the Neighbourhood Ward Panel meeting, officers and the venues themselves will all be consulted in deciding which one, if any, is suitable."

What was the outcome of the trials, what was the outcome of the consultations, and what is being done now to finalise this long overdue contact point?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 19 December 2013

Please see my response to MQ 4872.

Hampstead police station 2

Question No: 2013/4166

[Andrew Dismore](#)

further to Question No: 2013/3683

"Will you will undertake not to dispose of Hampstead Police Station until an alternative and suitable base reserved for police officers has been identified in the locality?"

and your answer :

"In accordance with what was set out in the public access documents for Camden in March 2013, the station has now closed and the disposal is currently being finalised. There continue to be a number of bases throughout Camden at which Police Officers are based. In line with my public access promise and commitment to put bobbies before buildings, Police Officers now spend the majority of their time out in their local community and not stuck behind a desk.

Local contact points are being identified as per my response to MQ 3682 / 2013."

has an alternative and suitable base reserved for police officers now been identified in the locality and if so where is it?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 19 December 2013

Please see my response to MQ 4872.

Camden Police Numbers

Question No: 2013/4167

[Andrew Dismore](#)

As of 30th September 2013, how many full time sworn police officers were there in Camden; how many special constables; how many PCSOs; how many sergeants; how many non PCSO civilian staff were there; what were the comparable figures for 1st May 2010, and 30th September 2012; and what do you expect the figures to be on 1st May 2015?

[The Mayor](#)

The strengths for the relevant dates are set out in the table below:

Employee Group	01 May 2010	30 September 2012	30 September 2013	01 May 2015
Police Officers	886.76	762.60	658.42	Not currently known
Sergeants	135.16	117.79	101.47	
PCSOs	123.20	74.62	50.81	
MSC	180.00	229.00	194.00	
Police Staff	164.04	108.50	72.00	

At present the MPS have no confirmed target strengths for 2015. However, under the Local Policing Model, it is anticipated that Camden will have 751 police officer posts overall by 2015, with 157 posts in Safer Neighbourhoods.

The new Local Policing Model rolled out during 2013 puts in place new neighbourhood policing structures that are not directly comparable in terms of overall numbers with structures at Borough or Ward level in 2010. Moreover, Borough policing is supported by a range of other specialist resources provided by the MPS overall, which are not captured in the above figures.

Barnet Police Numbers

Question No: 2013/4168

[Andrew Dismore](#)

As of 30th September 2013, how many full time sworn police officers were there in Barnet ; how many special constables; how many PCSOs; how many sergeants; how many non PCSO civilian staff were there; what were the comparable figures for 1st May 2010, and 30th September 2012; and what do you expect the figures to be on 1st May 2015?

[The Mayor](#)

The strengths for the relevant dates are set out in the table below:

Employee Group	01 May 2010	30 September 2012	30 September 2013	01 May 2015
Police Officers	595.18	522.20	533.45	Not currently known
Sergeants	98.73	85.68	74.68	
PCSOs	176.76	97.02	72.30	
MSC	133.00	139.00	161.00	
Police Staff	105.28	86.75	65.36	

At present the MPS have no confirmed target strengths for 2015. However, under the Local Policing Model, it is currently anticipated that Barnet will have 564 police officer posts overall by 2015, with 135 posts in Safer Neighbourhoods.

The new Local Policing Model rolled out during 2013 puts in place new neighbourhood policing structures that are not directly comparable in terms of overall numbers with structures at Borough or Ward level in 2010. Moreover, Borough policing is supported by a range of other specialist resources provided by the MPS overall, which are not captured in the above figures.

Contact Points 1

Question No: 2013/4169

[Andrew Dismore](#)

Please list the number of people who have used each of police contact points in Camden for each month since they began.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 09 December 2013

The operation of all contact points across London will be reviewed in the new year, at which point data about their use will be published.

Contact Points 2

Question No: 2013/4170

[Andrew Dismore](#)

Please list the number of people who have used each of police contact points in Barnet for each month since they began.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 09 December 2013

The operation of all contact points across London will be reviewed in the new year, at which point data about their use will be published.

New policing model

Question No: 2013/4171

[Andrew Dismore](#)

Further to your answers Question No: 3071 / 2013, and Question No: 2013/3695:

"that an average of 77 per cent of officers were actually on operational duty under the new policing model ward clusters shift pattern, is it correct to say they were all on duty all at the same time throughout all the shifts as your answer infers, or is the correct position, that they were shared between the various shifts the officers work; and if the latter will you therefore please answer the question in an honest and not misleading way, by indicating what percentage of officers will be on shift and actually working ? Is it not the case that the figure I originally suggested to you of 20% is correct?"

And

"As was stated in my previous answer: of all officers rostered to work, an average of 77% were actually on operational duty - remaining officers were abstracted through leave, sickness, training or court. Police officers will be on duty at different times in accordance with the roster."

What are the hours of each of the rostered shifts, and what percentage of the total 77% of available officers for the whole of the shift sequence in a day are rostered to work on each of those shifts, shifts by shift?

[The Mayor](#)

Information about every single shift across the MPS could only be provided at disproportionate cost to MPS/ MOPAC.

Your local Borough Commanders will be able to brief you on the shift patterns operated in the Borough of Barnet and Camden.

Policing of demonstrations

Question No: 2013/4172

[Andrew Dismore](#)

Will you now answer substantively Question No: 3074 / 2013:

"What criteria are applied to decisions by the police as to whether a demonstration should be policed by police officers as opposed to requiring the organisers to hire professional traffic stewards?"

[The Mayor](#)

The primary response of the police is to prevent crime and disorder.

The MPS assesses all protest events on the basis of the likelihood of crime and disorder on that protest and then makes decisions on the level of policing required. In many cases, this assessment results in no police being deployed.

They do engage with all protest organisers to encourage them to employ capable, clearly identifiable stewards. However, unless an event requires a licence (under the Licensing Act 2003) there is no legal obligation for the provision of stewards.

The MPS encourages all groups who wish to undertake any activity on the public highway, whether it relates to public protest or not, to apply to the traffic authority for a Traffic Management Order.

This MPS has a duty to provide a lawful and proportionate policing response to protest, balancing the needs and rights of protestors with those impacted by the protest. The policing resources are based on numerous factors including intelligence, the number of people attending, counter protest and the proposed location or route.

Peel Centre

Question No: 2013/4173

[Andrew Dismore](#)

Will you now answer substantively Question No: 2034 / 2013, repeated as Question No: 3076 / 2013 and Question No: 2013/3696:

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

[The Mayor](#)

The planning brief is contained in the Planning Parameters document which is available at the Peel Centre website <http://peelcentresite.co.uk/>

Police station queues 1

Question No: 2013/4174

[Andrew Dismore](#)

Further to your answer to Question No: 2013/3679

"How long do you think it is reasonable for a member of the public to have to wait in a police station queue before being seen?"

your written response being:

"The Metropolitan Police Service has made a clear offer to Londoners that all victims of crime who want a visit from the police can have one at a time and place convenient for them. In many cases this will be more appropriate for members of the public than visiting front counters.

When people do visit counters, the police aim to assist people as soon as possible after they arrive.

Where queues build up stations are advised to operate a triage system and prioritise people with more immediate needs. Where appropriate they can also guide people to alternative access points, for example ringing 101 to make an appointment for an officer to visit them."

Will you now answer the question that was actually asked?

[The Mayor](#)

Members of the public visiting front counters should be seen as soon as possible, and latest figures show that two-thirds of people only wait for ten minutes or less.

Waiting times are down and public satisfaction with the ease of contacting the police is at an all-time high.

Front counters are only one option to contact the police, the public can also phone the 101 non-emergency number or visit a contact point. In an emergency 999 should always be used.

Police station queues 2

Question No: 2013/4175

[Andrew Dismore](#)

Will you now answer substantively Question No: 2013/3680:

"What are you doing about the long queues at the front offices in Barnet and Colindale police stations, a consequence of your closures of police stations. Are you aware that people are regularly walking out in despair? What are you doing about it?"

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 19 December 2013

Please see my response to MQ 3680/ 2013.

Kings Cross Underground station 1

Question No: 2013/4176

[Andrew Dismore](#)

You previously dismissed concerns about the lack of safe passenger headroom on the platforms of Kings Cross Underground station, due to what I consider to be the inadequate 'Tube Lines' station refurbishment, and then made even worse by step-free-access platform changes. If those concerns were not valid, why have you now added 'Mind your Head' stickers? Have there been injuries to passengers or staff? Can we now expect proper engineering fixes to these extensive shortcomings in the station design, and which apply to the whole length of platforms, not just the step-free sections?

[The Mayor](#)

Rather than 'inadequate' refurbishment work as you suggest, it is the installation of platform humps to provide level access to trains, together with new infrastructure that had to be accommodated in very limited space as part of the station upgrade works, that has resulted in lower than normal headroom on parts of the Northern line platforms at King's Cross St. Pancras.

Both pieces of work were carried out after careful consideration of the impact on passenger headroom. TfL's assessment of this concluded that the benefits delivered by the humps, and the improved safety and security provided by the additional infrastructure installed behind the new ceiling panels, far outweighed any very small risk associated with having slightly reduced headroom.

TfL continues to have no record of any injuries as a result of the headroom. However, as a precaution they have recently installed warning signs in the affected areas to highlight the reduced headroom to passengers to ensure that this remains the case.

Kings Cross Underground station 2

Question No: 2013/4177

[Andrew Dismore](#)

It is over 18 months since the new dot-matrix displays were fitted to Northern Line platforms at Kings Cross Underground station, and still they do not work. The old signs are so faded that they hardly work either. On what specific date will the new displays be operational?

[The Mayor](#)

TfL assures me that following additional modifications, TfL expects the new dot-matrix indicators will become operational in early 2014.

Buskers

Question No: 2013/4178

[Andrew Dismore](#)

A constituent has complained to me about 'over the top' noise from buskers on the underground whose amplifiers can drown out the Station announcements, what will you do about his?

[The Mayor](#)

All buskers licensed to play at pitches on Tube stations go through an audition process and must sign up to TfL's terms and conditions, which include the provision that volume must always be low enough for PA announcements to be clearly audible to customers. Certain pitches are designated as unsuitable for amplification or particular instruments, and these are banned at those locations.

Station staff ensure that buskers do not play at a volume that will affect the audibility of announcements, and buskers must comply immediately with requests from staff to reduce the volume to an acceptable level.

If you are aware of specific noisy locations, I would be more than happy to ask TfL to look into them.

Apex Corner 1

Question No: 2013/4179

[Andrew Dismore](#)

Are you aware of the serious traffic problems at Apex Corner N.W.7 since the re-phasing of your traffic lights? I have never known a situation as bad as the present. There are constantly long queues of traffic going down to Mill Hill Circus and the roundabout is gridlocked. This occurs at throughout the day and not just at rush hour and also at weekends. What are you going to do about it?

[The Mayor](#)

Dynamic traffic signal detection equipment was installed at Apex Corner in early September. Following this, I am advised by TfL that there were a series of faults with the equipment which affected network performance. TfL apologises for the inconvenience and frustration this caused. I am advised that the faults have now been rectified and Traffic Signal Engineers have and continue to adjust the signal timings to achieve the best balance at this location.

Apex Corner 2

Question No: 2013/4180

[Andrew Dismore](#)

A constituent has complained about access to the A41. Her estate consists of three roads Mount Grove, Riverdene and Langley Crescent and the only exit from them is onto the A41 turning towards Apex Corner (Northway Circus). Coming from Apex Corner towards Edgware the entrance is via a gap in the dual carriageway on Edgware Way. From the Edgware direction you can turn left into Mount Grove.

During the morning and evening rush hours and in the event of diversions on the motorways two lanes of traffic tail back past her junction towards Kenilworth Road. This makes it extremely difficult for residents to get out of Mount Grove onto the A41 and then get across to the outside of what becomes four lanes at the roundabout. This is the only way to get on to the Edgware Way if you wish to go towards Edgware/Watford or use Selvage Lane as the gap is 'No Entry' from Mount Grove.

More importantly, however, is the plight of traffic using the gap to enter Mount Grove travelling from Apex towards Edgware. Traffic tails back across the junction making it impossible to cross into Mount Grove. If both the lanes stop there is still a problem with motorcycles or cyclists weaving through traffic. Will you arrange for a marked area for the junction with 'Keep Clear' markings on the road surface which would be beneficial to access and greatly reduce the risks as are provided at the nearby the Pike Road junction with the A41 ?

[The Mayor](#)

I have asked that TfL review this location. They will respond to you directly on this matter.

Stirling Corner 1

Question No: 2013/4181

[Andrew Dismore](#)

What is the outcome of the 24/7 traffic light operation experiment at Stirling Corner?

[The Mayor](#)

The trial at Stirling Corner has been undertaken to assess possible safety and performance benefits of using full-time instead of part-time signals.

Initial results have shown that the full-time signalisation has addressed the original request from Barnet councillors and local residents to improve the east/west access to the roundabout. However, further analysis is needed to fully measure the benefits at this location.

The initial six-month trial was extended to take account of seasonal variation and to facilitate the collection of more data. TfL teams are meeting on a regular basis to review the trial and any future long term design options for Stirling Corner.

Stirling Corner 2

Question No: 2013/4182

[Andrew Dismore](#)

Will you now look to see what can be done to improve facilities for cyclists and pedestrians at Stirling Corner?

[The Mayor](#)

The trial of the 24/7 operation of the traffic signals at this location is under way. As part of reviewing the impact of this trial, TfL will give consideration to any further improvements that could be made.

Stirling Corner 3

Question No: 2013/4183

[Andrew Dismore](#)

On Thursday 24th October 2013 there was a six-car crash at Stirling Corner between Edgware and Borehamwood. Isn't it time you took steps to reduce the speed limit to 50 MPH?

[The Mayor](#)

TfL is already bringing forward a proposal to reduce the speed limit on the A41 at Stirling Corner. The scheme will be the subject of a public consultation early in the New Year.

Stirling Corner 4

Question No: 2013/4184

[Andrew Dismore](#)

Further to your answer to Questions No: 4161/2012;

"I cycle the whole of London. When I next do Stirling Corner I will give you a report" ;

and your answers to questions 261/2013, 522/2013, 1041/2013, 1464/2013 and Question No: 2039/2013 and Question No: 2497 / 2013 referring back to your non- answers to my invitation to you to attempt to go round Stirling Corner on your bike, and your repeated answer:

"I have nothing to add to MQ 4161/2012.", and your answer to Question No: 3083 / 2013, "I cycle the whole of London and when I next pass through Stirling Corner I will be sure to give you a report";

and your answer to Question No: 2013/3698:

"Since my last response to you on this matter "I cycle the whole of London and when I next pass through Stirling Corner I will be sure to give you a report", I have not cycled through Stirling Corner. However, when I next pass through Stirling Corner, I will be sure to give you a report."

Have you ever cycled round Stirling Corner? Have you cycled round Stirling Corner since you promised to do so; if not why not; and if not when do you expect to cycle round Stirling Corner? Or is it that you have no intention of doing so in the foreseeable future and just want to pretend you are a keen cyclist with cyclists' concerns at heart and have no intention of honouring your commitment to do so, so that your original answer can be seen as nothing more than a fobbing off exercise? Or are you frightened of doing so, as it is too dangerous? Why do you have nothing to add? Aren't you embarrassed by your non responses when reminded of your promise?

[The Mayor](#)

I have nothing further to add to my previous answers to this question. It costs around £70 to respond to each Mayor's Question and this question has now been asked 10 times.

Stamford Hill to Golders Green bus service

Question No: 2013/4185

[Andrew Dismore](#)

Further to your answer to question No: 77 / 2013 "What has happened to your promise about a bus route from Stamford Hill to Golders Green?", when will the "consideration between TfL and the relevant boroughs" be concluded; what meetings between TfL and the relevant boroughs have taken place and on what dates; and will you publish your and TfL's correspondence on the issue?

[The Mayor](#)

This review is continuing and TfL will let you know the outcome as soon as it is complete.

Finchley Memorial Hospital 1

Question No: 2013/4186

[Andrew Dismore](#)

Further to your answer to question No: 78 / 2013, "What are you doing about a bus service for Finchley Memorial Hospital?", what "active discussion between Barnet Council and TfL" has taken place and on what dates; and what are the "range of options" you are looking at?

[The Mayor](#)

These discussions are still under way. I will ask TfL to update you once those discussions have reached an initial conclusion.

Finchley Memorial Hospital 2

Question No: 2013/4187

[Andrew Dismore](#)

Are you aware that the wide access to the road leading to the Finchley Memorial Hospital and the actual entrance were specifically designed so a bus could access the new building?

[The Mayor](#)

The hospital forecourt has no provision for buses to stop and turn. Significant modifications would be needed to allow provision of a TfL bus service in the grounds.

Cycling safety 1

Question No: 2013/4188

[Andrew Dismore](#)

Are you aware of the accident on 21 October, 2013 when a cyclist was hit by an eight-wheeled skip truck on Camden High Street and seriously injured? She was going along the High Street and the truck turned left into her as they went into Delancey Street. Does this not show that left turns across cycle lanes are inherently dangerous and should be stopped on TfL roads?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 19 December 2013

It is clearly not practical to ban left turns on all TfL roads in London.

However, there are some design options that can eliminate or significantly reduce the risk from left-turning vehicles and TfL has been trialling some of these at an off-street test track. These include use of early start signals and separately signalling cycle movements through use of low-level signals. Many of these require alterations to DfT regulations, which we are lobbying for.

Cycling safety 2

Question No: 2013/4189

[Andrew Dismore](#)

Will you reconsider the current proposed redesign of Cobden Junction which is inherently dangerous for cyclists, with a left turn across the cycle lane which can only lead to more serious accidents between cyclists and HGVs?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 19 December 2013

Although the scheme consultation resulted in a support rating of 84 per cent, the project team (LB Camden and TfL) have been looking again at the concerns raised by some cycling groups relating to the potential left turn conflicts in the proposed layout. A final decision will be made in due course.

Kentish Town High Rd closure

Question No: 2013/4190

[Andrew Dismore](#)

Further to your answer to question Q No: 94 / 2013, "Kentish Town High Road was recently closed for several weeks, meaning buses were extensively re-routed. This was grossly mishandled by TfL", my constituent who first raised this issue with me considers your reply to be inadequate. She refers to the apparently grossly misleading information on your

"planning your journey" pages. She says this cavalier approach has continued in that no allowance is made on the journey planner for predictable delays of up to an hour on the bus services through Camden town in recent days and no allowance is made on the journey planner for the lack of a "down" escalator service at Kentish Town.

These omissions have cost her more than £20 each in emergency cab fares, as well as considerable discomfort to her injured knee and arthritic hips. On each occasion she had checked the journey planner a few hours before leaving, and could have left the house earlier had she been correctly informed. Further, she was not impressed by a "customer service" response 3 weeks after the event, and which did not address the substance of the issues raised. She comments insult is added to injury by your practice of sending emails with advice on disabled access, which do not address the question of which bus stops or stations to limp towards when other bus stops or stations are inaccessible and in which you do not even bother to include in your emails on disabled access any information on when a tube station or bus stop will become inaccessible, let alone seek to advise on alternatives. What can you say to her in response to these criticisms?

The Mayor

I am sorry your constituent found TfL's advice unhelpful and service poor. If the customer's details can be provided I will ask TfL to look at why this was the case.

On the website, Journey Planner does have a facility to highlight faults within stations and it will flag these up on a route when it is planned. For example the lack of the down escalator at Kentish Town is flagged when a journey is planned.

Further information is available about station issues under the Stations Tab at: <http://www.tfl.gov.uk/tfl/livetravelnews/realtime/tube/default.html> and the issue at Kentish Town is also displayed there. Information on disruptions by bus route can be found at <http://www.tfl.gov.uk/tfl/livetravelnews/realtime/buses/default.html>.

The journey times Journey Planner gives for buses are based on timetables.

TfL is, however, building a new website which will link information about services together more effectively than the current site. It is also built for mobile, as well as tablets and desktop computers.

London Overground

Question No: 2013/4191

[Andrew Dismore](#)

A constituent has raised with me his concerns about the recent performance of London Overground, on the Stratford - Richmond and Clapham Junction routes. Three of his last four planned journeys in the space of just 4 weeks were prevented by breakdowns, on two occasions the problem having been caused by freight trains. What is going on? Is the line is being overloaded with freight traffic to maximise income at the expense of passenger train reliability?

[The Mayor](#)

In the past four weeks the route between Gospel Oak and Highbury & Islington was closed for six days due to a freight train derailment at Camden Road in the early hours of Tuesday 15 October. The derailment caused significant damage to the Network Rail infrastructure, and Network Rail's team worked hard to restore the railway for full service on Monday 20 October.

The Stratford - Richmond and Clapham Junction route is shared with a number of freight operators who have contractual rights to operate such services. While I recognise the important role of railway freight in delivering goods to, from and through London, I am concerned about how, in the longer term, the massive increase in demand for London Overground services can be accommodated alongside current levels of freight traffic.

It is certainly the case that the reliability of freight services has not kept pace with that of the London Overground. TfL is working with the railway freight industry to secure improvements, to ensure the levels of reliability that London Overground users expect and deserve are maintained.

Increased aircraft noise

Question No: 2013/4192

[Andrew Dismore](#)

Since the middle of May this year there has been a substantial and sustained increase in aircraft overflying Barnet leading to a material increase in noise (and probably air) pollution. It marks a significant change to previous years and is having a deleterious effect on quality of life. Will you investigate what has been going on?

[The Mayor](#)

Transport for London has received a handful of complaints from residents in Barnet about an increase in aircraft noise. Heathrow have been conducting a number of operational trials, but as these ended in February it is not clear why residents should have experienced any change.

I am therefore writing to the Chief Executive of Heathrow Airport Ltd and the Chief Executive of NATS to ask them to explain what changes have been made to the flightpaths in and out of Heathrow and why.

Minimising the number of people affected by aircraft noise must be an absolute priority when looking at where the UK should provide new aviation capacity. This is recognised in the Government's Aviation Policy Framework and the Airports Commission's sift criteria which they are using to assess proposals ahead of announcing a shortlist of options to be taken forward in December.

The only credible solution is to build a new hub airport away from densely populated areas. A new four runway hub airport in the Thames Estuary or at Stansted should eliminate the need for planes to overfly London and would therefore affect less than 5 per cent of the number of people affected by Heathrow today.

High Tube fares

Question No: 2013/4193

[Andrew Dismore](#)

Will you now answer substantively Question No: 68 / 2013:

"When will you do something about the high tube fares?"

[The Mayor](#)

Officers are drafting a response to plenary question 68 / 2013 which will be sent shortly.

Camden Town Tube station upgrade

Question No: 2013/4194

[Andrew Dismore](#)

Will you now answer substantively Question No: 69 / 2013:

"When will you take action to upgrade Camden Town Tube station to deal with the chronic overcrowding on the station?"

[The Mayor](#)

I have now responded to plenary question 69 / 2013.

Northern line split

Question No: 2013/4195

[Andrew Dismore](#)

Will you now answer substantively Question No: 70 / 2013

"Are you still intending to split the Northern Line between the two branches at Camden Town? If so, when?"

[The Mayor](#)

Officers are drafting a response to plenary question 70 / 2013 which will be sent shortly.

Pollution

Question No: 2013/4196

[Andrew Dismore](#)

Will you now answer substantively Question No: 95 / 2013

"About 75% of the TfL roads in Barnet are so polluted they are illegal under EU law. What are you doing about it?"

[The Mayor](#)

Officers are drafting a response to plenary question 95 / 2013 which will be sent shortly.

Road markings on the A1 slip road off the A41

Question No: 2013/4197

[Andrew Dismore](#)

Will you now answer substantively Question No: 96 / 2013:

The road markings on the A1 slip road off the A41 used to include four arrows which have been reduced to three. This is dangerous as it is now very difficult to cross this road even at the Traffic lights. There are 2000 school kids who attend Brookland Rise Infant and Junior and Christ College -all on the North side of the A1. There have been accidents with cars exiting Eastholm and Westholm (both cul de sacs) on to the A1. When will you put things back to how they were?

*

[The Mayor](#)

Officers are drafting a response to plenary question 96 / 2013 which will be sent shortly.

TfL refunds

Question No: 2013/4198

[Andrew Dismore](#)

Will you now answer substantively Question No: 99 / 2013:

"Are you aware of <http://www.claimmyrefund.co.uk/Home/About>, and if so why has TfL not adopted this technology to ensure everyone gets the refunds to which they are entitled?"

[The Mayor](#)

I have now responded to plenary question 99 / 2013.

Bus engine maintenance

Question No: 2013/4199

[Andrew Dismore](#)

Will you now answer substantively Question No: 82 / 2013:

Are bus engines being maintained as efficiently and frequently under your watch as they were under Ken Livingstone, to help reduce pollution?

[The Mayor](#)

Officers are drafting a response to plenary question 82 / 2013 which will be sent shortly.

LIP funding

Question No: 2013/4200

[Andrew Dismore](#)

Further to Question No: 88 / 2013 "What will the consequences be of your cut to the boroughs' LIP funding?" and your answer, "I have not made any decisions on the December 2013 TfL business plan" when will you make decisions?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 09 December 2013

Please see my response to MQ 3945 /2013.

Swiss Cottage

Question No: 2013/4201

[Andrew Dismore](#)

Further to Question No: 90 / 2013, "Swiss Cottage gyratory is one of the worst junctions in London in terms of public realm. How long must we wait for an acceptable solution to be proposed?" and your answer, "Improvements for cyclists, pedestrians and other road users at Swiss Cottage gyratory are currently being considered by TfL as part of Barclays Cycle Superhighway Route 11. I have committed to making substantial improvements to the gyratory in our Cycling Vision, and these will also include improvements for pedestrians and to the public realm," what improvements are under consideration, and what is the timetable for them to be made?

[The Mayor](#)

Multiple options are currently being considered for Swiss Cottage, and TfL hopes to consult on proposals with stakeholders and the public in 2014 as part of the wider CS11 consultation.

Mayor's Vision for Cycling

Question No: 2013/4202

[Andrew Dismore](#)

Further to Question No: 97 / 2013: "While there is a lot of money (or at least a lot promised) through the Mayor's Vision for Cycling, Camden don't have enough officers to progress quickly to make improvements. Whilst TfL have given temporary money to assist with hiring people, would it not be better if boroughs had capacity and experts in post on permanent contract funded by TfL?" and your answer, "TfL is discussing possible solutions with London Councils and individual boroughs including Camden", what possible solutions are under discussion and what is the timetable for them to be implemented ?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 19 December 2013

TfL has provided LB Camden with funding for temporary staff support to help scope and deliver the Central London Grid.

In addition, boroughs are able to bid for staff support for 2014/15 to 2016/17 through the Borough Cycle Programme. Camden has submitted a bid for funding. Submissions are currently being reviewed and an announcement on the allocations will be made late this year.

Boroughs are able to re-charge a reasonable proportion of their staff time that is required to support the development and delivery of LIP schemes. Despite significant pressures on TfL's budget, LIP funding will be held constant for the next three years (2014/15 to 2016/17); in line with the £147.8 million funding that has been allocated in the current financial year.

As you may know, Camden Council is not unique in having these challenges. London Councils is also leading on a joint working initiative between TfL and the boroughs, to help ensure London has sufficient skilled staff to deliver current and future transport programmes. A Working Group has been set up to look at this in more detail and explore a number of proposals, including more sharing of staff between boroughs and TfL, secondments and job swaps, and training up new staff through graduate schemes and apprenticeships. More information on this can be found at: http://londoncouncils.gov.uk/committees/agenda.htm?pk_agenda_items=5431

Food banks

Question No: 2013/4203

[Andrew Dismore](#)

How many food banks in London have you visited in the 6 months to October 31st 2013?

[The Mayor](#)

In the 6 months to 31 October 2013 I have not visited any food banks in London. My Food Advisor Rosie Boycott has visited a number in this time on my behalf as a part of the work she is doing.

Increases in rent

Question No: 2013/4204

[Andrew Dismore](#)

What are you going to do to control the demands of rapacious private sector housing landlords for increases in rent and charges?

[The Mayor](#)

Rising private sector rents are a symptom of a shortage of supply. The only way to address rising rents in the long term is to increase supply, which is a central aim of my new housing strategy.

Benefit caps

Question No: 2013/4205

[Andrew Dismore](#)

How many Londoners have been forced to move due to the Government's benefit caps?

[The Mayor](#)

I support the principle of restoring fairness to housing benefit and the welfare system.

People move for many reasons and Benefits records do not show why households have moved, so it is not possible to say how many people have moved as a response to the new policies.

Strategic Housing Market Assessment

Question No: 2013/4206

[Nicky Gavron](#)

With reference to question 2013/3711, can you therefore confirm that you are not assessing the need for affordable rent at various rent levels?

[The Mayor](#)

Given that Affordable Rents can be set at a wide range of rent levels from target rents up to 80% of market rent and the fact that Affordable Rent is intended to be targeted at the same households that already access social rented housing, I do not intend to separately assess the need for this product at various potential rents.

Green Belt

Question No: 2013/4207

[Nicky Gavron](#)

As of October 2013, you have been consulted on 48 planning applications for development on land designated as Green Belt since your re-election. Can you please provide the reference numbers for each of these applications?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 27 November 2013

2576, 0960c, 0960d, 0300g, 2423a, 2531a, 3052, 3079, 3112, 3199a, 2918, 2963, 0784b, 0784c, 0850b, 1248c, 1359b, 1472a, 1498c, 1825b, 2099e, 2099f, 2105b, 2809b, 2921, 2940a, 2978, 3001, 3002, 3002a, 3030a, 3035, 3037, 3040, 3069, 3116, 3163, 3179, 3242, 3092, 0182c, 2995, 3028, 3039, 3091, 3113, 3195, 3221.

Metropolitan Open Land

Question No: 2013/4208

[Nicky Gavron](#)

As of October 2013, you have been consulted on 37 planning applications for development on land designated as Metropolitan Open Land since your re-election. Can you please provide the reference numbers for each of these applications?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 27 November 2013

3122, 3034, 2151b, 2600, 2957a, 3017, 2815a, 3010, 2986, 0129b, 0273a, 0992a, 2436b, 2812a, 2966, 2969a, 2972, 2976, 2976a, 2976b, 3013, 3033, 3050, 3070, 3135, 3135a, 3169, 1568a, 2974, 0230b, 0590b, 2159a, 2159b, 2969, 2976c, 2976d, 2984, 3124, 3133

Assets of Community Value (1)

Question No: 2013/4209

[Nicky Gavron](#)

The Planning Committee heard at our October meeting that it is unclear whether the listing of a property as an Asset of Community Value should be taken as a material consideration under the planning process. Do you believe that it should? If so will you release supplementary planning guidance to this effect?

[The Mayor](#)

CLG guidance is clear that "it is open to the Local Planning Authority to decide that listing as an asset of community value is a material consideration if an application for change of use is submitted, considering all the circumstances of the case". The most appropriate level for coming to a view on this is the local rather than the strategic level.

Assets of Community Value (2)

Question No: 2013/4210

[Nicky Gavron](#)

What work has the GLA undertaken to support community organisations which hope to list local property as an Asset of Community Value?

[The Mayor](#)

The London Plan already provides a strategic context through the planning system for resisting the loss of social infrastructure in areas of identified need. I am considering if the final Town Centres SPG should underscore the potential for pubs to be listed as Assets of Community Value where justified.

More generally, local communities are best placed to identify the specific assets which they regard as being of value to them, and to seek to bid for them as Assets of Community Value. Should communities require advice on local authorities' administration of government policy on these Assets, it is those authorities rather than the Mayor which are best placed to provide that advice.

Mayor's Mentoring Scheme Quarter 2

Question No: 2013/4211

[Joanne McCartney](#)

Following on from MQ 3151 / 2013, can you provide me with the figures on referrals, mentors and matches for the second quarter of the mentoring scheme which are due out this month?

[The Mayor](#)

Quarter 2 of the Mayor's Mentoring Programme 329 new young boys were referred to the programme; 322 mentors were vetted and trained; and 248 new matched relationships were established.

MPS dealing with homeless people (1)

Question No: 2013/4212

[Joanne McCartney](#)

Can you please tell me what, if any, work has been done by MOPAC to review and provide guidance on MPS policies in regards to dealing with homeless people?

[The Mayor](#)

MOPAC has previously sought assurances from the MPS with regard to how they deal with homeless people. The MPS are aware of the need to identify and address the key issues and MOPAC officials are in discussion with the MPS and others about how best to proceed with this work. As part of this work, MOPAC officers are linking into the work of my Rough Sleeping Group and have also recently attended a meeting of a Cross-Borough Enforcement Group.

MPS dealing with homeless people (2)

Question No: 2013/4213

[Joanne McCartney](#)

How regularly does MOPAC meet with homeless organisations and charities to discuss issues regarding homeless people in London?

[The Mayor](#)

The GLA leads on policies on homelessness and liaises with relevant organisations through my Rough Sleeping Group. As I said in my response to question 4212, MOPAC officials are working with partners to consider how best to take this work forward, and are doing so through existing forums, such as my Rough Sleeping Group, in which MOPAC participates.

Electric bike trial in Haringey (1)

Question No: 2013/4214

[Joanne McCartney](#)

Can you provide me with information about the electric bike trial in Haringey? How long will the trial last, will the e-bike cost the same as a push bike in the cycle hire scheme and how are you ensuring that this scheme has sufficient take up in order for it not to be successful?

[The Mayor](#)

Transport for London and the London Borough of Haringey are in the early stages of developing options for an electric bike trial in the borough. Details of length of trial, cost and potential take up have not yet been determined.

Electric bike trail in Haringey (2)

Question No: 2013/4215

[Joanne McCartney](#)

How many e-bikes are being provided to police officers and can you detail what boroughs are receiving them?

[The Mayor](#)

The Metropolitan Police Service (MPS) are expected to receive 30 e-bikes in early 2014.

No decision has yet been made on where the bikes will be deployed.

Electric bike trail in Haringey (3)

Question No: 2013/4216

[Joanne McCartney](#)

Fear of the roads is the biggest issue preventing a bigger uptake in cycling. How are you ensuring that the 'Quietways' being introduced alongside your e-bike are safe and will encourage people to start cycling?

[The Mayor](#)

Quietway routes are aimed precisely at people who do not want to cycle on main roads. They will use lower-traffic side streets, routes through parks and canal towpaths. They will be fully waymarked and easy to follow. At any section where they have to use a main road or busy junction, segregation or other provision will be made.

Gang's Czar (1)

Question No: 2013/4217

[Joanne McCartney](#)

Was the introduction of a 'Gang's Czar' in direct response to the Evening Standard's recent campaign? What discussions have you had with the Evening Standard regarding violence in the capital?

[The Mayor](#)

I have made significant commitments in respect of gangs in both my manifesto and Police and Crime Plan. The Plan includes a commitment to deliver the London Crime Reduction Boards Partnership Anti Gangs Strategy. In partnership with Criminal Justice partners excellent progress is being in the implementation of the strategy. However more can be done.

Ray Lewis on the basis of his work with mentoring has been appointed (DMPCD 201 3-1 62) co-chair of the Gangs Panel with Stephen Greenhalgh. This builds on the work that MOPAC has already been doing with MPS London boroughs and other partners.

The DMPC was recently interviewed by the Evening Standard about their campaign.

Gang's Czar (2)

Question No: 2013/4218

[Joanne McCartney](#)

How do you define 'extreme violence' and which parts of London are you finding these 'pockets of extreme violence'?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 09 December 2013

Extreme violence includes crimes such as gang related stabbing or serious assault. There are areas in London where these types of crimes are more likely to occur. For this reason, the MPS has specialist gangs unit in particular boroughs and the Home Office's Ending Gangs and Serious Youth Violence programme is targeted at specific boroughs. Violence is certainly not widespread in these boroughs. When it does occur, it happens in specific locations within the borough, which can be termed 'pockets of extreme violence'. These pockets are identified through reporting of offences and other intelligence by the MPS and Local Authorities who collectively ensure resources are targeted where they are most required.

London, like many capital cities has areas where violence is more likely to occur. It is for this reason the Metropolitan Police Service has specialist gangs unit in particular boroughs and the Home Office's Ending Gangs and Serious Youth Violence programme is targeted at specific boroughs. Violence is certainly not widespread in these boroughs. When it does occur it happens in specific locations. These locations are identified through reporting of offences and other intelligence by the Metropolitan Police Service and Local Authorities who collectively ensure resources are targeted where they are most required.

London Crime Prevention Fund (1)

Question No: 2013/4219

[Joanne McCartney](#)

How much money has MOPAC allocated to local authorities and agencies in London through the Crime Prevention Fund? In total, how many schemes and projects have been funded?

[The Mayor](#)

£17.9m has been allocated to Local Authorities for 2013/14 as part of the London Crime Prevention Fund. This is funding 174 different initiatives for 2013/14. We have provisionally allocated a further £17.2m in 2014/15 £16.8m in 2015/16 and £16.7m in 2016/17.

London Crime Prevention Fund (2)

Question No: 2013/4220

[Joanne McCartney](#)

How much money has been allocated through the Crime Prevention Fund to support activity to tackle gangs and Serious Youth Violence?

[The Mayor](#)

£3.18m of the funding provided in 2013/14 is for projects focussed on tackling gangs and serious youth violence. We have provisionally committed 4 year funding for the majority of these projects.

London Crime Prevention Fund (3)

Question No: 2013/4221

[Joanne McCartney](#)

Please provide a full breakdown of projects funded through the Crime Prevention Fund?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 09 December 2013

Information on the projects MOPAC funded through the London Crime Prevention fund can be found on the website at: <http://www.london.gov.uk/priorities/policing-crime/how-we-work/funding>.

Project Oracle (1)

Question No: 2013/4222

[Joanne McCartney](#)

How much money has the GLA and MOPAC spent developing Project Oracle since the launch of Time for Action in 2008? (Please including staffing costs)

[The Mayor](#)

In FY 2012-13 (the first year of delivery) MOPAC contributed £100,000 and the GLA contributed £175,000.

GLA staff time (finance and project development staff) and TfL staff time (legal and the procurement staff), prior to the delivery phase, is difficult to quantify, as developing and procuring the project was part of the staff's portfolios of projects at the time.

Project Oracle (2)

Question No: 2013/4223

[Joanne McCartney](#)

How many projects within Project Oracle have achieved Level 2 (having a plan for evaluation) and Level 3 (ability to demonstrate their effectiveness in reducing involvement in gangs and serious youth violence)?

[The Mayor](#)

To date, 45 organisations have worked with Projects Oracle to achieve Standard One (having a plan for evaluation) and seven organisations have achieved Standard Two (ability to demonstrate their effectiveness in reducing involvement in gangs and serious youth violence).

Rise in Domestic Violence

Question No: 2013/4224

[Joanne McCartney](#)

What evaluative work is the MPS and/or MOPAC undertaking to understand the rise in reported cases of domestic violence?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 09 December 2013

The MPS is preparing a problem profile to identify whether the rise in reported cases is due to an actual rise in domestic violence rather than an increase in reporting levels. We know that Domestic Violence is an area of significant underreporting.

Police Estate Sale (1)

Question No: 2013/4225

[Joanne McCartney](#)

How much has been raised by the sale of the police estate so far?

[The Mayor](#)

Details of properties disposed of since April 2013 can be found on the MOPAC website at <http://www.london.gov.uk/priorities/policing-crime/mission-priorities/police-and-crime-plan>

Police Estate Sale (2)

Question No: 2013/4226

[Joanne McCartney](#)

How much do you have raised through the sale of the police estate by year end 2013-2014?

[The Mayor](#)

The revised budget for capital receipts for 2013/14 is £92.5m.

Police Estate Sale (3)

Question No: 2013/4227

[Joanne McCartney](#)

How much do you hope to raise in through the sale of the police estate by year end 2014-2015?

[The Mayor](#)

The capital receipts budget for 2014/15 will form part of the budget which will be submitted to me at the end of November, and details of which will be published on the MOPAC website.

Police Estate Sale (4)

Question No: 2013/4228

[Joanne McCartney](#)

How much did you estimate you would raise through the sale of the police estate in 2013-14?

[The Mayor](#)

The original budget for capital receipts for 2013/14 was £40M and was approved in November 2012 as part of the MOPAC budget submission. Since then the Estate Strategy has been approved following significant public consultation and so there has been an acceleration in the estate rationalisation. The capital receipts budget has therefore recently been revised to £92.5 million.

The capital receipts will be used to fund the significant investment of £770 million needed over the next three years to modernize the IT infrastructure and estate.

Terrorism Legislation

Question No: 2013/4229

[Joanne McCartney](#)

In your opinion as Mayor, should terrorism legislation be used to prevent "the purpose of promoting a political or ideological cause"? Where would you draw the line in order to protect the right to free speech and a free press in London?

[The Mayor](#)

This country has an outstanding record of defending free speech but this must not be abused. My views on the freedom of the press are well known.

IPCC

Question No: 2013/4230

[Joanne McCartney](#)

The IPCC has supervised investigations into the use of schedule 7 of the Terrorism Act and all have shared their findings with the IPCC. Are you content that the MPS has not acted in a similar transparent way? What discussions have you had with the MPS and have you challenged them on this issue?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 19 December 2013

Despite the best efforts of both the IPCC and the MPS to reach an agreement on information sharing on the use of schedule 7, this is now subject to Judicial Review and therefore I cannot comment further. The Deputy Mayor for Policing and Crime is continuing to monitor the situation.

Police Vehicles (1)

Question No: 2013/4231

[Joanne McCartney](#)

Please provide a breakdown of the number of police vehicles that are currently operational across London by vehicle type for this year and the previous 5 years.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 19 December 2013

A breakdown of police vehicles for this year and the previous 5 years is detailed below.

Year	Cars	Vans	Bikes	HGVs	Misc	TOTAL
November 2013	2,227	757	370	3	25	3,382
November 2012	2,287	744	395	3	31	3,460
November 2011	2,292	728	381	3	31	3,435
November 2010	2,360	738	399	4	32	3,533
November 2009	2,321	757	380	3	31	3,492

Police Vehicles (2)

Question No: 2013/4232

[Joanne McCartney](#)

Please provide a breakdown of the number of police vehicles that are currently operational across London by vehicle type for this year and the previous 5 years by Borough.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 21 January 2014

Please see the attached data in Appendix 4232.

Police Vehicles (3)

Question No: 2013/4233

[Joanne McCartney](#)

Please provide a breakdown of the number of police vehicles that are currently not operational across London by vehicle type for this year. Please give state the reason these vehicles are not operational.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 05 February 2014

November 2013	Cars	Vans	Bikes	HGVs	Misc	TOTAL
Non Operational	1,275	638	103	39	133	2,188

For the purposes of this question (and MQ's 4231 and 4232), 'operational' refers to any response vehicle which has visual or audible warning equipment and 'non operational' vehicles are classified as vehicles which do not have visual or audible warning equipment. These include general purpose cars and support vehicles, such as scenes of crime vehicles (SOCO) and equipment vehicles.

Lambeth Police Numbers

War crimes of Chowdhury Mueen-Uddin

Question No: 2013/4234

[Murad Qureshi](#)

Following the conviction in Bangladesh of UK resident Chowdhury Mueen-Uddin for crimes against humanity committed during the country's war of independence in 1971, will you ask the Commissioner whether the Metropolitan Police SO15 unit will consider investigating Mr Mueen-Uddin for war crimes?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 19 December 2013

Decisions about who should, or should not, be investigated are operational matters for the police and it would be inappropriate for me to comment further.

Anaerobic Digestion

Question No: 2013/4235

Murad Qureshi

Can the Mayor provide an update on the progress of the anaerobic digestion plant on the Sustainable Industries Park?

The Mayor

TEG Biogas (London) Limited is building and will operate a £21 million organic waste facility at the London Sustainable Industries Park. The plant will have the capability to process 49,000 tonnes per annum (tpa) of food and green waste via a 30,000 tpa Anaerobic Digestion (AD) plant and a 19,000 tpa In-vessel composting (IVC) plant. LWARB invested £4.4 million of senior debt into the facility on pari passu terms with Investec Bank plc. (providing £3.5 million). The remaining £13 million has been provided by equity investors.

Construction started in September 2012 and was completed in October 2013. Commissioning is now taking place.

Strategy for ECO and Green Deal Delivery

Question No: 2013/4236

Murad Qureshi

Your response to MQ 2012/3168 in October 2012 stated that you were "working with the Department of Energy and Climate Change and the London boroughs to develop a London-wide strategy for implementing both Green Deal and ECO initiatives". One year on, is this strategy now in place?

The Mayor

I am implementing my strategy for delivering ECO and Green Deal in London: I have established the RE:NEW Support Team. The Support Team is working directly with local authorities and social housing providers in London to develop, procure and implement bigger and better retrofit schemes that will use Energy Company Obligation funding as well as Green Deal where appropriate. For more information visit: www.london.gov.uk/renew.

I am also submitting a bid to the Department of Energy and Climate Change for their Green Deal Communities to test ways to drive take up of measures under Green Deal.

Energy Efficiency and SMEs

Question No: 2013/4237

[Murad Qureshi](#)

Your response to 2012/3181 in October 2012 stated that you were reviewing "the provision of energy efficiency support to SMEs in London and currently assessing options for providing support". One year on, can you inform the Assembly what was the outcome of this review?

[The Mayor](#)

The review concluded that significant savings are achievable in this sector but SMEs are struggling to fund energy efficiency works themselves and would benefit from a programme of GLA support. As a result, officers are investigating the applicability of the RE:FIT and RE:NEW programmes to provide support and retrofit solutions to SMEs across London in a sustainable manner.

Consultation on Allowable Solutions (Zero Carbon Homes)

Question No: 2013/4238

[Murad Qureshi](#)

Did the Mayor respond to the Department for Communities and Local Government consultation on Allowable Solutions? If so, is this response posted on the GLA website?

[The Mayor](#)

Yes, I did. The response is not posted on the website, but I commit to do so.

Housing Standards Review (1)

Question No: 2013/4239

[Murad Qureshi](#)

Did the Mayor respond to the Department for Communities and Local Government consultation on the Housing Standards Review? If so, is this response posted on the GLA website?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 27 November 2013

Yes, I have responded to the DCLG consultation on the Housing Standards Review and the response will be uploaded on to the GLA website.

The response expressed concerns with proposals for a National Standards set which could limit the GLA's ability to apply planning policy on housing design and space standards as well as energy standards in new housing. The letter requested the opportunity to make further representations.

Housing Standards Review (2)

Question No: 2013/4240

[Murad Qureshi](#)

Has the Mayor been in contact with the Secretary of State for the Department for Communities and Local Government over proposals in the Housing Standards Review proposal that no other energy standards will be allowed to be set apart from those in national building regulations?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 27 November 2013

I have written to Eric Pickles, Secretary of State for Communities and Local Government. The letter expressed concerns with proposals for a National standards set which could limit the GLA's ability to apply Planning policy on housing design and space standards as well as energy standards in new housing. The letter requested a meeting with ministers to discuss these proposals, and requested the opportunity to make further comments, once CLG reaches a clearer position on the proposals.

London Plan Energy Policies

Question No: 2013/4241

[Murad Qureshi](#)

The July 2013 GLA study "Energy Planning: Monitoring the implementation of London Plan energy policies in 2012" found that London Plan energy and climate policies helped deliver CO2 savings 36% more than current national building regulations. Has the Mayor sent a copy of this report to the Secretary of State for the Department for Communities and Local Government?

[The Mayor](#)

No.

Housing Standards Review Consultation

Question No: 2013/4242

[Murad Qureshi](#)

Will the Mayor be meeting with the Secretary of State for the Department for Communities and Local Government to highlight concerns over the energy proposals in the Housing Standards Review consultation?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 27 November 2013

I have written to Eric Pickles, Secretary of State for Communities and Local Government. The letter requested a meeting with ministers to discuss these proposals, and highlighted my concerns with proposals for a National Standards set which could limit the GLA's ability to apply Planning policy on housing design and space standards as well as energy standards in new housing.

Planning Applications and Co2 Savings

Question No: 2013/4243

[Murad Qureshi](#)

Has the Mayor been implementing from October 1 2013 the requirement as set out in the London Plan for all new planning applications submitted to deliver a CO2 emission savings of 40% beyond the 2010 building regulation requirements?

[The Mayor](#)

Yes. As outlined in the draft Sustainable, Design and Construction SPG, from 1st of October 2013, the Mayor applied the 40% carbon reduction target (beyond Part L 2010) as set out in London Plan Policy 5.2 for 2013-2016. This target applies to all Stage 1 applications received by the Mayor on or after 1st October 2013.

Carbon dioxide reduction targets should be met on-site in the first instance. Where it is clearly demonstrated that the target cannot be fully achieved on-site, any shortfall may be provided off-site or through a cash in lieu contribution to the relevant borough, to be ring fenced to secure the delivery of carbon dioxide savings elsewhere

Electric Car Club

Question No: 2013/4244

[Murad Qureshi](#)

Following the opening of London's first electric car club, what further incentives will the Mayor offer SMEs for the development of similar schemes across the capital?

[The Mayor](#)

I am a long standing supporter of car clubs and London now has the largest car club market in Europe.

TfL has encouraged the expansion of car clubs, for example, through the provision of funding for implementation of dedicated on-street parking bays. They continue to work with the industry to support further growth and development across the sector.

Alongside the development of existing car clubs, new business models and options are entering the market. I am delighted to see exciting developments including free-floating models, where the vehicles are not limited to a specific parking bay, and new electric and ultra-low emission vehicles are now on offer.

I am working with the industry, including small and medium-sized enterprises, to encourage the uptake of cleaner vehicles and deliver continued growth and success for the whole sector.

Children and Fuel Poverty

Question No: 2013/4245

[Murad Qureshi](#)

Will the Mayor study the findings of the Children's Society's latest report 'Through Young Eyes' and direct his RE:NEW programme to look at the issue of London children living in cold damp homes?

[The Mayor](#)

My RE:NEW Support Team is already helping London boroughs and social housing providers to establish large scale domestic retrofit programmes which will include installing measures in homes with children living in cold damp homes.

I recently obtained funding from the Department for Energy and Climate Change for tackling fuel poverty. Two of the criteria for residents likely to be in fuel poverty and that could receive measures funded by the grant were:

Households with children under 16 and on low incomes; or

Families with children where the head of household is under 26.

Nuclear Power

Question No: 2013/4246

[Murad Qureshi](#)

Does the Mayor believe the Government's plan for a new nuclear power plant at Hinkley C, which guarantees for 35 years that operators will be paid a price twice the market rate for electricity, represents good value to Londoners? Have you made any representations to the Government on the issue?

[The Mayor](#)

Nuclear power is a major part of this country's drive to decarbonisation. The previous Labour government should have started work on new nuclear a decade ago. The reason the UK will have such a small energy headroom in two years is because the former Labour government's energy policies were short-termist and incoherent. That, along with leaving the worst fiscal deficit in the G20, is Labour's legacy, which the Coalition is left to address. The Government is aware of my support for new nuclear.

ECO to be scrapped?

Question No: 2013/4247

[Murad Qureshi](#)

The Government has stated that London should benefit from the Energy Company Obligation (ECO) because the design of the ECO would direct more funding to insulating London's solid wall homes. Is the Mayor therefore concerned over the Prime Minister's recent statements that the ECO may be scrapped?

[The Mayor](#)

The UK's buildings need investment to improve their energy efficiency and this investment is currently paid for from everyone's energy bills. ECO is set out in the Electricity and Gas (Energy Companies Obligation) Order 2012, which includes targets to be delivered by March 2015.

It would be mistaken to cease investment in energy efficiency, which is addressing the problem of high energy bills. We must have a sustained, long-term investment in a huge drive to make our buildings more energy efficient and bring down people's bills.

Licence Lite

Question No: 2013/4248

[Murad Qureshi](#)

Can the Mayor provide an update on progress for the Greater London Authority to be awarded 'license lite' status?

[The Mayor](#)

A detailed draft business model of "Licence lite" operations has been prepared for presentation to the regulator Ofgem during November. Subject to the timing of Ofgem's review of remaining market arrangements, it is planned to send preliminary questionnaires to potential tenderers for the required market interface services over the forthcoming months.

RE:FIT Schools Energy Efficiency Programme

Question No: 2013/4249

[Murad Qureshi](#)

Can the Mayor provide details of all schools currently going through the RE:FIT Schools Energy Efficiency Programme?

[The Mayor](#)

A list of schools that are actively participating in the RE:FIT programme and their status has been attached as Appendix 2.

In summary 39 schools have been retrofitted to date, 4 schools are seeking approvals to sign off works contracts and 11 schools are currently being assessed to identify potential retrofit projects.

In addition enquiries are being followed up from a further 30 individual schools and 21 London Boroughs.

London Energy Efficiency Fund Loan to Croydon

Question No: 2013/4250

[Murad Qureshi](#)

Can the Mayor provide full details of the £20m loan provided by the London Energy Efficiency Fund (LEEF) to the London Borough of Croydon? What in particular merited this project being funded?

[The Mayor](#)

The £20m repayable loan is to finance energy efficiency measures at a number of the Council's properties including Fairfield Hall, libraries, schools and other civic buildings. This should result in overall energy savings of 20% and 4,950 tonnes CO2 reduction per year. Some of this work will be done through the RE:FIT framework.

The project fulfils the fund's investment criteria, as set out on LEEF's website www.leef.co.uk, and was duly assessed and approved in accordance with the fund manager's independent investment appraisal process.

Excess Winter Deaths

Question No: 2013/4251

[Murad Qureshi](#)

What will the Mayor be doing to help combat the 2,500 'Excess Winter Deaths' currently predicted in London this year?

[The Mayor](#)

Excess winter mortalities are a serious concern. The causes of excess winter mortality are complex. As such I am taking action in a number of ways, including:

My RE:NEW programme deployed over £5million of measures to fuel poor homes across 18 boroughs this year, ahead of the cold weather. RE:NEW is working with boroughs and social housing providers to catalyse energy efficiency retrofit on a larger scale than before, with 60,000 homes currently in the pipeline.

Older people are more likely to deeper in fuel poverty and are most vulnerable to cold. My annual Know Your Rights campaign aims to maximise income among London's pensioners and help them claim benefits and extra help with paying their bills and keeping warm this winter.

The Cold Weather Plan for England was published last month. It provides health and social care services with emergency planning and preparedness guidance in the event of severe weather and periods of cold weather. My Health Team will continue to work closely with Public Health England's London office and Dr Yvonne Doyle, PHE's London Director, my statutory health Adviser to help combat excess winter deaths.

RE:NEW (1)

Question No: 2013/4252

[Murad Qureshi](#)

With reference to MQ [2013/3764](#) is it not a failure of the RE:NEW programme that £5.7m of public funds only managed to leverage in private sector funding of just over £1m?

[The Mayor](#)

No. The RE:NEW programme levered just over £1m funding through its pan-London roll-out.

RE:NEW also fulfilled other aims and objectives: more than 50,000 homes benefited from energy and water efficiency measures; saving more than £1.6m per annum. Over 5,000 homes were referred for income maximisation (tailored support to ensure they are accessing the benefits they are entitled to) as part of RE:NEW. Of these, 1,704 homes received a total additional income of £216,493. The residents in these 50,000+ homes also benefitted from behaviour change advice and advice about switching suppliers which will have saved even more on their fuel bills over and above the £1.6m.

Lessons learnt from the pan-London roll-out have been incorporated into future phases of RE:NEW and significantly more additional funding has been levered in (to date under RE:NEW Phase II, at least £6.9m additional funding has been secured and delivered).

RE:NEW (2)

Question No: 2013/4253

[Murad Qureshi](#)

What changes have been made to the new RE:NEW programme as compared to the previous roll-out phase in 2011/12?

[The Mayor](#)

There were a number of changes made to phase II of the RE:NEW programme compared to the roll-out phase. The key changes included:

More detailed analysis to ensure the areas selected had better potential for the insulation measures. This was combined with enabling an element of delivery outside of the areas where there was strong demand.

Making capital funding available to carry out enabling works e.g. for loft hatch widening without which the works would not have taken place

Streamlining the reporting requirements and processes.

Including additional contractual targets, and payments are linked to achievement of these targets to ensure the delivery agents focussing on installing more complex measures.

London Zero Carbon Energy Resource

Question No: 2013/4254

[Murad Qureshi](#)

How much did the study 'London's Zero Carbon Energy Resource' cost? What actions are being taken forward in relation to this study?

[The Mayor](#)

The study cost £82,500. Among the actions being taken forward are:

The development of the identified project opportunities through my Decentralised Energy Project Delivery Unit, supporting inward investment into a low carbon, affordable and resilient energy infrastructure in London

Developing projects that could be supported via European funding streams in a manner similar to the CELCIUS project in Islington

Embedding the findings in my Decentralised Energy Manual for London

Using the findings to influence Government in its design of heat incentive mechanisms, the implementation of the EU Energy Efficiency Directive and its over-arching heat policy

Using the findings to inform future iterations of the London Plan and associated GLA and borough infrastructure plans

Using the findings to develop a pathway for the long-term utilisation of heat networks in a way that utilises London's low carbon resources and zero NOx fuels

London District Heating Manual

Question No: 2013/4255

[Murad Qureshi](#)

A revision to the London District Heating Manual was due to take place in Summer 2013. Has this now happened and if not when will this update take place?

[The Mayor](#)

Following industry comments, the draft District Heating Manual for London is currently under review and a final version is expected to be published during the spring of 2014 and will be available for download from both the Mayor of London and the London Heat Map websites.

Affordable Warmth and Health Action Plan (1)

Question No: 2013/4256

[Murad Qureshi](#)

Which organisations will you be working alongside to deliver your new Affordable Warmth and Health Action Plan?

[The Mayor](#)

As stated in MQ 3804 /2013, the London Affordable Warmth and Health Action Plan was written and developed by the London Network of the Home Energy Conservation Associations (HECA). For further information about how they are taking their plan forward, please contact them at:

Chair of London HECA: Jo Gill

Tel: 01895 277436

email: jgill4@hillingdon.gov.uk

Address:

London Borough of Hillingdon

Private Sector Housing

2E/07 Civic Centre

Uxbridge

Middlesex

UB8 1UW

Affordable Warmth and Health Action Plan (2)

Question No: 2013/4257

[Murad Qureshi](#)

What forthcoming events are planned to advertise your new Affordable Warmth and Health Action Plan?

[The Mayor](#)

Please see my response to MQ 4256 /2013.

Green Awards

Question No: 2013/4258

[Murad Qureshi](#)

When will the Mayor's next Green Awards event take place?

[The Mayor](#)

The 'Green Awards' event was a one-off event celebrating best practice across three initiatives (the Mayor's Green Procurement Code, the Green 500 and the Better Buildings Partnership). There are no plans to replicate this.

I am committed to celebrating and championing environmental achievements across the capital and my current portfolio of awards include my Low Carbon Entrepreneur and the RE:LEAF awards.

Progress Report on Climate Change Mitigation and Energy Strategy

Question No: 2013/4259

[Murad Qureshi](#)

Your October 2011 'Climate Change Mitigation and Energy Strategy' states that "The Mayor will produce an annual report on London's progress on meeting its CO2 emissions reduction targets, including annual estimated CO2 emissions, and progress on Mayoral climate change mitigation programmes". When will the first of these annual progress reports on your climate change mitigation programmes be published?

[The Mayor](#)

Since the publication of the Climate Change Mitigation and Energy Strategy I have published two editions of the London Energy and Greenhouse Gas Emission Inventory (LEGGI) on the London Datastore at <http://data.london.gov.uk/> which provides an update on London's progress on meeting its CO2 emissions reduction targets, including annual estimated CO2 emissions. I will produce the first report on my climate change mitigation programmes in early 2014.

RE:FIT Evaluation Report

Question No: 2013/4260

[Murad Qureshi](#)

[MQ2013/1151](#) from March 2013 states that a RE:FIT evaluation report is to be published "this summer". Can you provide details on why this evaluation report has been delayed?

[The Mayor](#)

MQ 2013/1151 stated that 'RE:FIT will be included in the annual update on the Climate Change Mitigation and Energy Strategy that will be published this summer'.

A progress report of RE:FIT will be included in the annual update on the Climate Change Mitigation and Energy Strategy which will be published in 2014. We have also successfully bid for over £3 million of European and Technology Strategy Board funding for the Celcius project and the Future Cities Demonstrator projects. As with all our retrofit programmes, a full evaluation of RE:FIT will be completed when the project completes in 2014/15.

Climate Change Mitigation and Energy Strategy

Question No: 2013/4261

[Murad Qureshi](#)

Action 14.5 of your Climate Change Mitigation and Energy Strategy states that the LDA's Sustainable Design and Construction Standards will be adopted for all new buildings and for major retrofitting of GLA group buildings. Can you provide details of what GLA buildings have used these standards over 2012 and 2013?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 20 March 2014

Please see my response to MQ 362 / 2014.

Combined Heat and Power (CHP) in Social Housing

Question No: 2013/4262

[Murad Qureshi](#)

Can you please provide an update on your £30,000 study on the use of CHP in social housing?

[The Mayor](#)

Through the G15, officers we were made aware of research report that the G15 were preparing. It is our understanding that the report would gather data on 57 G15 housing schemes with communal heating and would include 8 research case studies based on site interviews[1].

Given the remit of the research project and the impending report, officers thought it prudent to wait until its publication prior to commissioning this work in order to avoid duplication and focus the GLA's in-house review.

Evaluating the Know Your Rights Campaign

Question No: 2013/4263

[Murad Qureshi](#)

Five MQs over the span of a 18 months - MQs

[2013/3795](#), [2012/1298](#), [2012/2702](#), [2012/3757](#), and [2012/2288](#) - have asked for some basic monitoring and evaluation data around your 'Know your Right's campaign without any success. You have stated this programme is of your principal actions for combatting fuel poverty in London. With the debate on energy prices at an all time high, will you commit to providing the Assembly with a proper evaluation report of this year's winter programme by March 2014 at the latest?

[The Mayor](#)

No. Please see my responses to MQs 3796 / 2013, 1298 / 2012 and 2288 / 2012.

October Storm

Question No: 2013/4264

[Murad Qureshi](#)

Will the Mayor be undertaking a review into the level of preparedness of all parts of the GLA family and assessing what lessons can be learned from the storm which hit London on 28th October?

[The Mayor](#)

Following the severe weather of 28 October 2013 the GLA held a debrief for all members of the London resilience partnership to assess what lessons can be learned. The event was held on 13 November and all members of the GLA family contributed to the discussion.

Memorandum of Understanding between Beijing and London (1)

Question No: 2013/4265

[Murad Qureshi](#)

What outcomes do you foresee arising from this new agreement?

[The Mayor](#)

The Memorandum of Understanding I signed with the Mayor of Beijing creates a unique opportunity for our two cities to share information and expertise. It will provide a platform to promote London's environmental services industry and academic institutions in China, supporting jobs and growth.

Memorandum of Understanding between Beijing and London (2)

Question No: 2013/4266

[Murad Qureshi](#)

Given the failure of your administration to successfully tackle the air pollution crisis what lessons do you hope to learn from Beijing's experience?

[The Mayor](#)

My administration has been addressing London's air quality with a suite of measures, which have resulted in reduction in emissions of PM10 by 15 per cent and NOx by 20 per cent and halved the numbers of Londoners living in areas where concentrations of NO2 exceed EU limit values for NO2.

The Memorandum of Understanding I signed with the Mayor of Beijing is based on a strong desire to work together to tackle the remaining air pollution challenges in our respective cities.

There is much we can learn from Beijing, notably relating to the rapid roll-out and wide spread use of electric vehicles, including buses.

Likewise, Beijing is interested in our approach to air pollution monitoring and some of our policy measures, including how we effectively tackled historic emissions from domestic heating and energy production, the Low Emission Zone and reducing emissions from major fleets like buses and taxis.

Clearly the positive global reputation London has in this area, underlined by Beijing's desire to work with us, is a testament to the ambitious package my administration has put in place to tackle air pollution.

Thames Water Price Increase (1)

Question No: 2013/4267

[Murad Qureshi](#)

Did the Mayor or his officers make any representations on behalf of Londoners to Ofwat regarding plans to increase bills for customers by £29 in 2014/15?

[The Mayor](#)

I am concerned about the increase in the cost of living for Londoners and have been closely monitoring Ofwat's assessment of Thames Water's application to increase bills through the IDoK process. I agreed with Ofwat's interim determination not to approve Thames Water's request.

Thames Water Price Increase (2)

Question No: 2013/4268

[Murad Qureshi](#)

Does the Mayor believe Thames Water are right to seek to increase Londoners bills during a cost of living squeeze and when other utility bills are rising sharply?

[The Mayor](#)

Please see my response to MQ 4267/ 2013.

Illegal Waste Sites (1)

Question No: 2013/4269

[Murad Qureshi](#)

What action can you take using your planning powers to assist the Environment Agency in identifying and prosecuting the operators of illegal waste sites?

[The Mayor](#)

I have no enforcement powers to take action against an operator that breaches the terms of their planning permission/operates without the benefit of planning permission. The power to take enforcement action rests with the relevant London borough and the Environment Agency.

Illegal Waste Sites (2)

Question No: 2013/4270

[Murad Qureshi](#)

Given that a significant amount of the waste at illegal sites comes from construction sites, will you commit to work with construction industry to ensure that waste of this kind is disposed of appropriately?

[The Mayor](#)

I am already promoting best practice for the construction industry through my Business Waste Strategy, seeking to increase reuse and recycling rates for construction waste from some 85% to 95% by 2020. As all developments need planning permission, I am using the planning system to address the issue you raise by requiring applicants generating waste from construction activities to demonstrate that measures are taken to reduce the amount of waste produced and reuse and recycling opportunities maximised.

Environmental Audit Committee Report

Question No: 2013/4271

[Murad Qureshi](#)

Does the Mayor support the Environment Audit Committee report on "Progress of Carbon Budgets" and its recommendation that local authorities should have a statutory duty to produce low-carbon plans for their area?

[The Mayor](#)

The public sector has a very important role to play in helping the UK meet its Carbon Budgets both in leading by example and developing programmes that will support activity more widely to reduce carbon emissions.

Guidance was issued by DECC in July 2012, under the Home Energy Conservation Act 1995 (HECA), that required all English authorities with housing responsibilities to prepare a report by 31st March 2013 setting out the energy conservation measures that the authority considers practicable, cost-effective and likely to result in significant improvement in the energy efficiency of residential accommodation in its area.

In London we have set a 60% carbon dioxide reduction target and our partnership working with London Boroughs in areas wider than just residential accommodation will be essential as we make progress towards that target and also look to secure the economic opportunities that this low carbon growth represents for London.

Nuclear Power

Question No: 2013/4272

[Murad Qureshi](#)

With reference to your answer to MQ 2013/3769 can you please answer the question as to how new nuclear reactors which by your own admission take a decade to construct, will help London deal with the capacity crunch which could occur as soon as next winter?

[The Mayor](#)

Nuclear power is a major part of this country's drive to decarbonisation. The previous Labour government should have started work on new nuclear a decade ago. The reason the UK will have such a small energy headroom in 2 years is because the former Labour government's energy policies were short-termist and incoherent. That, along with leaving the worst fiscal deficit in the G20, is Labour's legacy, which the Coalition is left to address.

You are right to point out that - as always - righting Labour's mistakes will take some time. That is why I am driving the biggest buildings retrofit programme London has seen, collaborating with partners through the Low Carbon London programme and my Electricity Working Group to support smart technologies to reduce the peak demand spikes, and am working to deliver on my target that 25% of London's energy demand should be met by local sources by 2025 taking pressure off upstream generators.

Wind Farms

Question No: 2013/4273

[Murad Qureshi](#)

Given your recent attacks on wind farms, do you continue to support the London Array?

[The Mayor](#)

Renewables, including wind, are part of the UK's energy mix and I continue to support the London Array.

Source London Members

Question No: 2013/4274

[Murad Qureshi](#)

What targets have been set for how many members should be joining the Source London scheme, for each year of its operation?

[The Mayor](#)

Formal membership targets were not set because the increase in membership is dependent on a number of factors such as the number of electric vehicle models launched by car manufacturers and an electric vehicle driver's access to home or workplace charging.

However, before the scheme was launched in May 2011, TfL predicted that 20 per cent of EVs in London will have joined the scheme by the end of this financial year, increasing to 80 per cent by March 2018. From the information currently available 31 per cent of the electric vehicles registered in London are already Source London members.

Health Building

Question No: 2013/4275

[Murad Qureshi](#)

Further to your answer to MQ 2013/3815 was the technical problem with the TSB's system or with the lead applicant? Will the Mayor be engaging with the lead applicant again in the future? What monies were spent in producing this bid?

[The Mayor](#)

I do not have any plans to work with the lead applicant in the foreseeable future. No GLA funding was spent on developing the bid.

Piccadilly line stop at Turnham Green

Question No: 2013/4276

[Murad Qureshi](#)

Following TfL's recent online survey which included a question about the Piccadilly line stopping at Turnham Green throughout the day, when is TfL expected to make a decision about this?

[The Mayor](#)

TfL will publish a report on the recent engagement, which will include conclusions from the feedback received and from a thorough review of the business case for stopping arrangements at Turnham Green station. The exact timings of this report have not yet been finalised.

Piccadilly tube doors opening between stations

Question No: 2013/4277

[Murad Qureshi](#)

It was recently reported that the doors of the Piccadilly line tube train opened between Hounslow West and Hatton Cross tube stations in West London. What steps are TfL taking to ensure this never happens again?

[The Mayor](#)

TfL has confirmed that the safety systems on the Piccadilly line train were activated when two doors opened very slightly, alerting the driver who immediately brought the train to a halt. No passengers were injured and the train was immediately taken out of service.

TfL is conducting a full investigation to identify the root cause of the incident, the results of which will inform any actions that need to be taken to prevent this recurring.

Health Inequalities Strategy - First Steps to Delivery

Question No: 2013/4278

[Onkar Sahota](#)

Does the Mayor intend to fully evaluate the impact that his "First Steps to Delivery until 2012" document has had on reducing health inequalities in London, and can he inform the Assembly of the timescale for its publication.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 27 November 2013

A significant amount of work has already been undertaken towards the delivery of my Health Inequalities Strategy since its publication in 2010. I shall review next steps to a refreshed delivery plan in light of information gathered from the London Health Commission's 'Call for Evidence' and subsequent recommendations in 2014.

The Oaks Development - Acton

Question No: 2013/4279

[Onkar Sahota](#)

Does the Mayor intend on calling in the re-development of the Oaks Shopping Centre in Acton for his own decision?

[The Mayor](#)

Ealing Council have now determined the application and have resolved to approve the scheme; however they have yet to refer the scheme for stage two consideration. The Mayor cannot pre-empt any decision until the stage two referral (including the draft Section 106 agreement) has been received and the scheme assessed accordingly. Given the Mayor's formal planning role in this application, no further comments can be given at this stage. The Mayor will consider any representations received on the scheme prior to reaching a formal decision.

Turnham Green Station

Question No: 2013/4280

[Onkar Sahota](#)

Will the Mayor finally end the 50 years of hurt that has seen commuters at Turnham Green witness Piccadilly line trains whiz past its platforms, and finally meet the demand of Hounslow Council to stop trains at that station?

[The Mayor](#)

Please see my response to MQ 4276 /2013.

Health Inequalities Strategy

Question No: 2013/4281

[Onkar Sahota](#)

Can the Mayor issue a timetable for the publication of his next statutory Health Inequality Strategy delivery plan, given that his first delivery-plan was only published two years into his first Mayoral term, and expired in 2012?

[The Mayor](#)

Please see my response to MQ 4278 / 2013.

London Borough of Heathrow

Question No: 2013/4282

[Onkar Sahota](#)

Can the Mayor explain how he has reached the figure of 40,000 new jobs to be generated on the site of Heathrow, after its compulsory purchase, under the terms of his proposals for increasing aviation capacity?

[The Mayor](#)

The relocation of the UK's hub airport from west to east would give rise to a fantastic opportunity to redevelop the existing Heathrow site, which at over 1,200 hectares, is of a comparable size to a new London Borough.

As you point out, work undertaken by Oxford Economics for Transport for London (TfL), has identified that the redeveloped site could accommodate over 40,000 jobs and 80,000 new homes. Furthermore, a new airport to the east would provide over 270,000 new jobs in the south east, 100,000 of which would be in London.

Further detail on how these figures were arrived at was included in the submissions I made to the Airports Commission in July. These submissions and a number of more detailed technical reports have been published by TfL and can be found at: www.newairportforlondon.com.

With the extreme housing capacity shortage that London and the south east is facing the opportunity to redevelop a brown field site of this scale in one of the most dynamic and economically vibrant parts of the city is truly exciting prospect.

British Airways at Heathrow

Question No: 2013/4283

[Onkar Sahota](#)

Can the Mayor outline what impact to the business case for his three preferred options for London's Hub Airport the recent announcement by Willie Walsh, that BA will remain at Heathrow regardless, will have?

[The Mayor](#)

My proposal to the Government is to build a new four runway hub airport to the east of London and to relocate the existing Heathrow operation to this new site.

In a new purpose built facility, with four runways and capacity for up to 180 million passengers per annum and the capability to operate 24 hours a day, airlines would be able to expand their networks without the constraints that exist at Heathrow today.

My response to the Airport Commission Discussion Paper 04 (<http://www.tfl.gov.uk/assets/downloads/corporate/airports-commission-discussion-paper-operational-models-tfl-response.pdf>), published in July, considers how airlines will respond to the new hub airport - see sections 4.44-4.48, page 20-21.

Northwood Sainsbury's Development (1)

Question No: 2013/4284

[Onkar Sahota](#)

Can the Mayor outline what engagement TfL have had with residents and traders in Northwood prior to entering into an agreement with Bride Hall, which may adversely impact upon Northwood town centre?

[The Mayor](#)

TfL met with commercial and residential tenants and members of the Northwood Residents Association in March 2013, prior to signing a Development Agreement with Bride Hall.

A scheme has not at this stage been presented for consultation. I have asked TfL to review any proposals in advance of publication to ensure that the concerns currently being raised by tenants and residents are addressed.

Northwood Sainsbury's Development (2)

Question No: 2013/4285

[Onkar Sahota](#)

Considering the Mayor's self-professed support for small business, can he detail how TfL intends to re-site the numerous businesses that TfL will need to evict in order to proceed with the Sainsbury's development?

[The Mayor](#)

A scheme has not at this stage been presented for consultation. I have asked TfL to review any proposals in advance of publication to ensure that the concerns currently being raised by tenants and residents are addressed. This includes options for supporting and / or re-siting existing tenants.

SureStart

Question No: 2013/4286

[Onkar Sahota](#)

Do you agree that early intervention programmes such as SureStart make a positive difference to children - especially the most vulnerable? Have you made an assessment of the impact of over 126 Sure Start Centre closures in London on early years education in the capital?

[The Mayor](#)

The GLA has previously carried out a cost benefit analysis of early intervention programmes and we fully support the value and importance of good quality provision for early years.

Every local authority that has made a decision to close a Sure Start centre will have assessed the local need through public consultation.

Cut to London's NHS Funding (1)

Question No: 2013/4287

[Onkar Sahota](#)

Considering that London has some of the biggest gaps in health inequality, what assessment has the Mayor had of the impact the proposed cut of £220 million to Clinical Commissioning Group funding will have on health inequalities in London?

[The Mayor](#)

In August 2013, NHS England published indicative capitation targets and the £220 million you refer to represents the initial amount of money that London is spending above capitation targets. NHSE (London) has assured my officials however that there should be no prior assumption that London would lose £220 million, and that the figures will be revised in December 2013.

Cut to London's NHS Funding (2)

Question No: 2013/4288

[Onkar Sahota](#)

Given his responsibilities as regards the alleviation of health inequalities in London, does the Mayor oppose the elimination of deprivation weighting as part of the NHS's funding formula?

[The Mayor](#)

The proposed formula, as recommended by the Advisory Committee on Resource Allocation, (the independent committee on resource allocations), reflects deprivation as evidenced by the use of health services. NHS England has assured my officials however, that it is looking to see if there should be an additional adjustment to reflect that in some areas deprivation may lead to circumstances when there are unmet healthcare needs.

Clearly, I want London to receive a funding allocation that meets the health needs of all Londoners, now and into the future. I have therefore established the London Health Commission, under the chairmanship of Lord Darzi, which as part of its remit will examine the sustainability of London's NHS services. It is due to report in the autumn and I look forward to reading their recommendations.

Cut to London's NHS Funding (3)

Question No: 2013/4289

[Onkar Sahota](#)

Given that "making the case for London" is one of the Mayor's top priorities for his London Health Board, does the cut of £220m from NHS funding in London represent another of his failures to deliver for London.

[The Mayor](#)

No - this is not a failure and I refer you to my response to MQ 4287 / 2013.

As you will be aware, the London Health Board met for the first time in May 2013 and identified 'Making the case for London' as one of its priorities. I have since established the London Health Commission, under the excellent chairmanship of Lord Darzi, which as part of its remit will examine the sustainability of London's NHS services. It is due to report in the autumn and I look forward to reading their recommendations.

Cut to London's NHS Funding (4)

Question No: 2013/4290

[Onkar Sahota](#)

Is the Mayor concerned that the proposed cut of £220m from NHS funding in London will lead to another round of financially led cuts to services, masked as reconfiguration for the sake of clinical outcomes? If so, what representations has he made to the government on behalf of Londoners?

[The Mayor](#)

Please see my response to MQ 4287 / 2013.

Cut to London's NHS Funding (5)

Question No: 2013/4291

[Onkar Sahota](#)

What expectations will the Mayor set with NHS England's London Office, CCGs and Hospital Trust's as to the role of patients in the future configuration of services in London that these cuts will likely cause?

[The Mayor](#)

I have made it clear that I expect the NHS in London to seek and take into account the public's views when making decisions on the reconfiguration of health services. I welcome NHS England's national 'Call to Action' programme which is being led at a local level by CCGs and aims to secure views and ideas from the public.

Health Inequalities unit (1)

Question No: 2013/4292

[Onkar Sahota](#)

Can the Mayor outline how many full time equivalent posts he has employed within his Health & Equalities - Health team over the past three budgets?

[The Mayor](#)

The GLA-funded establishment list for the health team is set out below:

2011-12 - 5.2 FTE

2012-13 - 5.2 FTE

2013-14 - 5.2 FTE

On occasion, fixed term contracts are used to resource specific projects, for example Healthy Schools Programme.

Health Inequalities unit (2)

Question No: 2013/4293

[Onkar Sahota](#)

How do you measure the outcomes of the work of your health inequalities unit?

[The Mayor](#)

I do not have a health inequalities unit.

Health Inequalities unit (3)

Question No: 2013/4294

[Onkar Sahota](#)

Can the Mayor outline the roles and responsibilities of his health inequalities unit ?

[The Mayor](#)

Please see my response to MQ 4293 /2013.

Health Inequalities unit (4)

Question No: 2013/4295

[Onkar Sahota](#)

What is the remit the Mayor's health inequalities unit?

[The Mayor](#)

Please see my response to MQ 4293 /2013.

Health Advocacy (1)

Question No: 2013/4296

[Onkar Sahota](#)

How often does the Mayor of his representatives meet with the Secretary of State for Health & Ministers of State at the Department of Health? Please provide details of all meetings in the last twelve months.

[The Mayor](#)

The meetings I attend in my role as Mayor of London are listed in my monthly Mayor's Report to the Assembly.

Health Advocacy (2)

Question No: 2013/4297

Onkar Sahota

How often do your representatives meet with NHS officials? Please provide details of all meetings in the last twelve months.

The Mayor

In the last 12 months Victoria Borwick (Deputy Mayor) met:

Dr Howard Freeman & Mr Peter Kohn (Office of London PCT Cluster Chief Executives) - on one occasion

Ann Radmore (CEO LAS) - on four occasions

Sir Robert Finch, Royal Brompton & Harefield NHS Foundation Trust - on one occasion

Lord Ara Darzi - on one occasion

Anne Rainsberry (Regional Director - London, NHS England) - on two occasions

Mr Richard Hunt (Chairman of LAS) 7 November 2013 - on one occasion

Dr Yvonne Doyle (Strategic Health Advisor - Regional Director, Public Health England) - on 3 occasions

Professor Chris Ham (Chief Executive of the Kings fund) two occasions

Chris Streather (Managing Director of Guys and St Thomas Foundation Trust) one occasion

Victoria has attended a variety of engagements at NHS venues and elsewhere that involve her meeting NHS management and staff. These include cancer workshops and events relating to HIV, breast cancer and hepatitis C. Victoria has also represented the Mayor at various health seminars and events.

Victoria attends the London Health Board at which NHS officials are present. For details of these meetings see www.londonhealthboard.org.uk.

Ealing and Charing Cross Hospitals (1)

Question No: 2013/4298

[Onkar Sahota](#)

In light of the Secretary of State's announcement on 30th October regarding the future "different shape and size" of Ealing and Charing Cross hospitals, has the Mayor made any representation to clarify exactly what level of service will in future be provided at these hospitals once the reconfiguration is complete? Do you believe this will impact on health inequalities in the area served by the hospital?

[The Mayor](#)

My officers continue to meet regularly with Dr Anne Rainsberry, London Regional Director for NHS England. I understand from her that this is the start of Shaping a Healthier Future's five year implementation programme and that CCGs in North West London will be working with their local partners to identify the best range of services to meet the needs of the local community.

I am aware that Shaping a Healthier Future has had an extensive equalities impact assessment. I expect the findings from this work to be taken fully into account as new services are designed and implemented.

Ealing and Charing Cross Hospitals (2)

Question No: 2013/4299

[Onkar Sahota](#)

Given that the Secretary of State claimed Ealing and Charing Cross hospital A&E's are safe, and the Medical Director of the NHS NWL Trust publically announced no blue-light ambulances would attend Ealing A&E, can the Mayor outline what he believes the definition of an A&E is?

[The Mayor](#)

As you will be aware, Professor Sir Bruce Keogh is currently conducting a review into urgent and emergency care in England. He is now beginning the second phase of this review, which will identify and initiate sites to trial new models of delivery for urgent and emergency care.

Urgent and Accident Care Review

Question No: 2013/4300

[Onkar Sahota](#)

Can the Mayor provide the Assembly with a copy of his submission to Sir Bruce Keogh's review into urgent and emergency care services, and if not, will he confirm he has not made one?

[The Mayor](#)

I have not made a formal response to this first stage of Sir Bruce Keogh's national review although my one of my officers attended a stakeholder event.

My officers meet regularly with Anne Rainsberry, Regional Director, NHS England (London) to seek assurances concerning current and future provision of urgent and emergency care in London. Aspects of Sir Bruce's vision are already implemented in London with specialist centres treating patients with major trauma, stroke and heart attacks, with significant clinical benefits. I will continue to follow the progress of the review on behalf of Londoners.

Changes to Monitor's marginal rate rule (1)

Question No: 2013/4301

[Onkar Sahota](#)

Can the Mayor give his assessment as to how Monitor's proposed changes to the funding formula of the marginal rate rule impact on health inequalities in London?

[The Mayor](#)

My overall concern is that Londoners have access to the high quality health care that they need, both now and in the future. I understand that Monitor's proposed changes to the funding formula of the marginal rate rule will take account of the significant changes in patterns of emergency admissions faced by providers in the last five years.

The purpose of the rule is to give acute providers an incentive to work with other parties in the local health economy to manage demand for avoidable emergency admissions and to treat patients in the most appropriate setting. My team meets regularly with Anne Rainsberry, Chief Executive, NHS England (London) to discuss these matters and I shall continue to follow this issue on behalf of Londoners.

Changes to Monitor's marginal rate rule (2)

Question No: 2013/4302

[Onkar Sahota](#)

Can the Mayor give his assessment as to which London hospitals would lose out under Monitor's proposed changes to the marginal rate rule?

[The Mayor](#)

Please see my response to MQ 4301 / 2013.

SNTs in Brent and Harrow

Question No: 2013/4303

[Navin Shah](#)

Under your new policing model there are meant to be two dedicated officers in each ward. However, both in Brent and Harrow most of the time this is not the case. I have received complaints from my Harrow constituents that a lot of times dedicated officers are taken off the ward. For example the PC is extracted for the reporting of car crime and the PCOS to work on ASB desk. People are led to believe that they are supposed to be ring-fenced when actually at times the dedicated PC and PCSO are taken away the ward short of officers on the ward. This situation is far from satisfactory. Can you confirm that there ARE two dedicated officer per ward with sole duty to server their respective ward?

[The Mayor](#)

Each ward in London has a named dedicated police officer and PCSO. In Brent these dedicated resources have not been abstracted from their wards. In Harrow, these officers have been abstracted on rare occasions in order to ensure an effective, local response to victims of crime and Anti-Social Behaviour. These abstractions should be seen in the context of the larger pool of officers which is now available for neighbourhood policing as a result of the local policing model which means an extra 46 officers in Harrow and 98 in Brent.

Central Middlesex Hospitals, A&E units

Central Middlesex Hospitals, A&E units

Question No: 2013/4304

[Navin Shah](#)

I appreciate that you are not accountable for the delivery of NHS services in the capital or for reconfiguration decisions, however Health Secretary, Jeremy Hunt announced recently that Central Middlesex hospitals, A&E units that treat life-threatening injuries and illnesses would be replaced by urgent care services for less serious cases from next year, as part of a shakeup of services for about two million people across North-West London. What representation have you made with regards to how the make-up of the new hospital would look like?

[The Mayor](#)

I met a cross-party delegation, led by Dr Onkar Sahota AM, to discuss the proposed changes to hospitals in North West London, and subsequently wrote to Dr Anne Rainsberry, Regional Director of London for NHS England.

I have made clear to Dr Rainsberry my expectation that any changes to hospital services are clinically led, take account of (and where possible reduce) health inequalities and provide the high quality service that Londoners deserve.

Decision to close Central Middlesex Hospital's A&E department

Decision to close Central Middlesex Hospital's A&E department

Question No: 2013/4305

[Navin Shah](#)

In your personal view, do you think the Government is justified in closing A&E units if it thinks it can save the NHS money? Hunt's decision means that there will shortly be just five major hospitals in North West London.

[The Mayor](#)

I have received assurances from NHS England that there will not be a reduction in spend on NHS services in North West London, rather services are being modernised to make them appropriate for today and the future.

I have also been assured that the changes in North West London are clinically led and that all the medical directors and lead GPs in North West London support the proposals. I respect their expertise in organising clinical care.

Step Free Access for Rayners Lane Station

Question No: 2013/4306

[Navin Shah](#)

Further to your reply to Question No: 2013/3859, I would like to know what TfL will be doing to tackle accessibility at Rayners Lane Station. I would like to request a meeting with your relevant officers to discuss the opportunities. Will you facilitate this for me?

[The Mayor](#)

Yes, and I have asked TfL to contact you to arrange such a meeting.

Kilburn Station (1)

Question No: 2013/4307

[Navin Shah](#)

I recently met with a local resident at Kilburn Station, who is a Wheelchair passenger. He is asking for the return of a ramp to a tube station after transport bosses withdrew the vital facility on 'safety' grounds. This ramp was introduced during the 2012 Olympic Games, This Thbut earlier this year it was taken away, leaving wheelchair passengers with long journeys to central London via buses and trains. It take my local resident 45 minutes via two buses to travel to central London instead of around 15 minutes on the Jubilee line from Kilburn. Will you restore the ramp back to the station?

[The Mayor](#)

Yes, I am keen to find a way to do that. TfL is actively seeking a way to achieve this which would be acceptable to the Department for Transport (DfT) and the Office of Rail Regulation (ORR) - as the DfT and ORR must agree the safety of any boarding solution in order for it to be introduced.

The ramp, while made available locally at Kilburn Station, was not approved as safe for use at stations where the train is lower than the platform. It has never been officially introduced nor was it advertised as an available service during the 2012 Games.

Kilburn Station (2)

Question No: 2013/4308

[Navin Shah](#)

How did the ramp at Kilburn Station breach 'safety standards'?

[The Mayor](#)

TfL safety standards and practices must reflect the advice of the Department for Transport (DfT) and the Office of Rail Regulation (ORR). In this instance, on the basis of advice from the DfT and the ORR, the current design of manual boarding ramp was not able to be approved as safe for use at stations (including Kilburn) where the train is lower than the platform. However, as explained in my answer to question 4307/2013, TfL is actively seeking a solution with the DfT and ORR that will resolve the issues.

Kilburn Station (3)

Question No: 2013/4309

[Navin Shah](#)

Will you arrange for the relevant TfL officers to have a meeting with me and concerned residents about the removal of this ramp before Christmas?

[The Mayor](#)

Yes and I have asked TfL to contact you to arrange this.

New Contracts for London Overground (1)

Question No: 2013/4310

[Navin Shah](#)

You have previously said that new contracts were to be awarded at the end of 2013 for London Overground station litter collection and recycling. Is that so? Do you expect recycling rates to increase, and what is your target?

[The Mayor](#)

Overall recycling rates at London Overground stations have improved since TfL took over responsibility for these lines in 2007. However, TfL recognises that further improvements are possible and seeks to achieve consistently high levels of recycling at all stations.

In February 2013 London Overground's operator, London Overground Rail Operations Limited (LOROL), appointed a new waste collection and management supplier. Under the contract the new supplier is required to improve recycling rates to above 70 per cent.

New Contracts for London Overground (2)

Question No: 2013/4311

[Navin Shah](#)

Do you accept that the old system of three different, often isolated litter bins is a failure, because the descriptions on them are ignored by the public and - due to the same colour of plastic bag being fitted to all bins - sometimes by your own staff?

[The Mayor](#)

Transport for London and its operator LOROL are committed to improving recycling rates across the London Overground network. As already explained in MQ 4310/2013, LOROL increased its recycling targets at stations when it appointed a new waste collection and management supplier in February this year.

TfL does accept that the current recycling arrangements work better at some stations compared to others depending on the local layout. However, LOROL is continuously working with its suppliers to identify how arrangements can be adjusted to improve recycling rates.

New Contracts for London Overground (3)

Question No: 2013/4312

[Navin Shah](#)

Would not installing only joined pairs of two bins on platforms, for all co-mingled recycling and for residual waste, be a better scheme, understandable by the public, and more practical for your staff?

[The Mayor](#)

Please see my response to MQ 4311 /2013.

Route 395

Question No: 2013/4313

[Navin Shah](#)

I have been contacted by a constituent regarding the Route 395, which travels between Greenford Station and Harrow (St Georges Centre). There is a need to provide direct access from northern part of Ealing to Northwick Park Hospital. A number of organisations including Harrow Council have asked for the Route 395 to be extended to Northwick Park Hospital. I'm sure that improved access to this hospital would be welcomed by the Travel Advisory Group for North West London NHS. Will you instruct TfL to provide direct access from Northern part of Ealing to Northwick Park Hospital?

[The Mayor](#)

TfL has recently reviewed such a proposed extension. There are already over 30 buses per hour linking the hospital and Harrow town centre for interchange with route 395, and therefore it was concluded that such an extension would not be a good use of resources.

TfL is a member of the NHS North West London Travel Advisory Group which is working to understand the transport implications of health service re-organisation in this part of London.

London's Affordable Homes Target - Follow Up Question (1)

Question No: 2013/4314

[Navin Shah](#)

Further to your answer to Question No: 2013/3849, which partners have your teams been working with?

[The Mayor](#)

There are 119 partners working with the GLA who have delivered and are continuing to deliver affordable homes in London in 2011-2015. These are listed on the GLA website.

London's Affordable Homes Target - Follow Up Question (2)

Question No: 2013/4315

[Navin Shah](#)

Further to your answer to Question No: 2013/3850, can you tell me how you plan to reach your target that 36% of rented homes delivered in the 2011-15 period will have three-bedrooms or more?

[The Mayor](#)

Schemes currently approved in the programme are forecasting to achieve 36% larger homes to March 2015 and we will work closely with partners to ensure these schemes are delivered.

Homeless Families (2) Follow Up Question

Question No: 2013/4316

[Navin Shah](#)

Further to your answer to Question No: 2013/3854, can you tell me if the Deputy Mayor for Housing and Land has met with Brent and Harrow Council?

[The Mayor](#)

The Deputy Mayor for Housing and Land met with Brent recently. He is seeking a meeting with both boroughs on this issue.

Free Schools at Fire Station Sites- Follow Up Question

Question No: 2013/4317

[Navin Shah](#)

I write further to your answer to Question No: 2013/3865, you state that LFB are still in early stages. Can you tell me what discussions have taken place? Also, can you tell me who has been involved in these discussions?

[The Mayor](#)

These discussions are ongoing.

Central Middlesex Hospitals, A&E units

Central Middlesex Hospitals, A&E units

Question No: 2013/4318

[Navin Shah](#)

I appreciate that you are not accountable for the delivery of NHS services in the capital or for reconfiguration decisions, however Health Secretary, Jeremy Hunt announced recently that Central Middlesex hospitals, A&E units that treat life-threatening injuries and illnesses would be replaced by urgent care services for less serious cases from next year, as part of a shakeup of services for about two million people across north-west London. What representation have you made with regards to how the make-up of the new hospital would look like?

[The Mayor](#)

Please see my response to MQ 4304 / 2013. This is a duplicate question.

Decision to close Central Middlesex Hospital's A&E department

Decision to close Central Middlesex Hospital's A&E department

Question No: 2013/4319

[Navin Shah](#)

In your view, do you think the Government is justified in closing A&E units in London if it thinks it can save the NHS money? The Health Secretary's decision means that there will shortly be just five major hospitals in North West London.

[The Mayor](#)

Please see my response to MQ 4305 / 2013. This is a duplicate question.

Coordinating Transport Works

Question No: 2013/4320

[Valerie Shawcross](#)

Can you explain how TfL coordinates works on the transport network with other transport providers to ensure that parts of the capital are not left without rail/tube services for the whole weekend?

[The Mayor](#)

Please see my response to MQ 3872 / 2013.

Cleaner Buses (1)

Question No: 2013/4321

[Valerie Shawcross](#)

I understand that there are around 7,500 buses in London, but there are only 519 diesel/electric hybrid buses in the fleet. What are you doing to increase their number?

[The Mayor](#)

As part of my broader efforts to improve air quality London has progressively introduced diesel electric hybrid buses and now operates the largest fleet of hybrid buses in Europe. There are currently 579 Diesel/Electric buses in the fleet, inclusive of 90 NBfL with this number of hybrids set to rise as more routes are awarded on the basis of hybrid buses. TfL has a target of 1700 hybrids by 2016 out of a fleet of 8,500 buses - approximately 20% of the fleet.

Cleaner Buses (2)

Question No: 2013/4322

[Valerie Shawcross](#)

In MQT 1242 / 2012 you said 900 buses would not meet the Euro IV emission standard (NOx) by 2015. Can we have an update on this figure and details of what you have been doing to reduce it?

[The Mayor](#)

As part of my broader efforts to improve air quality in London TfL has allocated a further £18 million of funding to provide for the early introduction of Euro VI vehicles to address the 900 vehicles which would not meet the Euro IV standard by 2015. Where Euro III buses are retired early, they will be replaced with new ultra-low emission Euro VI buses available from 2014. The ultra-low emission Euro VI engine cuts NOx by up to 95% compared to an older Euro III buses and is a step-change in exhaust-system technology.

Manual boarding ramps

Question No: 2013/4323

[Valerie Shawcross](#)

TfL have said that the manual boarding ramps deployed at 16 Underground stations during the 2012 Games will be retained and more will be introduced at stations throughout 2013. Can you update us as to where they have been installed and if you have plans to install more in 2014?

[The Mayor](#)

Manual boarding ramps were retained at the following 16 stations after the 2012 Games: Hammersmith (H&C), King's Cross St. Pancras, West Ham, Westminster, Southfields, Wimbledon, Earl's Court, Fulham Broadway, Stratford, Woodford, Oxford Circus, Queen's Park, Edgware, Morden, Finchley Central and Stockwell.

Ramps are no longer needed at Edgware, Morden, Finchley Central and Stockwell as they now have permanent raised platform sections.

As confirmed in TfL's press release of 11 September, manual boarding ramps have now been introduced at the following 19 additional stations: Caledonian Road, East Ham, Elm Park, Epping, Farringdon, Hainault, Hillingdon, Hounslow East, Kew Gardens, Mile End, Richmond, Rickmansworth, Roding Valley, South Woodford, Theydon Bois, Upney, Uxbridge, West Finchley and Wood Lane.

TfL is keen to provide manual boarding ramps to as many stations as possible. Work continues to identify where and when they can be introduced next.

TfL Operational Surpluses

Question No: 2013/4324

Valerie Shawcross

Can you provide me with details of all the TfL operational surpluses/deficits since 2008/9?

The Mayor

Please see my response to Functional Body Question Time Question 66/2013.

<http://www.london.gov.uk/moderngov/documents/b9438/Minutes%20-%20Appendix%202%20-%20written%20answers%20Wednesday%2009-Oct-2013%2010.00%20London%20Assembly%20Plenary.pdf?T=9>

Accessible Bus Stops

Question No: 2013/4325

Valerie Shawcross

You have said that 95 per cent of stops are accessible by 2016. When do you expect 100 per cent of stops will be accessible?

The Mayor

The current focus is on delivering the 95 per cent target, although there will be opportunities to make more bus stops accessible in the future.

However, it should be recognised that within the remaining five per cent, there are certain bus stops where it is simply not possible to make them fully accessible, for example where stops are located on common land and for conservation reasons there is no formal accessible path to the stop.

Local Implementation Plan (LIP) funding cut

Question No: 2013/4326

Valerie Shawcross

The Leader of Sutton Council, Cllr Ruth Dombey, believes you will cut Local Implementation Plan (LIP) funding by 25%. Why are you doing this?

The Mayor

I can reassure you that there is no intention to reduce LIP funding while I am Mayor. LIP funding levels will be held at 2013 levels for at least the next 3 years.

Step-Free Overground

Question No: 2013/4327

Valerie Shawcross

The latest business plan says, "45 per cent of London Overground stations, including the new extension between Surrey Quays and Clapham Junction, are step-free. This will rise to 60 per

cent in 2014/15." Can you explain what stations are currently step-free, what will be step-free by 2014/15 and what plans you have to make the other 40 per cent of stations step-free? Can you also break down the figures to explain whether step-free means step-free to the platform or the train?

The Mayor

I am deeply committed to improving the accessibility of our transport network, which is why I am delighted that the introduction of lifts at Crystal Palace and Denmark Hill this year means that 49 per cent of Overground stations (40 stations) are now step free:

Overground stations that currently have step-free access	
Acton Central	Highbury & Islington
Anerley	Homerton
Barking	Hoxton
Caledonian Road & Barnsbury	Imperial Wharf
Camden Road	Kensington (Olympia)
Canada Water	Kew Gardens
Canonbury	New Cross
Carpenders Park	Richmond
Clapham Junction	Shepherd's Bush
Crystal Palace	Shoreditch High Street
Dalston Junction	South Acton
Denmark Hill	Stratford
Euston	Sydenham
Forest Hill	Upper Holloway
Gospel Oak	Walthamstow Queens Road
Hackney Central	Watford Junction
Hackney Wick	Wembley Central
Haggerston	West Brompton
Harringay Green Lanes	West Croydon
Harrow & Wealdstone	Willesden Junction
NB: Stations in bold have step-free access from street to train. At all other stations managed by London Overground, staff are available to deploy boarding ramps whenever necessary.	

Seven more stations will be step free by 2014/15 taking the total to 47. They are Brockley, Hampstead Heath, Honor Oak Park, Kensal Rise, New Cross Gate, Queens Road (Peckham) and

South Tottenham.

Planned schemes at two stations will now be implemented after 2014/15, to enable them to be better integrated with other necessary works: West Hampstead (congestion relief) and Blackhorse Road (electrification). Additionally, Whitechapel will be made step free as part of the Crossrail programme, giving a total of 50 stations, or 61 per cent.

TfL will continue to seek opportunities to make more stations on the rest of the Overground step-free, including seeking additional Access for All funding and working with local authorities and developers.

Step-Free Underground

Question No: 2013/4328

[Valerie Shawcross](#)

The latest business plan says, "Over the next decade will double the number of step-free journeys possible on the Tube, from 67 million today to 189 million in 2021/22." Can you expand on these figures to explain how many stations are step free today and how many will be step-free after your ten-year-plan? Can you also break down the figures to explain whether step-free means step-free to the platform or the train?

[The Mayor](#)

As you know I am totally committed to improving the accessibility of the transport network, and am delighted with the progress we have made so far.

TfL's current strategy for step-free access on the Tube is to focus on the larger central London and interchange stations, as these schemes enable the largest number of step-free journeys. Beyond the confirmed schemes shown below, TfL continues to seek funding opportunities for further accessibility enhancements, including by working with local authorities and developers.

There are currently 66 stations with step-free access from the street to all Underground platforms. A further 13 stations have partial step-free access to some, but not all, Underground platforms.

Of these stations:

25 provide level access to trains on all Underground platforms through the use of low-floor trains or raised platforms. A further 12 have level access to trains on some but not all Underground platforms

28 have boarding ramps, which staff are available to deploy whenever necessary. Boarding ramps are needed because the curvature of the track means not all platforms are suitable for fixed level-access solutions. There are also boarding ramps at some stations which don't have step-free access to the street, to enable mobility impaired customers to interchange between lines

By 2021/22 there are committed schemes to provide step-free access to some or all lines at a

further 19 stations:

Bank (Waterloo & City and Northern only)
Barbican
Battersea (new station)
Bond Street
Bromley-by-Bow
Cassiobridge (new station)
Ealing Broadway
Elephant & Castle (Northern only)
Finsbury Park
Greenford
Nine Elms (new station)
Paddington (Hammersmith & City only)
Tottenham Court Road
Tower Hill
Vauxhall
Victoria
Watford Junction (as part of Croxley Rail Link)
Watford Vicarage Road (new station)
Whitechapel

Additionally, TfL is expanding the use of low floor trains and platform humps to provide level access between the platform and the train at many more platforms. By 2016, one third of all Underground platforms will have level access compared to 15 per cent at the start of 2013.

Customer Charter (1)

Question No: 2013/4329

[Valerie Shawcross](#)

London Overground has a customer charter that was published in February 2011. When is it due to be updated?

[The Mayor](#)

TfL and the operator, London Overground Rail Operations Limited (LOROL), will shortly be reissuing the Overground customer charter.

Customer Charter (2)

Question No: 2013/4330

Valerie Shawcross

London Overground has a customer charter that was published in February 2011. Can you provide details of whether the other TfL services have such charters?

The Mayor

London Underground, Docklands Light Railway and London Tramlink have customer charters. In other instances customer rights are contained within the conditions of carriage which are published for all modes on the Transport for London website. These can be found at the following link <http://www.tfl.gov.uk/termsandconditions/899.aspx>.

Crystal Palace Park 1

Question No: 2013/4331

Valerie Shawcross

What are the outcomes so far of meetings held between TfL and the developers regarding the proposed rebuild of Crystal Palace?

The Mayor

As noted in my response MQ4333 / 2013, to date general briefings have taken place between GLA officers and TfL officers. Meetings are diarised between TfL and Arup, acting on Mr Ni's behalf, before the end of November to determine the implications of any potential tram proposals and the scope of the transport assessment.

Crystal Palace Park 2

Question No: 2013/4332

Valerie Shawcross

When will residents in the Crystal Palace area be given the opportunity to comment on proposals for the rebuild of the Crystal Palace? Will it be before Christmas?

The Mayor

Yes, the engagement process led by Arup is scheduled to begin before Christmas.

Crystal Palace Park 3

Question No: 2013/4333

[Valerie Shawcross](#)

Please list the meetings which have been held or are going to be held between Transport for London, your office and the developers for Crystal Palace Park.

[The Mayor](#)

Officers at TfL have been briefed in general on the proposals for Crystal Palace Park as part of regular meetings between TfL and the Regeneration Team at the GLA. Two specific meetings are in the diary to take place before the end of November: to discuss the potential for a tram extension to Crystal Palace and to discuss in detail the scoping of the transport assessment that Arup will need to carry out as part of the development of the proposals.

Pedestrian Crossing - Streatham High Road/Heybridge Avenue

Question No: 2013/4334

[Valerie Shawcross](#)

I have received complaints about the lack of 'green man' phase at this crossing, and am told that it takes an excessive wait for pedestrians, with some taking risks to cross the road. Please can the timings at this junction be reviewed?

[The Mayor](#)

The pelican crossing on Streatham High Road adjacent to Heybridge Road was inspected by a TfL signals engineer on 12 November 2013. It was confirmed that all the equipment was working correctly and that observed pedestrian waiting times were not excessive. The signal timings were checked and they meet current DfT and TfL guidance. I would strongly recommend that pedestrians only cross when they receive a green man to ensure the safest crossing possible.

TfL journey planner

Question No: 2013/4335

[Valerie Shawcross](#)

I have had recent complaints about the TfL journey planner not including comprehensive details of journey options at all stations in my constituency, including issues such as not providing details of London Overground services at Denmark Hill and instead suggesting very arduous journey alternatives. Have the technical issues now been sorted out?

[The Mayor](#)

TfL received a complaint in August that some services around Denmark Hill were not being properly represented on Journey Planner.

The complaint was immediately investigated and the problem, a result of a system upgrade, was immediately fixed.

Furthermore, TfL has recently added information about step-free access at Denmark Hill to ensure journeys from the station are correctly shown.

Update on Peabody Hill estate bus request

Question No: 2013/4336

[Valerie Shawcross](#)

Further to previous questions, please could I have an update on TfL's work with London Borough of Lambeth to improve bus access on Peabody Hill estate?

[The Mayor](#)

Further to TfL's recent correspondence with you, TfL organised a site meeting with Lambeth Council to discuss the feasibility of running a bus into the estate. A route test will take place on 20 November to check the suitability of the roads in more detail.

If this test is successful, TfL will then evaluate demand and potential service change options in the usual way. Any proposals would be subject to consultation. TfL will keep you informed of future progress.

Broadband in Rotherhithe

Question No: 2013/4337

[Valerie Shawcross](#)

Will you contact the EU Commissioner and ask for a review of the situation involving broadband speeds, or lack thereof in Rotherhithe? This is a specific request for your assistance which may ultimately allow public funds to be used to rectify the Rotherhithe problem, which is currently not permitted under EU law. Such a review could end the current stalemate and allow Rotherhithe residents the chance to enjoy similar internet facilities to their neighbours across the river in Canary Wharf.

[The Mayor](#)

Please see my response to MQ 4047 / 2013.

Gender equality in work (1)

Question No: 2013/4338

[Fiona Twycross](#)

Is gender inequality in London's jobs market holding London's economy back? If so, in what ways does your economic development strategy need to be altered to take account of this issue?

[The Mayor](#)

My Economic Development Strategy highlights the barriers faced by women in accessing suitable employment opportunities. In addition, I have tasked my London Enterprise Panel, which I personally chair, with increasing employment and skills in the capital for all Londoners.

In particular, my Panel are developing on the EIS Funds London strategy which as a condition of funding states that at least 50% of all participants must be women.

Gender equality in work (2)

Question No: 2013/4339

[Fiona Twycross](#)

What proportion of the 2,600 apprentices that Transport for London employed last year are females?

[The Mayor](#)

TfL and its suppliers have employed 2743 apprentices since 2010/11. Not all of TfL's suppliers are obliged to provide information about the gender of their apprentices.

TfL has data about the gender of 1694 of those apprentices, 114 of whom were women (6.7 per cent).

TfL actively encourages more women into engineering and its Partner School programme actively seeks to support and encourage girls to pursue STEM subjects in activities such as the Classroom to Boardroom school challenges and the non-financial sponsorship of the Royal Greenwich University Technical College.

Furthermore, TfL's staff volunteers (Engineering Ambassadors) are actively engaged in going to a wide range of schools, including a number of all girl schools, to promote engineering; and all of these activities are actively supported by TfL's Women's Staff Network Group to ensure it has highly visible female engineering role models.

Banking Reform Bill

Question No: 2013/4340

[Fiona Twycross](#)

With reference to your answer to question (2013/3882), do you believe that London's banking sector is currently overregulated?

[The Mayor](#)

No. A new system of regulation has been put in place recently and it will take time to assess its costs and benefits.

Zero-hours contracts

Question No: 2013/4341

[Fiona Twycross](#)

With reference to your answer to question (2013/3883), why are you unwilling to give your view on whether the use of zero-hours contracts is acceptable? An increasingly large number of Londoners are now subject to these contracts and given your responsibility for economic development in London (and pay is objectively a significant, if not central, aspect of economic development) I believe that Londoners have a right to know your view on this important issue. I request again that you answer my question: do you think the use of zero-hours contracts are acceptable?

[The Mayor](#)

As I have made clear, I would prefer to concentrate on increasing the number of Londoners who are being paid the London Living Wage. However, I would much rather see people in employment, in a place of work, with all the added benefits that a job can provide, than being out of work and losing their confidence and self-esteem.

London Living Wage (1)

Question No: 2013/4342

[Fiona Twycross](#)

In your '2020 Vision' you say that the London Living Wage should be "the norm" in London by 2020. By 'norm', do you mean that no worker should be paid less than the London Living Wage by 2020?

[The Mayor](#)

I want the London living Wage to be the norm (standard or most usual of cases) in London.

London Living Wage (2)

Question No: 2013/4343

[Fiona Twycross](#)

By advocating in your '2020 Vision' that the London Living Wage should be "the norm" in London, is it correct to assume that you believe that (at least the vast majority) of employers can afford to pay it?

[The Mayor](#)

Please see my response to MQ 4342 / 2013.

Childcare (1)

Question No: 2013/4344

[Fiona Twycross](#)

Would the provision of childcare services in London be more cost effective if childcare providers were directly funded by the government rather than funded through the current complex and fragmented system of tax breaks, vouchers and state subsidy? If so, will you amend your economic development strategy to reflect this?

[The Mayor](#)

Childcare costs are an important barrier to many Londoners accessing employment in London. Whilst it is not clear that direct government funding of childcare would be more cost-effective than the current funding system relating to childcare, we are committed to developing ways to make work pay in London.

My Economic Development Strategy highlights the importance of employment for London's parents especially in relation to child poverty. In addition, my London Enterprise Panel are developing the ESI Funds London strategy, which in consultation with the Child Poverty Action Group and London Councils has developed two priorities specifically to address parental employment.

Childcare (2)

Question No: 2013/4345

[Fiona Twycross](#)

Thank you for your answer to question 2013/3893. Although I appreciate that discussions around further actions will be at an early stage, what possibilities are currently being considered with regards to your office can do to bring down the cost of childcare in London?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 09 December 2013

We remain in discussion with the DfE about how the GLA might play a strategic role in supporting Local Authorities' efforts to provide affordable childcare and in maximising use of Local Authority funding for this purpose. A number of suggestions have been made by the Department and we are in the process of evaluating their feasibility.

Parental employment

Question No: 2013/4346

[Fiona Twycross](#)

What is the average cost to the Treasury of each London parent who is economically inactive because the cost of childcare means that work is not cost-effective? Why doesn't your economic development strategy take account of this?

[The Mayor](#)

My Economic Development Strategy highlights the importance of employment for London's parents especially in relation to child poverty. In addition, my London Enterprise Panel are developing the ESI Funds London strategy, which in consultation with the Child Poverty Action Group and London Councils has developed two priorities specifically to address parental employment.

Devolution

Question No: 2013/4347

[Fiona Twycross](#)

Following your response to question (2013/3890), the government has announced that it will be devolving to the Welsh government many of the powers and tax revenues that the London Finance Commission recommended should be devolved to London (recommendations that you have also championed). What reasons have the government given you for why they are happy to devolve these powers to Wales - having already devolved similar powers to Scotland - but not to London? Do you have plans to campaign further on this issue?

[The Mayor](#)

I am most encouraged by developments in Wales, which cement the precedent set in the Scotland Act 2012 for significant fiscal devolution to take place in the UK. The GLA and London Councils have now joined with the Core Cities to form the 'City Centred' campaign, the purpose of which is to ensure 2015 party manifestoes consider commitments to city devolution; to this end we will work together over the coming months to make the case to decision makers.

Street markets

Question No: 2013/4348

[Fiona Twycross](#)

What are you doing to (a) promote and (b) help establish more street markets across London? How much funding have you put into such initiatives each year since you were elected?

[The Mayor](#)

Markets play a significant role in the cohesion of communities and improving and enhancing the economic development of High Streets. For that reason and through my Outer London Fund, Mayor's Regeneration Fund and Portas Pilots projects I am supporting markets in 21 places across 15 Local Authorities. The initiatives range from improving the design of the street where the markets are based, to street food festivals or to trial new markets.

Welfare reform (1)

Question No: 2013/4349

[Fiona Twycross](#)

You have previously pledged to monitor the impact of government welfare reforms. How are you doing this? What findings have emerged from this?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23 January 2014

There are a range of organisations monitoring the impacts of welfare reform and so, rather than duplicating GLA resources on further monitoring, the Mayor is keeping a close eye on this work.

"Lawrence amendment" on undercover policing

Welfare reform (2)

Question No: 2013/4350

[Fiona Twycross](#)

In September 2013 there were nearly four unemployed Londoners chasing every one job advertised in the city. Given these figures, do you believe Iain Duncan Smith was correct when he said last month that jobseekers are engaged in a "something-for-nothing culture"?

[The Mayor](#)

The Government is working to address a welfare system that trapped people in a culture of dependency and created in some circumstances a "something for nothing culture". I applaud its work.

Discretionary Housing Payments

Question No: 2013/4351

[Fiona Twycross](#)

You have previously claimed to have negotiated a significant level of funding through the Discretionary Housing Payments system. How much money has been allocated to London per year since 2010 and is this level sufficient?

[The Mayor](#)

The funding that I have negotiated for London is sufficient to make a critical difference to local authorities seeking to assist those affected by welfare reform.

The amount of money allocated to London authorities for Discretionary Housing Payments has increased considerably over recent years - from just under £4.5m in 2010/11, to almost £8.2m in 2011/12, around £20.3m in 2012/13, and £56.5m in 2012/13. London's allocation of the budget for Discretionary Housing Payments has also increased year on year, from 22.4% in 2010/11 to 35.3% in 2012/13.

We anticipate a further £115 million will be allocated over the next two years.

Youth unemployment

Question No: 2013/4352

[Fiona Twycross](#)

Thank you for your answer to question 2013/3916. Given that the GLA has not directly funded projects to help those from black and ethnic minority communities into work, how much money has been spent by the Mayor through the European Social Fund specifically on this issue? Please break down the funding by project.

[The Mayor](#)

I have directly supported two ESF Youth programmes. The GLA's £9m programme, which started delivery in 2012, has supported 1,150 young people to date, of whom 56 per cent are from black and ethnic minorities. The LDA's £14m programme transferred to the GLA in March 2012. It supported 9,356 young people of whom 58 per cent were from black and ethnic minorities. The amount spent on black and ethnic minority participants cannot be disaggregated because there is no payment associated with the ethnic background of participants.

Support for SMEs

Question No: 2013/4353

[Fiona Twycross](#)

In your 2012 manifesto you pledged to establish a £50 million loan fund for small businesses, which "provide average loans of around £100,000 for each company, and if successful in attracting other funds, could drive growth for around 500 companies". What progress is being made by the London Enterprise Panel in delivering on this commitment?

[The Mayor](#)

The London Enterprise Panel (LEP) will discuss the approach to using £25m of Growing Places Funding to support SME finance at its November meeting. This will be informed by research on SME finance in London that has been conducted and a bidding process for organisations that could deliver such a scheme that has been run. When an approach has been agreed and approvals secured the fund will be established in accordance with legal and procurement requirements. The scheme will also seek to leverage private and European funding to ensure at least a £50m fund.

National Minimum Wage (2)

Question No: 2013/4354

[Fiona Twycross](#)

How many workers in London are paid below the minimum wage?

[The Mayor](#)

I do not have figures which show the number of employees receiving less than the statutory minimum wage. As you know, it is against the law to pay less than the minimum wage so businesses that do so will generally try to keep such activities secret.

National Minimum Wage (3)

Question No: 2013/4355

[Fiona Twycross](#)

What measures is the Mayor taking to increase enforcement of the Minimum Wage in London?

[The Mayor](#)

The enforcement of the minimum wage in London is not the responsibility of the Mayor.

However, as you are aware I am very supportive of the London Living Wage and, as I set out in Vision 2020, I think that it is right that as many London businesses as possible should pay the London Living Wage in order to reflect the cost of this city to those on low incomes.

Over my time in office I have continued to encourage private sector employers to take up the London Living Wage and my officers work closely with London Citizens to encourage more to do so.

A key element of the success of the LLW is the voluntary nature of the scheme.

National Minimum Wage (4)

Question No: 2013/4356

[Fiona Twycross](#)

Does the Mayor think enforcement of the minimum wage should be devolved, or partly devolved either to the Mayor or to councils in London?

[The Mayor](#)

No. It is a national statutory requirement to pay the minimum wage, and the Government - which has powers and resources greater than the GLA - should be enforcing this national legal obligation.

Teaching Assistants

Question No: 2013/4357

[Fiona Twycross](#)

Given your stated interest in education and the publication of the Going for Gold report, do you support the role of teaching assistants in schools and are you concerned that cutting the numbers in state schools would be detrimental to children's education and put the jobs of thousands of Londoners - particularly women - at risk?

[The Mayor](#)

Teaching assistants, like all of London's key workers, contribute a valuable role to the city's public workforce. Many teaching assistants do excellent work supporting children in schools across London and large numbers of children benefit from individual and small group input. With increased autonomy for schools, I trust that school leaders are best placed to make their own decisions about the staff needed to deliver the best education for their pupils.

London Congestion Charge

Question No: 2013/4358

[Fiona Twycross](#)

What progress has been made with stopping unofficial websites which have been taking payments for the London Congestion Charge?

[The Mayor](#)

These unofficial websites are clearly exploiting drivers by charging a premium to provide a service that TfL delivers at no extra charge. However these websites are, unfortunately, not operating illegally because they do state that they are not affiliated with TfL in any way.

TfL has written to the Managing Director of Google UK & Ireland about this matter and continues to investigate what other steps can be taken to ensure that our customers are not disadvantaged by these sites. This may include the possibility of amending the Congestion Charging legislation to prevent this sort of exploitation, and providing additional information to customers by publicising the issue through TfL's various communication channels and reminding customers to use the official TfL website, which is a quick and easy way to pay and avoids any unnecessary charges. Anyone planning to purchase a charge online should only do so through www.tfl.gov.uk/cclondon.

Unemployment Rate in London

Question No: 2013/4359

[Fiona Twycross](#)

Information from the GLA's London Dashboard shows the London unemployment rate rose to 8.6% in August, and equates to 372,000 people looking for work, about 13,000 more in August compared with the month previous. This is despite the national rate going down - why is this happening on your watch?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 09 December 2013

In the three months to August 2013, London's ILO unemployment rate was 8.6 per cent. This is only 0.3 percentage points above the rate in the three months to July 2013. The ILO unemployment rate data comes from the ONS Labour Force Survey and is subject to sampling variability.

However, it is not so statistically significant to look at unemployment rates over a short period of time. Looking at changes over a longer period of time (when they are likely to be larger and thus statistically significant), London's ILO unemployment rate has been gradually falling since Nov-Jan 2012. Indeed, the gap between the London and UK unemployment rates has halved over this same period. Further, since July 2008, under my watch, London's claimant count unemployment rate has consistently been below that for the UK, and has been falling steadily since December 2011.

As outlined in my 2012 manifesto, I am determined to create jobs and growth in the capital, for example, through my London Enterprise Panel and Apprenticeship Scheme. I have pledged to create 200,000 jobs by 2016 and we are well on track to deliver on this pledge.

Youth Unemployment

Question No: 2013/4360

[Fiona Twycross](#)

When you answered my question in June 2246/2013 you referred to the £2.5 million that LEP has given to the Growing Places Fund to support the Apprenticeships Campaign. What results have been collected on the success of this scheme?

[The Mayor](#)

The LEP/GLA allocated £1.5m from the Growing Places Fund to support 1,000 apprenticeships starts with an SME who has not employed an apprentice. The funding which launched in June doubles the national SME incentive of £1,500 to £3,000.

London Growth Fund

Question No: 2013/4361

[Fiona Twycross](#)

Fifteen months after you received £111m from a government fund designed to help boost economic growth in the capital we learnt that you have only spent £375,000 of this. This equates to 6.3% of the Growing Places Fund which has been formally approved for projects across the capital, of which 0.3% had actually been spent. Why has there been such slow progress?

[The Mayor](#)

The figure of £375,000 expenditure which was also reported at the Budget Monitoring Sub Committee in October is more than three months out of date and furthermore, these expenditure figures only include money that has actually left the GLA bank account as most projects claim in arrears.

Of the £111m available to projects, the LEP has allocated all but £0.5m of this funding. Final GLA approval takes place much closer to project delivery start dates at the point at which detailed costs and expenditure profiles are known. Project development, due diligence and consultation work is already underway for many large scale infrastructure schemes funded by delivery partners. The GLA takes a prudent approach to expenditure ensuring that wherever possible we achieve best value rather than just getting money out of the door.

Remploy Closures

Question No: 2013/4362

[Fiona Twycross](#)

Recent figures have revealed that two in three of the former Remploy staff are still out of work following the Government's decision to close their factories. Have you offered to help those affected by the closure of the factory in Barking?

[The Mayor](#)

During the announcement of closures, my then advisor, Sir Peter Rogers and my senior officials from the Economic Business Policy Unit met with trade union representatives and senior officials from Remploy to discuss how my office could support the employees of the London factories.

I also had conversations with Maria Miller MP, at that time the Minister for Disabled People, to try to identify alternative solutions to the closure of the factories.

My officials had meetings with Remploy managers and brokered relationship with the London senior officials of Jobcentreplus to ensure that the employees of the factories received support specific to their needs.

My understanding is that affected disabled employees were able to access a personal support package, which was designed to be flexible so that support could be tailored to meet each individual's specific needs. This includes providing support to help people who have difficulties adjusting to mainstream employment.

Youth Unemployment Scheme

Question No: 2013/4363

[Fiona Twycross](#)

The Government's flagship Youth Unemployment Scheme has recently been branded a failure by its own advisers, who have urged ministers to offer a "work guarantee" to jobless under 25-year-olds. Why did you not accept the proposed amendment to your budget to offer this to Londoners?

[The Mayor](#)

I am satisfied that my current budget delivers value for money for Londoners by reducing my share of the council tax and delivering significant investment in housing, transport and regeneration, thus boosting jobs and growth in the city.

Care Homes Minimum Wage

Question No: 2013/4364

[Fiona Twycross](#)

The Low Pay Commission has revealed that cuts in council funding mean that rising numbers of care firms are breaking the law by employing workers at below the minimum wage - will you address this through your Carers Advisory Group?

[The Mayor](#)

The London Carers Advisory Group is not the appropriate forum to discuss this issue, as the remit of the Group covers unpaid carers only. The Group's definition of a carer is someone who looks after a disabled, ill or older relative, friend or neighbour, and does so in an unpaid capacity.

Crystal Palace (1)

Question No: 2013/4365

[Fiona Twycross](#)

Will you make sure that despite your own personal enthusiasm for the plans to build of a replica of Crystal Palace in Crystal Palace Park, there is no risk of predetermination in the planning and promotion of the scheme?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 27 November 2013

Notwithstanding Section 25 of the Localism Act, I will delegate my planning powers relating to a future application on this site, in order to avoid any allegation of predetermination.

Crystal Palace (2)

Question No: 2013/4366

[Fiona Twycross](#)

Will you provide your recommendations on how the 'duty to cooperate' (under the Localism Act) should be enacted by Bromley Council and the Developers to create a cohesive and strategic cross boarder consultation approach for the plans to redevelop Crystal Palace Park?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 27 November 2013

The 'duty to cooperate' requirement set out in the Localism Act relates to the preparation of development plan documents rather than individual planning applications and does not apply to developers. However, I would expect the developer to engage proactively with adjoining councils and communities in preparing its proposals. Similarly I would expect Bromley Council to consult adjoining councils and communities on any subsequent application. This dialogue has already begun with meetings to discuss the proposals between the five boroughs at both officer and political level.

Crystal Palace (3)

Question No: 2013/4367

[Fiona Twycross](#)

Do you support the current extent of Metropolitan Open Land (MOL) and its protection from development having an adverse impact on the openness of MOL and will you outline what very special circumstances would allow for this to be overruled?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 27 November 2013

The current extent of Metropolitan Open Land at Crystal Palace was established by a planning inspector following the last Unitary Development Plan Inquiry in 2003 and benefits from protection, equivalent to Green Belt, as set out in my London Plan. Any proposals for inappropriate development should not be approved except in very special circumstances. By definition such circumstances would be unique to the proposal put forward in each case and therefore cannot be identified in advance.

Crystal Palace (4)

Question No: 2013/4368

[Fiona Twycross](#)

Does you believe the iconic and spectacular views from and to the Crystal Palace Ridge (on both aspects) should be designated as part of the London View Management Framework? Currently these two views appear not to be considered to be in the London Plan.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 27 November 2013

The London View Management Framework (LVMF) identifies strategic views to be managed. They are views from places that are publicly accessible and well used and represent either a panorama across substantial parts of London, views from an urban space or a building or group of buildings within a townscape setting (including narrow linear views to a defined object) or broad prospects along the River Thames. Views from the Norwood ridge do not meet these criteria. However, Bromley Council has designated Crystal Palace as a Major Skyline Ridge and a View of Local Importance, which are protected by policy BE18 of the Unitary Development Plan.

Spring Lane Bridge(1)

Question No: 2013/4369

[Fiona Twycross](#)

When is Spring Lane Bridge in Croydon due to be refurbished?

[The Mayor](#)

Spring Lane bridge is due to be refurbished from Easter 2014, providing that a third party ownership issue is resolved.

It will be substantially complete by the end of August 2014. TfL will be working with partner organisations so that the refurbished bridge will permit vehicles up to 40 tonnes, including buses, to use the bridge.

Spring Lane Bridge (2)

Question No: 2013/4370

[Fiona Twycross](#)

When will the 312 and 139 buses return to their original route after 3 years on diversion?

[The Mayor](#)

TfL intends to return the 130 and 312 to their original routes following completion of the renovation works to Spring Lane Bridge, due for completion in August 2014.

Spring Lane Bridge (3)

Question No: 2013/4371

[Fiona Twycross](#)

Can you confirm if TfL or Network Rail owns the old Woodside Station building on Spring Lane Bridge, if not can you confirm who does?

[The Mayor](#)

Woodside station building is owned by TfL. A condition survey has recently been undertaken by TfL to determine what improvements could be made to the building's condition.

Marketing at bus stations

Question No: 2013/4372

[Fiona Twycross](#)

I understand that Oakam, who offer payday loans have been marketing at Walthamstow Central Bus Station - what will be done to prevent this here and on other TfL property?

[The Mayor](#)

The activity you refer to was completely unauthorised. All marketing and advertisements at bus stops and shelters are carefully monitored to ensure they are in line with TfL's policies. TfL will continue to monitor this situation at all bus stations.

Safety in Construction Industry

Question No: 2013/4373

[Fiona Twycross](#)

The number of fatalities in London for construction industry workers rose to 8 in 2012/13 compared to 4 in 2011/12. We need to avoid there being any fatalities in future, what amendments will you make to your housing strategy to help address this increase?

[The Mayor](#)

Workplace safety is properly an issue for health and safety legislation rather than housing strategies.

Housing Tribunals

Question No: 2013/4374

[Fiona Twycross](#)

Do you think that Housing Tribunals should be able to set legal precedents, as this will assist with Londoners knowing where they stand with when it comes to housing cases?

[The Mayor](#)

The tribunal system in England and Wales has recently been reviewed and reformed and I am not aware of any compelling reasons for opening up that review again.

Childcare

Question No: 2013/4375

[Fiona Twycross](#)

In your answer about the cost of childcare (2013/3893) you said that GLA and Department for Education officials are exploring potential further action to make childcare more available and affordable in London - what progress has been made?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 09 December 2013

We have met with DfE to discuss a range of potential solutions. DfE has also proposed specific options and we are now appraising their feasibility within the GLA.

Air Quality

Question No: 2013/4376

[Fiona Twycross](#)

In your answer to my question about meeting air quality targets (2013/3909) you said you expected London to have the best air quality of any major city - is this on the basis that other cities air quality will get worse?

[The Mayor](#)

No.

Youth unemployment

Question No: 2013/4377

[Fiona Twycross](#)

In your answer to my question about youth unemployment (2013/3916) you said that 'Black and ethnic minorities' will continue to be a priority, have any targets been set?

[The Mayor](#)

The process for target setting of the 2014-2020 European Structural and Investment Programme is yet to be determined between national Government and LEPs.

Sale of South Norwood Police Station

Question No: 2013/4378

[Fiona Twycross](#)

Will the money from the sale of South Norwood Police Station be ring fenced and used on other policing priorities in South Norwood, like a shop front counter to report crime? If not, I would be grateful if you could let me know why this will not be the case.

[The Mayor](#)

Receipts from the disposal of the estate are being re-invested back into front line policing including improving the existing police estate and equipping officers with the tools they need to create a force fit for the 21st Century. Whilst South Norwood police station has closed residents of the area have access to a number of other front counters and contact points in the area and can always phone 101 to report a crime or 999 in an emergency. In addition, I have instructed the MPS to substantially enhance public contact with a "we come to you" promise. This is a guaranteed offer to all victims of crime to visit them in their own homes or at another suitable location, at a time convenient to them.

Heating or Eating

Question No: 2013/4379

[Fiona Twycross](#)

John Major's recently commented that energy price rises of more than 10% were "unacceptable" and called on the Government to take action as people were being put in a position of choosing between 'heating or eating'. Do you agree with this view, and will you be able to do anything to help Londoners based on the pledges you made to decentralise the energy market in London?

[The Mayor](#)

I am committed to ensuring London has a low-cost, secure and low carbon energy supply. This requires investment and we should be mindful of the desperate need to deliver new energy infrastructure following the short-termist and irresponsible policies of the former government.

Tuberculosis in London

Question No: 2013/4380

[Fiona Twycross](#)

In response to my MQ 2013/3904 you advised that Dr Yvonne Doyle had chaired the first pan-London TB board meeting. Could you please advise: when did TB board meet, are the papers available from the meeting, when will the next one be and are they open for observers to attend?

[The Mayor](#)

The first London TB Control Board met on 10 October 2013. The next one is scheduled for 20 December 2012. I understand that the meeting is not open to the public but if partners wish to observe the meeting then this can be requested. Papers can also be made available on request.

Growing Places Fund

Question No: 2013/4381

[Fiona Twycross](#)

From the £110 million of funding from the Growing Places Fund allocated by the London Enterprise Panel, £2.5 million has been allocated to support an increase in the number of employers offering apprenticeships in London. Can you outline exactly what this support entails and detail any breakdown in funds?

[The Mayor](#)

The LEP/GLA allocated £1.5m from the Growing Places Fund to support 1,000 apprenticeships starts with an SME who has not employed an apprentice. The funding which launched in June doubles the national SME incentive of £1,500 to £3,000. The LEP/GLA has also allocated an additional £1m for a marketing campaign to boost the number of businesses taking on an apprentice.

Apprenticeship target

Question No: 2013/4382

[Fiona Twycross](#)

Figures on the London Datastore indicate that the rate of growth of apprenticeships starts have been slowing since 2009/10, and starts fell by 10 per cent in 2012/13. Can you explain this decrease and do you still think you will meet your target of 250,000 apprenticeship placements by 2016?

[The Mayor](#)

The latest apprenticeship data indicates that 131,310 apprenticeship starts have been created up to the end of July 2013. This figure covers full year figures for 10/11, 11/12 and provisional full year figures for 12/13. The confirmed figure will not be known until the final data is released in January 2014.

Apprenticeship programme reforms

Question No: 2013/4383

[Fiona Twycross](#)

Do you agree with the Government's reform of the apprenticeship programme? Do you have any concerns over any aspects of the reforms, grading apprentices for example?

[The Mayor](#)

I support the need for employers to drive the skills requirements in apprenticeships to meet labour market demand. The first trailblazers under these reforms are due to start next year. This should provide early evidence of how the new apprenticeship reforms will work in practice.

LFEPA

Question No: 2013/4384

[Fiona Twycross](#)

What is your opinion about the suggestion by the House of Commons Communities and Local Government Committee that LFEPA be abolished and replaced with a body similar to MOPAC?

[The Mayor](#)

I strongly agree with the CLG Select Committee's recommendation that LFEPA be replaced by a Mayoral agency for fire and emergency planning, in the same way that the MPA was replaced by MOPAC. Not only would it make sense from the Committee's perspective of creating greater clarity around the Mayorality's executive role and the Assembly's scrutiny role, but it would also enable the budget setting process - both for the GLA Group and for fire - to work much better, avoiding the problems encountered over the last year.

LFEPA #2

Question No: 2013/4385

[Fiona Twycross](#)

After taking over £50m from the London Fire & Emergency Planning Authority reserves to fund the Police, would the Mayor agree with the suggestion that MOPAC and the Police should work with the London Fire Brigade and help fund their successful LIFE scheme that not only reduces anti-social behaviour but improves young people's self-esteem, co-operation and community values.

[The Mayor](#)

The MPS has been a partner of the London Fire Brigade's (LFB) LIFE programme for a number of years as both a funder and referral agent and has raised nearly £73,000 in the last five years.

During 2012/13, LFB has worked with MOPAC to secure an additional £46,000 funding for the LIFE programme in the London Borough of Brent. I understand that MOPAC and the LFB are working together to agree a more strategic approach for next year and have agreed to look together at London as a whole, identify the areas where both organisations would want to see LIFE intervention.

Magic breakfast

Question No: 2013/4386

[Fiona Twycross](#)

Will you be increasing the amount of funding for the Magic Breakfast programme?

[The Mayor](#)

My Food Team, through its work on the delivery of the school food plan, supports the establishment of breakfast clubs across the capital. Through engagement with boroughs they actively encourage groups to bid for funding from the DfE's central pot for breakfast clubs and will be encouraging boroughs to increase clubs as part of bids for their SFP Flagship boroughs programme. The Mayor's Fund is continuing to support breakfast clubs across the capital through its Breakfast Clubs programme. This has to date including setting up 50 breakfast clubs via Magic Breakfast with the aim of establishing more breakfast clubs across London in the coming year.

PC's acting up as Sergeants

Question No: 2013/4387

[Joanne McCartney](#)

How many PCs are currently "acting-up" as sergeants across the MPS? Please provide a breakdown by borough and by directorate.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 21 January 2014

The payroll records show that in November 2013, 26 constables and 8 detective constables were paid allowances for acting up as sergeants.

The location of these officers is shown in the attached table.

Business Group	(B)OCU	Total
Territorial Policing (TP)	Brent	3
	Camden	1
	Ealing	1
	Greenwich	1
	Hackney	3
	Hammersmith & Fulham	1
	Haringey	1
	Harrow	1

	Hillingdon	1
	Hounslow	1
	Islington	1
	Lambeth	1
	Merton	1
	Richmond Upon Thames	3
	Royal Parks OCU	1
	Tower Hamlets	1
	Transport OCU	2
	Waltham Forest	1
	Wandsworth	2
TP Total		27
Deputy Commissioner's Command		1
Specialist Crime & Operations		2
Specialist Operations		4
Grand Total		34

Sergeants acting up as Inspectors

Question No: 2013/4388

[Joanne McCartney](#)

How many sergeants are currently "acting-up" as inspectors across the MPS? Please provide a breakdown by borough and by directorate.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 21 January 2014

The payroll records show that in November 13 sergeants and 10 detective sergeants were paid allowances for acting up as inspectors.

The location of these officers is shown in the attached table.

Business Group	(B)OCU	Total
Territorial Policing (TP)	Brent	1
	Ealing	2
	Hackney	2
	Hillingdon	2
	Richmond Upon Thames	1
	Transport OCU	1
	Waltham Forest	1
	Wandsworth	1
TP Total		11
Human Resources		1
Specialist Crime & Operations		6
Specialist Operations		5
Grand Total		23

Debt advice and credit unions

Status Dogs Unit Officer Numbers

Question No: 2013/4389

[Joanne McCartney](#)

Please provide the number of officers in the Status Dogs Unit per month from 2008 to date.

[The Mayor](#)

The Status Dog Unit is funded for 1 Inspector, 1 Police Sergeant and 5 Police Constables. It has been fully staffed since 2008. It is being enhanced by available additional trained resources from elsewhere in the MPS.

70 out of an eligible 185 officers have received enhanced training capability to deliver assistance and support to operational units in identifying and dealing with dangerous dogs.

To further uplift the number of officers able to respond to such incidents a training programme for 15 officers bi-monthly is in place.

Safer Neighbourhood Teams/Local Policing Teams

Question No: 2013/4390

[Joanne McCartney](#)

Can you please provide a list of PC, Sergeant and PCSO target strength, actual strength and vacancy levels per Borough and per Ward for June, July, August and September 2013 for London's Safer Neighbourhood Teams/Local Policing Teams?

[The Mayor](#)

Information about strength and vacancies in this detail and at ward level could only be provided at disproportionate cost to MOPAC/MPS.

The target strength for borough officers in 2015 is provided in the Police & Crime Plan at appendix 2. This will see more officers being put into neighbourhoods (over 2,600 by 2015).

Safer Neighbourhood Teams

Question No: 2013/4391

[Joanne McCartney](#)

Question Title: Safer Neighbourhood Teams

Member: Joanne McCartney

Can you please provide a list of PC, Sergeant, Inspector and PCSO target strength, actual strength and vacancy levels per Borough and per Ward for October 2010 for London's Safer Neighbourhood Teams?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 09 December 2013

Please see my response to MQ 4390/ 2013.

PCSOs

Question No: 2013/4392

[Joanne McCartney](#)

How many PCSOs do you forecast to have per London in 2015? Please give total numbers and breakdown per borough and Unit.

[The Mayor](#)

It is not possible to forecast accurately the number of PCSO posts at a detailed unit level across the MPS in 2015. However, the current number of PCSOs in Safer Neighbourhoods per borough is provided in the answer to MQ 4393/ 2013.

PCSOs (2)

Question No: 2013/4393

[Joanne McCartney](#)

How many PCSOs do you plan to have in Safer Neighbourhood Teams in 2015? Please give total numbers and breakdown per borough.

[The Mayor](#)

The current MPS organisational design for Safer Neighbourhoods provides for 1,278 PCSOs posts. The table below gives the current anticipated breakdown across individual boroughs in 2015. These figures are estimates only and are subject to change.

Sergeants

Question No: 2013/4394

[Joanne McCartney](#)

How many sergeants do you forecast to have per London in 2015? Please give total numbers and breakdown per borough and Unit.

[The Mayor](#)

It is currently estimated that there will be 4,334 Sergeants in London in by 2015.

Currently, it is not possible to forecast accurately the number of Sergeant posts at unit level across the MPS in 2015. However, it is possible to estimate the number of Sergeants in Safer Neighbourhood Teams per borough, as provided in the answer to MQ 4395 / 2013.

Sergeants (2)

Question No: 2013/4395

[Joanne McCartney](#)

How many sergeants do you plan to have in Safer Neighbourhood Teams in 2015? Please give total numbers and breakdown per borough.

[The Mayor](#)

The table below gives the current anticipated breakdown across individual boroughs in 2015. These figures are estimates only and are subject to change. NB: Local policing teams are supported by a range of other specialist policing services provided across the MPS.

Ethnicity

Question No: 2013/4396

[Joanne McCartney](#)

Can you please provide a percentage breakdown of PCSOs, Police Officers and by ethnicity and by gender in London for the financial year 2012/2013?

[The Mayor](#)

The percentage of PCs and PCSOs who are female or of BME ethnicity for FY 2012/13 is provided in the table below:

FY 2012/13	% BME	Female %
Police Officer	10.5%	24.5%
PCSO	32.2%	34.6%

London's Crime Prevention Fund

Question No: 2013/4397

Joanne McCartney

Please list all moneys awarded from London's Crime Prevention Fund to date giving the Organisation and Borough where the organisation is based?.

The Mayor

For 2013/14, £17.9m of the London Crime Prevention Fund has been provided to London's local authorities to spend in line with local priorities. The breakdown of funding by borough can be found at <http://www.london.gov.uk/priorities/policing-crime/how-we-work/funding>. Boroughs will be using some of this funding to commission local organisations - we know that over 80 initiatives are commissioning external organisations to deliver and many of these will include voluntary and community organisations.

In addition, £100,000 has been provided to fund Project Oracle, and £2.1m has been provided to the Metropolitan Police Service for drug testing.

Police officers for Schools

Question No: 2013/4398

Joanne McCartney

How many police officers are currently working in schools?

The Mayor

Each Secondary school in London can have a Safer Schools Officers as part of the new local policing model if they want it. There are currently 219 Safer Schools Officers working in 559 Safer Schools Partnerships (comprising secondary schools, Pupil Referral Units and 6th Form Colleges).

Primary schools are supported by Safer Neighbourhood Teams and will be visited by a combination of police officers and PCSOs working in those wards.

MPS First Class/Business Class Travel

Question No: 2013/4399

[Joanne McCartney](#)

How many MPS police officers or staff are entitled to first/business class travel by train and by air? How much was spent in the last financial year on first/business class travel for MPS officers?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 07 February 2014

MOPAC expect the MPS to travel at all times by the most economical means possible.

In accordance with MPS policy, officers and staff above a certain rank are eligible for first/business class travel.

In addition all officers and staff can be considered for first/business class for flights in excess of 6 hours where appropriate.

The MPS spent £2.46m on business/first class flight in 2011/12, £2.1m in 2012/13 and for 2013/14 have spent £1.15m as at 22 November 2013.

The MPS spent £37k on first class rail in 2011/12, £13k in 2012/13 and for 2013/14 and for 2013/14 have spent £9K as at 22 November 2013.

London Crime Prevention Fund

Flights and Hotels (1)

Question No: 2013/4400

[Joanne McCartney](#)

What is the forecast spend on flights and hotels for MPS officers in 2012-13 and 2013-14?

[The Mayor](#)

In 2012/13 the MPS spent £3.5m on flights and £2.9m on hotels.

As at 31 October 2013 the MPS have spent £2.3m on flights and £0.8m on hotels. Budget forecasts for the remainder of the year are not held separately for flights and hotels but form part of the overall travel and subsistence budget forecast.

Flights and Hotels (2)

Question No: 2013/4401

[Joanne McCartney](#)

What was the cost of flights and hotels for MPS officers in 2012-13 and 2013-14?

[The Mayor](#)

Please see my response to MQ 4400 / 2013.

MPS Cars and Drivers

Question No: 2013/4402

[Joanne McCartney](#)

Excluding those used for security purposes, how many MPS ACPO officers are provided by the MPS with personal cars, and what is the total annual cost?

[The Mayor](#)

23 ACPO officers currently use cars provided by the MPS for business and personal use.

The estimated cost for the maintenance and insurance of these is £108K.

MOPAC Payments to ACPO

Question No: 2013/4403

[Joanne McCartney](#)

What was the cost of MOPAC payments to ACPO in 2012-13 and 2013-14? What are the projected payments to ACPO in 2014-15?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 05 February 2014

In 2012/13 £770,546 was paid to ACPO.

In 2013/14 to date £359,109 has been paid.

Following the independent review of ACPO, the future role of ACPO is currently being considered. Payments for 2014/15 are dependent upon that consideration.

"8 to Great"

Question No: 2013/4404

[Joanne McCartney](#)

Can you confirm whether your Gangs Czar's trip to the United States to be trained in the "8 to Great" process is in his personal capacity or under City Hall auspices? If the latter what are the total costs of the trip and what are the expected outcomes?

[The Mayor](#)

The trip undertaken by Ray Lewis in relation to the "8 to Great" process was in his personal capacity. No costs were incurred by City Hall.

Directorate of Public Affairs

Question No: 2013/4405

[Joanne McCartney](#)

What is the planned budget for the Metropolitan Police Service Directorate of public affairs for 2014/15?

[The Mayor](#)

The Metropolitan Police Service Directorate of Media and Communications (formally Directorate of Public Affairs) 2014/15 budget will form part of the budget submission due to be submitted to the Mayor at the end of November 2013. Details will be published on the MOPAC website.

Mayor's Oral Update

Question No: 2013/4587

[Darren Johnson](#)

The Mayor will provide an oral update of up to five minutes in length on matters occurring since the publication of his report and all four party groups have asked for an update in response to the recent tragic deaths of cyclists.

[The Mayor](#)

There are all sorts of things been happening since we last met and I would single out a plan we have announced to use waste heat from the Tube to heat 500 homes in Islington. We have launched a food-save scheme to help businesses maximise their profits by diverting food away from landfill obviously towards useful purposes, consumption apart from anything else. We have a cleaner air website to help drive down pollution in London's atmosphere, which, as the Assembly will recall, has over the last five years improved considerably with NOx down 20% and particulates PM10 and PM2.5, both down 15%.

We are on track to deliver 100 pocket parks across London and we announced - I think just the other day - another 33 projects across 17 London boroughs. The new London Crime Prevention Fund is trying to cut down on re-offending, particularly among drug users, and there is a big project we have just launched in Bexley to do that, much crime is drug-related

and if you can help them off drugs you can help them to stop re-offending.

We have a project we launched on 7 November to use food waste to run buses in the Barking area, all the buses that run from the Barking depot will now run with a blend of 20% regular diesel and 80% biodiesel or chip fat basically, chip fat in the buses, about time we did it. One of the difficulties is we do not have a refinery nearby in London to produce the biodiesel and we are trying to get that market going, currently they are up in the north of the country or in Scotland.

We have also launched a London Schools Atlas on the web, an interactive function, so that kids can learn more about the history of our city.

All Groups have asked for an oral update on cycling fatalities and I am going to go through that quickly if I may because I know everybody will want to come back with questions. The first point is the one I have made many times over the last few days, which obviously is that one death is one too many and obviously our thoughts are with the victims, with their families and those who love them and care for them. It is also important to stress, and this is a difficult point to make when people are mourning, but this is very important to stress, that the spate of fatalities that we have seen in the last couple of weeks must be seen in the context of an overall decline in fatalities. I was challenged on the radio yesterday by a guy from a cycling group who said that the number of fatalities since I have been Mayor over the last six years was about 80, it is actually 81 from 2008 to 2013, but if you look at the previous six years it was 102 and if you look at the five years, for instance, between 2008 to 2012 in my Mayoralty, there were 68 cycling fatalities on the roads in London, the figure between 2003 and 2007 was 82. Whichever way you cut it, you are looking at a reduction in the number of fatalities over identical periods of time.

You are also looking at a very considerable increase in the volume of cycling and that is the key point that I think people also sometimes forget. I know that is a hard point to make in this context, I know that people do not always listen to it, and it is difficult to expect that point to be broadcast in these circumstances, but I do think it is important to make, statistically it is getting safer to cycle, your journey is less likely to end in a fatality, but it is very important to continue to work to make cycling ever safer. There is a huge amount of work that we are engaged on at all sorts of levels.

Obviously, when you look at what is happening on the roads, you have to look at the role of heavy goods vehicles (HGV) -- and you have to pursue the scheme that we have at the moment, for instance, to make sure that all HGVs entering London are properly equipped with the safety features that we would want to see. We are consulting on that now, we want to create a safer lorry zone in London. I am sure the Assembly is fully aware --

We are also of course investing massively in cycling infrastructure and the third point I would like to make obviously is that it is absolutely vital that all road users respect the rules of the road as far as they can and just to repeat the key and salient data, which is I think getting slightly lost; although we bitterly regret the recent spate of fatalities, it is vital to stress that overall the number of deaths we are seeing on London's roads from cycling is coming down.

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