

Written Answers to Questions Not Answered at Mayor's Question Time on 15 July 2015

Summer Budget

Question No: 2015/2216

[Len Duvall](#)

What will be the impact on London of George Osborne's 8 July Summer Budget?

Oral response

The Davies Commission (1)

Question No: 2015/2165

[Richard Tracey](#)

How will you respond to The Davies Commission's report?

Oral response

Benefit cuts or wages increases

Question No: 2015/2044

[Jenny Jones](#)

Two years ago you agreed with me that the benefits bill would be lower in London if everybody was paid at least the London Living Wage. What steps are you taking to make this happen?

Oral response

Electric buses and taxis in London

Question No: 2015/2124

[Stephen Knight](#)

How many electric buses and taxis are currently operating on London's roads?

Oral response

The Airports Commission

Question No: 2015/2226

[Valerie Shawcross](#)

Given Sir Howard Davies' comments on the Estuary Airport do you want to apologise for the gross waste of Londoners public money?

Oral response

Fibre Optic Broadband

Question No: 2015/2213

[Victoria Borwick](#)

Many residents and businesses say that they are constantly promised that their internet speeds will be increased, but in fact there has been very little progress. Can the Mayor therefore give a borough by borough update on what is happening with the installation of fibre optic broadband in London?

Oral response

Local Government Asset Sales

Question No: 2015/2220

[Tom Copley](#)

Given the Government's proposals to force London's local authorities to sell high value assets, do you think the revenue generated should be hypothecated for building homes in the capital?

Oral response

Viability in planning decisions

Question No: 2015/2221

[Nicky Gavron](#)

Developers use viability assessments to drive down the number of affordable homes they build as part of projects. Will you produce planning guidance to help local authorities secure as many affordable homes for Londoners as possible?

Oral response

Threat of terrorism in London

Question No: 2015/2200

[Tony Arbour](#)

What measures have been taken to protect London following the tragic terrorist attacks in Tunisia?

Oral response

Counter Terrorism Funding

Question No: 2015/2223

[Joanne McCartney](#)

In light of the atrocious terror attacks in Tunisia and elsewhere, do you believe that the case for increased funding to the Metropolitan Police Counter Terrorism Unit is imperative?

Oral response

Knife Crime with Injury

Question No: 2015/2222

[Joanne McCartney](#)

Knife Crime with Injury in London is nearing the level it was when you were first elected. In your final year as Mayor what plans are you implementing to bring this down?

Oral response

Airports Commission decision

Question No: 2015/2045

[Darren Johnson](#)

With the overwhelming noise, air pollution and climate change cases against a third runway at Heathrow and your resolute opposition to the Airports Commission decision, can you update us on what course of action you are planning to take in order to prevent a third runway from going ahead?

Oral response

Cyclists killed by HGVs

Question No: 2015/2042

[Caroline Pidgeon](#)

What action are you going to take to tackle the spate of cyclists killed by HGVs at peak periods?

Oral response

The Night Tube

Question No: 2015/2225

[Valerie Shawcross](#)

Are you confident that you will be able to begin the night tube service on 12 September as promised?

Oral response

Public Houses

Question No: 2015/2189

[Steve O'Connell](#)

Following your landmark protections for pubs in the London Plan, in your capacity as mayor would you support similar action at a national level to strengthen rules on Assets of Community Value and other planning regulations?

Oral response

Electric Bus Trial

Question No: 2015/2163

[James Cleverly](#)

How will the new electric bus trial be evaluated, and what contribution will this make to your ongoing work to clean up London's bus fleet?

Oral response

Cycling in Outer London

Question No: 2015/2224

[Navin Shah](#)

The number of cyclist casualties in 2014 for Outer London has increased by 15 per cent. How will you increase the safety of cyclists in Outer London where the use of cars as a mode of transport is profound?

Oral response

Teddington Sports Ground

Question No: 2015/2211

[Tony Arbour](#)

Given your concerns about the loss of playing fields in London, do you share my concerns about the potential sale and development of the 13-acre Teddington Sports Ground owned by Imperial College, in breach of covenants designed to ensure that the Ground be used for sport in perpetuity, and will you do all that you can to ensure that these valued playing fields are protected?

Oral response

Violence against the person

Question No: 2015/1998

[Caroline Pidgeon](#)

The MPS website <http://www.met.police.uk/> shows that recorded violence against the person offences per capita have risen in every single London borough over the last twelve months. The average percentage increase of these offences across London is 27%. What are the sanction detection rates for these offences? Please provide figures broken down by borough and by month for the last four years, please also provide total force figures for each year and an average over the last four years.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 24/07/2015

The SD rates for violence against the person rates for the four year period 2011/12 to 2014/15 are contained within the attached spreadsheet [at Appendix L]. This is broken down by borough and by month for these years. Also the spreadsheet includes total force figures for each year and an average SD rate over the last four years.

MOPAC fraud dashboard

Question No: 2015/1999

[Caroline Pidgeon](#)

When will the MOPAC fraud dashboard be published?

[The Mayor](#)

We anticipate publishing the fraud dashboard in the autumn.

Policing in London

Question No: 2015/2000

[Caroline Pidgeon](#)

With further pressure on the MPS budget will you make sure that despite this pressure protesters will not have to pay for the policing of planned protests in our city and that Londoners will not have to pay for the policing of planned community events such as the Surbiton Festival?

[The Mayor](#)

Please see my response to [MQ 1658 / 2015](#).

Offensive weapons

Question No: 2015/2001

[Caroline Pidgeon](#)

From 2012/13 to 2014/15 there was a 21.5% rise in reported offensive weapon charges. What are you doing to tackle this problem and help educate young people to change attitudes about carrying weapons?

[The Mayor](#)

The reduction of carrying and the use of offensive weapons requires a combination of effective deterrence; proactive policing and prevention work. I am pleased that the lobbying that Enfield MPs and I have undertaken in partnership with the Commissioner of the MPS Service has resulted in Government introducing a mandatory minimum sentence for those found carrying a knife for a second time.

MOPAC continues to fund a range of intervention and prevention initiatives in London boroughs via the London Crime Prevention Fund, including projects and programmes specifically targeted at young people.

MPS Operation Omega

Question No: 2015/2002

[Caroline Pidgeon](#)

Please confirm the number of officers that have been extracted from each Borough, for how long and which Borough has gained these officers under the remit of Operation Omega.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 21/09/2015

Operation Omega is an overarching operation that is focussed on tackling increases in priority victim based crime across London. The operation is being delivered by borough officers with the support of Special Constables and Pan-London Units in relevant crime hotspots.

As part of the operation, some Area Commanders are flexing a limited number of resources each week to locations showing the highest crime increases within their areas. These moves are not permanent and are for a limited period of time to meet local crime demands.

In addition, some of the crime hotspots or problems are shared by neighbouring boroughs; for example, Islington, Camden and Hackney are focused on theft from person offences on their shared borders. Where this occurs a single joined up approach using locally combined resources is being adopted.

The MPS have not tracked the number of officer's deployments through the Operation because they are short term deployments that change weekly; however, the MPS can confirm that no dedicated ward officers have been abstracted as part of the operation.

Community Speed Watch trial Crystal Palace

Question No: 2015/2003

[Caroline Pidgeon](#)

I have been contacted by a constituent about speeding in Crystal Palace. Would TfL and the MPS consider working together on a trial in Crystal Palace of enhanced community road watch with an automated system such as Community Speed Watch Online?

[The Mayor](#)

TfL is working in partnership with the MPS and City of London Police to establish Community Roadwatch (CRW) across London. CRW is a road safety initiative which aims to reduce speeding in residential areas through community policing. CRW delivery is being undertaken by local borough MPS Safer Transport Teams, and will be launched in Bromley by the Bromley Safer Transport Team in July 2015. CRW will be in place in every London borough by the end of 2015.

All details and results recorded by CRW teams will be logged and will be independently evaluated. The results of this evaluation will be used to inform the review of the approach and operating procedures. As part of this review, alternative automated systems such as Community Speedwatch Online may be considered.

If your constituent would like to take part in the Bromley Community Roadwatch initiative, or suggest a residential area where there are community concerns around speeding, please do encourage them to contact the MPS Bromley Safer Transport Team. Details can be found at <http://www.met.police.uk/teams/transportse/bromley/>.

MPS Licensing Unit Westminster

Question No: 2015/2004

[Caroline Pidgeon](#)

Following the arrest of one sergeant and one constable from the MPS Licensing Unit at Westminster on suspicion of conspiracy to commit misconduct in public office will there be a further more general investigation into this specific unit to reassure the public that it is fit for purpose?

[The Mayor](#)

The MPS Anti Corruption Command have produced a series of recommendations for longer term change across all MPS Licensing Units which are being considered by the Central Licensing Unit and Commander Letchford, the National Police Chiefs' Council (NPCC) lead for licensing.

An ongoing review is being conducted by Westminster Borough Commander, Peter Ayling to ensure the integrity of the licensing process going forward. An investigation by the MPS Directorate of Professional Standards will consider any evidence of any instances where this process has been abused to the detriment or benefit of any party.

MPS conspiracy to commit misconduct in public office charges

Question No: 2015/2005

[Caroline Pidgeon](#)

In the last 5 years how many MPS officers have been charged with conspiracy to commit misconduct in public office?

[The Mayor](#)

A total of 18 MPS officers have been specifically charged in relation to misconduct in a public office.

A breakdown is provided below:

Year	2011/12	2012/13	2013/14	2014/15	2015/16	Total
Charged	5	7	6	0	0	18

MPS Crime Fighters Panel

Question No: 2015/2006

[Caroline Pidgeon](#)

Further to MQ 2015/1186 would the MPS Crime Fighters Panel review every London Boroughs approach to tackling knife crime and publish a report on best practice?

[The Mayor](#)

'Crime Fighters' is a performance meeting held at business area and borough level. Knife crime is a regular focus at these meetings.

On the 21st of July, I am holding a MOPAC Challenge on MPS Performance and will be focusing heavily on reviewing tactics on reducing knife crime. The results of this publicly held meeting will be published and will include differences in borough approaches and achievements.

It is important to note, whilst we are not complacent in regards to knife crime, that in the year to June 2015, all knife crime decreased by 20% compared to the year to June 2009.

Calendar year 2014 saw recorded knife crime offences at their lowest volume during the last 7 years.

Offences of Knife possession have decreased by 30% (1,281 fewer offences) during the year to June 2015 compared to the year to June 2009.

To deliver consistency of tactics across London, the MPS are leading on Operation Equinox which tackles violent crime around night time economy locations; MOPAC has introduced the £600,000 service for young victims of violent crime in London's four major trauma centres.

In terms of best practice and innovation, MOPAC are delivering the Shield gang violence reduction pilot in three London boroughs

Finally, I am pleased to say that the legislative provision allowing for a mandatory sentence for those convicted of carrying a knife on more than one occasion, has now been brought into use following lobbying by Enfield MPs, the Commissioner and I.

Homophobic hate crime victims

Question No: 2015/2007

[Caroline Pidgeon](#)

From 2012/13 to 2014/15 there has been a 43% increase in reported homophobic hate crime victims. You might argue that this figure shows increased reporting and increased confidence in the Met, however if this is a case of increased reporting the reality is that we are only just now getting a real picture of the problem. On June 27th we celebrated our fabulous LGBTQ+ community at London Pride, what are you going to do to better safeguard this community?

[The Mayor](#)

I am committed to tackling hate crime in all its forms. An increase in the reporting of hate crime can be positive and is one of the eight measures of success in my Hate Crime Reduction Strategy.

There are a number of actions within my Hate Crime Reduction Strategy that will ensure support is provided to affected communities. These include the MOPAC pilot Hate Crime Victim Advocates scheme and the implementation of MPS Hate Crime Liaison Officers in every borough. In addition, in line with my manifesto commitment, there are approximately 155 LGBT liaison officers across the 32 London boroughs and over 900 specialist trained officers in Community Safety Units investigating all hate crime.

The MPS maintains excellent relationships with stakeholder groups, including Pride in London, and has established an LGBT Hate Crime Working Group also helps monitor training, consistency of service provision and the effectiveness of front line response officers and Community Safety Units.

In addition, I have commissioned Victim Support to provide priority support to hate crime victims to ensure they receive fast and effective support to help them cope and recover and to reduce repeat victimisation.

Race and religious hate crime victims

Question No: 2015/2008

[Caroline Pidgeon](#)

From 2012/13 to 2014/15 there has been a 33% increase in race & religious hate crime victims. If these figures show an increased level of reporting, which is good, it also shows a clearer picture of race and religious hate crime offences across London, which is alarming. How are you tackling this problem? Do you think the current approach is effective and what is your measure of success?

[The Mayor](#)

I am committed to tackling hate crime in all its forms. An increase in the reporting of hate crime can be positive and is one of the eight measures of success in my Hate Crime Reduction Strategy

There are a number of actions within my Hate Crime Reduction Strategy that will ensure support is provided to affected communities. These include the MOPAC pilot Hate Crime Victim Advocates scheme and the implementation of MPS Hate Crime Liaison Officers in every borough. In addition, the MPS has over 900 specialist trained officers in Community Safety Units investigating hate crime and a Faith Hate Crime Working Group, which also helps monitor training, consistency of service provision and the effectiveness of front line response officers and Community Safety Units.

The MPS maintains excellent relationships with stakeholder groups working in this field who share information with the MPS on anti-Semitic and Islamophobic hate crime. This has had a positive impact on the level of reported racially and religiously motivated hate crime in recent years, which helps to ensure that resources can be targeted effectively.

In addition, I have commissioned Victim Support to provide priority support to hate crime victims to ensure they receive fast and effective support to help them cope and recover and to reduce repeat victimisation.

Disability hate crime victims

Question No: 2015/2009

[Caroline Pidgeon](#)

From 2012/13 to 2014/15 there has been a 56% increase in disability hate crime victims. If these figures show an increased level of reporting, which is good, it also shows a clearer picture of disability hate crime offences across London, which is alarming. How are you tackling this problem? Do you think the current approach is effective and what is your measure of success?

[The Mayor](#)

I am committed to tackling hate crime in all its forms. An increase in the reporting of hate crime can be positive and is one of the eight measures of success in my Hate Crime Reduction Strategy. This is especially welcome with regard to disability hate crime as there is evidence to suggest disabled hate crime victims are among the most reluctant to report.

There are a number of actions within my Hate Crime Reduction Strategy that specifically target disability hate crime. These include the process whereby all crimes against disabled people are flagged as hate crimes in the first instance, which has resulted in significant increases in the number of recorded hate crimes, even after the de-flagging of non-hate crimes; the MOPAC pilot Hate Crime Victim Advocates scheme and the implementation of Hate Crime Liaison Officers in every borough. In addition, the MPS has over 900 specialist trained officers in Community Safety Units investigating hate crime.

The MPS maintains excellent relationships with stakeholder groups and has established a Disability Hate Crime Working Group to help monitor training, consistency of service provision and the effectiveness of front line response officers and Community Safety Units.

MOPAC is working closely with stakeholders to ensure that victims of disability hate crime receive the support they need. This includes the priority service for hate crime victims that I have commissioned from Victim Support to ensure they receive fast and effective support to help them cope and recover and to reduce repeat victimisation.

Victim based crime sanction detection rates

Question No: 2015/2010

[Caroline Pidgeon](#)

Sanction detection rates for victim based crime are at their lowest since June 2012 at only 13% - meaning only about 1 in 10 crimes across London get solved. What work are you doing in conjunction with the CPS to improve justice for victims?

[The Mayor](#)

As in my previous response to MQ 447 2015, sanction detection rates are important but our top priority is to have fewer crimes in the first place - which is why I have challenged the MPS to cut key neighbourhood crimes by 20%. They are on course to achieve that. Latest figures show MOPAC 7 crimes are down 18.8% against the baseline of 2011/12.

A range of work is being undertaken with the CPS to improve justice for victims. For example, the joint work being undertaken by the MPS and CPS to address sexual offences sanction detection rates.

In addition, the London Hate Crime Reduction Strategy, launched in December 2014 and produced collaboratively with the CPS, the MPS and other CJS stakeholders also details the work that we are doing to improve justice for victims.

The cost of policing Julian Assange

Question No: 2015/2011

[Caroline Pidgeon](#)

Has your Deputy Mayor made representations to the Home Office about the funding of policing of Julian Assange at the Ecuadorian Embassy? If so, when and what was the outcome?

[The Mayor](#)

Please see MQs 4175 /2014 and 893 /2015.

Please also refer to the comments made by my Deputy Mayor for Policing and Crime and the MPS Commissioner at the meeting of the Police and Crime Committee on 9 July.

London's knife crime problem

Question No: 2015/2012

Caroline Pidgeon

In June this year the Evening Standard reported 23 stabbings across London. Out of these 23 victims at least one has died, one was a twelve year old boy and one fourteen year old boy was stabbed by a thirteen year old. It is clear that London has a knife crime problem and a serious youth violence problem. Instead of citing percentage changes in recorded offences across London can you tell me what real work is being done to tackle this issue? What organisations have you met with to get a picture of the problem?

The Mayor

Reducing knife crime is a key ambition in the London Crime Reduction Board's Strategic Ambitions for London - Gangs and Serious Youth Violence. The recent stabbings are a concern, however, knife crime in London has decreased and last year was at its lowest level in seven years. Knife crime related deaths are also half the level of 2008.

In partnership with boroughs and the other London Crime Reduction Board Partners, there is a huge amount of activity that MOPAC and the Metropolitan Police Service is doing to combat Knife Crime. For example, In June 2015 the MPS launched Operation Teal, led by Trident to improve performance in two key MPS gang crime indicators: Knife Injury Victims under 25 years and Number of gun discharges. In the last 9 months, the MPS has undertaken almost 10,000 weapons sweeps. MOPAC has also spent £6.8 million this year to address gangs and serious violence. Information on the work being undertaken can be found on the MOPAC website.

The Deputy Mayor for Policing and Crime is in regular contact with a wide range of stakeholders in order to collectively tackle knife crime across London, including recent meetings with MPs to discuss their concerns, and meetings with Major Trauma Centres, Redthread and the Air Ambulance at the Royal London Hospital.

In addition, MOPAC and the Deputy Mayor for Policing and Crime have regular meetings with a range of Voluntary and Community Sector organisations including the Safer London Foundation. Most recently, MOPAC met with 43 Voluntary and Community Sector organisations in preparation for releasing the invitation to tender for a gang exit and resettlement service.

I have also successfully lobbied Government for tougher sentences to help deal with the knife carrying culture ensuring that any offender caught in possession of a knife for a second time will automatically face a custodial sentence. This will become part of sentencing guidelines this month.

Delegation to Transport for London to grant the Metropolitan Police Service direct access to Automatic Number Plate Recognition data (1)

Question No: 2015/2013

[Caroline Pidgeon](#)

Despite the Mayoral Decision 1439 being signed by you on the 27th January 2015 and with the document stating that its expected date of publication would be the 15th February the Mayoral Decision was only published on the 29th June 2015. What is the explanation for such a lengthy delay in publishing this Mayoral Decision?

[The Mayor](#)

Following the decision to grant the MPS access to TfL's network of Automatic Number Plate Recognition cameras, further dialogue was required between MOPAC, the MPS and the Information Commissioner's Office to agree appropriate wording for the road signs indicating where these cameras will be in use for policing purposes.

Delegation to Transport for London to grant the Metropolitan Police Service direct access to Automatic Number Plate Recognition data (2)

Question No: 2015/2014

[Caroline Pidgeon](#)

The MPS privacy impact assessment relating to access to ANPR data collected by TfL - which was published alongside Mayoral Decisions 1439 - states that the project does not include provision for the overview of a vehicle, but that access to these images may be considered in the future. Would the extension of access by the Metropolitan Police Service to such images held by TfL only be permitted following a further consultation exercise?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 21/09/2015

No further authority or recourse to consultation would be required to gather imagery. The Information Commissioner's Office has stated that they would prefer the MPS to have overview imagery as they believe this would reduce the number of 'false reads'.

Delegation to Transport for London to grant the Metropolitan Police Service direct access to Automatic Number Plate Recognition data (3)

Question No: 2015/2015

[Caroline Pidgeon](#)

As Automatic Number Plate Recognition Data can only be retained for 28 days by TfL, while the MPS can retain such data for up to two years, can an assurance be given that TfL will not meet any requests to pass on data that is more than 28 days old?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 14/08/2015

As data from TfL's ANPR cameras is already available to the MPS there is no need for the MPS to request access. In any case, TfL does not hold ANPR data for 28 days - unless a Penalty Charge Notice is issued, it is deleted immediately after payment of the Congestion Charge or if the vehicle is LEZ compliant. Information about MPS access to TfL's ANPR cameras is published at <https://tfl.gov.uk/corporate/privacy-and-cookies/road-user-charging#on-this-page-2>.

Missing children

Question No: 2015/2016

[Caroline Pidgeon](#)

Do you agree that the MPS plays a vital role in finding and safeguarding children that go missing in London?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 21/09/2015

Yes. Over half of the 40,000 cases of missing persons that the MPS responds to every year concern children who are aged 11-17. The MPS has a clear and focused investigative response in finding missing persons, working with partners and sharing information to ensure safeguarding is prioritised on each occasion.

The MPS has resources in place to identify repeat and/or clustered cases of missing children and prioritise intervention. Prevention strategies are progressed in partnership with a range of agencies including local authorities and care providers. The MPS fully engage with partnership arrangements at the pan London and local level to tackle key issues.

The provision of 'safe and well' checks to every located child ensures the capture of intelligence that is then shared with Children's Services via Multi-agency Safeguarding Hubs.

Sustrans' "Brunel Bridge" - TfL Business Plan

Question No: 2015/2017

[Caroline Pidgeon](#)

I am pleased to see that planning for a pedestrian/cycle bridge between Rotherhithe and Canary Wharf is progressing with support from TfL. Will you include proposals for further development and planning work for the bridge in TfL's upcoming business plan to ensure that the next Mayor follows through on this important project?

[The Mayor](#)

I am very interested in this idea and TfL is in the early stages of a feasibility assessment to look into the project.

The feasibility work, including the preparation of a business case, will be completed by the autumn.

Should the scheme prove viable and have a strong business case, then full consideration will be given to how best to go about implementing the project, including possible funding options.

This first phase of work is being funded through a partnership between TfL, Sustrans and the private sector and I would expect funding for any future stages to follow a similar approach.

Tour de France - Cycling Budget

Question No: 2015/2018

[Caroline Pidgeon](#)

I warmly welcome reports that London may host the Tour de France Grand Départ in the future. However, like many cycling campaigners I was concerned that the cost of hosting the event in 2014 was met from TfL's cycling budget. Given that, for example, the cost of the Olympics was not met from the budget for grassroots sport, and that there is little evidence that the Tour de France directly encouraged people to take up cycling as a mode of transport, will you commit that any funding to bring the event to London in future would not be found from TfL budgets?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 12/10/2015

In the context of the Spending Review, I have made the tough decision, in conjunction with the Secretary of State for Culture, Media and Sport, that London cannot afford to host the Grand Départ in 2017. My priority is protecting frontline services and investing in long term cycling projects. As a result of this decision TfL's cycling budgets will not be affected.

Black cab licence renewal delays

Question No: 2015/2019

[Caroline Pidgeon](#)

I have received reports of significant delays in licence renewal applications for black cab drivers. As I'm sure you're aware, delay in receiving new licences often results in significant loss of earning for drivers at a time when the trade is under real pressure. What have you done, and what will you be doing in future, to ensure licences are issued without delays?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 24/07/2015

TfL makes every effort to ensure an application is processed within a timely manner. This includes sending out licence renewal applications four months in advance of the licence expiring, to help ensure drivers can continue to work.

However, TfL is currently experiencing a high volume of incomplete applications due to delays with the Home Office's Disclosure and Barring Service (DBS) issuing a disclosure to the applicant. Without this TfL is unable to make a final assessment on the application. I understand that the main issue for the delay is due to the lack of resource at the Home Office.

I have personally raised this issue with ministers to ensure they fully understand that this delay is unacceptable as it is preventing a number of both taxi and private hire drivers from being able to work. Any driver affected by this delay can contact the Taxi and Private Hire department by emailing tphenquiries@tfl.gov.uk. I can assure every driver that when the disclosure is issued a decision will be made immediately.

TfL will continue to do everything it can to push for further improvements with the Home Office to speed up their processes.

Charlie Brown's Roundabout, South Woodford

Question No: 2015/2020

[Caroline Pidgeon](#)

Please provide a report on the progress of the current studies into the feasibility of installing pedestrian crossings and traffic signals at Charlie Brown's Roundabout in South Woodford, and indicate when the work to carry out this important safety improvement is likely to be done.

[The Mayor](#)

TfL is currently developing options to improve pedestrian provision and road safety at Charlie Brown's Roundabout, including proposals to signalise the roundabout. As part of the feasibility design work, TfL is awaiting receipt of statutory utility surveys, topographic surveys and vehicle, pedestrian and cycle counts for the roundabout and surrounds. Subject to detailed design, consultation and relevant approvals, construction is planned for early 2018.

Garden Bridge - Temple station closure

Question No: 2015/2021

[Caroline Pidgeon](#)

What steps has TfL taken to inform people who regularly use Temple Tube station that the station will have to completely close for six months during the construction of the Garden Bridge?

[The Mayor](#)

Since the consultation on the Garden Bridge in November 2013, significant further work has been undertaken on the design of the Garden Bridge and the interface with Temple station.

TfL does not anticipate that Temple station would need to close for a long period of time to enable the construction of the Garden Bridge. Any closures that are necessary will be limited to short periods when the impacts on passengers can be minimised (for example, at weekends or during existing planned engineering works).

If TfL does approve any station closures as part of the Garden Bridge Trust's construction programme, TfL will employ its usual comprehensive communications and engagement activities to ensure that all relevant stakeholders are kept informed.

Private Hire Operator Licence - Uber (1)

Question No: 2015/2022

[Caroline Pidgeon](#)

Your answer to question 2015/1638 does not address the problem that Uber's business model, as they readily admit, is not based around taking bookings but on e-hailing. Given this distinction, please provide further information on how you came to the decision to grant a licence under this legislation.

[The Mayor](#)

The current regulations do not require that advance bookings must be taken up to a specified point in the future.

Uber bookings in London are accepted by Uber at their London operating centre as required by private hire legislation.

Due to a number of developments within the private hire industry including advancements in technology and changes to how people engage and share private hire services, TfL is reviewing the current regulations that govern the licensing of private hire operators, drivers and vehicles.

TfL is currently analysing the 4000 responses to the consultation on this matter and will be announcing the outcome of this review in the coming months.

Private Hire Operator Licence - Uber (2)

Question No: 2015/2023

[Caroline Pidgeon](#)

In relation to question 2015/1638, please state exactly which Section of the Act TfL is using to grant this licence.

[The Mayor](#)

Section 3 (3) of the Private Hire Vehicles (London) Act 1998, which places a legal obligation on TfL to grant a London PHV operator's licence subject to being satisfied that the statutory licensing criteria are met.

Private Hire Operator Licence - Uber (3)

Question No: 2015/2024

[Caroline Pidgeon](#)

I understand that New York City recently introduced separate regulations for e-hailing and Private Hire bookings. Will you look at New York's example to learn lessons about regulating a changing market in the digital age?

[The Mayor](#)

TfL has recently consulted on a proposed review of the private hire regulations. This looked at whether the regulations remain fit for purpose and in particular whether the existing controls on booking procedures and operating models are appropriate.

TfL is considering the responses and will be bringing forward a package of measures to strengthen the regulation of private hire services in London in the coming months. I am always interested in the experiences of regulators around the world, particularly in light of advances in technology and changes to operating models, and whether we can draw on those experiences for the benefit of all Londoners, and we will continue to liaise with them.

Short term relief of overcrowding on the Barking - Gospel Oak Line (1)

Question No: 2015/2025

[Caroline Pidgeon](#)

The only way to reduce severe overcrowding on the TfL Barking - Gospel Oak service in the short term is to run more, or lengthened services with additional diesel rolling stock. I understand a limited number of Diesel Multiple Units (DMUs) could be sourced from several Train Operating Companies (TOCs).

Will you instruct TfL to actively search out additional DMU resources to allow Barking - Gospel Oak services to be operated with 3/4-car DMUs and agree with Network Rail to bring forward the platform lengthening element of the electrification scheme?

[The Mayor](#)

I recognise the importance of adding more capacity to this route, which is why I am delighted that TfL recently signed a contract with Bombardier Transportation to provide new and longer electric trains, to be introduced from 2018. This will almost double capacity on the line.

With regard to introducing longer Diesel Multiple Units (DMUs) in the interim period, DMUs are currently in very short supply in the UK and – in the unlikely event that they could be sourced – they would be too long for the current platforms.

Platform lengthening work is planned as part of the electrification programme, to avoid duplication of closures on the line. Bringing the work forward would cost more and increase disruption for passengers and line-side neighbours as much of this work would need to be carried out at weekends and overnight. Given the short length of time that this would benefit customers between the completion of platform extension works and the electrification of the line, I do not believe that this would be a good use of public funds.

Short term relief of overcrowding on the Barking - Gospel Oak Line (2)

Question No: 2015/2026

[Caroline Pidgeon](#)

Will you instruct TfL to negotiate with Network Rail additional paths for the peak periods through the Short Term Planning process?

[The Mayor](#)

TfL is already having discussions with Network Rail on this.

Short term relief of overcrowding on the Barking - Gospel Oak Line (3)

Question No: 2015/2027

[Caroline Pidgeon](#)

Will you arrange round table discussions with Network Rail, Freight Operating Companies (FOCs), and the Office of Rail and Road with a view to the respective FOCs relinquishing paths for which they have no traffic for use by TfL?

[The Mayor](#)

TfL has already made clear to Network Rail and all the other key industry players that more capacity for London Overground will be needed on this line in future to meet the growing demand, which will mean addressing the use by the freight industry, especially during peak periods.

I will continue to make the case for more effective use of the National Rail network in London to the Department for Transport and Network Rail.

Garden Bridge and Rotherhithe/Canary Wharf Bridge Benefit Cost Ratios

Question No: 2015/2028

[Caroline Pidgeon](#)

Please provide updated Benefit Cost Ratios for both the proposed Garden Bridge and Sustrans' proposed pedestrian/cycle bridge between Rotherhithe and Canary Wharf.

[The Mayor](#)

The business case for the Garden Bridge was submitted to and approved by the Department for Transport. The benefit to cost ratio (BCR) of the Garden Bridge is 5.8 to 1.

TfL recently announced that it would provide funding for the detailed feasibility study for the Sustrans bridge. The BCR is therefore not yet available.

Overcrowding on London Underground

Question No: 2015/2029

[Caroline Pidgeon](#)

The Datastore only provides information for delays on the London Underground due to overcrowding up until October 2014. Please provide updated figures for these delays.

[The Mayor](#)

London Underground services performance information is updated regularly and the latest report - for Period 1, ending 2 May - is available on both the London Datastore and the TfL website.

Crowding is currently reported within the Customers & Public category of the Lost Customer Hours measure in London Underground performance reports. Train delays recorded against crowding are not reported separately, although this is currently under review. In the meantime, I have asked TfL to collate and send you this information.

Updated answer received from Transport for London on 27 August 2015:

Across the Tube network as a whole, delays have fallen by 43 per cent since 2008/09 while customer satisfaction scores have risen to record levels. This is at a time when the Tube is carrying more passengers than ever before.

Crowding is more often a consequence rather than a cause of delays. For example, if a customer is taken ill on a train this can result in the train being held at a platform for a few minutes, while help is summoned. During this time the interval between trains might stretch from a minute and a half to two or three minutes, allowing platforms to become crowded, which in turn may result in queuing at busier stations along the line.

Delays attributed to crowding are not currently reported separately. Crowding is reported within the Customers & Public category of the Lost Customer Hours measure in the London Underground (LU) performance report. This measure is designed to include the knock-on effects of delays for all incidents, including crowding. LU services performance information is updated regularly and the latest report - for Period 3 2015/16 is available on the TfL website: <https://tfl.gov.uk/corporate/publications-and-reports/underground-services-performance>

The attached information [at Appendix N] shows the number of incidents attributed to crowding, which have caused delays of two minutes or more in financial years 2014/15 and 2015/16 up to and including Period 3 (which ended on 27 June 2015).

London Overground - Boxing Day service

Question No: 2015/2030

[Caroline Pidgeon](#)

I warmly welcome the success of the Overground, and note that many Londoners have quickly come to rely on the improved coverage and level of service. Given this, will you require London Overground to operate Boxing Day services as part of the new concession agreement starting in November 2016?

[The Mayor](#)

TfL seeks to offer the best service possible to London Overground customers. Running trains on Boxing Day relies on Network Rail (NR) signal boxes being staffed.

TfL will ask bidders for the next London Overground concession to consider how it would operate services on Boxing Day, particularly on Clapham Junction/Richmond to Stratford services. On these lines NR signal boxes are staffed on Boxing Day because of other train services that are operating.

On the rest of the Overground network Boxing Day services would require paying NR to staff its signal boxes. TfL will ask bidders for the new concession to put forward proposals for Boxing Day services on other routes.

18+ Student Oyster Photocard

Question No: 2015/2031

[Caroline Pidgeon](#)

You will be aware of the increasing cost of studying at University, both for those studying in London and those who study outside of London but return to work outside term times. This second group of people, despite facing similar financial pressure, are not eligible for an 18+ Student Oyster Photocard. What is the rationale for this decision, and will you look at amending this anomaly?

[The Mayor](#)

Please see my answer to [MQ 2063/ 2015](#).

Complaints regarding heat on New Routemaster buses

Question No: 2015/2032

[Caroline Pidgeon](#)

Given the heatwave we have recently experienced, with temperatures up to 38C, please provide an update on the issues raised in Question 2014/3082.

[The Mayor](#)

I am aware of passengers' concerns. I have agreed with TfL that it will fit temperature sensors to buses as part of a trial that could see much wider roll out to the fleet to provide greater visibility of general comfort. This is a form of remote monitoring that relies on downloads of recorded data.

This is in addition to other steps TfL has already agreed. The cooling systems on New Routemasters have been reconfigured to force cooled air into the upper deck at a lower thermostat level of 21C to help prevent heat build-up and increase blown ventilation.

TfL appreciates more steps need to be taken to make all types of bus more comfortable, particularly when London basks in exceptionally high summer temperatures like those experienced in the capital on July 1.

For this reason it is currently trialling solar film on windows that can reduce the build-up of heat by as much as five Celsius.

Further summer assurance checks have been conducted on different double-deck vehicles to confirm systems are working as designed. These indicate that New Routemasters are as cool or cooler upstairs than their standard counterparts on similar corridors.

Solutions to sudden rises in temperatures for short periods need to be considered within the wider context of emissions reduction in London. Buses in the fleet are fitted with air cooling systems, not full air conditioning, as these strike a balance between providing acceptable levels of comfort for passengers in normal summer conditions and minimising exhaust emissions from the fleet. Full air conditioning can have negative impact on London's air quality.

Unused Oyster cards (1)

Question No: 2015/2033

Caroline Pidgeon

Please state the current amount of money left on live Oyster cards which have not been used for more than one year showing information for (a) the total Pay As You Go balances, and (b) the total amount of deposits held.

The Mayor

The information you request (current at December 2014) is in the public domain and can be found at <https://tfl.gov.uk/cdn/static/cms/documents/oyster-card-balances-and-refunds-december-2014.pdf>. Updated data to mid-2015 will be published on the TfL website in July.

TfL has conducted research looking into why people hold onto Oyster cards without using them for more than one year. This research found that many Londoners are content to retain a number of Oyster cards to cater for emergencies or to lend to visitors. The research also found that many visitors to London keep their Oyster cards as souvenirs.

TfL is doing everything it reasonably can to remind and encourage customers to reclaim balances and deposits on Oyster cards they no longer need. Some 2.5 million emails were sent to customers this year alone including this reminder and there has been extensive publicity through the Metro publication (travel page and full page advertisements), the TfL website and via social media.

TfL is researching and designing a new poster campaign that will appear on the network later this year and will further advise customers of the benefits of returning unwanted cards.

When it becomes clear that an Oyster card is not likely to be used again, the value on unused cards contributes to the costs of operating and investing in London's transport network. However, the card remains 'live' and available for use in case a customer does, in fact, choose to use it in future.

Unused Oyster cards (2)

Question No: 2015/2034

Caroline Pidgeon

Please state the amount of money left on live Oyster cards which have not been used for more than one year as of May 2008, showing information for (a) the total Pay As You Go balances, and (b) the total amount of deposits held.

The Mayor

Please see my response to [MQ2015/2033](#). The information you request (current at December 2014) is in the public domain and can be found at: <https://tfl.gov.uk/cdn/static/cms/documents/oyster-card-balances-and-refunds-december-2014.pdf>. Updated data to mid-2015 will be published on the TfL website in July.

The amount of money left on live Oyster cards which had not been used for more than one year as of May 2008 was £4.25 million in Pay As You Go balances and £2.81 million in deposits.

Unused Oyster cards (3)

Question No: 2015/2035

[Caroline Pidgeon](#)

What measures has Transport for London recently taken to inform members of the public that they can claim a refund on the balance and deposit held on unused Oyster cards?

[The Mayor](#)

Please see my response to [MQ 2015/2033](#).

Unused Oyster cards (4)

Question No: 2015/2036

[Caroline Pidgeon](#)

Will you consider instructing Transport for London to directly contact all registered Oyster card owners who hold live cards which have not been used for more than one year to inform them of their option to claim a refund on the balance and deposit and that the possession of an Oyster card is no longer even necessary to obtain the cheapest fare options since the rollout of contactless payment?

[The Mayor](#)

Please see my response to [MQ2015/2033](#).

TfL regularly sends email alerts to registered customers and will continue to remind customers about their options in relation to unused Oyster cards. Some 2.5 million emails were sent to customers this year alone including this reminder and there has been extensive publicity through the Metro publication (travel page and full page advertisements), the TfL website and via social media.

TfL and the card issuers have been promoting contactless payment for many months now and this will continue. Using contactless removes the issue of accumulated unspent funds left on unused Oyster cards.

The take-up of contactless has been hugely successful. Almost 20 per cent of all pay as you go journeys are now made using contactless, making London the world leader in this regard.

Bus speed trial - routes C10 and 381

Question No: 2015/2037

[Caroline Pidgeon](#)

I have received reports of buses speeding on routes C10 and 381. I welcome the trial planned by TfL of speed-limiting technology: will TfL introduce this trial on these routes?

[The Mayor](#)

TfL is currently trialling Intelligent Speed Assistance (ISA) on routes 19 and 486 to understand its effectiveness on buses. The basis for selection includes a range of road environments with differing speed limits to allow the new technology to be fully tested.

The trial will continue until autumn as part of a wider initiative to promote speed compliance and safety among all motorists across the road network. If successful ISA could be introduced across London's 8,700 strong bus fleet.

If you have evidence of buses speeding in the meantime, it would be useful to provide details such as locations and time of day to TfL's Customer Services team so cases can be forwarded to the operator(s) for investigation. All motorists including bus drivers are subject to highway rules and would be at risk of legal proceedings and internal disciplinary proceedings if found to be in breach of speed limits.

TfL Commissioner appointment & salary

Question No: 2015/2038

[Caroline Pidgeon](#)

In anticipation of the beginning of the process to appoint a new TfL Commissioner, will you consider maintaining the salary at its current level in order to assess the calibre of applicants before any increase is proposed?

[The Mayor](#)

As a public sector organisation, TfL is mindful of remuneration for all senior appointments.

TfL has a rigorous remuneration policy which it uses to benchmark roles appropriately, including a standing Remuneration Committee. This will ensure a fair and justifiable salary for any incoming TfL Commissioner once the permanent recruitment for this role is undertaken.

Garden Bridge (1)

Question No: 2015/2039

[Caroline Pidgeon](#)

Despite your expressed opposition to a review of the overall process of procurement of the Garden Bridge design contracts, I welcome the recent decision by Sir Peter Hendy to instruct that such a review is now undertaken. Can you please set out how this review will be undertaken and an expected date for its findings being published in full?

[The Mayor](#)

The review of the overall process of procurement of the Garden Bridge design contracts is being carried out by TfL's Internal Audit team, and is expected to conclude in a matter of weeks.

Once the review is completed TfL will publish the findings in full.

Garden Bridge (2)

Question No: 2015/2040

[Caroline Pidgeon](#)

Following the decision of Sir Peter Hendy to instruct that a review of the overall process of procurement of the Garden Bridge design contracts is undertaken, will you ensure that no construction work commences on the proposed bridge until the review is fully completed and published?

[The Mayor](#)

Construction of the Garden Bridge is not expected to begin until early 2016. Therefore, the findings of the review will be published prior to the commencement of construction work.

TfL Taxi & Private Hire

Question No: 2015/2041

[Caroline Pidgeon](#)

Are you satisfied that TfL's Taxis and Private Hire department operates in a fair and transparent way?

[The Mayor](#)

Yes.

As I am sure you are aware, the department regularly consults on a number of topics. Recently this has included the Private Hire Regulations Review and, in progress at present, a consultation in respect of payment card acceptance in taxis.

In addition to consultations, senior representatives from TfL's Taxi and Private Hire, alongside other TfL colleagues, hold regular meetings with both taxi and private hire trade representatives at which the performance of TfL is discussed together with statistics relating to licensing and enforcement, as well as wider policy initiatives.

Greenwich foot tunnel

Question No: 2015/2043

[Caroline Pidgeon](#)

I continue to receive frequent reports of lift failures at the Greenwich foot tunnel. Given the importance of properly maintaining existing links across the river in this area, what discussions have you or TfL had regarding taking control of this tunnel as a strategic crossing?

[The Mayor](#)

Greenwich foot tunnel, linking Greenwich with the Isle of Dogs, is owned and operated by Royal Borough of Greenwich. TfL is aware through its involvement in the River Crossings Forum that Greenwich has had issues with the lifts servicing the tunnel, since refurbishment in 2013.

No discussions have currently been entered into regarding a transfer of ownership. TfL has made some funding available to the borough to trial shared cyclist and pedestrian use of the tunnel.

Hit and run casualties (1)

Question No: 2015/2046

[Jenny Jones](#)

Of the hit and run vehicle road casualties in the calendar year 2014, please provide a breakdown of how many (a) cyclists, (b) pedestrians and (c) car passengers suffered (i) fatalities, (ii) serious injuries and (iii) slight injuries?

[The Mayor](#)

Casualties from collisions where one or more vehicles has been coded as a hit and run are shown for cyclists, pedestrians and car passengers at Appendix G.

Mental Health - Taser

Question No: 2015/2047

[Jenny Jones](#)

How many times have the Metropolitan Police Service been called and deployed a Taser against a person in a hospital or other medical facility whilst being treated under the Mental Health Act in London? Can you break this down by a) ethnicity b) gender and c) age for 2012, 2013 and 2014.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 14/08/2015

MPS Taser records do not allow the retrieval of this information. The Taser Use Form is a national form produced by the Home Office. The Form is currently under review.

The MPS has confirmed that in their opinion this type of occurrence is rare.

Stop and Search TSG

Question No: 2015/2048

[Jenny Jones](#)

Can you provide a breakdown of the a) ethnicity b) gender and c) age of individuals stopped by Met's Territorial Support Group officers in 2012, 2013 and 2014?

[The Mayor](#)

The TSG (Territorial Support Group) provides the MPS' Strategic Reserve for public disorder and critical incident response. It is a targeted resource tasked for crime related issues across all business groups.

The requested data is contained in the tables attached at Appendix K.

Prevent Extremism

Question No: 2015/2049

[Jenny Jones](#)

The Metropolitan Police Service works closely with community organisations such as Mosques to help monitor extremist behaviour. Is there an equivalent profiling strategy to combat far-right, fascist and anti-Muslim individuals or groups?

[The Mayor](#)

The MPS addresses all forms of extremism. The allocation of resources is proportionate to the threats we currently face. Communities are not profiled but engaged with to address vulnerabilities and divert individuals from criminality.

Police assaults on Duty

Question No: 2015/2050

Jenny Jones

Can you provide statistics for the number of Metropolitan Police officers assaulted in their course of their duty for the past year? If possible, can you break this down by command and level of injury, if any, sustained?

The Mayor

The number of MPS police officers (including special constables) that were injured as a result of being physically assaulted while on duty during the last Financial Year (2014/15) is provided below.

This does not necessarily represent the total number of assaults, as assaults that do not result in injury (including non-injury assaults, verbal assaults, being spat at, etc.) are not recorded on MetAIR (the MPS Accident/Injury recording system).

Business Group	RIDDOR category			Total
	Major Injury	Minor Injury	Lost Time Injury (over 7 day injuries)	
Territorial Policing	22	1252	19	1293
Specialist Crime & Operations	0	59	4	63
Specialist Operations	0	13	0	13
Total	22	1324	23	1369

RIPA requests

Question No: 2015/2051

[Jenny Jones](#)

The Evening Standard was recently told by the Metropolitan Police Service that around 2,000 of the 45,000 RIPA requests they received last year concerned 'Life threatening cases'. Can you please provide a breakdown of the other most common categories of RIPA requests and the numbers involved?

[The Mayor](#)

The 2,000 RIPA requests referred to in Evening Standard report are urgent verbal authorities, and are applied in circumstances where:

- There is an immediate threat to life, or for the protection of life, such that a person's life might be endangered if the application process was undertaken in writing from the outset.
- There is an exceptionally urgent operational requirement.
- There is a credible and immediate threat to national security.

Otherwise, the other most common categories include targeting those involved in drug supply, Robbery, Fraud, burglary, sexual offences, firearms, and murder.

MPS - ANPR

Question No: 2015/2052

[Jenny Jones](#)

Will you ensure that there is a public consultation on any request by the Met Police for the mass storage of all images taken from Transport for London's Automatic Number Plate Recognition (ANPR) camera network?

[The Mayor](#)

In 2014, I carried out an extensive and wide-ranging public consultation with Londoners around my manifesto pledge to direct TfL to share access to ANPR cameras with the MPS for crime fighting. That consultation suggested that this may eventually include images. Images are not currently transferred due to technical limitations but improving technology means this may be overcome in the future. The great majority of Londoners supported my proposal and it has been implemented.

Water Cannon

Question No: 2015/2053

[Jenny Jones](#)

What have been the costs so far for the Water Cannon, including a breakdown of the costs of conversion, maintenance and training?

[The Mayor](#)

Please see my response to MQs 442 and 894/2015.

Judicial authorisation for MPS access to surveillance information

Question No: 2015/2054

[Jenny Jones](#)

David Anderson's Report on the Investigatory Powers Review recommends that there should be judicial authorisation for warrants. Do you agree with this recommendation? Will MOPAC and/or the Metropolitan Police Service support this recommendation in their submission on the proposed draft legislation on surveillance powers?

[The Mayor](#)

The recommendations of David Anderson's report and their impact are still being considered and MOPAC and the MPS await the Government's decision on the proposal for judicial authorisation for warrants. I agree with the recommendation.

Solar PV on brownfield sites

Question No: 2015/2055

[Jenny Jones](#)

London's brownfield sites have been studied to explore opportunities for the use of combined heat and power (CHP) and district heating but not for their potential to host solar arrays. Will you undertake a study to examine the potential of brownfield and especially contaminated land in London to generate solar power?

[The Mayor](#)

Through the work of the London Energy Plan we will be assessing the potential for solar PV deployment in different spatial contexts.

LSDC - solar barriers

Question No: 2015/2056

[Jenny Jones](#)

I welcome your response to my question 2015/0826 which stated "I have also asked the new chair of the London Sustainable Development Commission to look into the barriers to solar PV in London and how to overcome them." When do you expect the LSDC to report their findings to you?

[The Mayor](#)

An LSDC Decentralised Energy Working Group has been formed and is starting to develop its work programme but at present the 'barriers to Solar PV in London' has not been timetabled. I will let you know as soon as it has.

Solar PV and TfL car parks

Question No: 2015/2057

[Jenny Jones](#)

The main Olympic Stadium car park has installed a 360kW solar roof, which is greater than the entire PV capacity installed across Transport for London's (TfL) estate (250kW) at present.

Will you examine the potential for solar generation across the 61 car parks that TfL operate across London?

[The Mayor](#)

Yes. TfL is currently reviewing the potential for solar generation across their managed car parks.

TfL are in discussion with their car park management contractor, NCP, to explore options as part of a feasibility assessment.

Solar PV - Local Authorities offering roof leases to community energy

Question No: 2015/2058

[Jenny Jones](#)

With the exception of a few local authorities in London such as Lambeth and Hackney, I understand that the overwhelming majority are not currently offering energy community groups the opportunity to lease public sector roof space for community share issue PV schemes. Will you ask you RE:FIT team to look at ways of encouraging local authorities to offer roof leases to community energy groups?

[The Mayor](#)

Both the RE:FIT and RE:NEW teams are engaging with local authorities and looking at ways of encouraging them to increase the uptake of solar PV including by offering roof leases to community energy groups.

New Bus for London overheating (1)

Question No: 2015/2059

[Darren Johnson](#)

Passengers on the New Bus for London continue to suffer uncomfortably high temperatures. Are any further actions being taken on the existing fleet to reduce temperatures to the same level as regular buses in the fleet?

[The Mayor](#)

Please see my response to [MQ 2032 / 2015](#).

New Bus for London overheating (2)

Question No: 2015/2060

[Darren Johnson](#)

Temperatures of 36 degrees and above are being recorded by passengers on the top deck of New Bus for London vehicles. Given that these temperatures could have a serious impact on the health of some passengers, shouldn't TfL be providing advice on this matter, either through posters at bus stops, signs on buses or automated announcements on the buses themselves?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 24/07/2015

Every year TfL routinely offers hot weather travel advice. The campaign reaches Londoners travelling on all modes through posters, radio, press advertisements and via social media.

I acknowledge passenger concerns about travel comfort particularly during the short spells of exceptional temperatures. This is an issue which can affect any bus in the fleet, not just New Routemasters. Nevertheless, I have asked TfL to work with Wrightbus to look again at possible design options to improve comfort across the New Routemaster fleet.

New Bus for London overheating (3)

Question No: 2015/2061

[Darren Johnson](#)

Will TfL undertake to fit thermometers to the upper deck of New Bus for London vehicles which alert the driver to heat levels which could have potential health impacts for passengers?

[The Mayor](#)

TfL is undertaking a trial of heat sensors on buses to help monitor upper-saloon temperatures on double-deck buses. These do not provide real-time information as the sensor stores the data for downloading. If the information and technology prove reliable, more sensors will be rolled out and there will hopefully be opportunities to look at options for live information. The trial is intended to complement assurance checks that TfL already conducts each summer to ensure air cooling systems are working properly on different types of double-deck vehicles. It is also being used to monitor the effect of heat-reducing technology on buses such as solar film on windows.

TfL 'Beat the Heat' plan

Question No: 2015/2062

[Darren Johnson](#)

Did TfL publish a 'Beat the Heat' plan for public transport users this year as in previous years and if so did this include advice for New Bus for London passengers about how to cope with the high temperatures they might encounter on those vehicles?

[The Mayor](#)

TfL's 'Beat the Heat' campaign aims to tackle the increased summer temperatures on London Underground. The campaign was launched on 13 July and reminds customers to stay hydrated when travelling and to carry a bottle of water.

TfL has partnered with Danone Waters UK to distribute 250,000 bottles of free water at major interchange stations. This activity is supported by jointly branded messaging on posters, radio, in press advertisements and on social media.

As the nature of bus travel tends to involve short trips between stops, TfL does not advocate putting up posters or signs. Forecast weather can easily change and lead to the information being out of date or misleading. Automated announcements can be set up at very short notice and I will ask TfL to consider this for similar situations in the future.

18+ Student Oyster Photocard

Question No: 2015/2063

[Darren Johnson](#)

At present, students whose family home is in London but who study at universities outside the capital are not eligible for a student oyster photocard whereas students studying at one of the capital's universities but whose family home is elsewhere are eligible. Do you agree that the current rules risk penalising permanent residents of London, many of whom are based back in London during periods of university recess, and will you agree to look at this?

[The Mayor](#)

The scheme provides Travelcard season discounts only. The 18+ Oyster photocard scheme was introduced to help students at London colleges and universities meet the cost of their regular commute to their place of study. It does not provide discounted pay as you go travel for leisure use during vacations.

Therefore TfL has no plans to introduce further discounts for Londoners who are over 18 years old who study away from London for use in their breaks from university.

All young people aged between 16 and 25 years can get discounted off-peak travel with a 16-25 Railcard, regardless of where or if they are studying, and those in full-time education over the age of 25 can also benefit. This discount can be loaded on to Oyster cards for use with off-peak pay as you go fares on London Underground and Docklands Light Railway.

Dublin Car-Free Streets Initiative

Question No: 2015/2064

[Darren Johnson](#)

Dublin city council is set to approve a project banning taxis and private cars from three of the city's most congested streets. Under the scheme, car lanes would be converted to segregated cycle paths. It is hoped that this initiative would allow Dublin to increase cycling to 15 per cent of all city trips by 2017. Will you ask your Roads Task Force to look into whether such a scheme could be introduced on some of London's most congested streets?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 12/10/2015

My cycling programme has similar reallocation through, for example, the Cycle Superhighways. However, I have asked my team to look at the Dublin initiative.

Lambeth Bridge North Roundabout

Question No: 2015/2065

[Darren Johnson](#)

Thank you for your answers to my questions 2015/1506 and 2015/1510. Given the rejection of the Go Dutch plan for the roundabout due to its impact on traffic congestion and the rejection of the interim solution, can you outline all the subsequent meetings and actions taken to urgently come up with a plan to make this junction safe?

[The Mayor](#)

TfL is developing a number of design options to improve the safety of cyclists at the Lambeth Bridge North Roundabout, including both removal and retention of the existing roundabout operation. We are also reviewing the connection between Lambeth Bridge North and South roundabouts, to ensure that Lambeth Bridge is safer for cyclists to use.

Proposals for the roundabout are currently only at feasibility stage so we have not been able to share these more widely at this time. However once we have identified a potentially workable solution, this will be tabled at TfL's Design Review Group. This includes involvement from various key stakeholders including the Met Police, boroughs, LCC, Living Streets, Road Peace amongst others and we hope to undertake this engagement in early Autumn.

Subject to agreement on a workable solution from all relevant parties, a public consultation is planned by the end of this year.

Cycle parking facilities at Abbey Wood rail station (1)

Question No: 2015/2066

[Darren Johnson](#)

There are currently just ten cycle parking spaces at the temporary Abbey Wood rail station. These were installed in 1987 and given the increase in cycling in London since that time such provision is now wholly inadequate. Can you therefore ensure that there will be adequate new cycle parking facilities when the new Abbey Wood Crossrail station opens here in 2017?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 21/09/2015

Abbey Wood station has been prioritised for a suburban cycle parking superhub, to be delivered in 2017.

Cycle parking facilities at Abbey Wood rail station (2)

Question No: 2015/2067

[Darren Johnson](#)

I am informed by Crossrail, Southeastern and Network Rail that increasing the number of bicycle parking bays available at Abbey Wood temporary rail station is not possible due to concerns around station safety, the station evacuation procedure and future access requirements. Network Rail are, however, currently in discussions with LB Greenwich and LB Bexley around whether bicycle parking spaces can be installed outside of the station footprint in the public realm in the immediate term. In March through your High Street Fund you awarded £150,000 to these boroughs to 'futureproof Wilton Road for the arrival of Crossrail, and support major housing growth planned for the immediate area'. Do you agree that a portion of these funds should be allocated specifically to the provision of more cycle parking spaces so that the demand for bike parking here - which currently hugely outstrips supply - is met?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 21/09/2015

The current management of cycle parking facilities at Abbey Wood station is the responsibility of Southeastern, who operate the station.

As answered in [MQ 2015/2066](#), a new Cycle Superhub will be built in time for the opening of Crossrail.

Workplace Parking Levy

Question No: 2015/2068

[Darren Johnson](#)

Nottingham City Council introduced a Workplace Parking Levy (WPL) to tackle problems associated with traffic congestion, by both providing funding for local transport and by acting as an incentive for employers to manage and potentially reduce their workplace parking. Two new tram lines, railway station improvements and the largest electric bus fleet in Europe have been delivered using WPL funds. Has TfL conducted any research into the viability of introducing such a scheme in London? If not, will you commission this research?

[The Mayor](#)

The Road Charging Options for London Study in 2000 explored the effectiveness of different measures, including a Workplace Parking Levy (WPL), for managing congestion in London. It was considered to be less effective than Congestion Charging as it only impacted on certain trips. It was also assumed that the road space freed up would be taken up by other unaffected drivers. Business organisations were therefore less supportive given concerns about it being more effective as a revenue raising mechanism than a demand management measure.

The introduction of a WPL has not been considered in detail since the introduction of the Congestion Charge. There would be set up, compliance and enforcement costs for London and the businesses within it which would need to be weighed against potential benefits. The context in Nottingham is very different to central London where the vast majority of commuter trips each day are already by sustainable modes of transport. The issues may be more comparable for town centres in outer London, for example, which would primarily be a matter for the boroughs to consider.

Funding Pedestrian/Cycling Bridge

Question No: 2015/2069

[Darren Johnson](#)

If the Garden Bridge fails to go ahead, will you commit to using the £30m of transport funding to pay towards a pedestrian/cycling bridge crossing the river at Rotherhithe to Canary Wharf?

[The Mayor](#)

I have every confidence in the Garden Bridge Trust to deliver the Garden Bridge as planned.

I am also very supportive of the idea for a new walking and cycling bridge across the Thames between Canary Wharf and Rotherhithe and am pleased that TfL, alongside the private sector, is supporting Sustrans with the current feasibility work. This study will examine the design options for a bridge in this location and inform the preparation of a detailed business case in the autumn. This business case will include details of the cost of the bridge, including the ongoing operational cost and funding options.

Proposed Brunel Bridge for walking/cycling

Question No: 2015/2070

[Darren Johnson](#)

Thank you for your answer to my question 5006/2014 outlining the strong economic case for the proposed Brunel Bridge for walking/cycling between Rotherhithe and Canary Wharf. When will the new business case for this scheme be ready?

[The Mayor](#)

Work is underway on a feasibility study, including a business case, for this bridge which is jointly funded by Sustrans, TfL and the private sector. This phase of work will be completed by autumn.

Clerkenwell Boulevard

Question No: 2015/2071

[Darren Johnson](#)

What action are you and Transport for London taking to help finish the Clerkenwell Boulevard? Do you agree that it is a scandalous waste that a cycle path started 10 years ago on a stretch of Clerkenwell Road, close to the junction with Farringdon Road, has been left unfinished, whilst the number of cyclists using this route has doubled?

[The Mayor](#)

The section of Clerkenwell Road, which will form part of the Central London Grid, is a borough road under the responsibility of the London Borough of Islington. This scheme will be delivered by 2016. The junction will be modified and the intention is that the footway on the north side of the bridge over the railway will be cut back to provide cycling facilities in each direction. Clerkenwell Road will also be brought up to Quietway standards, with kerb realignments and protected cycle lanes in both directions.

Fish Island (1)

Question No: 2015/2072

[Darren Johnson](#)

Newham Council and the London Legacy Development Corporation have commissioned a study of some roads in the QE Olympic park zone to improve them for people walking and cycling. Will this study look into the estimated impact that the new motor vehicle bridge between the Olympic Park and Fish Island will have on cyclists and pedestrians?

[The Mayor](#)

The work commissioned by the London Borough of Newham and the London Legacy Development Corporation undertook a Cycling Level of Service assessment on existing vehicular routes within Queen Elizabeth Olympic Park.

This did not consider the Olympic Park/Fish Island bridge (also known as the H14 bridge) as this is currently pedestrian and cycling only. The H14 bridge has an outline permission to be upgraded to a vehicular bridge, and the implications for users were assessed and set out in the documents that supported the Legacy Communities Scheme planning permission which was granted in October 2012. Further details of the H14 vehicular bridge will be submitted for approval in due course.

Fish Island (2)

Question No: 2015/2073

[Darren Johnson](#)

Are you aware of any measures that the Legacy Development Corporation is taking to actively deter the establishment of rat runs in either the Olympic Park or Fish Island?

[The Mayor](#)

The majority of roads within the control of the London Legacy Development Corporation are primary and secondary routes that re-provide routes that existed pre-Games, and provide connectivity between surrounding neighbourhoods and to the venues and attractions within Queen Elizabeth Olympic Park.

Initiatives such as the reduction in the width of Waterden Road and the introduction of a 20mph speed limit should contribute towards a reduction in potential rat-running. As detailed proposals are brought forward for residential and other development within the Park and surrounding area the Legacy Corporation will be reviewing proposed local road networks to ensure that these principally serve residents, and will carefully consider the role that signage, carriageway layout, road markings, and the treatment of the public realm can play in protecting the neighbourhood environment.

Olympic Park study on pedestrian and cycling improvements

Question No: 2015/2074

[Darren Johnson](#)

In your response to Q2015/0854 you mentioned that TfL, the GLA, Newham Council and other local stakeholders were carrying out a study into potential improvements for cycling and walking on Westfield Avenue and Montfichet Road and potentially other roads close to the Park. Now that this study is complete, can you please report back on its findings and share which of its recommendations are to be implemented?

[The Mayor](#)

The design study into potential adaptation of Montfichet Road and Westfield Avenue was commissioned by the London Legacy Development Corporation (LLDC), with TfL, the London Borough of Newham, Westfield and others represented on the project working group. The output is a set of preferred design concepts and I am happy to share the results of this once the work is complete in the autumn.

The ambition is to deliver a step change in the quality and provision of facilities for pedestrians and cyclists. The next stage of work for LLDC is to explore implementation and funding opportunities with stakeholders before proceeding any further with detailed design work. This work is at an early stage of development and at this stage it is too soon to make any commitments about what will be implemented.

ATOC / Freedom Pass (1)

Question No: 2015/2075

[Darren Johnson](#)

How much money is Transport for London set to receive from the Association of Train Operating Companies (ATOC) in relation to Freedom Pass journeys made on the former West Anglia routes this financial year (a) in total and (b) per passenger/trip/swipe?

[The Mayor](#)

The total amount TfL is set to receive from the Association of Train Operating Companies (ATOC) in relation to Freedom Pass journeys made on the former West Anglia routes this financial year is £2.5 million.

This money ultimately comes from London Councils as part of the deal London Councils negotiate each year with ATOC to compensate the train companies for accepting Freedom Passes on their services in London.

ATOC have not provided TfL with an estimate of the number of Freedom Pass passenger trips on the former West Anglia routes. TfL therefore cannot provide a per passenger trip figure as requested.

ATOC / Freedom Pass (2)

Question No: 2015/2076

[Darren Johnson](#)

Can the Mayor confirm how much Transport for London receives per passenger, trip or swipe direct from London Councils for accepting the Freedom Pass on the rest of London Overground network?

[The Mayor](#)

For the year 2015/16, London Councils is paying TfL £4.4 million in respect of 3.2 million journeys. This equates to £1.37 per trip.

ATOC / Freedom Pass (3)

Question No: 2015/2077

[Darren Johnson](#)

If TfL is receiving more per passenger, trip or swipe from ATOC than they are direct from London Councils, will the Mayor instruct TfL to repay the difference to London Councils?

[The Mayor](#)

I am disappointed that Train Operating Companies (TOCs), including Greater Anglia, only accept Freedom Passes (including Disabled Persons' Passes) after 9.30am on weekdays. However the TOCs' settlement with London Councils is based on this.

The TfL scheme with London Councils permits passengers with Disabled Persons' Passes to travel 24/7 and the elderly to travel on weekdays from 9.00am using their Freedom Passes. This is because the Mayor of London funds travel before 9.00am on TfL services. The TfL scheme has applied on the former West Anglia routes since control of these routes was transferred to TfL on 31 May.

TfL is currently carrying out an assessment of Freedom Pass travel volumes on the West Anglia routes following the transfer to TfL. Following this assessment, TfL will engage with London Councils in the autumn to determine the Freedom Pass settlement for next year.

Based on the assessment results to date, TfL is confident that the £2.5 million will not provide TfL with a level of compensation beyond what is fair and reasonable.

Update on Confidential Incident Reporting and Analysis System (CIRAS)

Question No: 2015/2078

[Darren Johnson](#)

In your response to 2015/0032 you made an undertaking that London bus drivers would have access to CIRAS 'in 2015/16, subject to CIRAS confirming that arrangement'. Please can you provide an update on the negotiations?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 21/09/2015

TfL recently announced that London's bus network is set to become the first in the UK to adopt CIRAS. This will mean employees have an additional way of reporting concerns, complementing the methods for reporting and investigating incidents that are already in place.

TfL will now work with the bus operating companies, which run services across the Capital, with the aim of introducing the CIRAS system to the network early next year.

Bus casualty data from Q1 2014/15(1)

Question No: 2015/2079

[Darren Johnson](#)

For each of the 254 occasions when someone was killed or injured as the result of a bus collision in Q1 2014/15, how many of these buses were running a) ahead or b) behind their Excess Wait Time (EWT) target/timetable?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 14/08/2015

Please see my response to [MQ 2015 /2080](#).

Bus casualty data from Q1 2014/15 (2)

Question No: 2015/2080

[Darren Johnson](#)

For each of the 254 occasions where someone was killed or injured as the result of a bus collision in Q1 2014/15, which of the bus company contractors involved had been fined for missing their Excess Wait Time target in the previous quarter?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 14/08/2015

Making our roads safer for all who use them is essential to improving life in the capital. My Road Safety Action Plan sets out my commitment to improve road safety in the capital for all road users, especially the most vulnerable groups (pedestrians, cyclists, motorcyclists).

TfL recently published the full London road casualty figures for 2014. This showed that the number of people killed or seriously injured (KSI) has reduced to its lowest level since records began. The number of KSI's involving a bus or coach has almost halved in the last decade, to the lowest level on record, having fallen by 5 per cent between 2013 and 2014.

The London bus contracting system provides incentives to bus companies to maintain regularity on high frequency routes (as measured by EWT) and to operate in accordance with the published timetable for low frequency routes (measured by on-time departures). The vast majority of services are high frequency. Incentive payments, if any, are calculated on an annual basis and compare actual performance against minimum standards which are set at a route level. In setting the standard, TfL takes account of a range of different operational characteristics of each route concerned and historic performance levels.

For any individual high frequency service trip, there isn't a target of being ahead of or behind EWT, it is about maintaining regularity. The impact that any individual trip has on an annual performance calculation is infinitesimally small.

There were 148 different bus routes involved in the incidents reported between January and March this year. Of these routes, 88 had bonus payments, 19 had deductions and 41 had no incentive payments either way, in their respective most recent payment year. These figures are proportionally consistent with performance across the entire bus network.

Bus casualty data from Q1 2014/15 (3)

Question No: 2015/2081

Darren Johnson

What was the cost to the taxpayer of the 254 bus collisions that took place in in Q1 2014/15?

The Mayor

TfL does not conduct financial analysis of bus collisions as this data is chiefly collected to understand trends, the causes of incidents and how they might be minimised. As bus operators incur the risks and costs associated with managing incidents including any arising claims and vehicle repairs TfL does not hold this information. However, the DfT has a cost model that can be used to support prevention such as road-safety initiatives. The following link illustrates some of the data available <https://www.gov.uk/government/statistical-data-sets/road-accidents-and-safety-statistical-tables-index>.

Formula E in Battersea Park

Question No: 2015/2082

Darren Johnson

In light of the considerable local opposition to the Formula E racing event held in Battersea Park, and the one year break clause in the contract with Wandsworth Council, will you explore alternative venues in London with the organisers and councils for future events? For example, Crystal Palace Park has a long history of hosting motor racing events and may be a more suitable location.

The Mayor

I was very pleased that the final race weekend of the Formula E Championship took place in London. The event was a great success and over 40,000 spectators came to Battersea Park to watch the thrilling conclusion to the Championship, providing a great boost for the local area. I am aware that there was some local opposition to the hosting of the event, LB Wandsworth, Formula E and my staff have worked closely with Heritage Lottery Fund to ensure risk of damage to the park was mitigated. The build and de-rig for the event was kept to an absolute minimum and parts of the park remained open to local residents throughout.

I fully appreciate that not everyone will like this event or any event for that matter, but such events generate much needed revenue for the upkeep and development of our parks and green spaces. I look forward to Formula E returning to London next year.

Plans for National Sports Centre

Question No: 2015/2083

[Darren Johnson](#)

I understand that you are setting up an internal project team to finalise and implement plans for the National Sports Centre. In developing and implementing its plans for Crystal Palace Park, Bromley Council has worked closely with local stakeholders through its Crystal Palace Park Executive Project Board and the connected community and heritage stakeholder groups. Will you take a similar approach to involving park stakeholders and the Crystal Palace Sports Partnership in the GLA's work on the NSC?

[The Mayor](#)

The GLA are actively involved with the Crystal Palace Park Executive Project Board and our approach to the NSC is frequently discussed at these meetings. In addition, there is regular contact with the Crystal Palace Sports Partnership, core user groups and local community organisations.

Open data and vision zero

Question No: 2015/2084

[Darren Johnson](#)

With the frequently excellent results obtained by releasing TfL data on train, bus, and bike hire real time operations, as open-data for independent developers, we see many applications available for public use and information, delivered at minimal cost to TfL and great benefit to London. It would thus appear to be equally beneficial to release data on safety related incidents, so that greater analysis can be applied to the this issue and lessons learned from the pattern and type of incidents. Will TfL be making such data more openly available in pursuing their stated Vision Zero objective?

[The Mayor](#)

TfL already publish current data extracts of casualties and vehicle information on the TfL website. This is available at <https://tfl.gov.uk/corporate/publications-and-reports/road-safety> under the heading 'Data Extracts - Collision Data.'

Data is available from 2005 onwards and contains the following information with regard to casualties: location (coordinates), casualty severity and mode. Gender, age and any pedestrian crossing information are also provided if known.

The associated vehicles data file, which sits alongside the casualties data files, contains the following information: location (coordinates) and vehicle type. If known, vehicle manoeuvres (for example, if skidding occurred), lane restrictions, junction location, vehicle impact, journey purpose, driver gender and age are also provided.

TfL also publishes provisional quarterly summaries of collision and casualty data, an end of year factsheet and an annual report.

As part of TfL's open data approach, TfL is developing an interactive mapping tool which will allow the public to view collision information anywhere in London by location back to 2005.

Islington Park Street Community eviction

Question No: 2015/2085

[Darren Johnson](#)

I have joined MPs and the Islington cabinet member for housing in making representations to One Housing Group regarding their planned eviction of 18 tenants in 38-44 Islington Park Street. While you are not the social housing regulator for London, you have provided One Housing Group with significant grant funds. Will you therefore make representations to One Housing Group to put pressure on it to negotiate for the community of 39 years to stay put?

[The Mayor](#)

The GLA provided no grant funding to these homes and it therefore would not be appropriate to intervene.

London Land Commission and SMEs (1)

Question No: 2015/2086

[Darren Johnson](#)

Thank you for your answer to question 2015/1694. Will you ensure that information on smaller sites is well publicised, for example through the GLA web site, the Federation of Master Builders and borough planning departments, so smaller developers can make bids for them?

[The Mayor](#)

The London Land Commission will encourage public landowners to consider how sites are marketed and land is procured for housing.

London Land Commission and SMEs (2)

Question No: 2015/2087

[Darren Johnson](#)

Thank you for your answer to question 2015/1694. The Assembly's Housing Committee has previously found that disposal frameworks such as the London Development Panel weren't accessible to smaller developers, and involved bureaucracy suitable for very large sites but excessive for small sites. Will you examine how the disposal process can enable smaller developers to bid for small sites, looking at work by Birmingham Council on the disposal of garage sites as an example?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 14/08/2015

The GLA is working some London boroughs to examine the suitability of panels for smaller sites and what steps councils are taking to bring forward their assets for development.

London Land Commission and SMEs (3)

Question No: 2015/2088

[Darren Johnson](#)

Thank you for your answer to question 2015/1694. Will you encourage those involved in the sift for sites to seek out and identify sites suitable for 10 units or fewer, which would be of most interest to smaller developers, in the interest of diversifying the industry?

[The Mayor](#)

The London Land Commission will encourage public landowners to consider how smaller sites can be better released to the market.

London Rental Standard courses

Question No: 2015/2089

[Darren Johnson](#)

How many (a) landlords and (b) letting agents have completed accreditation training courses as part of the London Rental Standard since its launch?

[The Mayor](#)

As of April 2015, 1109 landlords had completed accreditation training courses since the launch of the scheme and 339 letting agent firms have become accredited.

London Rental Standard - web sites

Question No: 2015/2090

[Darren Johnson](#)

Which lettings web sites have you had discussions with about the London Rental Standard?

[The Mayor](#)

My officers have met with a number of lettings websites to discuss how best to promote the London Rental Standard, and have formed a commercial partnership with flatshare site Easyroommate.com to improve take up of the London Rental Standard.

Youth homelessness (1)

Question No: 2015/2091

[Darren Johnson](#)

Recent research by The Children's Society has found that only 9% of 16 and 17-year-olds who are housed as homeless in London become accommodated as 'Looked after Children' despite this outcome being recommended by both judicial review and statutory guidance. Nationally the figure is one third. What are you doing to ensure that the boroughs meet their statutory duty to properly care for this group of very vulnerable children?

[The Mayor](#)

My Deputy Mayor for Housing met with authors of the Children's Society report.

The GLA has undertaken to raise the issues set out in the report with local authorities, whose responsibility it is to ensure that their housing and children's services work together to provide suitable accommodation for 16 and 17 year olds who become homeless.

Youth homelessness (2)

Question No: 2015/2092

[Darren Johnson](#)

Every year, over one thousand homeless 16 and 17-year-olds are placed in unregulated supported accommodation or hostels across London. Research by The Children's Society has found instances of these vulnerable teenagers being targeted for sexual and criminal exploitation whilst staying in these kinds of accommodation. What steps will you take to raise standards in this accommodation to ensure these children are properly safeguarded from harm?

[The Mayor](#)

My Deputy Mayor for Housing met with authors of the Children's Society report.

The GLA has undertaken to raise the issues set out in the report with local authorities, whose responsibility it is to ensure that their housing and children's services work together to provide suitable accommodation for 16 and 17 year olds who become homeless.

Air Pollution - London Waterways

Question No: 2015/2093

[Darren Johnson](#)

Should a timeframe be adopted for bringing waterways under the scope of both Low Emission Zone in London and the Clean Air Act nationally, in order to drive technological innovation and encourage cleaner vessels?

[The Mayor](#)

On the 1st January 2010 the EU implemented its requirement that all ships burn fuel of 0.1 per cent sulphur content or less when they are within EU ports or within EU inland waterways. On the 1st July 2010 this requirement was extended offshore into Emissions Control Areas (ECA) which includes the North Sea and the Baltic Sea. This area includes the Thames and came in to force on 01 January 2015. As the ECA extends from Falmouth through the entire North Sea to 62° North this means that all vessels operating along the Thames will have been burning low sulphur diesel.

As the Low Emission Zone only currently regulates particulate emissions (versus sulphur dioxide emissions which are the main issue involving vessels) and uses Automated Number Plate Recognition technologies for enforcement, it is not the ideal policy tool to tackle marine emissions. Instead as part of my River Action Plan I have asked TfL to encourage boat operators to adopt 'eco-driving' and explore other technical innovations (such as hybrid engine technology) to minimise the environmental footprint of river services.

My officers have made representations to the Department for Environment Food and Rural Affairs (Defra) for additional powers to be included in the revised Clean Air Act relating to emissions from canal boats, especially when stationary. I have also included information on emissions from canal boats in my response to the recent European Commission consultation on non-road mobile machinery (NRMM), recommending that canal boat engines be better integrated into the NRMM directive to improve their emissions and reduce noise.

Gov.london website

Question No: 2015/2094

[Darren Johnson](#)

A constituent has asked whether, in light of the Scottish and Welsh governments moving their websites from scotland.gov.uk to gov.scot and from wales.gov.uk to gov.wales respectively, the Greater London Authority website will be moved from london.gov.uk to gov.london?

[The Mayor](#)

We do not currently have any plans to move away from London.gov.uk as we believe the .gov.uk domain provides reassurance to the visitor that the website is official and is publicly accountable. Over the next few months we will be launching the new London.gov.uk which will provide a much improved way for the public to engage with the work of the Mayor and the London Assembly.

City Hall - VAT

Question No: 2015/2095

[Darren Johnson](#)

Do you think it is right for City Hall and Mastercard to be avoiding paying VAT on the sponsored travel maps? Is it common practice for City Hall to negate VAT payments this way?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 27/11/2015

EU law stipulates that where a supplier and a customer are located in different countries within the EU, it is the customer who must account for the VAT (often referred to as the "reverse charge"). This is a normal accounting procedure that is applied throughout the EU and avoids potential uncertainties as to who should account for VAT and where it should be paid. As the customer in this case is located in Belgium, it is the customer who must account for VAT in that country. UK VAT is not payable by the GLA in these circumstances.

Road casualties target

Question No: 2015/2096

[Darren Johnson](#)

You recently announced a target of a 50 per cent reduction in people being killed or seriously injured on London's roads by 2020, which is very welcome, but please can you spell out how this will be achieved over the next five years, given for example the current rate of delivering the Better Junctions programme?

[The Mayor](#)

The success in achieving the 40 per cent reduction in killed and seriously injured casualties in London should rightly be applauded. However, with a growing population and more people on our roads, TfL, the London Boroughs and other road safety stakeholders will have to redouble their efforts to ensure that such positive trends continue and the 50 per cent target is met.

I am determined to push ahead with further investment in making London's roads safer. This includes delivery of my Cycling Vision with key projects under construction. The Better Junctions programme is one element of the comprehensive portfolio of road safety investment planned over the course of the next five years and significant progress has been made with schemes like Oval Triangle, Stockwell Cross, Blackfriars Junction and Old Street Roundabout. Construction has also started on the East-South and North-West Cycle Superhighways and on the upgrade to Cycle Superhighway two.

The wide ranging action that TfL and its partners are taking includes major road safety improvements to roads and junctions, 20mph speed limit trials, action on dangerous lorries, tough enforcement, the replacement of an ageing safety camera network, innovative technology trials and a programme of education and training to help people use the roads safely.

A combination of all of these initiatives, matched by continued work by London Boroughs, will help to see a further reduction in casualties beyond the impressive trends that we have seen already.

Deaths following reduction of benefits

Question No: 2015/2097

[Darren Johnson](#)

Given the disproportionate impact of welfare reform on Londoners and your involvement in work programme activities which include the loss of benefits following sanctions, and given your desire for greater transparency with the release of data, will you press the government to release figures on the number of people who have died following loss or reduction of benefits?

[The Mayor](#)

This is a matter for Government.

Air pollution - Enderby Wharf, Greenwich

Question No: 2015/2125

[Stephen Knight](#)

A constituent has asked what steps the Greater London Authority (GLA) is taking to mitigate the impact of diesel emissions from ships that will be docking at the proposed cruise liner terminal at Enderby Wharf in east Greenwich. For example, will a shore side power supply be required by planning condition?

[The Mayor](#)

The main pollutant emission of concern from cruise ships is sulphur dioxide (SO₂). It is understood that ships using the Enderby Wharf terminal will be complying with international, national and local emissions legislation, which is enforced and policed by the Maritime Coastguard Agency in the UK. The Enderby Wharf terminal is within the Sulphur Emissions Control Area (SECA) and therefore ships using this terminal will be burning low sulphur emissions, i.e. less than 0.1% as per current legislation.

The possibility of using shore power at the Enderby Wharf Cruise Terminal has been considered. However, the layout of the proposed development would mean that the prevailing south-westerly winds in London would not normally take emissions from the liners to the nearest sensitive receptors, located to the south-east of the liner berth.

The number of ship movements expected at Enderby Wharf per year is approximately 110, assuming 55 cruise liners arriving at the terminal. This number of ship movements is lower than the threshold included in the relevant Defra guidance which is between 5,000 and 15,000 per year.

Based on the above information regarding the use of the Enderby Wharf terminal by cruise liners and current guidance, the potential effects on local air quality are not likely to be significant and therefore no further mitigation is considered to be required.

Transport Refrigeration Units on London's roads

Question No: 2015/2126

[Stephen Knight](#)

What assessment have you made of the number of transport refrigeration units being routinely driven in London?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 24/07/2015

Diesel powered auxiliary engines on transport refrigeration units are built to different standards compared with on-highway engines. For this reason, they may have higher rates of emission of air quality pollutants than the main engine. However, quantifying the number of units routinely driven in London is complex given that these vehicle and engine types are not clearly distinguishable within traffic statistics or in emissions inventories.

Some exploratory Automatic Number Plate Recognition data suggests that, depending on the time of day, between 5 per cent and 25 per cent of the heavy goods vehicles observed in Central London are classified as "insulated vans." However, this does not give any indication of the type of refrigeration plant employed, or whether these vehicles are transporting chilled or frozen goods, which will determine the level of temperature control necessary.

My officers are considering how best to improve our understanding of this emission source with a view to including it in a future update of the London Atmospheric Emissions Inventory.

Air pollution from auxiliary engines (1)

Question No: 2015/2127

[Stephen Knight](#)

Given that diesel powered auxiliary engines on transport refrigeration units can emit up to 6 times the nitrogen oxides (NOx) and 29 times more particulate matter (PM) than a modern Euro VI engine, what action are you taking to reduce emissions from highly polluting auxiliary engines?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 24/07/2015

Diesel powered auxiliary engines on transport refrigeration units are built to different standards than on-highway engines and for this reason can emit pollution at a higher rate than the main engine. However, quantifying the overall contribution to London's air pollution is complex given that these vehicle types are not clearly distinguishable within traffic statistics or in emissions inventories. Manufacturers are starting to develop innovative technologies that could reduce emissions from these vehicles and TfL will explore the potential for these technologies to be increasingly adopted in London, including as part of the review of the Low Emission Zone and consideration of expanding the Ultra Low Emission Zone.

Air pollution from auxiliary engines (2)

Question No: 2015/2128

[Stephen Knight](#)

Can you confirm if the next edition of the London Atmospheric Emissions Inventory (LAEI) - due to be published later this year - will include data on emissions of nitrogen oxides (NOx) and particulate matter (PM) from auxiliary engines (such as those used in refrigerated transport units)?

[The Mayor](#)

The next edition of the London Atmospheric Emission Inventory (with a base year of 2013) is nearing completion for publication later this year. Given the complexity of quantifying and incorporating emissions sources it is not possible at this stage to add include auxiliary engines such as refrigerated transport units. However, my officials are considering how best to do this for the following edition of the LAEI, which is likely to be published in 2017.

TfL - Engine idling complaints

Question No: 2015/2129

[Stephen Knight](#)

Further to your answer to MQ2014/3099, can you provide a breakdown of the 817 reported incidents of engine idling, broken down by year and method of reporting (e.g. 'No Engine Idling' email address, written enquiry, telephone call)?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 24/07/2015

The following table displays each of the 817 reported cases of engine idling received by TfL Customer Services between 1 January 2011 and 31 December 2014. These cases are broken down by method of reporting.

These cases, as with all contact with TfL Customer Services, are dealt with by fully trained Customer Service Agents (CSAs), who work to provide responses within 10 working days.

The majority of these complaints are related to bus services and bus drivers receive training on the importance of not leaving their engines running unnecessarily. TfL takes these complaints very seriously and, provided there are sufficient details to investigate, TfL operational staff will be deployed to locations for which they have received complaints to carry out spot checks. TfL will also remind bus drivers of the need to turn off engines when stationary.

Year/ Channel	Number of Cases
2011	243
E-Mail	36
Internet	17
Letter	3
Telephone	187
2012	158
E-Mail	15
Internet	27
Telephone	116
2013	256
E-Mail	70
Internet	50
Letter	4
Telephone	132
2014	160
E-Mail	64
Internet	34
Letter	2
Telephone	60
Grand Total	817

Engine idling - taxi ranks

Question No: 2015/2130

[Stephen Knight](#)

Further to your answer to MQ2014/3094, what progress have you made in persuading London boroughs to (re)introduce taxi marshals at idling hotpots?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 24/07/2015

As part of the Cleaner Air Fund initiative in 2011/12, a number of different activities were implemented to reduce harmful emissions and help improve air quality in London. One of these activities was taxi marshalling at busy mainline station taxi ranks. The marshals managed passenger and taxi queues but also spoke to taxi drivers to promote 'eco/smarter driving' techniques such as switching off their engine and avoiding unnecessary engine idling.

The funding for this work was provided by the Department for Transport and is no longer available. However TfL's officers remain eager to engage with any boroughs who are interested in discussing the use of taxi marshals and the benefits these provide.

TfL is working with the boroughs to increase the number of taxi ranks in the capital so drivers have designated space to stop and be hired from and reduce the need for them to drive around waiting to be hailed. As part of this work, the TfL Commissioner has written to every London borough asking them to support the appointment of new taxi ranks.

Further progress is being made with boroughs to address idling. For instance, the London Borough of Lambeth will receive £59,000 under the Mayor's Air Quality Fund in 2015/16 toward a proposal to reduce air pollution caused unnecessarily by drivers leaving their engines running whilst stationary. The borough is also contributing £40,000 matched-funding towards this initiative and has proposed engagement and enforcement activities to deter this type of behaviour and sustain this change. The borough is to produce a report outlining their findings.

TfL bus fleet - Euro standard

Question No: 2015/2131

[Stephen Knight](#)

Please provide a breakdown of London's bus fleet by 'Euro' engine standard as at 01 April 2015.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 24/07/2015

The below table shows the Euro engine make-up of London's bus fleet as at 1 April 2015.

Euro Emission Standard	Total
Euro II	25
Euro III (unretrofitted with Selective Catalytic Reduction)	1120
Euro III (with Selective Catalytic Reduction)	1453
Euro IV	1628
Euro V	3506
Enhanced Environmentally-friendly Vehicle (or EEV)	661
Euro VI	584
Total	8977

By the end of 2015, there will be no unretrofitted Euro III buses in the fleet as these will be replaced with the latest Euro VI buses. Combined with earlier measures such as retrofitting older bus exhaust systems, the fleet will emit 20 per cent less oxides of nitrogen by 2016 compared with 2012 levels. On average, 700 new buses enter the fleet each year, replacing older vehicles with the latest vehicles and cleanest engines, leading to further emission reductions.

Decentralised Energy

Question No: 2015/2132

[Stephen Knight](#)

What progress have you made towards providing 25 per cent of London's energy from decentralised sources by 2025? How much energy is currently provided from these sources?

[The Mayor](#)

The latest figures show that by the end of 2013, London had 12,800 sites generating 820 GWh of electricity from renewable sources. This is over double the amount of generation compared to 2008 and a six percent increase on 2012. In addition, in 2013, London had 275 combined heat and power (CHP) schemes, generating over 1,700 Gwh of heat and power. It is estimated that a minimum of 2.4 percent of London energy use in buildings was supplied by decentralised energy.

Building affordable homes outside London

Question No: 2015/2133

[Stephen Knight](#)

In view of Westminster City Council's plans to build homes outside London in an attempt to keep up with the demand for affordable housing, is it time for you to consider partnering with councils outside the capital in order to address London's chronic shortage of affordable homes, for example by expanding the Seaside & Country Homes scheme?

[The Mayor](#)

The GLA is focused on unlocking the half a million homes that could be delivered within London and the delivery of the 100,000 affordable homes over my two Mayoral terms.

Review of the London Plan

Question No: 2015/2134

[Stephen Knight](#)

Further to the recommendations made by the Planning Inspector who assessed your Further Alterations to the London Plan - which questioned the ability of the Plan's strategies to successfully accommodate London future population growth - can you provide an update on when you intend to publish the results of your review into the effectiveness of the current London Plan?

[The Mayor](#)

Noting that the Inspector called for a review of the London Plan - not a review of the implementation of the London Plan as you put it - this will be for my successor to carry forward as his or her new London Plan, and it will for them to publish a consultation draft of it in their first term. However, as you know I was happy to accept the Inspector's recommendation that work on the review should commence this year, and as part of their work around mayoral transition, my officers have already begun scoping work. Some of this work is informing my Outer London Commission's deliberations this summer.

Private Sector Rent levels (1)

Question No: 2015/2135

[Stephen Knight](#)

With average rents in London having now surpassed £1,500 per month, is it time to look again at the case for introducing a mechanism through which private sector rents can be stabilised (if not capped)?

[The Mayor](#)

No. When London's population is growing so rapidly, the best way to moderate rental growth is to increase the supply of rented housing, an objective that would not be helped and could be undermined by rent controls, including 'stabilisation'.

Private Sector Rent levels (2)

Question No: 2015/2136

[Stephen Knight](#)

Do you accept that if rents continue to rise at their current pace, London's international competitiveness will be damaged as businesses increasingly struggle to find workers who can afford to live in the capital?

[The Mayor](#)

London has experienced remarkable population and employment growth in recent years and our key challenge must be to increase housing supply to accommodate this growth. A thirty year failure to build enough homes to meet demand has put pressure on affordability. It is therefore important to build new homes of all tenures to address this.

Private rental sector licensing

Question No: 2015/2137

[Stephen Knight](#)

Do you support those boroughs which are currently seeking to introduce private rental sector licensing schemes - using Selective Licensing powers - in a bid to improve the management and maintenance of properties in the private rented sector?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 14/08/2015

Selective licensing is an important tool for improving standards, but good landlords must be protected from unfair additional costs.

London Rental Standard Marketing Campaign

Question No: 2015/2138

[Stephen Knight](#)

Can you confirm that the £30,000 of additional sponsorship income received from 'EasyRoommate.com' to promote the London Rental Standard programme will be spent in addition to the £250,000 already agreed (MD1246)?

[The Mayor](#)

Yes.

First Steps

Question No: 2015/2139

[Stephen Knight](#)

How many individuals are currently registered with the First Steps scheme, and how many properties have been sold through the 'Share to Buy' website to date?

[The Mayor](#)

There are currently 65,854 active registrants on the First Steps portal website (individuals who have accessed their account within the past 12 months).

In 2014/15 over 5,000 Affordable Home Ownership (AHO) homes funded by the Mayor were completed. All AHO homes are advertised through the First Steps website operated by Share to Buy. Additional homes developed without Mayoral funding plus resales of existing AHO homes are also advertised through the website.

Fire engines in London

Question No: 2015/2140

[Stephen Knight](#)

What is your justification for directing the London Fire and Emergency Planning Authority (LFEPA) to keep 13 fully-funded and staffed fire engines out of service when they are available to fight fire in London?

[The Mayor](#)

The rationale underlying the direction I issued to LFEPA in relation to the 13 appliances is set out in paragraph 1.14 of Mayoral Decision 1516, which was signed on 15 June 2015 and is publicly available on the GLA's website.

Connectivity Ratings Scheme (1)

Question No: 2015/2141

[Stephen Knight](#)

What is the incentive for a landlord whose property has poor connectivity to sign up to the Connectivity Ratings Scheme?

[The Mayor](#)

Building owners are not obliged to continue using the ratings scheme service or display the rating if they choose not to, but WiredScore, the company running the scheme, will offer advice and guidance about how to improve connectivity levels and thus increase the rating score if the building owner wishes.

The incentive to participate will come from consumer pressure and expectations.

Connectivity Ratings Scheme (2)

Question No: 2015/2142

[Stephen Knight](#)

The only way the Connectivity Ratings Scheme will become effective is for it to become the norm, whereby properties would appear suspicious for not advertising their rating. What are you doing to promote and incentivise the scheme?

[The Mayor](#)

WiredScore, the company running the scheme, will develop a communications plan and deliver related marketing and promotional activities. The GLA will enhance WiredScore's communications activities as appropriate, for example through official social media channels and press releases.

Connectivity Map

Question No: 2015/2143

[Stephen Knight](#)

What are you doing to promote and incentivise signing up to the Connectivity Map, in order for it to become an accurate measure of existing connectivity and demand?

[The Mayor](#)

We are using GLA channels including social platforms and Talk London to raise awareness and have asked the Connectivity Advisory Group to circulate information about it amongst its networks.

Devolution

Question No: 2015/2144

[Stephen Knight](#)

Are your efforts with central government for further devolution to London solely focused on further financial powers, or are you also pushing for further responsibility in other policy areas?

[The Mayor](#)

At the London Congress meeting on 14 July, London Councils Congress Executive and I agreed to further joint working on: governance; employment/complex dependency; skills; business support; crime and justice; health; and housing.

Minutes of the meeting will be published on the London Councils website in due course.

Discussions with the Secretary of State for Justice

Question No: 2015/2145

[Stephen Knight](#)

Which aspects of the criminal justice system in London did you discuss with the Secretary of State for Justice on 15 June 2015? Was devolution one of the areas?

[The Mayor](#)

We discussed devolution of the London criminal justice system. We also considered a London-wide roll out of the sobriety pilot, the formula for funding for victims' services and knife crime, specifically the enactment of section 28 of the Crime Justice and Courts Act 2015.

Discussions with the Commercial Secretary to the Treasury

Question No: 2015/2146

[Stephen Knight](#)

Which aspects of devolution did you discuss with the Commercial Secretary to the Treasury on 25 June 2015?

[The Mayor](#)

Fiscal devolution.

Discussions with the Secretary of State for Business, Innovation and Skills

Question No: 2015/2147

[Stephen Knight](#)

Following your response to my question 2015/1736, why will you not publish your letter to, and response from, the Secretary of State for Business, Innovation and Skills about London's Further Education sector?

[The Mayor](#)

As I stated in my previous response to this question, I have written to the Secretary of State for BIS making the point that London's FE sector should not be disproportionately affected by the new funding models. I do not intend to publish this correspondence.

Metropolitan Police Service and freedom of information responsibilities

Question No: 2015/2148

[Caroline Pidgeon](#)

The recently published Information Commissioner's Annual Report and Financial Statements for 2014/15 states: "During the year only two authorities, the Metropolitan Police Service and the Royal Borough of Greenwich, have been subject to extended monitoring and still continue to be monitored." What steps are you taking to ensure that the Metropolitan Police Service fully complies with the 2000 Freedom of Information Act?

[The Mayor](#)

The MPS received 4,488 FOI requests in 2014/15, this was 28% up on the 2010/11 receipts.

A recovery action plan was established in April 2014. Progress has been monitored through monthly reports to the ICO and quarterly meetings with the Deputy Information Commissioner.

All backlog timescale targets were achieved in 2014.

A business case for centralisation of responses to information access requests was approved in December 2014. The centralised team has been established and recruitment activity is expected to be completed by end of August 2015.

The MPS intends to have a centralised and sustainable service fully operational by 31 October 2015.

London Underground lifts not operating due to an absence of trained staff

Question No: 2015/2149

[Caroline Pidgeon](#)

From previous written questions it appears that the total number of hours that London Underground lifts were not operating solely due to an absence of trained staff increased significantly between 2013 and 2014. What steps are being taken to reduce these closures? Will you also ensure Transport for London start to regularly publish performance information relating to these closures on its website?

[The Mayor](#)

Lift reliability on the Tube network is very good, with lifts available for 96.8 per cent of scheduled hours (excluding planned works) during 2014/15.

The number of instances when lifts were unavailable due to an absence of trained staff decreased by almost a quarter between 2013 and 2014 (down from 165 in 2013 to 126 in 2014). These type of incidents are quite infrequent and when they do occur are typically of a short duration. Half of the instances recorded in 2014 for example, lasted for less than three hours.

London Underground is currently rolling out a comprehensive customer service training programme for all station staff. The programme specifically covers accessibility training and will also help ensure there are sufficiently trained staff in place at stations with licences to manage lift operations.

Lift reliability on the Tube network is monitored continuously and if a trend develops at a particular station TfL ensures that this is dealt with. TfL always endeavours to return lifts to service as soon as possible, to minimise inconvenience to customers.

When lift service is unavailable for any reason, including the absence of trained staff, this is communicated as widely as possible. Customers are kept informed via TfL's website, twitter feeds, text and email travel alerts and station electronic service update boards.

TfL will consider how more information about lift availability can be made available on its website. Information on lift reliability is already available in the London Underground performance reports available on TfL's website. These are updated regularly and can be found here: www.tfl.gov.uk/corporate/publications-and-reports/underground-services-performance. The latest published performance figures for Period 1, which ended on 2 May, show that lift availability was 98.0 per cent.

Tipper Trucks

Question No: 2015/2150

[Andrew Boff](#)

What would be the impact of banning the movement of tipper trucks in peak hours in London?

[The Mayor](#)

Please see my response to oral [MQ 2042/ 2015](#).

Proportionate funding to support male victims of sexual violence

Question No: 2015/2151

[Andrew Boff](#)

Other than part funding the London Havens (which are rarely used by male victims), how does the Mayor plan to support male victims of sexual violence in London?

[The Mayor](#)

MOPAC is investing over £4.1million in specialist services for all victims of domestic and sexual violence by 2016, which includes male victims. This includes support to the London Havens (specialist centres for men and women who have been raped or sexually assaulted) and the Pan London Domestic Violence Service that will support male and female victims' recovery and help them navigate the criminal justice system.

In addition, to ensure the development of more consistent service standards, MOPAC has provided funding to design service standards for work with male victims of domestic and sexual violence and to provide training and support to enable London organisations to become accredited male victims' service providers.

In addition, to these MOPAC-funded services, Survivors UK, a major provider of services to male victims of sexual violence, is in receipt of more than £200,000 from the Ministry of Justice (MoJ) for a range of support services across England and Wales. In London Survivors UK receive funding from the MoJ to support male victims of abuse in London. For more information please visit: <https://www.gov.uk/government/news/new-support-for-male-rape-and-sexual-violence-victims>.

In totality this represents a significant investment in services for male victims of sexual violence in London.

Modern Slavery Act

Question No: 2015/2152

[Andrew Boff](#)

What steps have the Metropolitan Police Service taken to prepare its staff for the introduction of the Modern Slavery Act?

[The Mayor](#)

The Trafficking & Kidnap Unit is currently working with the College of Policing to update the current mandatory training package for Police Officers with the legislative changes contained within the Modern Slavery Act 2015. Work is underway to ensure officers are ready to use the range of prevention orders contained within the new Act.

Trafficked Child Victims Leaving the Country

Question No: 2015/2153

[Andrew Boff](#)

How well equipped are Metropolitan Police Service officers to recognise the signs of possibly trafficked young people leaving the country?

[The Mayor](#)

All officers are provided with mandatory training to assist them in identifying potential victims of trafficking.

MPS officers at Heathrow & City Airports support UK Border Force colleagues in identifying potential victims both entering and leaving the country.

The MPS are also involved in joint international operations targeting flights suspected to be used as trafficking routes.

Metropolitan Police Service Guidance on Child Sexual Exploitation

Question No: 2015/2154

[Andrew Boff](#)

What relationship does the Metropolitan Police Service have with the charity, National Working Group (NWG) Network Tackling Child Sexual Exploitation, and has it implemented any of the guidance it produces related to identifying instances of child sexual exploitation?

[The Mayor](#)

The MPS works with a range of charities that are working in the area of Child Sexual Exploitation (CSE) and has adopted various recommendations from guidance issued by the NWG, NSPCC, Barnardos and the OCC report into Gangs and Groups. The NWG is represented on one of the internal MPS CSE groups. The MPS has adopted the 'say something if you see something' campaign, which was launched London wide on the 18 March 2015 as part of Operation 'Makesafe' with a publicity and poster campaign. This is aimed at raising awareness with businesses such as hotels, taxi companies and licensed premises to enable them identify signs of CSE, as well as training call operators to provide the appropriate response to information received regarding CSE.

National Unit Tackling Online Hate Crime

Question No: 2015/2155

[Andrew Boff](#)

The report 'ReportHate - Combating Online Hatred' suggests that the Metropolitan Police Service should create a new unit which specifically investigates online hate crime. How valuable do you think such a unit could be for tackling offenders and supporting victims?

[The Mayor](#)

I welcome your thoughtful report, which reinforces some of my own conclusions in my Hate Crime Reduction Strategy for London, which was launched last December. It is essential that the police have the right specialist skills and training to respond to this type of crime.

It is vital that we tackle online hate crime effectively and that is why this was discussed as a priority area at the first meeting of my Hate Crime Panel. I want to proactively address this issue directly with social media providers so my Deputy Mayor for Policing and Crime will be convening a roundtable with them in the autumn to ensure they meet their obligations and responsibility to users.

With regard to setting up a specific unit, this would be a matter for the National Police Chiefs' Council (the replacement to ACPO). I understand the MPS have said that it is too early to consider the creation of a specialist unit until a clearer understanding of the complexities of online hate crime is gained.

What I am most focused on, rather than setting up specialist units for specific crimes is ensuring that all officers have the training they need to respond to hate crime and can access support from all the specialist services they need. - including, perhaps, cyber-crime specialists. This was a key element of my hate crime strategy and there are now over 900 officers across the MPS available to deal with hate crime, an increase of 30%.

Guidance for Prosecuting Hate Crime Online

Question No: 2015/2156

[Andrew Boff](#)

The report ReportHate found that Metropolitan Police Service officers find it difficult to determine when an offensive post made online becomes a hate crime, making it difficult for them to respond effectively. What steps should the Metropolitan Police Service take to liaise with the Crown Prosecution Service and the Ministry of Justice to clarify the threshold needed to determine when an online hate crime has been committed?

[The Mayor](#)

I recognise the legal complexities of determining what constitutes an online hate crime and the MPS already liaises closely with the Crown Prosecution Service (CPS) and the Ministry of Justice (MoJ) in order to ensure the best response.

In line with my Hate Crime Reduction Strategy for London, the MPS has a Commander- led Hate Crime Diamond Group, which is attended by all statutory partners and a large number of stakeholders from affected communities. An Online Hate Crime Working Group reports to the Diamond Group and they will be addressing the challenges presented by the lack of a specific offence and the high evidential threshold with the CPS and MoJ.

I would add that prosecution is not the only option in combatting online hate crime. My Deputy Mayor for Policing and Crime is to convene a roundtable discussion with online service providers and community stakeholders later this year to explore how we can collectively combat online hate.

MOPAC Online Hate Crime Reduction

Question No: 2015/2157

[Andrew Boff](#)

What steps are being taken by the Mayor's Office for Policing and Crime to work with social media providers to ensure that they are effectively dealing with those who use their networks to commit hate crime?

[The Mayor](#)

Your recent report into online hate crime quite correctly refers to the challenges presented by the lack of a specific offence and the high evidential threshold in identifying the posting of offensive online material as a hate crime. While social media providers have displayed a willingness to engage with those highlighting offensive material, their responses have often been disappointing.

My Deputy Mayor for Policing and Crime is to convene a roundtable discussion with online service providers and community stakeholders later this year to explore how we can collectively combat online hate.

Assembly involvement in devolution negotiations

Question No: 2015/2158

[Andrew Boff](#)

Can you please let me know how many times the Assembly have been invited by the Mayor to meetings between the GLA and the Government as part of devolution negotiations for London?

[The Mayor](#)

We have been working with London Councils to agree a set of proposals for further devolution to London that will form the basis for our discussions with government officials over the summer.

My Chief of Staff has, as you know, kept you and the other Assembly Members up to date on these discussions.

London Plan Minor Alterations

Question No: 2015/2159

[Andrew Boff](#)

Would you review the impact of the new requirement for lifts in four-storey buildings or lower, to ensure that this does not incentivise taller buildings or lead to excessive service charges for tenants and leaseholders?

[The Mayor](#)

Step free access for all dwellings is a requirement of the Government's optional building regulation standard M4 (2), which is roughly equivalent to 'Lifetime Home' standard. The Minor Alterations propose that this standard should be applied to 90% of all new dwellings with the remaining 10% to meet Government's Wheelchair User standard which also requires step free access.

The consultation period for the Minor Alterations closed on the 22nd of June. The policies will be subject to an examination in public in October. Any adopted policy will be subject to the plan, monitor, and manage process.

Health Megafund

Question No: 2015/2160

[Andrew Boff](#)

How would your proposed £10 billion health 'megafund', for new drugs and treatment, help to support London's economy and reduce health inequalities?

[The Mayor](#)

Officers are currently looking at various options for an innovative life sciences fund, and are liaising with the European Investment Bank. Increasing access to longer term, more patient finance for new drugs and treatments could reasonably be expected to deliver economic growth (through the establishment and growth of life science companies) and improve health benefits (by getting more innovative treatments to market more quickly) for Londoners.

Emergency Budget 2015

Question No: 2015/2161

[Gareth Bacon](#)

How well do you think London did out of the recent emergency budget?

[The Mayor](#)

Please see my response to oral [MQ 2216 / 2015](#).

Free WiFi on buses

Question No: 2015/2162

[Gareth Bacon](#)

Will TfL explore installing free WiFi on all major London bus routes?

[The Mayor](#)

As part of TfL's 'Year of the Bus' campaign, a free to customer WiFi trial was undertaken in which two vehicles were fitted with WiFi equipment.

The trial was considered a success in terms of technology and customer usage which gained positive media attention. However, due to the high financial cost to install all the equipment required to provide the expected service levels, coupled with high monthly data charges from the provider, it is not currently viable to provide WiFi on a wider basis. Additionally, given the wide availability of 3G and 4G services, it is not felt that the availability of WiFi on buses would greatly enhance the overall passenger experience.

As such, TfL will only provide public WiFi equipment on London Buses when fully funded by third parties. This has recently been successfully achieved as part of the advertising campaign for Magnum Ice Creams, between April and June 2015, with the full costs of the WiFi supplied on a set of five 'wrapped' vehicles fully funded by the advertiser. TfL will continue to work with its partners to see if more opportunities for externally funded WiFi can be identified.

Electric Vehicles

Question No: 2015/2164

[Richard Tracey](#)

Given the great success of the first British Formula E Grand Prix in Battersea Park, and the Mayor's announcement of the first electric double decker bus, is the future of London transport electric?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 24/07/2015

London is at the forefront of sustainable transport and encouraging ultra low emission vehicles is a critical next step towards delivering a fully sustainable transport system for London. Ultra low emission vehicle is the collective term for battery electric vehicles, plug-in hybrid vehicles, range-extended electric vehicles and hydrogen fuel cell vehicles. All of these vehicles are capable of zero emission operation, and encouraging a switch to these cars, taxis, buses, motorcycles and commercial vehicles will be an important component of tackling London's air quality challenge. I look forward to setting out our next steps in delivering ultra low emission transport in London, when I publish my Ultra Low Emission Vehicle Delivery Plan later this month.

The Davies Commission (2)

Question No: 2015/2166

[Richard Tracey](#)

Do you agree that banning night flights would be an excellent first step in making Heathrow Airport better rather than bigger?

[The Mayor](#)

I would welcome a ban on night flights at Heathrow - covering the officially recognised night period of 11pm-7am - as would, I am sure, the hundreds of thousands of Londoners awoken from their slumber every morning by the torrent of aircraft overhead.

That is not what is being proposed by the Airports Commission. Its condition only covers the "night quota period" - from 11:30pm to 6:00am - on average covering just 16 flights per day. These aircraft movements would simply be pushed into the 6-7am period, when most people are (still) trying to sleep, not to mention all the new aircraft movements that will be possible with the third runway after 6am.

The net result is that, under the Airports Commission proposals, despite the alleged night flights ban, there will be around one third more flights operating in the night period at Heathrow Airport, to be endured by local communities.

This is one of several conditions proposed by the Airports Commission with little or no benefit to local communities. Nor has Heathrow Airport Limited indicated its willingness to accept this or any of the other conditions. The early morning arrivals between 4:30am and 6am are important for a number of key long-haul routes and the airlines have already stated their strong opposition to such a ban.

In short, the night flights ban will not prevent an increase in night flights for local communities following Heathrow expansion, nor is Heathrow Airport Limited likely to accept it anyway.

This is one of the many reasons I think a third runway at Heathrow is undeliverable - at least on the conditions set out by the Airports Commission.

The Davies Commission (3)

Question No: 2015/2167

[Richard Tracey](#)

Should a third runway be built at Heathrow, how soon would the Mayor expect to see Heathrow's campaign to be allowed to build a fourth runway begin?

[The Mayor](#)

This is a real risk highlighted by the Airports Commission's own findings. Its final report states that "even with a third runway at Heathrow, there would be likely to be sufficient demand to justify a second additional runway by 2050 or, in some scenarios, earlier." The Airports Commission's interim report was clearer on the timescales: "The Commission's forecasts indicate that a new runway at Heathrow would be very well-used, with the expanded airport operating at around 80 per cent to 90 per cent of capacity by 2030 and at maximum capacity by 2050."

An airport operating at 80 per cent to 90 per cent capacity will suffer from frequent delays and offer limited resilience; slots are likely to be scarce, particularly at peak times, hampering the ability to start much needed new routes. In short, Heathrow would effectively be full shortly after a third runway had opened, suffering from all the same problems that plague it today.

Given the time lag entailed in planning and constructing new airport infrastructure, there would be a clamour for a fourth runway at Heathrow before a third runway was even complete.

This also highlights an inherent contradiction at the heart of the Airports Commission's findings. The Commission has recognised the connectivity benefits of a hub airport - and that a further runway is likely required in the very near future. But it has then sought a Parliamentary commitment to rule out a further such runway at the hub. This is simply not credible.

Nor can Parliament bind its successors, making the legal guarantee a mirage. This is one of several conditions proposed by the Airports Commission with little or no benefit to local communities. Nor has Heathrow Airport Limited indicated its willingness to accept this or any of the other conditions.

The Davies Commission (4)

Question No: 2015/2168

[Richard Tracey](#)

Do you think it acceptable that on the afternoon of Wednesday 1st May, Heathrow hand delivered letters to a number of homes to inform them that should a third runway go ahead they would be compulsorily purchased?

[The Mayor](#)

Those whose homes are threatened by Heathrow's third runway proposals must be treated fairly and with respect. At best, Heathrow Airport Limited's (HAL) handling of this comes across as inept.

HAL's current proposals for expansion have been on the table for over a year and I would have hoped that the airport had properly engaged with and consulted these residents during this period about the scope of its plans and their implications. If so, it is not clear why HAL should choose to write to these residents on the day of the Airports Commission announcement, which is, after all, merely a recommendation with no legal force and one which follows a deeply flawed process.

I would strongly urge HAL to improve its engagement with local communities significantly and to ensure it deals with those affected with dignity, sensitivity and care.

I remain committed to fighting a runway which has dire environmental consequences and which does not even meet the economic need. I hope that, working together, we can ensure that the people who received these letters will never need to be forced from their homes and their communities.

Automatic refunds for TfL delays (1)

Question No: 2015/2169

[Richard Tracey](#)

Some sites, such as Claimmyrefund.co.uk, automatically refund an Oyster Card customers journey costs if they have been delayed more than 15 minutes. Under the current TfL system, it is not automatic and commuters must complete a form. Would it be possible for TfL to move to a system that offered automatic refunds?

[The Mayor](#)

TfL already provides automatic refunds whenever services are significantly disrupted.

Where individual passengers are subject to delays around the 15 minute threshold, a refund can be claimed online via their Oyster card or contactless account. There is no need to complete a paper form. Customers can also phone our contact centre team to arrange for their refund.

The website Claimmyrefund.co.uk is not affiliated with or run by TfL. Websites such as this require individuals to provide their personal TfL logon details. TfL strongly advises its customers against sharing their personal account details with any third party.

Automatic refunds for TfL delays (2)

Question No: 2015/2170

[Richard Tracey](#)

If it would be possible to move to an automatic refund system, has TfL ever estimated how much such a system might cost and how long it would take to implement?

[The Mayor](#)

Please refer to my answer to [MQ 2015/2169](#).

Super recognisers in the Metropolitan Police Service

Question No: 2015/2171

[Roger Evans](#)

It has been reported that the Metropolitan Police Service is actively recruiting people with the ability to remember faces they have barely seen before in order help identify criminals and keep tabs on offenders in large crowds. How many of these "super recognisers" has the Metropolitan Police Service recruited and how are they being deployed?

[The Mayor](#)

There are 140 officers and staff used as "super recognisers".

No one has been recruited specifically; the Super Recognisers are drawn from the MPS staff through making successful identifications or after testing facilitated by Greenwich University.

The MPS are part of an EU funded project to develop an improved super recogniser test.

Super Recognisers are deployed in several ways:

- At major events to spot known offenders

- To identify offenders caught on CCTV

- To find suspects and victims on CCTV

Their systematic use has trebled the identification rate for CCTV.

For the last two years, the MPS has identified 150 criminals per week

Legal definition of gang-related activity

Question No: 2015/2172

[Roger Evans](#)

The legal definition of gang related activity has recently been expanded to include drug-related activity. What impact do you believe this will have on the Metropolitan Police Service's ability to combat gang activity in London?

[The Mayor](#)

Evidence from police and local authorities shows that urban street gangs often engage in street drug dealing.

Gang injunction legislation was amended to widen the scope of activity to include 'gang related drug dealing'. The injunctions impose a range of prohibitions and requirements on the individual. This will allow gang injunctions to be used to prevent individuals from engaging in illegal drug dealing, with positive requirements available to divert people away from a gang and protect them from being further drawn into drug dealing activity.

These injunctions will be utilised alongside and enhance the MPS efforts to tackle gangs.

Police single points of contact for victims

Question No: 2015/2173

[Roger Evans](#)

Some victims of offences such as domestic violence or stalking often make multiple complaints to the police, but are dealt with by different police officers each time - therefore requiring them to continually repeat what are difficult allegations. What processes are in place for the Metropolitan Police Service to provide the victims of such crimes with a single point of contact to report any related future allegations?

[The Mayor](#)

The MPS provides a single point of contact for victims of any crime with an ongoing investigation. Given the unpredictable nature of offending and repeat victimisation, it would not be possible operationally to guarantee that the same officer would always be available to receive reports of any repeat victimisation at the time of occurrence. However, once any subsequent reporting is established as repeat victimisation, the original officer is then able to re-establish contact with the victim.

In addition, in terms of wider support to victims of domestic violence particularly, the Pan London Domestic Violence Service that I am funding provides additional dedicated support to victims/survivors of domestic violence to improve their experience of the criminal justice system.

Mobile application for victims of stalking

Question No: 2015/2174

[Roger Evans](#)

A mobile application specifically for the victims of stalking could enable them to record the perpetrators patterns of behaviour and provide them with a secure and confidential way of altering the police should they feel at an enhanced risk. Would you investigate the value of the Metropolitan Police Service commissioning a mobile application specifically to support the victims of stalking?

[The Mayor](#)

I have committed in my Violence Against Women and Girls Strategy 2013-17 to ask the MPS to undertake a review and analysis of harassment and stalking cases to strengthen understanding of the nature of these crimes, with a particular focus on the specific risks and vulnerabilities of BME and LBT women and girls. I expect the review to be victim led and to inform better ways of working to support victims of stalking, using technology where appropriate. I have already committed to introducing an app for the recording of hate crime and the Met are looking at how they can make the reporting of all crimes easier online.

Police bail

Question No: 2015/2175

[Roger Evans](#)

How is the Metropolitan Police Service preparing for when the proposed limits on pre-charge police bail are introduced?

[The Mayor](#)

The MPS is currently piloting a bail project with the College of Policing. The Project will help inform the plans of the MPS when developing their response to the changes that are being proposed by the Home Office.

Body-worn video camera data storage

Question No: 2015/2176

[Roger Evans](#)

The Metropolitan Police Service policy is that footage captured on police officer's body-worn video cameras is retained for a maximum of 31 days unless it is proportionate and necessary to retain it for longer in respect of a policing purpose. Why is the retention period so short, especially given that officers will have made a conscious decision to active their cameras in order to record an incident?

[The Mayor](#)

The MPS policy is that body worn video footage is retained for a maximum of 31 days unless it is proportionate and necessary to retain it for longer in respect of policing purposes. Those purposes are defined under MOPI (Management of Police Information) guidelines as: protecting life & property, preserving public order, prevention and detection of crime, bringing offenders to justice and any other duty or responsibility arising from common or statute law. The decision also has to have regard to the costs of storing material of this sort.

Following consultation with both the Offices of the Information Commissioner & Surveillance Camera Commissioner, the 31 day period was built in to allow for a prompt assessment of the need to retain footage under MOPI provisions to be made, ensuring that footage of individuals that is not required for policing purposes is removed promptly by the MPS.

Electronic GPS Tags

Question No: 2015/2177

[Roger Evans](#)

Durham Constabulary saved £440,000 last year after it trialled 100 electronic GPS tags to keep a closer eye on offenders. The tags were reported to have saved hours of police time and money which was previously spent checking on offenders in person. Will the Metropolitan Police Service consider trialling this technology? What considerations do you and the Metropolitan Police Service have into trialling this technology?

[The Mayor](#)

The MPS has already piloted use of GPS tags on a voluntary basis with offenders being managed under Integrated Offender Management arrangements in five boroughs. The evaluation of this small scale pilot showed the positive impact use of tags can have on offending behaviour as well as reducing police time spent checking on these offenders in person.

MOPAC is now working with the MPS to develop plans for use of GPS tags as part of a wider strategy to tackle reoffending in London. Currently GPS tags can only be used on a voluntary basis so we are in conversations with central Government to allow mandatory use of GPS tagging by the courts.

TfL Consulting (1)

Question No: 2015/2178

[Roger Evans](#)

Has TfL ever looked into establishing a consulting arm of the organisation that would act in a commercial advisory capacity to other transport bodies?

[The Mayor](#)

TfL is actively considering establishing an advisory function and London Underground (LU) is currently undertaking a pilot activity in this regard. This is as a result of the successful programme of upgrades that have been undertaken across the Tube network which has generated significant interest from other transit authorities.

As a result of this interest, LU has developed relationships and is planning to undertake additional pilot activities with transit authorities in Asia and South America, to improve TfL's understanding of demand and to inform the approach, structures, processes and arrangements required to enable the provision of advisory services.

This has been initially demonstrated in a recent pilot project undertaken by LU with Baku Metro, where LU was able to share best practice and offer advice, based on their experiences. The pilot service can only be provided on a 'cost recovery' basis at this stage, until such time as these activities are established as a commercial service.

TfL Consulting (2)

Question No: 2015/2179

[Roger Evans](#)

If TfL has looked into creating a consultancy operation, is there any indication as to the costs and timescales associated with the establishment of such a body?

[The Mayor](#)

As per my response to [MQ 2015/2178](#), TfL is actively considering establishing an advisory function and London Underground (LU) is currently undertaking a pilot activity in this regard.

Subject to the outcome of the analysis of the pilot activity, and obtaining internal TfL approvals to proceed, it is anticipated that an advisory function can be established within the next two to three years.

The costs of establishing an advisory function are yet to be determined, and would need to be considered and approved by TfL Board, ahead of implementation.

Body-worn video camera footage security

Question No: 2015/2180

[Roger Evans](#)

Following the announcement that the Metropolitan Police Service will be purchasing 20,000 body-worn video cameras, what steps will be taken to ensure that any footage captured and stored is done so securely?

[The Mayor](#)

The storage of all footage recorded by the MPS body worn cameras will be accredited and managed in line with existing published MPS and Government security standards.

Devolved powers for South London councils

Question No: 2015/2181

[Steve O'Connell](#)

The South London Partnership (SLP) is fully confident that joint working will be able to create at least 500,000 new jobs by 2036 and 20,000 extra homes in the four boroughs. Will the Mayor add his support to calls from South London councils for devolved powers from the Government, so that growth potential in Croydon, Sutton, Kingston, Merton & Richmond can be unlocked?

[The Mayor](#)

The South London Partnership is a great example of boroughs working together and I support their work. However, in terms of their specific devolution asks, I am working very closely with London Councils to make the case to the Government for further devolution of powers from Whitehall to London. It is important that we don't confuse the message with Government.

Joint Borough Neighbourhood Forum

Question No: 2015/2182

[Steve O'Connell](#)

Does the Mayor support the proposed Crystal Palace & Upper Norwood Neighbourhood Area & Neighbourhood Forum and does he agree that to create a cross-border planning framework will promote a coherent regeneration plan for Crystal Palace?

[The Mayor](#)

I have already recognised the strategic cross-border importance of this area both through the recent proposed planning designation (as a Strategic Outer London Development Centre, via FALP) and through the regeneration study commissioned by the GLA across the five local borough boundaries. I support the efforts being made to foster cross boundary working and welcomes the ongoing discussions between the boroughs and local people around the Crystal Palace and Upper Norwood area.

Wimbledon Station

Question No: 2015/2183

[Steve O'Connell](#)

How will my constituents benefit from the building of a second tram platform at Wimbledon Station?

[The Mayor](#)

The construction of a second tram platform at Wimbledon station is part of a package of works to improve the tram network. Passengers will experience the following benefits once the new platform is built and operational:

- Extra frequency of trams between Wimbledon and Croydon, up from eight to 12 trams per hour, boosting capacity by 50 per cent.
- A reduction in waiting times and on-board crowding.
- Improvement in service reliability.
- Less congestion on buses and on the road network, helping to reduce carbon emissions.

The new platform will be located to the north of the existing tram stop and will allow TfL to increase the number of trams stopping at the station. TfL will carry out other improvements on the platform including the installation of additional ticket validators, new signage and a new passenger information display.

Wimbledon Station (2)

Question No: 2015/2184

[Steve O'Connell](#)

Is the building of a second tram platform at Wimbledon Station a necessary pre-requisite for the Sutton tram Extension to be built?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 24/07/2015

The second tram platform at Wimbledon station will enable TfL to run 50 per cent more trams between Wimbledon and Croydon. If Crossrail 2 goes ahead, it may also provide an opportunity for additional tram capacity at Wimbledon station, including space for direct services to Sutton.

However, constraints remain on the approach to the station and so, if an extension to Sutton is built, it is expected that some Sutton services would travel along a new spur to South Wimbledon, calling at Morden Road and enabling an interchange for services to Wimbledon. This approach is set out in the Trams 2030 Plan.

I remain supportive of a future extension to Sutton if it can be shown to be affordable and to represent value for money. The scheme could bring significant economic and social benefits for south London. This could include unlocking growth and boosting business; creating jobs; improved access to education, retail and leisure facilities; growing local transport capacity; and, reducing car usage. TfL and the relevant boroughs will continue to work closely on this opportunity, including looking to build a funding package that would make the scheme viable.

Second runway at Gatwick Airport

Question No: 2015/2185

[Steve O'Connell](#)

Although I understand you believe a Thames Estuary Airport is the long-term solution to increase London's airport capacity, would you accept that allowing Gatwick to build a second runway would be preferable to delivering no expansion for another decade?

[The Mayor](#)

Expansion at Gatwick clearly avoids the severe worsening of noise and air quality that result from a third runway at Heathrow. However, while it would provide some additional capacity in the London airport system, a second runway at Gatwick would not adequately respond to the economic challenge and would not provide the long term hub capacity that London needs.

Were expansion to be taken forward at Gatwick, it would be essential that the very significant surface access challenge was addressed; capacity is highly constrained on both the Brighton Main Line and the M23/M25 and the airport would need to demonstrate that these challenges have been addressed, which has not been done to date.

The economic benefit to South London promised by Gatwick Airport Limited can only materialise if the roads and railways between them have adequate capacity to meet demand. If not, both airport and non-airport traffic will suffer, to the detriment of the South London economy.

London Overground extension to Sutton

Question No: 2015/2186

[Steve O'Connell](#)

As part of the tendering process for the next concession operator of London Overground, have Transport for London included plans for an extension of the line to Sutton, if not why?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 24/07/2015

Train services to Sutton are the responsibility of the Department for Transport (DfT), not TfL, so it would not be possible for TfL to include an extension to Sutton in the new London Overground concession.

Improvements could be made to the service when the existing Southern franchise expires in 2021 and I will continue to make the case for TfL and local authorities to be more involved in the planning of the rail network in south London.

Crystal Palace

Question No: 2015/2187

[Steve O'Connell](#)

Can the Mayor please notify us what plans he has for the re-development of Crystal Palace park, stadium and sports centre?

[The Mayor](#)

The GLA is committed to securing a long term sustainable future for the National Sports Centre and will be continuing consultation with key stakeholders and national sporting bodies to identify the best way of achieving this.

The GLA is also committed to securing a sustainable future for the wider Park and continues to support Bromley Council with their efforts in this respect.

Growth Zone

Question No: 2015/2188

[Steve O'Connell](#)

Can the Mayor confirm the scope of the GLA's involvement in the Croydon Growth Zone; how much the GLA/Functional Bodies are investing; and timescales for the establishment of the Zone?

[The Mayor](#)

The GLA is working closely with Croydon on their plans for the Growth Zone including in discussions with government on the £7m funding announced in the March Budget for the GLA to support the Croydon Growth Zone. Croydon have estimated that the Zone could generate at least 23,000 net new jobs with a further 5,000 jobs during the construction period, along with at least 8,000 new homes in central Croydon by 2031. I am supporting these ambitions that build on achievements through my Regeneration Fund and TfL's investment programmes.

The timescale for the establishment of the Zone has not yet been fixed.

Metropolitan Police Service involvement in parking enforcement

Question No: 2015/2190

[Tony Arbour](#)

In most circumstances the legal responsibility for parking enforcement falls to local authorities, however there are some situations where the police remain responsible. What guidance is issued to Metropolitan Police Service officers as to when they are required to use their powers, rather than refer the matter to local authority representatives. Also what work has been undertaken to ensure police officers know which areas of parking enforcement are their responsibility, rather than that of a local authority?

[The Mayor](#)

Whilst parking enforcement remains the primary responsibility of the local authority, the option for prosecution by police for some parking offences still exists.

Officers have the discretion to deal with these matters according to the circumstances at the time and enforcement and local guidance on "area specific" problems is a matter for the local borough.

If there is a particular locality or parking enforcement issue that is of concern it should be raised in the first instance with the relevant Borough Commander.

Dispersal powers

Question No: 2015/2191

[Tony Arbour](#)

Research has suggested that in some areas of the UK, new dispersal powers are being issued to deal with individuals committing serious crimes, rather than just the low-level anti-social behaviour which they were intended for. Examples included one person in South Yorkshire who was issued with a dispersal notice after being found in possession of a ClassA drug, rather than being arrested. Since their introduction, how many dispersal notices have the Metropolitan Police Service issued, and what processes are in place to prevent them being used when other more serious sanctions would be appropriate?

[The Mayor](#)

The MPS does not centrally record the issuing of dispersal notices, which are used widely across London, particularly in central London boroughs with challenging night-time economy issues.

A Dispersal Order may be issued with the consent of the relevant Local Authority by a Police Superintendent or above where they have reasonable grounds for believing that members of the public have been intimidated, harassed, alarmed or distressed in public places in a specific area and that anti-social behaviour is significant and a persistent problem in that area. Detailed guidance has also been published both internally, and by the Home Office, to all front-line staff, which details the powers available to tackle anti-social behaviour. Together these measures help to ensure the appropriate use of these powers.

Drug driving

Question No: 2015/2192

Tony Arbour

Since its introduction, between 2 March 2015 and 11 May 2015, the Metropolitan Police Service arrested 214 people on suspicion of drug-driving. How many of these arrests resulted in a prosecution, and what proactive measures are being taken to advise drivers of the new laws against drug-driving?

The Mayor

Of the 214 people arrested, 92 have been charged, 56 are on bail pending further investigation.

The drug drive legislation was introduced by the Department for Transport (DfT) which has undertaken an extensive, national publicity campaign. The new 'THINK!' campaign is collaboration between police, healthcare and road safety professionals that focuses on challenging those who are more likely to take drugs and drive. Further details of the campaign are available on their website at:

<https://www.gov.uk/government/publications/think-drug-driving/drug-driving-campaign-activity-2015>.

Assaults on Metropolitan Police Service Special Constables

Question No: 2015/2193

Tony Arbour

How many Metropolitan Police Service Special Constables have been assaulted while on duty in the last 3 years, and what support is available for those Special Constables who are the victims of an assault?

The Mayor

The number of MPS special constables that were injured as a result of being physically assaulted while on duty during the last 3 Financial Years is as follows:

FY 2012/13	37
FY 2013/14	31
FY 2014/15	19

This does not necessarily represent the total number of assaults, as assaults that do not result in injury (including non-injury assaults, verbal assaults, being spat at, etc.) are not recorded on the MPS Accident/Injury recording system.

Occupational Health (OH) support is available to officers who have been assaulted, whether special or regular.

Training provided for foreign police forces

Question No: 2015/2194

[Tony Arbour](#)

Greater Manchester Police recently hosted around 300 police officers from abroad in order to assist them in learning English and British police practice, and were paid £400,000 for doing so. Have the Metropolitan Police Service provided any similar training for foreign police forces, and how much income has been generated from it?

[The Mayor](#)

The MPS already provides a number of specialised training courses to foreign police forces. These courses have included subjects such as investigative techniques, driving and firearms.

For the year 2014/15 this external training provided an income of £200k. The MPS are currently negotiating courses for 2015/16 and expect the value to be in excess of £500k.

Police officers transporting people to hospital

Question No: 2015/2195

[Tony Arbour](#)

In 2014/15 it was reported that on 903 occasions Metropolitan Police Service officers transported sick and injured people to hospital because of ambulances being unavailable. What processes can be put in place to reduce the need for front line police officers being required to transport individuals to hospital?

[The Mayor](#)

Please see [MQ 2363 /2015](#).

Special Constable ranks

Question No: 2015/2196

[Tony Arbour](#)

The College of Policing, as part of its interim leadership review, has suggested that Special Constables should be entitled to achieve ranks alongside, or higher, than regular officers if they meet national standards. Do you support such proposals, and what impact do you believe they could have on the Metropolitan Police Service?

[The Mayor](#)

The College of Policing published the Final Leadership Review Report in June. The review concluded specials should be entitled to seek promotion to different ranks, provided they meet national standards and pass the selection process.

The MPS would broadly support such an approach if it is adopted by the National Police Chiefs' Council, and I think that this points to a positive way forward.

Specials Constables play an important role and are integral to the policing of London. The ability to tap into the wealth of leadership skills and capability among the specials would augment this; but as unpaid volunteers with limited availability there will still be a need to maintain full time police leadership across the wider MPS.

Re-introduction of standing sections at football matches

Question No: 2015/2197

[Tony Arbour](#)

Celtic Football Club have become the first large UK football club to re-introduce a safe-standing zone at their stadium Celtic Park. What impact do you think the re-introduction of safe-standing zones at London football clubs would have for the Metropolitan Police Service, and would you support the re-introduction of safe-standing zones?

[The Mayor](#)

Section 11, Football Spectators Act, 1989, mandates that certain grounds must be all seating. This currently comprises the top two leagues. We are not currently aware of any Government proposals to change this legalisation.

Safety inside football stadiums is the responsibility of the stadium safety officer, overseen by the Safety Advisory Group to which the MPS contributes. The MPS only deploys police inside stadia to deal with crime or disorder issues.

The MPS would not wish to see any compromise of safety at sporting events, but decisions about seating would be one for the Government. If these zones were considered we would work with clubs and the football authorities to ensure that issues around crime and disorder were taken into account.

Investigating those who search for illegal images of children online

Question No: 2015/2198

[Tony Arbour](#)

Chief Constable Simon Bailey, the national policing lead for child protection, has said that it is impossible to imprison every single person who has sought to locate exploitative and illegal images of children online but instead look for alternative solutions. How does the Metropolitan Police Service seek to prioritise who they investigate for such offences, and what support is it being provided with to apprehend those who download indecent images?

[The Mayor](#)

The MPS prioritises its action based on risk to children from potential contact abuses and online groomers, as well as a focus on those in positions of trust and authority over children. The MPS has a specialist digital forensic capability to support investigators, as well as capability within the Sexual Offences, Exploitation and Child Abuse Command (SOECA) via a dedicated, highly skilled team who investigate online groomers and potential abusers and receive regular training to keep up-to-date with advances in computer technology.

Overweight and unfit police officers

Question No: 2015/2199

[Tony Arbour](#)

The Commissioner of the Metropolitan Police Service recently said there was no place in the force for unfit officers, and it was recently reported that some police uniform suppliers are struggling to keep with the demand for police equipment in larger sizes. What support is being offered to police officers to ensure they are fit enough for their demanding roles?

[The Mayor](#)

The MPS provides a range of support for officers this includes; access to 66 gyms across the estate and discounted gym membership as part of our benefits package.

As part of the implementation of the annual fitness test they also provide training plans and practice bleep tests and training sessions run by Personal Training Instructors.

Money Laundering

Question No: 2015/2201

[Tony Arbour](#)

A recent report from Transparency International found that it is "too easy" to launder illegal wealth through the UK. The report also found that "very large" amount of corrupt wealth, stolen from around the world, is invested in the UK. What measures does the Metropolitan Police Service have in place to tackle global money laundering?

[The Mayor](#)

The National Crime Agency's Economic Crime command leads the national response to money laundering. These crimes cost the UK millions of pounds each year, and prey on the most vulnerable members of society.

The Economic Crime command's role is to fight economic crime by undermining criminals and educating those most at risk of attack. The NCA does this by sharing intelligence and knowledge with partners, disrupting criminal activity, and seizing assets.

In London the MPS has 235 officers dedicated to investigating money laundering and asset recovery work. However, Money Laundering investigations are not limited to these officers or indeed just London as money laundering investigations have no geographical boundaries.

The MPS utilise the Proceeds of Crime Act 2002 to tackle the offences and are committed to working in partnership both nationally and internationally to prosecute those involved and remove assets obtained by criminality (working with NCA, FCA, HMRC and business).

In the 2014/15 year the MPS seized or confiscated approximately £66m from those convicted of criminality which was an increase of 15% from the previous year.

Terror Threat to London

Question No: 2015/2202

[Tony Arbour](#)

Reports have suggested that a far greater number of individuals have travelled to Syria than was previously estimated. What is the Metropolitan Police Service's current estimate of the number of individuals from London who have travelled to Syria and have since returned?

[The Mayor](#)

The Government estimate that around 700 people have travelled to Syria & Iraq from Britain to be involved in some form of terrorist-related activity and around half of these have returned.

Metropolitan Police Service morale

Question No: 2015/2203

[Tony Arbour](#)

An internal survey of police officers and staff conducted by the Metropolitan Police Service found that only one in five agreed they had "confidence in the leadership provided by the senior leaders in the Met", while three in five disagreed. How will you and the MPS leadership deal with the challenges officers and staff are facing that effect their morale?

[The Mayor](#)

The last internal staff survey took place in May 2014. Since then considerable investment has been made, including the introduction of a leadership development pilot called 'Leading for London'.

This pilot has been rolled out across a number of areas, tailored for different levels of leadership, to improve how the MPS leads and motivates its staff.

In addition all Operational Command Units (OCUs) are holding regular 'Met Conversations' to explore issues of trust and confidence and offer an opportunity to discuss areas for improvement.

MOPAC is also taking a practical interest in this area, and, inter alia, will publish a workforce dashboard, which monitors staff sickness, attrition and attendance.

Police ranks

Question No: 2015/2204

[Tony Arbour](#)

The College of Policing's Leadership Review said that the "existing number of [police officer] ranks, each of which creates a layer of supervision and bureaucracy, can inhibit the development of an aspirational culture in which every member of the organisation seeks to operate at the highest level they can attain". It also said that "the distance between the majority of the workforce and senior leaders created by the rank hierarchy can reduce the willingness of some to adhere to best practice or seek development opportunities". The Review suggested that the current set of police ranks, most of which were introduced under the Metropolitan Police Act 1829, should be reduced and a review should be conducted. Do you support reforms of the current set of police ranks, and how will the Metropolitan Police Service engage with any upcoming review?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 14/08/2015

MOPAC and the MPS welcome the College of Policing's Leadership Review.

I would be interested in proposals which create a more streamlined police force along the lines of the "delayering" seen elsewhere in public services. This follows from the commitment in my Police and Crime Plan to reduce supervision and bring average supervisor: officer roles more closely into line with the rest of the country.

My Police and Crime Plan has also committed to reduce the number of officers of ACPO rank and considerable progress has been made from 37 in 2012 to 31 in April 2015.

Police leadership secondments

Question No: 2015/2205

[Tony Arbour](#)

The College of Policing's Leadership Review suggested that all current and future senior police officers should have the opportunity to undertake a secondment with an organisation outside of policing, such as a high street retailer, in order to improve their leadership capability and experience. Would you support the introduction of outside-of-policing secondments as part of senior police officers training, and considerations have the Metropolitan Police Service had about introducing such a scheme?

[The Mayor](#)

Outside-of-policing secondments would provide useful opportunities for senior officers to learn and gain new skills and I would welcome the further development of this proposal.

The MPS is considering how such secondments could be implemented.

Police Now

Question No: 2015/2206

[Tony Arbour](#)

How many applications were received to join the Police Now programme and how many progressed to the first stages of the programme?

[The Mayor](#)

1248 applications were received for Police Now.

70 recruits will start their training on the 20th July 2015.

Granting limited police powers

Question No: 2015/2207

[Tony Arbour](#)

Hertfordshire Constabulary have recently granted four G4S security guards targeted police powers so they can address certain issues without having to involve police officers. Under the Community Safety Accreditation Scheme, the security guards are now entitled to obtain the name and address of people breaking the law or committing anti-social behaviour, as well as having the power to confiscate alcohol from anyone under 18. Has the Metropolitan Police Service already used any such powers, and what role do you believe such a scheme could have in keeping Londoners safe?

[The Mayor](#)

The MPS uses the CSAS scheme across London and of 23 accredited providers, 18 have been given the power to require a name and address or to seize alcohol. The other 5 accredited providers supply traffic management functions and have accredited powers accordingly.

Retired firearms officers

Question No: 2015/2208

[Tony Arbour](#)

The Police Firearms Officers Association has suggested that retired firearms officers should be sworn in as special constables so that they could provide immediate back-up to police officers in the event of a national emergency where a large armed response is required. What considerations have you and the Metropolitan Police Service made of these proposals, and would you consider introducing such a scheme in London?

[The Mayor](#)

The MPS and I welcome any volunteers to become specials from amongst departing police officers.

The MPS Firearms Command, supported by other specialist armed commands, provides a highly trained and equipped response to keep Londoners safe, and does not currently have an operational need to maintain reserve officers in the manner you suggest.

The proposals from the Police Firearms Officers Association, including the number of firearms officers, tactics, training and equipment are regularly tested and kept under active review - including by last week's counter terrorism exercise (Operation Strong Tower).

Skorpion submachine guns

Question No: 2015/2209

[Tony Arbour](#)

A report from the National Crime Agency found evidence of an "increased threat" of Czech made Skorpion submachine guns being imported into the UK by street gangs in London and the south east. What is the Metropolitan Police Service doing to combat the importation of firearms, and how is it attempting to locate those weapons already in London?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 14/08/2015

The MPS led by Trident is working closely with the National Crime Agency, National Ballistics Intelligence Service, and Europol to combat the importation of Skorpion sub-machine guns and other firearms into the UK.

Joint operations have resulted in eighteen firearms being seized in the UK of which seven were sub-machine guns. The majority of these weapons emanate originally from EU Balkan States. The Europe-wide threat is being addressed by EUROPOL and the National threat by the NCA.

There has only been one incident this year where a reactivated Skorpion has been used in a discharge. There were no injuries. The suspect was arrested and gun recovered with criminal proceedings pending.

Due to operational sensitivities, more information regarding efforts to combat the importation and location of firearms in London cannot be divulged to ensure operations are not compromised.

Attacks on museum artefacts

Question No: 2015/2210

[Tony Arbour](#)

The British Museum has said it is considering "all eventualities" amid fears that antiquities displayed in the West will be targeted by extremists linked to the so-called Islamic State. What is the Metropolitan Police Service doing to protect historical artefacts?

[The Mayor](#)

The police have a range of crime prevention and counter terrorism programmes of work focussed on the protection of historical sites and artefacts.

Counter Terrorism Security Advisors (CTSA) meet regularly and provide bespoke protective security advice to groups such as Historic Royal Palaces, English Heritage, the Historic Churches Trust and the London Museum Security Group to ensure they have proportionate security and response plans.

This includes the British Museum, which already has a robust security regime to prevent theft, protest and terrorism. The museum has a CTSA assigned to support its ongoing protective security activity, meeting regularly to review security to potential threats including Islamic extremism.

GLA borough funding

Question No: 2015/2212

[Tony Arbour](#)

Can you please tell me how much GLA funding has be allocated for housing, cycling, parks and from other Outer London grants over the last three years? Can I please have a borough breakdown of these allocations?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 26/10/2015

Parks: Parks and Trees/ London's Outdoor Parks have received £4.7m of GLA funding (of which £4.4m was capital and £0.3m revenue) from 2012/13 to 2014/15 (see attached Appendix P for breakdown by borough).

Housing: Information on the GLA grant funding for affordable housing is available on the GLA website within the Housing and Land section, and includes information by scheme and by Borough (as attached at Appendix Q). This information is updated annually and is currently available for the financial years 2011/12, 2012/13 and 2013/14. .

Outer London: Regeneration projects have had £94.3m of funding allocated, of which £6.775m relates to a repayable loan. See the attached Appendix R ('summary' tab). The approvals fall within the period from 2012/13 - 2014/15 but the period funded may extend beyond these dates.

Enfield Town Overground

Question No: 2015/2214

[Victoria Borwick](#)

Could the Mayor confirm when the London Liverpool Street to Enfield Town, London Overground train line will have a 4 train an hour service from 6.00am to Midnight?

[The Mayor](#)

London Overground operates a four train per hour peak service between Liverpool Street and Enfield Town. During the rest of the day a two train per hour service is maintained.

It is TfL's aspiration to extend a four train per hour service to more of the day. Increases in service frequency are dependent on obtaining track access on the southern end of the route into Liverpool Street.

TfL is currently working with Network Rail to seek these additional train paths.

Conversion of commercial premises

Question No: 2015/2215

[Victoria Borwick](#)

Will the Mayor confirm that he understands the importance of allowing councils to opt out of converting commercial premises to residential in order to maintain a mix and to continue to offer opportunities for local employment and encourage business growth?

[The Mayor](#)

I strongly believe that key parts of London, including the Central Activities Zone (CAZ), must continue to be exempted from the changes to permitted development rights to allow office units to be converted to residential. The CAZ is a unique international centre of business in the UK and he strongly believes that it should continue to be protected from the permitted development right to help sustain London's office space. I am also concerned that this national initiative seems to have had a disproportionate effect on London as a whole, including on occupied office space, business and employment.

I also believe that extending permitted development rights to changes from industrial and warehousing to residential will lead to unwarranted increases to the cost of doing business, place constraints on business and industrial activities, and cause significant damage to the economy of London.

Health Inequality Strategy

Question No: 2015/2219

[Onkar Sahota](#)

Does the Mayor feel that holding an annual convention each year, and publishing a set of indicators that describe the picture of health inequality in London each year, meets his statutory duty to promote the reduction of health inequalities or what is, in my view, his moral responsibility to go beyond the statutory duty upon him?

[The Mayor](#)

The annual convention is one part of the refreshed Health Inequalities Strategy Delivery Plan. The convention will provide the opportunity for an annual in-depth look at one or more of the indicators proposed in the refreshed delivery plan.

The purpose of the convention is to stimulate action by a wide range of stakeholders around a particular determinant of health inequalities.

The GLA continues to deliver a wide programme of work which tackles health inequalities encompassing food, transport, planning and income inequality. All these seek to tackle health inequalities and ensure better health outcomes for Londoners.

Dog Attacks

Question No: 2015/2227

[Jennette Arnold](#)

Please can you provide me with the number of dog attacks in i) Hackney ii) Waltham Forest iii) Islington in the years i) 2013 ii) 2014 iii) 2015 so far. Please can you provide this information in excel format.

[The Mayor](#)

Overall in London, Dangerous Dog offences recorded between 2013 and 2014 represent a 50% increase. This increase, however, can be explained by changes to The Dangerous Dogs Act 1991 that took effect in May 2014 and as such the data is not comparable. The Act was amended so that the term "a public place" was substituted to "any place in England or Wales (whether or not a public place)".

Prior to the amendment dog bites and attacks on private property were excluded from the legislation. The provisions also legislated that attacks on assistance dogs should also be deemed as an offence

MOPAC welcomes these measures as we lobbied successfully for their introduction and are now capturing for the first time offending that was previously unrecorded. This is now giving the police and local authorities a much clearer picture of the problem locations and offenders in order to help improve their enforcement and prevention activity. The data after May therefore shows a jump in recorded offences that is in fact not a rise in incidents per se, but the result of the change in the law that now captures attacks occurring on private property.

We are continuing to invest in the MPS Status Dogs Unit to target enforcement and provide adequate kennelling capacity.

Please find attached [at Appendix A] an excel spreadsheet containing dog attack crime data for 2013, 2014 and up to June 2015 for the boroughs Hackney, Islington and Waltham Forest.

Dog Attacks (2)

Question No: 2015/2228

[Jennette Arnold](#)

Dog attacks have increased by 48% in the last year according to MOPAC Data. I am aware this is largely due to a change in the law on dog attacks, however have you considered re-instating dog licencing in London to ensure these attacks do not continue to rise?

[The Mayor](#)

Dog licences were abolished in the late 80's and there are currently no plans that MOPAC or the MPS is aware of to re-introduce them. Any decision to reintroduce them would require legislation.

In England and Wales compulsory micro-chipping will become mandatory on 6 April 2016.

Junction of Hornsey Road and Seven Sisters Road (1)

Question No: 2015/2229

[Jennette Arnold](#)

How many road traffic incidents have there been at the junction of Hornsey Road and Seven Sisters Road, N7 in each of the last five years? Please state which of these involved fatalities.

[The Mayor](#)

In the last five full years - 2010 to 2014 there have been a total of 50 personal injury road traffic collisions at the junction of Hornsey Road with Seven Sisters Road. None of these were fatal, 3 were classified as serious and 47 were classified as slight. The table at Appendix H details this by year.

Junction of Hornsey Road and Seven Sisters Road (2)

Question No: 2015/2230

[Jennette Arnold](#)

What is the relative frequency of road traffic incidents at the junction of Hornsey Road and Seven Sisters Road as compared to other junctions in London?

[The Mayor](#)

In the 36 month period to the end of December 2014, there were 22 collisions recorded; 1 resulting in a serious injury. The latest data, taken from TfL's 'Collision Levels in Greater London 2011-2013' report shows the rate of collisions resulting in serious injury at this location is 4.5%. This is significantly lower than comparable traffic signal controlled sites within Greater London as a whole.

Junction of Hornsey Road and Seven Sisters Road (3)

Question No: 2015/2231

[Jennette Arnold](#)

What does the Mayor believe to be the reason for the frequency of incidents at the junction of Hornsey Road and Seven Sisters Road, and what steps does he propose to take to reduce this?

[The Mayor](#)

TfL carries out routine analysis of collisions on its road network, comparing individual locations to groups of similar sites. This evidence-based approach ensures we prioritise our road safety funding in the areas that need it most. The frequency of collisions at this location is significantly lower than the average for similar junctions in London - therefore this junction does not currently fall within TfL's Road Safety programme. We will of course continue to monitor this location.

GOB extension - Missing Station

Question No: 2015/2232

[John Biggs](#)

The elegantly named GOB extension to Barking Riverside is a fine thing. However, the absence of an intermediate station remains a massive missed opportunity. Can you outline:

- a. The costs
- b. The business case and whether this factors in the economic (and social) benefits of a station to a disadvantaged area with considerable housing regeneration and job creation potential.
- c. The funding Gap
- d. Options sought to fund it
- e. Whether TfL support the inclusion of a station and want to see it built. Will it, if not built, be passively provided for, both in terms of land and access but also in the ability to build without ,massive disruption to an operating railway?
- f. Whether Network Rail or C2C support the proposal or have raised objections. I assume that such a station would only serve local Overground, and not C2C, services?

[The Mayor](#)

TfL has recently concluded a public consultation on different potential alignment options for a proposed London Overground extension to Barking Riverside. One of the proposed route options includes provision for an intermediate station to be located between Barking station and the new station at Barking Riverside.

As the consultation results have not yet been analysed, a final decision has not been made on the route alignment and TfL is not able to confirm whether the scheme will be able to provide for a second station at a point in the future. A decision on the preferred alignment will be made later in the summer.

As part of the development of the scheme towards a Transport & Works Act Order submission, the full costs and benefits of the scheme will be fully assessed including the economic and social benefits that will accrue to disadvantaged areas.

City Airport

Question No: 2015/2233

[John Biggs](#)

Now the election is out of the way, will your position on City Airport change again?

[The Mayor](#)

I remain committed to ensuring that every airport takes full and fair account of its environmental impacts, including noise and air quality, to safeguard the health and quality of life for all Londoners.

With respect to the specific application made by London City Airport, they have lodged an appeal against the decision issued by the London Borough of Newham to refuse planning permission in line with my direction of 26 March 2015.

As the appeal process is underway, it is not appropriate for me to comment further on this particular case.

Olympic allotments

Question No: 2015/2234

[John Biggs](#)

What progress can you report on the relocation of the allotments and whether the deadlines most recently offered still hold?

[The Mayor](#)

Good progress is being made with plans to relocate Manor Gardens Society to new allotments at Pudding Mill Lane. A new non-executive committee has been formed by the MGS to manage the allotments and all is on track for the allotment holders to move on site in November.

Crossrail 2 Eastern Spur

Question No: 2015/2235

[John Biggs](#)

In adding my support to this proposal I strongly believe it would be shortsighted not to open up a fuller consultation on this option. Will you do so?

[The Mayor](#)

TfL is leading on a study to assess the current and future transport capacity in the East London sub-region. This work will take into account the predicted population and employment growth, and explore the scale of future demand growth, in order to recommend solutions appropriate to the transport capacity gap identified. A potential eastern spur of Crossrail 2 is being considered as part of this wider sub-regional analysis work.

The work will produce its first outputs in October. TfL will then work with the sub-regional panel to review options. Should the outcome of this work indicate that an eastern branch of Crossrail 2 is feasible, a more comprehensive analysis will be undertaken.

The overall aim is to ensure that the right resources are targeted at the right mix of schemes and measures to unlock development across East London. The relevant boroughs are already closely involved in the development of this work, and wider stakeholder engagement and consultation will take place, prior to any decisions being finalised.

New Routemasters

Question No: 2015/2236

[John Biggs](#)

Do you have any anxieties whatsoever about revenue protection issues on the new routemaster buses where they have no conductor?

[The Mayor](#)

The latest surveys showed that the fare evasion rate on New Routemaster buses is approx 1.3 per cent which was in line with the network as a whole which averages at 1.2 per cent. Surveys incorporated New Routemaster buses operating in both crew and driver only modes.

TfL will continue to deploy staff on an intelligence-led basis to combat fare evasion.

Emissions from vessels on the Thames (1)

Question No: 2015/2237

[John Biggs](#)

I was very concerned by your answers to my questions MQs 2015/1754-1756 which appear to show disinterest in the impact of emissions from vessels on the Thames. Although jurisdiction may lie with the Port Authority, these issues must be a matter of concern for the Air Quality Team. Will you commit to work with the PLA to tackle emissions from vessels on the Thames in future?

[The Mayor](#)

I am concerned by all emissions in London and my officers work closely with the relevant agencies including the Maritime Coastguard Agency and the Port of London Authority to tackle emissions from vessels on the Thames.

Importantly, the Thames is already located in an Emissions Control Area which means all ships burn fuel of 0.1 per cent sulphur content. However, I want London to be a leader in low emission technology for all forms of transport so as part of my River Action Plan I have asked TfL to encourage boat operators to adopt 'eco-driving' and explore other technical innovations (such as hybrid engine technology) to minimise the environmental footprint of river services.

Emissions from vessels on the Thames (2)

Question No: 2015/2238

[John Biggs](#)

How frequently do you meet with the PLA to discuss air quality issues?

[The Mayor](#)

My officers meet with officials from the Port of London Authority on a regular basis to discuss a range of issues, including air quality.

The Maritime Coastguard Agency are also a key partner as they are responsible within the UK for enforcing international, national and other legislation in place to reduce emissions from vessels.

Emissions from vessels on the Thames (3)

Question No: 2015/2239

[John Biggs](#)

Will you lobby government for greater powers to be devolved to the GLA to tackle air pollution caused by vessels on the Thames and the canal network?

[The Mayor](#)

Please see my answer to [MQ 2015 /2093](#).

Short Term Rentals

Question No: 2015/2240

[Tom Copley](#)

At the moment there seems to be a postcode lottery between London Boroughs in terms of enforcement around the use of short term rentals. Will you explore a city wide agreement with providers such as Air BnB, similar to the agreement reached by Amsterdam?

[The Mayor](#)

Though London Plan policy 3.14c states the loss of housing provision to short-term rentals should be resisted, legislative changes (Clause 44 of the Deregulation Act 2015) now mean householders may rent out their properties for temporary sleeping accommodation for up to 90 days a year without planning permission. Previously planning permission was required (Section 25 of the Greater London Council (General Powers) Act 1973. This means the use of property for short term rentals is generally no longer an 'enforcement issue.

Community Infrastructure Levy

Question No: 2015/2241

[Tom Copley](#)

How much was collected by the London boroughs in Community Infrastructure Levy payments in 2014/15 within Greater London? Please provide by borough if available.

[The Mayor](#)

Two types of Community Infrastructure Levy (CIL) can be collected in London - the Mayoral CIL (MCIL) and a Borough CIL (BCIL), which can be adopted by Boroughs as well as the London Legacy Development Corporation (LLDC) & Old Oak Park Royal Development Corporation (OPDC).

MCIL receipts of £73m were secured in 2014/15 bringing the total to date to £126m. The attached table [at Appendix B] provides a borough breakdown for 2014/15.

Information regarding BCIL collections would need to be gathered from the relevant local authority. This is published in their Annual Monitoring Reports.

Homelessness among 16 and 17 year olds (1)

Question No: 2015/2242

[Tom Copley](#)

Every year almost 4,000 16/17 year olds present as homeless in London. Will you consider commissioning specialist services for these vulnerable young people through your rough sleeping budget?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 14/08/2015

It is the local authorities who have a legal duty to accommodate young people who are homeless and meet the statutory guidelines. Young people may be classified as homeless but often have alternative means of temporary accommodation and therefore it is rare that they are seen rough sleeping on London's streets.

As a result, there were only nine people under 18 seen rough sleeping in London in 2014/15 (this info can be found at <http://data.london.gov.uk/dataset/chain-reports>) and there is currently provision for this group within existing GLA rough sleeping services.

Homelessness among 16 and 17 year olds (2)

Question No: 2015/2243

[Tom Copley](#)

Recent research by The Children's Society has found that homelessness among 16- and 17-year-olds in London is twice as high as in the rest of the country. Do you have an estimate of how many 16- and 17-year-olds are at risk of homelessness in the capital, if so what is it and how has it been calculated?

[The Mayor](#)

There is not data available to estimate with any precision the number of 16 and 17 year olds at risk of homelessness, but I support the excellent work local authorities and other agencies do to identify and advise them at local level.

Affordable Rent

Question No: 2015/2244

[Tom Copley](#)

Of the Affordable Rent homes built under the 2011-15 affordable homes programmes controlled by the Greater London Authority, please provide a breakdown of the number of homes charged at market rents between 0>40%, 40>50%, 50>60%, 60>70%, 70>80%, 80% and 80%+. Please provide this data by borough and financial year.

[The Mayor](#)

A dataset of starts and completions to March 2014 is available on GLA website and will be updated to include data to the end of March 15 in late August. This dataset includes information that will enable an analysis of rents charged as detailed above.

Right to Buy

Question No: 2015/2245

[Tom Copley](#)

With regards to your response to question 2015/1768, please provide the notes from the meetings with the (i) Chancellor, (ii) Prime Minister, (iii) Secretary of State for Communities and Local Government and (iv) the Minister for Housing and Planning.

[The Mayor](#)

No.

Borrowing (1)

Question No: 2015/2246

[Tom Copley](#)

What, if any, impact does additional borrowing by one of the GLA functional bodies have on the borrowing capacity of other functional bodies?

[The Mayor](#)

Except where any additional borrowing was supported by a transfer of revenue resources between members of the GLA Group, particularly any transfers between the GLA and its Mayoral Development Corporations, there should be no impact of additional borrowing by one of the GLA's functional bodies on the borrowing capacity of other functional bodies. This is because borrowing by any member of the GLA Group has to be in accordance with CIPFA's Prudential Code and would be a separate and independent decision by that body.

Borrowing (2)

Question No: 2015/2247

[Tom Copley](#)

What is the total value of Transport for London's debt?

[The Mayor](#)

As at 6 July 2015, TfL has £9.15bn of prudential borrowing.

TfL has borrowed these funds over a number of years from several sources, including the Public Works Loans Board, the European Investment Bank and the bond market.

TfL's prudential borrowing programme is used to contribute to capital expenditures for the significant infrastructure projects included in TfL's business plan. This assists TfL to complete projects on time and to budget and to run a safe, reliable, sustainable and accessible service.

Land acquisition (1)

Question No: 2015/2248

[Tom Copley](#)

What proportion of the average cost of development during the 2011/15 affordable homes programme was accounted for by land acquisition? If possible, please provide data for each borough and year of the programme.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 24/07/2015

The GLA's Investment Management System does not specifically collect information on the cost of land acquisition. Information is collected on costs related to 'acquisition' but, dependent on the structure of the deal, this will sometimes include other costs such as those related to building homes. If you would like to see analysis of general costs data please contact my officers in Housing and Land directly

Land acquisition (2)

Question No: 2015/2249

[Tom Copley](#)

What was the average cost of land (by hectare) for sites delivered in the last financial year (2014/15) of the affordable homes programmes controlled by the Greater London Authority? If possible, please provide data for each borough and year of the programme.

[The Mayor](#)

The GLA Investment Management System does not hold information to answer to the above question.

Small builders (1)

Question No: 2015/2250

[Tom Copley](#)

Have you taken any steps to increase the number of small builders operating in Greater London?

[The Mayor](#)

Yes. The GLA is administering the Builders Finance Fund in London, a £525m programme to help smaller sites and developers get building. I am also funding a programme of self and custom build in London, as well as a number of smaller Registered Providers through my Mayoral Housing Covenant programme.

Small builders (2)

Question No: 2015/2251

[Tom Copley](#)

Have you taken any steps to make the planning system more easily navigable for small builders operating in Greater London?

[The Mayor](#)

My Supplementary Planning Guidance provides useful guidance to any sized builders looking to develop in London. In addition, I support changes the Government has made to support smaller builders, for example exempting self-builders from the Community Infrastructure Levy (CIL).

London Rental Standard (1)

Question No: 2015/2252

[Tom Copley](#)

MD1246 outlined that a marketing campaign to promote the London Rental Standard would run from spring 2014 to March 2016 at a projected cost of £250,000. Please outline (a) how much has been spent to date, by financial year, on marketing for the London Rental Standard, and (b) how much is forecast to be spent in the financial years 2015/16 and 2016/17.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 14/08/2015

a) Marketing spend by year:

2013/14: £101,188

2014/15: £100,251

b) Forecast marketing spend by year:

2015/16: £50,000

2016/17: £0

London Rental Standard (2)

Question No: 2015/2253

[Tom Copley](#)

Excluding marketing budgets, please outline (a) how much has been spent by the GLA to date, by financial year, on the London Rental Standard, and (b) how much is forecast to be spent in the financial years 2015/16 and 2016/17.

[The Mayor](#)

Excluding marketing budgets and staff costs the only additional GLA expenditure on the London Rental Standard was £8,200 in 2014/15 on legal fees.

In addition the GLA made a grant of £100,000 to the London Borough of Camden in 2014/14 for the improvement of the London Landlord Accreditation Scheme to assist them, among other things, to become a London Rental Standard accreditation provider. £51,500 of this money has so far been spent (see DD1077).

Bus stop closures

Question No: 2015/2254

[Andrew Dismore](#)

Due to resurfacing of Flower Lane eight stops (nine in the direction to Edgware) were closed. Why did you not divert the buses from Mill Hill Circus to Fiveways Corner along the A41, then up Page Street to re-join the normal route at the beginning of Pursley Road so that only four bus stops would be affected (two of those within easy walking distance of unaffected stops), to minimise the inconvenience to elderly residents dependent on the buses?

[The Mayor](#)

Following complaints from passengers when advanced publicity for the diversion was posted, TfL revised its plans for the resurfacing works before the proposed bus stop closures detailed above were implemented. After consulting with Barnet Council, a two-way temporary traffic light scheme was implemented allowing buses to continue on their original routing with no bus stops having to be closed.

Step free tube access Mill Hill East

Question No: 2015/2255

[Andrew Dismore](#)

As you claim to have brought forward by two years your target to make half of stations step-free by 2018, will you reconsider funding for step free access for Mill Hill East so as to include it in this target date if not earlier?

[The Mayor](#)

I am delighted that more of London's Tube and rail network will be step-free sooner.

The step-free access scheme at Mill Hill East is dependent on there being a sufficient financial contribution from a local developer. Discussions are ongoing between the London Borough of Barnet and the developer.

HS2 (1)

Question No: 2015/2256

[Andrew Dismore](#)

Will you ensure that there is local community representation on the EAP Board considering the issue of HS2 and its impact on Euston?

[The Mayor](#)

The EAP Board is a key body that brings together Camden Council, City Hall, TfL, Crossrail and HS2 to develop the regeneration of the Euston Station area on the back of the new station. The Camden Council representatives also attend meetings of the Camden community and they will be keeping the community advised and involved as the plans develop.

HS2 (2)

Question No: 2015/2257

[Andrew Dismore](#)

Will you ensure that there is local community representation on the Euston Integration Group considering the issue of HS2 and its impact on Euston?

[The Mayor](#)

Please see my response to [MQ 2256 / 2015](#).

HS2 (3)

Question No: 2015/2258

[Andrew Dismore](#)

Given the expected huge increase in HGV and other traffic movements as a consequence of HS2, including over 1300 HGV movements per day and a long term permanent traffic increase of 40% in the area, will you extend the planned ULEZ to the Euston HS2 safeguarded area; and if not why not?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 24/07/2015

Written answer from the Mayor

The construction of HS2 will lead to a significant number of construction vehicle movements over a number of years, particularly around Euston.

TfL has been pressing HS2 to adopt the practices successfully used by Crossrail to minimise disruption. This includes using more sustainable modes, such as rail or water, to transport construction materials and spoil from construction worksites.

Setting stricter standards for construction vehicles is also something that TfL is keen to see HS2 adopt. This includes embedding the Construction Logistics and Cycle Safety scheme and the Freight Operator Recognition Scheme to ensure that the highest standard of safety for all road users is met and to minimise vehicle emissions. TfL will continue to work with local authorities to agree a consistent approach across London with regard to construction vehicles.

TfL is working with boroughs to look at the feasibility of expanding the ULEZ as well as tightening the standards for the London-wide Low Emission Zone soon after 2020. An update on this work will be provided to London Councils later this year. In the meantime, I will continue to press the UK Government to specify ULEZ compliance (i.e. Euro VI) for any HS2 construction contract to minimise impact on air quality, regardless of whether the vehicles enter the zone.

HS2 (4)

Question No: 2015/2259

[Andrew Dismore](#)

Do you agree that habitability of local homes near Euston during the construction of HS2 is an important issue?

[The Mayor](#)

Yes. It is essential that HS2 Limited work closely with Camden and the local community to minimise impacts on local people.

I will continue to press HS2 Limited to make sure this happens.

HS2 (5)

Question No: 2015/2260

[Andrew Dismore](#)

Do you agree that when considering the issue of habitability of local homes near Euston during the construction of HS2 the overall impact can only be assessed by looking at the cumulative effects of noise, dust, traffic, and working hours, amongst other factors?

[The Mayor](#)

I agree that the cumulative impact of noise, dust, traffic and working hours should be properly assessed by HS2 Limited.

I will encourage TfL to work closely with Camden Council and HS2 Limited to ensure this happens.

HS2 (6)

Question No: 2015/2261

[Andrew Dismore](#)

Will you support Camden Council in their negotiations with HS2 over the issue of habitability of local homes near Euston during the construction of HS2 by advocating with them, that the methodology to be adopted for assessing habitability should be the Housing Health and Safety Rating System?

[The Mayor](#)

Please see my response to [MQ 2015 /2260](#).

HS2 (7)

Question No: 2015/2262

[Andrew Dismore](#)

When considering the additional bus capacity needed to service HS2, will you rule out using Eversholt Street for additional bus standing and consider other options that have less impact on the local community?

[The Mayor](#)

London's growth, combined with the more than doubling in rail demand at Euston as a result of HS2 will lead to significant increases in the demand for bus services in and around the area.

The HS2 Hybrid Bill proposed two bus facilities to help cater for this increase in demand. These facilities comprise a larger and higher quality bus facility station towards the south of the redeveloped rail station and an enhanced bus stop; and new bus stand at the north end of the station along Eversholt Street. The northern facility will allow for easier access to bus services for people at the north end of the station.

TfL is working with Camden Council and HS2 Limited to progress these plans and will work with the local community to find the best solution.

HS2 (8)

Question No: 2015/2263

[Andrew Dismore](#)

What is TfL's current assessment of the likely preferred starting points and destinations in London of passengers using HS2 and their likely numbers, and which hub would best serve them?

[The Mayor](#)

It is forecast that 70 per cent of people using HS2, whose origin or destination is in Greater London, will access HS2 at Euston. The remaining 30 per cent will access HS2 at Old Oak Common.

HS2 will lead to a doubling in the number of people arriving at Euston station during the morning peak period with 60 per cent of these travelling onwards to destinations elsewhere in London using the Tube.

At Old Oak Common, the vast majority of those people accessing HS2 will use Crossrail. If the London Overground is connected into HS2 at Old Oak Common then the number of London-based trips accessing HS2 at Old Oak Common will increase from 30 per cent to around 40 per cent. This is in large part due to the direct connection with the Overground to Clapham Junction which makes it quicker for many people living in south and west London to access HS2 at Old Oak Common rather than Euston.

HS2 (9)

Question No: 2015/2264

[Andrew Dismore](#)

Do you agree that the EAP Board considering the issue of HS2 and its impact on Euston should meet in public, As does the Old Oak Common Development Corporation Board does?

[The Mayor](#)

Please see my response to [MQ 2256 / 2015](#).

Albany Street former police station

Question No: 2015/2265

[Andrew Dismore](#)

Will you facilitate the transfer of the lease on Albany Street to Camden Council to enable them to build affordable housing on the site, so as to help replace housing lost as a result of HS2? If not why not?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 14/08/2015

The MPS and Camden Council have been in active discussion about a number of sites which are impacted by the plans for HS2. Albany Street currently houses important MPS activities but discussions are continuing.

Out of Court disposals (1)

Question No: 2015/2266

[Andrew Dismore](#)

Please list the number of out of court disposals handed out in Barnet in 2014, broken down by disposal type.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 14/08/2015

Please see the table below:

Disposal Type	2013	2014
	Barnet	Barnet
Caution-Adult	715	729
Conditional Caution	20	35
Youth Caution	59	65
Youth Conditional Caution	17	34
Drug Warning	123	389
Fixed Penalty Notice	300	321
TIC	558	100
DDM - Formal Warnings	265	n/a
Community Resolution with Restorative Justice	0	67
Community Resolution	12	214
Restorative Justice	0	21
Total	2069	1975

Out of Court disposals (2)

Question No: 2015/2267

[Andrew Dismore](#)

Please list the number of out of court disposals handed out in Camden in 2014, broken down by disposal type.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 14/08/2015

Please see table below.

Please be aware that during 2013, Drug warnings replaced DDM - Formal warnings

	2013	2014
Disposal Type	Camden	Camden
Caution-Adult	846	760
Conditional Caution	10	21
Youth Caution	67	87
Youth Conditional Caution	5	19
Drug Warning	321	1017
Fixed Penalty Notice	353	228
TIC	550	90
DDM - Formal Warnings	733	n/a
Community Resolution with Restorative Justice	1	0
Community Resolution	43	100
Restorative Justice	0	0
Total	2929	2322

In Court disposals (1)

Question No: 2015/2268

[Andrew Dismore](#)

Please list the number of court disposals in Barnet in 2014, broken down by disposal type at level of court, plea, and outcome of conviction or acquittal.

[The Mayor](#)

MOPAC does not hold this data. This data is held by the Ministry of Justice at:

<https://www.gov.uk/government/statistics/criminal-justice-system-statistics-quarterly-december-2014>.

For borough specific data, you may wish to contact the Ministry of Justice directly.

In Court disposals (2)

Question No: 2015/2269

[Andrew Dismore](#)

Please list the number of court disposals in Camden in 2014, broken down by disposal type at level of court and plea and outcome of conviction or acquittal.

[The Mayor](#)

Please see my response to [MQ 2268 / 2015](#).

London Hate Crime Panel

Question No: 2015/2270

[Andrew Dismore](#)

What are the five key actions from the Hate Crime Strategy that you claim have already been completed, what are the remaining actions, and where have they got to?

[The Mayor](#)

In fact eight of the 29 key actions from my Hate Crime Strategy for London have now been completed. They are actions 8, 9, 20, 22, 25 and actions 27 to 29.

A further six actions are partially complete. They are actions 7, 10, 12, 15 23 and 24.

All other actions are either underway with an anticipated completion in late 2015, or are related to longer-term, ongoing commitments.

Policing Football Matches (1)

Question No: 2015/2271

[Andrew Dismore](#)

Further to Question No 2015/1568

Do you agree that the full cost of policing football matches should be fully recovered from the football clubs involved?

Your answer and that of the MPS Commissioner being:

'MOPAC recovers the full cost of providing policing services to football matches for policing provided on land owned, leased or controlled by the relevant club. Under present law, MOPAC is not able to recover costs for any additional policing outside this 'footprint'. My Deputy Mayor for Policing and Crime has made representations to Government about this'.

What representations did the Deputy Mayor make to Government, when, and what was the Government's response?

[The Mayor](#)

The Deputy Mayor for Policing and Crime raised the issue of recovering the full costs involved in policing football with the Home Secretary some time ago. This is now being followed up at an official level.

Policing Football Matches (2)

Question No: 2015/2272

[Andrew Dismore](#)

Further to Question No 2015/1568

'Do you agree that the full cost of policing football matches should be fully recovered from the football clubs involved?'

Your answer and that of the MPS Commissioner being:

'MOPAC recovers the full cost of providing policing services to football matches for policing provided on land owned, leased or controlled by the relevant club. Under present law, MOPAC is not able to recover costs for any additional policing outside this 'footprint'. My Deputy Mayor for Policing and Crime has made representations to Government about this'.

What is the best estimate of the cost to the Met of policing outside the 'footprint' of land owned, leased or controlled by the football clubs?

[The Mayor](#)

Like all police forces, the MPS supports private sports clubs who hold events under the SPS agreement where additional policing is required on those match days for land owned, leased or controlled by the club. Under present law, the MPS is not able to recover costs for any additional policing outside this 'footprint'.

The estimated extra cost to the MPS in 2014/15 in respect of the extra policing for football matches outside the stadia for which no recovery is currently possible is calculated to be £1,917,030.

Camden Town night time economy

Question No: 2015/2273

[Andrew Dismore](#)

Camden Town, receives some 130,000 visitors every weekend. The fallout of this on residents is appalling, with anti-social behaviour including public urination, vomiting, defecation, noise from venues and car sound systems taking place up till 4am over the weekend from Thursday night to early Monday a.m. What action will you take through the police to deal with this growing problem?

[The Mayor](#)

There is a considerable amount of work taking place in partnership between the police and Camden Council to tackle issues associated with the night-time economy. Operation Porlock is a partnership problem solving approach, which includes the use of a Controlled Drinking Zone; dispersal powers to address anti-social behaviour and direct contact between businesses and the police via radio. A police officer has also been posted in the Local Authority CCTV room to identify offenders.

Through the London Crime Prevention Fund, MOPAC is also funding a programme designed to combat night-time economy related disorder - the Camden Departure Lounge. Further information can be found at: www.london.gov.uk/priorities/policing-crime/our-work/crime-prevention/london-crime-prevention-fund. In addition the Metropolitan Police Service is part of the multi-agency 'Quiet Streets' initiative, which places more than 100 high visibility marshals in Camden Town working with the police to help disperse people more quickly and safely on Friday and Saturday nights.

MOPAC is also supportive of Camden Council's proposal to introduce a late night levy in the borough to enhance a twin track approach of focused enforcement and consistent and effective prevention activity.

Affordable Rent London Homes

Question No: 2015/2274

[Len Duvall](#)

What proportion of 'affordable rent' London homes completed in a) 2014; b) 2013 and c) 2012 were offered at a) 80%; b) between 70 - 80% and c) between 60 - 80% of market rate?

[The Mayor](#)

A dataset of this information is available on the GLA website.

Social/Affordable Rent Completions

Question No: 2015/2275

[Len Duvall](#)

How many a) 1-bed; b) 2-bed; c) 3-bed and d) 4-bed homes for social or affordable rent were completed in each year between 2012 - 2014?

[The Mayor](#)

A dataset of starts and completions to March 2014 is available on GLA website and will be updated to include data to the end of March 15 in late August. This dataset includes information that will enable an analysis of above query.

New Homes

Question No: 2015/2276

[Len Duvall](#)

Have you made an assessment of the number of homes which could be built on a) Transport for London owned land, b) NHS owned land in London, c) Metropolitan Police owned land, d) Network Rail in London and e) Old Oak Common?

[The Mayor](#)

The London Land Commission will seek to collate data from public bodies and assess the housing potential of sites suitable for development.

Land Owned

Question No: 2015/2277

[Len Duvall](#)

How much land, in square metres, is owned by a) Transport for London, b) NHS in London, c) Metropolitan Police, d) Network Rail in London and e) Old Oak Common?

[The Mayor](#)

The London Land Commission will seek to collate data from public bodies and assess the scale of land in public ownership.

Right to Buy

Question No: 2015/2278

[Len Duvall](#)

What assessment have you made of how the Government's proposed right to buy extension to housing association tenants and sell off of high value council homes will affect the number of social and affordable homes built in London over the coming years, including in the Mayoral Housing Zones?

[The Mayor](#)

The GLA is undertaking an assessment, the details of which were set out at the London Assembly Housing Committee on 16th July.

Construction Workers

Question No: 2015/2279

[Len Duvall](#)

What assessment, if any, have you made of the number of skilled or semi-skilled construction works will be required to build the number of homes set out in the London Plan as well as the infrastructure projects set out in the London Infrastructure Plan 2050? Have you made any estimates of the current number of skilled or semi-skills construction workers currently available in London?

[The Mayor](#)

According to the latest Workforce Jobs figures, the construction sector in London employs 306,000 people. This figure has increased from 274,000 in 2008, in response to growth in London's construction sector over that period. As a result, and whilst no formal assessment of 'labour needs' relating to the various projects set out in the Infrastructure plan including housing have been made, I am confident that the labour market, in conjunction with the various measures we have, and are, implementing (including apprenticeships, the LEP's joint investment plan to provide construction skills training in the capital, boroughs' New Homes Bonus funds as well as London's ESF programme due to launch this year) will satisfy this need.

Homes in London

Question No: 2015/2280

[Len Duvall](#)

Given your recent remarks on this matter, have you estimated the number of homes in London that have a) been sold off plan; b) sold off plan to cash buyers and c) sold off-plan to foreign cash buyers?

[The Mayor](#)

All available evidence suggests that the number of homes in London sold to foreign buyers each year is relatively small. According to the Bank of England and LSE it equates to no more than 3% of transactions by number and 7% by value. There is no reliable data source for the proportion of new homes that are sold off plan, the proportion of these that are cash sales.

Vacant Building Credit

Question No: 2015/2281

[Len Duvall](#)

Have you made any assessment of the effect of the Vacant Building Credit on provision of affordable housing in London?

[The Mayor](#)

The effect of the vacant building credit is dependent on the type of sites available and how the credit is applied at the local level.

Given that 98% of development in London is on brownfield land, and thus potentially affected by the credit, officers have worked closely with Government to address the unintended consequences that could arise from the application of the credit in the distinct circumstances of London. This has led to revised guidance published by government. In addition, I have provided further guidance in my Draft Interim Housing Supplementary Planning Guidance to ensure that the policy delivers the objective of providing an incentive for development on brownfield sites containing vacant buildings that would not otherwise come forward for development in the context of London's highly competitive land market. This will help ensure that London does not lose out on affordable housing.

Housing Benefit Bill

Question No: 2015/2282

[Len Duvall](#)

Have you made any assessment of the contribution to the housing benefit bill in London of building homes at 'affordable' rather than target rents?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 14/08/2015

No.

Illegal Levels of NO2 and PM10

Question No: 2015/2283

[Len Duvall](#)

Have you made any assessment of how many schools in London are currently in areas with illegal levels of NO2 and PM10?

[The Mayor](#)

The GLA has previously calculated average pollution levels within a radius of 150m around each primary school based on annual average NO2 concentrations for 2010 contained within the London Atmospheric Emissions Inventory.

In 2010, there were 1777 primary schools in London of which 433 (24%) were in locations where average concentrations exceed the NO2 EU limit value.

London Land Commission

Question No: 2015/2284

[Len Duvall](#)

What progress has been made in establishing the London Land Commission since it was announced in March?

[The Mayor](#)

I formally established the London Land Commission on 13 July and agreed the work priorities at the first meeting.

Apprenticeship Starts

Question No: 2015/2285

[Len Duvall](#)

How many apprenticeship starts were made in the year 2014/2015. Of these, what proportion went to apprenticeships over the age of 25 and what proportion were offered to those already working for their employer prior to starting an apprenticeship?

[The Mayor](#)

The table at Appendix I details the number of apprenticeship starts in London achieved in the 2014/15 Mayoral year (May -Apr), stratified by age.

Re-routing of south circular in Catford

Question No: 2015/2286

[Len Duvall](#)

Please give an update on TfL's involvement in discussions with LB Lewisham regarding the potential re-routing of the south circular through Catford as part of the borough's regeneration plans for Catford town centre. When do TfL envisage that proposals for this will be agreed with the borough?

[The Mayor](#)

TfL is currently investigating several proposals for the South Circular, including re-routeing, and is analysing the effects these could have on traffic, cyclists, pedestrians and the street environment. The next phase of this work is to ensure the proposals for the road layout support the LB Lewisham's regeneration aspirations in line with the Local Plan. This phase of feasibility work will commence when LB Lewisham have completed their regeneration study later this year.

School journeys and TfL buses

Question No: 2015/2287

[Len Duvall](#)

I have received a complaint from a regular user of the P4 bus route, a single-deck route serving many residential areas, about buses regularly being full of school parties on days out and other passengers being unable to find a seat or even board a bus at off peak times. The P4 is a popular journey option for schools wishing to visit the Horniman museum in Forest Hill. Clearly, I fully support schools being able to use TfL transport for such purposes, however, it would seem that schools are not aware of the restrictions on the numbers of children using any one bus at one time - that is, ten. What can TfL do to ensure schools are aware of, and abide by these rules, in order that school parties and other passengers can happily co-exist? This is clearly more of a problem on routes using lower capacity vehicles which serve popular venues.

[The Mayor](#)

TfL offers free off-peak travel to groups from London schools making trips for educational or cultural purposes through the School Party Travel Scheme (SPTS) across all TfL modes. The School Party Travel Team do what they can to spread demand, turning down requests if there are already schools travelling at that time. The maximum number of children allowed to travel per ticket is 10 for every 1-2 adults when travelling by bus, but there is no limit to the total number of school children allowed on each bus.

TfL regularly reviews routes to ensure sufficient capacity is provided to meet expected levels of demand, including working with schools to understand travel patterns.

Borough housing targets

Question No: 2015/2288

[Nicky Gavron](#)

A recent report from London First and Nathaniel Litchfield noted that only 18 London boroughs met their housing targets 2010-2013. It recommended that boroughs which exceed housing targets should receive a new financial bonus. What is your reaction to this proposal?

[The Mayor](#)

While I am keen to support measures that encourage housing delivery and the report makes some interesting points, I am sceptical of this proposal. The 2011 targets which the report refers to are capacity led targets and the proposal to reward boroughs who exceed their targets in terms of delivery could actually simply reward boroughs who do not proactively seek to identify capacity.

In addition, my current London Plan is clear that boroughs should, as a matter of course, seek to increase capacity beyond their minimum targets in order to meet local and strategic need.

Moreover, any incentive should be used to ensure sustainable development, thus housing delivery should not be measured in isolation of other land use requirements.

Housing Zones 1

Question No: 2015/2289

[Nicky Gavron](#)

You have announced 15 Housing Zones. How many contracts have been signed?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 24/07/2015

All Housing Zone Boroughs have been issued with the overarching borough framework agreement, which is also publicly available on the GLA's website. The first contract is expected to be signed over the summer.

Housing Zones 2

Question No: 2015/2290

[Nicky Gavron](#)

Will the shared delivery frameworks for each Housing Zone be released publicly? If so where and by when?

[The Mayor](#)

Housing Zones Boroughs have been asked to signed up to an Overarching Borough Agreement which records and monitors housing output or delivery within Housing Zones. The standard form of Overarching Borough Agreement is publicly available on the GLA's website. Where Boroughs are in receipt of funding and signing up to this agreement, the agreements can be made publicly available subject to any issues of confidentiality.

Wheelchair accessible homes 1

Question No: 2015/2291

[Nicky Gavron](#)

GLA figures show that 6.4% of homes delivered in London in the four years FY2010 to FY2013 were wheelchair accessible. How do you explain the gap between this figure and the London Plan target of 10%?

[The Mayor](#)

We have made good progress on delivering wheelchair accessible homes over the last few years; in fact in FY2013 over 10% of new build homes approved were wheelchair accessible homes.

One of the key reasons that 10% is not consistently achieved is that several boroughs only require compliance on schemes above a certain size, often ten units or more. In addition, the inclusion of applications for change of use from office to residential via permitted development has also affected the level of compliance for non-new build schemes.

Wheelchair accessible homes 2

Question No: 2015/2292

[Nicky Gavron](#)

In light of the figure above, will maintaining a target for 10% of homes to be wheelchair accessible in the MALP be sufficient to meeting London's needs?

[The Mayor](#)

Yes. The evidence gathered as part of the Minor Alterations supports the continuation of the 10% target.

Wheelchair accessible homes 3

Question No: 2015/2293

[Nicky Gavron](#)

Within these 6,617 wheelchair homes delivered as part of the London Plan in the four years FY2010 to FY2013, there has been a strong move from 38% in 2010 to to 64% in 2013 of these wheelchair homes ultimately ending up in the private market sector- whilst the social rented sector has remained fairly fixed around the 500 homes level. This shows a clear demand from the private market for these types of homes. We know from charities and housing associations like the Papworth Trust and Habinteg Homes that this matters to many disabled people - and is part of the solution to enabling them to lead more independent lives as part of integrated communities.

What do you think is driving this growth? What more can be done to encourage developers to build these homes for commercial reasons alone, and not simply as part of regulatory compliance?

[The Mayor](#)

Based on data currently available from the LDD the proportion of wheelchair units delivered in the affordable housing sector as an overall proportion of affordable housing has been relatively stable over this time period. For private sector units the proportion of wheelchair units as an overall proportion of market homes has increased from a low base in 2010 and stayed relatively stable from 2011 onwards. Therefore, the increase in private wheelchair units is likely to be due to a combination of increased private development over this time and the better implementation of the requirement for private wheelchair homes over this period.

Some developers do see the value in delivering wheelchair units for the very reasons you describe. Greater targeted marketing of private sector wheelchair units may ensure that units are available to the people who need them and prevent unnecessary void periods.

Domestic Violence (1)

Question No: 2015/2294

[Joanne McCartney](#)

Please give the figures of Domestic Violence offences broken down by London borough for the month of May 2015. Please provide this information in an excel format.

[The Mayor](#)

Please find attached as Appendix C the Domestic Violence offences by borough for May 2015.

Please be aware any increase in domestic abuse figures may be due to increased confidence to report.

Domestic Violence (2)

Question No: 2015/2295

[Joanne McCartney](#)

Please give the figures of domestic violence offences down by London borough for the month of June 2015. Please provide this information in an excel format.

[The Mayor](#)

Please find attached as Appendix D Domestic Violence offences by borough for June 2015.

Please be aware any increase in domestic abuse figures may be due to increased confidence to report.

VAWG Strategy in Schools

Question No: 2015/2296

[Joanne McCartney](#)

In the MOPAC Violence Against Women and Girls Strategy you said:

"The nature of pornography has changed and it has become increasingly dominated by themes of aggression, power and control, blurring the lines between consent, pleasure and violence.

Schools have a fundamental role to play in helping children and young people understand the dangers of pornography as well as empowering them to question and challenge the sexualised nature of media and popular culture." (p.7)

You then committed to:

"Work with schools in London to develop and implement a "whole school" approach to VAWG and promote and disseminate learning.

- Work with OFSTED to integrate VAWG into their assessment framework to understand how schools are responding to and preventing VAWG.
- Bring the MPS and the London Safeguarding Children Board together to explore the changing landscape of social media to improve our understanding of the links between technology, social media and VAWG." (p.7)

Please could you update me on each of these bullet points as to:

i) How much funding was ring - fenced in the MOPAC budget on implementing these specific approaches in schools since 2013 per financial year?

ii) How much of this funding was actually spent on implementing the VAWG approach in schools since 2013 per financial year?

iii) What progress has been made in these specific areas of the VAWG strategy? Please give your most up to date actions and reports.

iv) Has any work been done specifically in schools in London to address the proliferate issue of pornography, and encouraging the understanding of healthy relationships in schools?

The Mayor

MOPAC VAWG Strategy is a four year strategy (2013-17) with a phased programme of delivery. Specific commitments regarding preventing VAWG through work in schools are currently in development and consultation stages. Resourcing of and commitment to delivery of the VAWG Strategy is a partnership responsibility.

i & ii) MOPAC invests significant funds in VAWG prevention and more broadly. Local commissioning via the London Crime Prevention Fund is prioritised. £3.85million a year is spent on VAWG projects, which includes work with schools.

iii) MOPAC held a prevention workshop in late 2014 with both statutory and voluntary partners to look at how we create an appropriate programme of VAWG prevention. Once developed, the programme will be shared with Ofsted and other partners for consultation and to consider how this is integrated into existing frameworks. Additionally, MOPAC is hosting a schools conference in October for head-teachers and senior leaders, which will focus on crime prevention and ensuring schools are supported to work with local community safety partners and the MPS to deliver this. This runs alongside the collation of existing crime prevention programmes being used as part of the curriculum in schools, which will be published on an online portal for teachers to access and utilise. The prevention of VAWG continues to be a priority in London and our work over the next two years will reflect this. Building on best practice, MOPAC is working in partnership with the Skills Funding Agency who will be commissioning a 3 year gangs prevention programme funded by the European Social Fund (ESF) for £2.5million a year as part of the ESF in work with young people in Pupil Referral Units, which includes education on healthy relationships and child sexual exploitation.

iv) Pornography will be tackled as part of the wider education prevention programme being developed.

Agency Staff Overspend

Question No: 2015/2297

[Joanne McCartney](#)

In the most recent MOPAC Monthly Report it was stated there was a £11.1 million overspend on Police Staff. Within this overspend please can you provide the details of:

- i) Exactly how much of this overspend went on agency staff?
- ii) Of this spend on agency staff, how much was spent on individual consultants?
- iii) What was the average cost of advisory consultants per hour and what was the average length of employment?
- iv) A breakdown of the agency staff costs organised by department or command.
- v) The number of staff who were previously hired by the MPS, who were then hired back through an agency.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 14/08/2015

The answer to each of your questions is as follows:

1. It is not possible to allocate an element of the £11.1m overspend to agency staff because we do not budget separately for agency staff.
2. The budget for consultancy contracts is held within the Supplies and Services budget. However the £19m spent on agency staff in 2014/15 may have included the cost of individual consultancy.
3. Consultancy contracts are not let on a 'payment by the hour' basis, but let on 'payment by deliverable', i.e. we do not pay hourly rates for consultancy services (or staff), we pay for the delivery of specific pieces of work.
4. The £19m spend in respect of Agency Staff in 2014/15 breaks down as follows:

Territorial Policing - £0.2m

Specialist Crime & Operations - £2.1m

Specialist Operations - £2.3m

Met HQ - £8.7m

Shared Support Services - £5.7m

1. Reed currently provide the contract for agency staff for the MPS and do not hold management information on whether a temporary agency worker has previously been employed as a member of police staff in the MPS. However upon initial application to register with Reed there is a check as to whether the individual has been employed by the MPS within the last 5 years. Police staff who have left the MPS under an early departure scheme (i.e. with compensation) are not eligible to be employed as a member of agency staff working in the MPS for a five year period.

Agency Staff

Question No: 2015/2298

[Joanne McCartney](#)

Please provide the details of:

a) the number of agency staff hired by the MPS and b) the average length of employment and c) average hourly pay for those agency staff over the financial years i) 2014/15 ii) 2013/14 iii) 2012/13 iv) 2011/12?

Please provide this in excel format.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 14/08/2015

The attached table sets out the details requested for agency staff employed through the corporate Reed contract at the end of each financial year.

	Total Agency staff	Average length of service - weeks	Number of Agency Staff on hourly pay	Average hourly pay	Number of Agency Staff on daily rate	Average daily rate
Mar -12	528	24.4	289	£16.23	239	£453.13
Mar -13	322	37.9	170	£16.42	152	£524.35
Mar -14	496	37.6	263	£16.13	233	£507.32
Mar -15	635	50.8	313	£17.15	322	£510.89

Agency Staff (2)

Question No: 2015/2299

[Joanne McCartney](#)

At the PCC on May 21st I asked about how many agency staff there was within the MPS who had been re-hired as agency staff. We were told that there was "a percentage of them" by the Deputy Commissioner.

Please provide the exact percentage of staff re-hired by the MPS through an agency i) by department or command for the financial years ii) 2011/12 iii) 2012/13 iv) 2013/14 v) 2014/15 and vi) what role these members of staff were re-instated in.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 14/08/2015

Reed do not hold the information on whether a current temporary agency worker has previously been employed as a member of police staff in the MPS. However upon initial application to register with Reed there is a check as to whether the individual has been employed by the MPS within the last 5 years. Police staff who have left the MPS under an early departure scheme (i.e. with compensation) are not eligible to be employed as a member of agency staff working in the MPS for a five year period.

Consultancy Staff

Question No: 2015/2300

[Joanne McCartney](#)

In the financial year ii) 2011/12 iii) 2012/13 iv) 2013/14 iv) 2014/15 please can you provide a) the average hourly pay for advisory consultants hired by the MPS and b) the average length of their employment?

[The Mayor](#)

I'm afraid the information on Consultancy staff cannot be broken down in this way. Consultancy contracts are let on a 'payment by deliverable' basis.

Trident Gang Crime Command Funding

Question No: 2015/2301

[Joanne McCartney](#)

Please provide details of the exact amount of funding given to the Trident Gang Command in the financial years ii) 2011/12 iii) 2012/13 iv) 2013/14 iv) 2014/15. Please provide an explanation as to how this funding has been broken down in spending for each year.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 21/09/2015

The table attached sets out direct budgets for the Trident Gang Command over the period 2011/12 to 2014/15. The budget is broken down over the expenditure categories.

The 2012/13 budget includes an increase in the Supplies and Services budget, of which £1.2m relates to the creation of a reserve for the purchase of additional vehicles and IT equipment to support the command.

The police staff pay budget reduction in 2014/15 was due to the centralisation of all support services and intelligence services which had previously been delivered centrally.

	2011/12	2012/13	2013/14	2014/15
	£000	£000	£000	£000
Police Pay	21,465	21,482	22,369	21,784
Police Staff Pay	3,497	3,208	3,110	773
Police Overtime	2,269	2,044	2,596	2,216
Police Staff Overtime	133	163	181	37
Employee Related Expenditure	3	43	45	0
Premises	1	0	0	0
Transport	62	118	195	137
Supplies and Services	175	1,703	405	226
Income	-3	-2	-2	0
Total	27,602	28,759	28,899	25,173

Knife Crime with Injury Offences (1)

Question No: 2015/2302

[Joanne McCartney](#)

Please provide the number of Knife Crime with Injury Offences where the victim was i) under 13 ii) under 16 iii) under 18 iv) under 21, in the last 3 financial years, by year.

Please provide this in excel format.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 14/08/2015

The table below shows the total number of knife crime with injury victims in the last 3 financial years by age group.

Age	2012/13	2013/14	2014/15
Under 13	34	50	44
Under 16	207	214	264
Under 18	531	518	565
Under 21	973	970	1149

Knife Crime with Injury Offences (2)

Question No: 2015/2303

[Joanne McCartney](#)

Please provide the number of Knife Crime with Injury Offences where the perpetrator was i) under 13 ii) under 16 iii) under 18 iv) under 21, in the last 3 financial years, by year. Please provide this in Excel format.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 14/08/2015

The table below shows the total number of people proceeded against by police for knife crime with injury offences for the last 3 financial years broken down by age group.

Age	2012/13	2013/14	2014/15
Under 13	6	4	4
Under 16	65	97	83
Under 18	178	222	216
Under 21	333	422	380

Please note that these are cumulative totals, i.e. the "under 21" total will include all the other age group totals.

Knife Crime with Injury Sanction Detection Rates (1)

Question No: 2015/2304

[Joanne McCartney](#)

Please provide me with the sanction detection rates for knife crime with injury i) 2010/11 ii) 2011/12 iii) 2012/13 iv) 2013/14 iv) 2014/15 by year.

Please provide this in excel format.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 14/08/2015

Please find this attached as Appendix M.

Knife Crime with Injury Sanction Detection Rates (2)

Question No: 2015/2305

[Joanne McCartney](#)

Please provide me with the sanction detection rates for knife crime with injury where the victim has been under the age of 25 for the financial years i) 2008/9 ii) 2009/10 i) 2010/11 ii) 2011/12 iii) 2012/13 iv) 2013/14 iv) 2014/15. Please provide this in excel format.

[The Mayor](#)

I'm afraid we do not hold this information.

Knife Crime Sanction Detection Rates (3)

Question No: 2015/2306

[Joanne McCartney](#)

Please can you provide the number of i) arrests ii) cautions given per borough per month for the possession of a knife within Knife Crime in the last 4 years? Please can you provide this in excel format.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 21/09/2015

Please see attached table in Appendix O.

Knife Crime Sanction Detection Rates (4)

Question No: 2015/2307

[Joanne McCartney](#)

Please can you provide the number of i) arrests ii) cautions given per borough per month for possession of knives where the perpetrator was under 25 in the last 4 financial years? Please can you provide this in excel format.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 21/09/2015

Please see attached table in Appendix O.

Theft of Catalytic Converters (1)

Question No: 2015/2308

[Joanne McCartney](#)

Please can you provide me with figures by borough in the last 4 years that shows the number of thefts of catalytic converters from cars? Please provide this in excel format.

[The Mayor](#)

Please see [MQ 2309 /2015](#). Operation Ferrous is the MPS response to metal theft (including catalytic converters).

There is no indication that there has been an increase or trend in catalytic converter theft over the last 12 months.

Please find attached [at Appendix E] an excel spreadsheet containing the number of thefts of catalytic converters from cars for the last 4 years.

Theft of Catalytic Converters (2)

Question No: 2015/2309

[Joanne McCartney](#)

Please can the MPS inform me what strategies or plans have been put in place to tackle theft of exhaust and catalytic converters from cars? Have there been any patterns or trends noticed by the MPS?

[The Mayor](#)

Operation Ferrous is the MPS response to metal theft (including catalytic converters).

Stolen catalytic converters are sold for scrap value or for resale here or abroad. Thefts tend to be concentrated in particular geographical areas, on specific vehicle makes and models, and are often targeted by Organised Criminal Networks.

The MPS through Operation Ferrous aims to tackle catalytic converter theft by assisting local police teams, using enforcement tactics and providing specialist knowledge. A number of successful proactive operations targeting offenders have resulted in substantial prison sentences.

The MPS works with industry to ensure vehicles have counter measures designed to prevent their theft. The MPS targets crime prevention messages in areas experiencing high levels of theft. The MPS works with other law enforcement partners - NCA, UKBA, HMRC and others - to mark catalytic converters.

The introduction of the Scrap Metal Dealers Act 2013 has given the Police and Local Authorities greater powers of enforcement to target those responsible.

There is no indication that there has been an increase or trend in catalytic converter theft over the last 12 months.

Cap on Domestic Violence Offences

Question No: 2015/2310

[Joanne McCartney](#)

It was recently reported that the number of violent crimes published by the Office for National Statistics (ONS) is 'capped' at five offences per victim - even if many more offences were recorded by the survey. Were the 'cap' not in place - what would have been the actual number of Domestic Violence offences within London per financial year since 2011/12? Please provide this in excel format.

[The Mayor](#)

Written answer from the Mayor

The capping of incidents is a statistical methodology used by ONS in the Crime Survey of England and Wales (CSEW) to avoid skewed findings caused by a small number of respondents making a disproportionate contribution to the overall CSEW estimates.

This does not affect police recorded crime figures. Therefore we are unable to answer this question.

Domestic abuse offences in London are published on London Data Store and the MOPAC Domestic and Sexual Violence dashboard:

<https://www.london.gov.uk/priorities/policing-crime/data-information/vawg-dashboard>.

Domestic Violence Sanction Detection

Question No: 2015/2311

[Joanne McCartney](#)

Please provide the Sanction Detection rate for Domestic Violence offences over the last 3 years. Please provide this in excel format, per borough.

[The Mayor](#)

Please find attached in Appendix F the Sanction Detection rates and total numbers for Domestic Violence for all boroughs for the last 3 rolling years.

Night Tube - High Street Crime

Question No: 2015/2312

[Joanne McCartney](#)

What discussions are being had in terms of policing, to cope with the increasing night-time economy around clubs and bars, after the opening of the Night Tube? Will there be an increased police presence on local high streets?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 26/10/2015

The MPS, British Transport Police and Transport for London analysts have conducted an impact assessment on the effect of the extended tube hours on policing.

Priority locations have been identified and policing plans established to meet the anticipated change in demand. In developing the policing plans key information has been used including demand forecasts, nature of businesses in the area around stations and known feedback from officers and London Underground staff.

There will be close examination of these plans and demand in the initial stages of the 24 hour tube service to ensure that appropriate resources are deployed in the most suitable manner.

A joint working group has been formed to co-ordinate and monitor this work.

Haringey 100 and Routes to Work

Question No: 2015/2313

[Joanne McCartney](#)

Can you outline the full details of the Haringey 100 and Routes to Work programmes? How many people do you expect to reach and how will this help to address the higher unemployment rate that Tottenham residents face in Haringey?

[The Mayor](#)

As per my response to [MQ 1812 / 2015](#), the programmes that you reference are part of a much wider investment designed to reduce unemployment in Tottenham and Haringey.

Haringey 100 will encourage local employers to create 200 (100 per year) apprenticeship opportunities to residents in Tottenham. The project has employed a dedicated Apprenticeship Co-ordinator to work and support local employers. To date 119 employers have pledged to take on apprentices.

Routes to Work will feature Tottenham residents who have started their careers in one of three ways; entry level, starting an apprenticeship or higher education. The purpose is to highlight what residents are already achieving, underline accessibility to the wider jobs market, and sign post residents to support on offer in Tottenham. 200 residents will receive advice and guidance and 50 of these will achieve formal qualifications.

Children's educational development

Question No: 2015/2314

[Joanne McCartney](#)

According to data compiled by the House of Commons Library, using Early Years Foundation Stage Profile (EYFSP) assessments, 40,000 five-year old children have not reached the expected level of development. In Haringey which I represent, 40 per cent (1,225) of children have not reached the expected standard which can lead to a lifetime of inequality and denied opportunity. What further action will you take to address this concerning issue?

[The Mayor](#)

I agree that all young children should get a good start in life. Building emotional resilience and benefiting from education are the most important markers for good health and wellbeing throughout adult life. I will continue to work with DfE, London Councils, boroughs, Public Health England and other stakeholders to explore ways in which the GLA can support local authorities to increase quality, supply and accessibility of affordable early years and childcare provision which can contribute towards supporting parents and children's school readiness.

Bus route 318

Question No: 2015/2315

[Joanne McCartney](#)

Can you provide me with the number of curtailments there has been on the 318 bus, in both directions, per year since 2012? How often do these curtailments occur? Can you also provide me with the times that the curtailments take place?

[The Mayor](#)

While all journeys are scheduled to run the whole length of the route from North Middlesex Hospital to Stamford Hill, Rookwood Road, there are occasions when it is necessary to curtail some journeys owing to late running.

While it is not possible to comment on every curtailment that has occurred, operated mileage is a good indicator of how much of the route has been served. The total operated mileage for the route was 97.4 per cent during financial year 2012/13, 97.5 per cent in 2013/14 and 96.4 per cent during 2014/15.

The causes of the decline in 2014/15 was due to road works occurring along the route including Tottenham Hale Gyratory, the road closure at High Road South Tottenham for bridge works and closures of Fore Street Tunnel. Recent investigations have shown the route experiencing congestion in the Stamford Hill area, particularly in the afternoon/evening peak.

TfL will continue to closely monitor the route's performance, particular in Stamford Hill area, in the PM peak, to ensure reliability is kept within the routes standards.

Independent businesses on High Streets

Question No: 2015/2316

[Joanne McCartney](#)

A local survey conducted by the group We Love Myddleton Road, found that the top three shops people want to see on their local high street are a butcher, baker and an independent coffee shop. What action are you taking to help independent businesses on local high streets and encourage local residents to visit their local high street again?

[The Mayor](#)

Since 2011 I have invested over £175 million in London's high streets, helping to create new jobs, support new and established businesses and celebrate and improve this vital home to London's economy and civic life. High Streets remain central to my vision for London's economic regeneration and we are in the process of delivering a further £9m of investment through the High Street Fund, and are currently drawing up the details on an additional new fund.

Both of these funds are focussed on nurturing new ideas and ways of working to encourage people to use their high street, as well as supporting existing communities and businesses.

Extremism Unit

Question No: 2015/2317

[Joanne McCartney](#)

It was recently announced by the Home Office that an Extremism Analysis Unit was set up after the terror attacks in Tunisia. What involvement does MPS have with this?

[The Mayor](#)

The Home Office established an Extremism Analysis Unit towards the end of the last Parliament, to provide Government with an improved understanding of extremism. Its function is to build an understanding of extremist groups and ideologies to inform Government decision making. Where legally appropriate, the police are able to feed information into this unit for analysis.

This Extremism Analysis Unit is not responsible for monitoring terrorism. That is the preserve of the Joint Terrorism Analysis Centre (JTAC), which the MPS engages with through the National Counter-Terrorism Policing HQ and SO15.

Shaker Aamer (1)**Question No: 2015/2318**[Murad Qureshi](#)

Has the MPS had any involvement in the case of Shaker Aamer, the UK resident currently detained at the Guantanamo Bay Detention Centre?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 27/11/2015

I understand that Assistant Commissioner Mark Rowley has written to you directly about this matter.

Shaker Aamer (2)**Question No: 2015/2319**[Murad Qureshi](#)

Has the MPS been contacted by the US security agencies, or any other parties, about its response should Shaker Aamer return to the UK?

[The Mayor](#)

A plan for Mr Aamer to return to the UK is in place once notice is received of his release. A minimum of 30 days notice will be given.

I urge the US Government to return Mr Aamer as soon as possible.

Shaker Aamer (3)**Question No: 2015/2320**[Murad Qureshi](#)

What would be the MPS's response should Shaker Aamer return to the UK?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 27/11/2015

Please see MQ 2318 / 2015.

Direct vision lorries and peak hours

Prevent and Channel Referrals (1)

Question No: 2015/2321

[Murad Qureshi](#)

How many people are currently on the Prevent programme in London? Please provide this information broken down by borough.

[The Mayor](#)

The 'Prevent' programme encompasses a number of agencies, departments and work strands. The police Prevent Case Management process currently has over 450 people within the process.

To breakdown figures on a borough basis could be used to identify the level of policing activity which would enable those engaged in criminal/terrorist activity to identify the focus of policing activity and any tactics that may or may not be deployed.

Prevent and Channel Referrals (2)

Question No: 2015/2322

[Murad Qureshi](#)

How many people have been on the Prevent programme in London since 2012? Please provide this information broken down by borough.

[The Mayor](#)

The 'Prevent' programme encompasses a number of agencies, departments and work strands. However, the police's Prevent Case Management process has included almost 700 people in London since 2014.

We cannot provide the specific number by borough. To breakdown figures on a borough basis could be used to identify the level of policing activity and would enable those engaged in criminal/terrorist activity to identify the focus of policing activity and any tactics that may or may not be deployed.

Prevent and Channel Referrals (3)

Question No: 2015/2323

[Murad Qureshi](#)

How many Channel referrals have been made for the whole of London since 2012? Please provide this information broken down by borough.

[The Mayor](#)

Since Channel was rolled out nationally in April 2012, there have been over 4,000 referrals and hundreds of people at risk of being drawn into terrorism have been provided with support. The total number of Channel referrals for London since January 2012 is 1069.

The MPS do not release information relating to Channel broken down by Borough. The release of this information is open to interpretation in relation to both performance and extremist activity and would enable those engaged in criminal/terrorist activity to identify the focus of policing activity.

Prevent and Channel Referrals (4)

Question No: 2015/2324

[Murad Qureshi](#)

Please could you provide the number of Channel referrals in London since 2012 broken down by the professional body making the referral?

[The Mayor](#)

Since Channel was rolled out nationally in April 2012, there have been over 4,000 referrals and hundreds of people at risk of being drawn into terrorism have been provided with support. The total number of Channel referrals for London since January 2012 is 1069.

We don't release the specific number broken down by the professional body making the referral.

Prevent and Channel Referrals (5)

Question No: 2015/2325

[Murad Qureshi](#)

What is the age range of Channel referrals in London since 2012? How many referrals are under the age of 16? How many are under the age of 18?

[The Mayor](#)

Channel referrals range from children under the age of 11 to adults over 50. The spread within this range is constantly changing. Since September 2014, 400 of Channel referrals have been under 18.

Prevent and Channel Referrals (6)

Question No: 2015/2326

[Murad Qureshi](#)

What is the age range of people being referred to the Prevent programme in London since 2012? How many referrals are under the age of 16? How many are under the age of 18?

[The Mayor](#)

The 'Prevent' programme encompasses a number of agencies, departments and work strands. However, the police's Prevent Case Management process includes almost 300 people under 18 in London since 2014.

Prevent and Channel Referrals (7)

Question No: 2015/2327

[Murad Qureshi](#)

What is MOPAC doing to assist the Government's Prevent and Channel programmes?

[The Mayor](#)

MOPAC works with many partners to support the Governments Prevent and Channel programmes. In particular, on 3 July MOPAC, together with London Councils, held the initial meeting of the London CONTEST Board. This multiagency Board will help to support work on counter terrorism across London and to ensure that the London Prevent Board is fully able to deliver its key business priorities.

Tube Noise at Baker Street (1)

Question No: 2015/2328

[Murad Qureshi](#)

When were the Jubilee line tracks north of Baker Street station last replaced?

[The Mayor](#)

The northbound Jubilee line was upgraded to flat-bottomed rail on concrete sleepers in 2006 and new rail installed in 2013 to replace rail that had become worn.

The southbound Jubilee rails have been renewed periodically since their installation in 1960, with further re-railing and joint-removal near Baker Street scheduled for July and August.

Tube Noise at Baker Street (2)

Question No: 2015/2329

[Murad Qureshi](#)

When were the Jubilee line tracks north of Baker Street station last grounded?

[The Mayor](#)

The rails between St John's Wood and Baker Street are in the programme to be ground by April 2016. Although they have not previously been ground, rough rails have been replaced as and when necessary.

Tube Noise at Baker Street (3)

Question No: 2015/2330

[Murad Qureshi](#)

When were the sleepers on the Jubilee line north of Baker Street station last changed?

[The Mayor](#)

Sleepers on the northbound between St John's Wood and Baker Street station were changed in 2006. The sleepers on the southbound are scheduled to be renewed in the next two years. All sleepers and track components are subject to regular inspection, maintained and replaced when damaged as part of LU's day-to-day maintenance programme.

Tube Noise at Baker Street (4)

Question No: 2015/2331

[Murad Qureshi](#)

When were the ties on the Jubilee line north of Baker Street last replaced?

[The Mayor](#)

Please see my response to [MQ2015/2330](#). 'Ties' is an American term for 'sleepers'.

Tube Noise at Baker Street (5)

Question No: 2015/2332

[Murad Qureshi](#)

When were the Jubilee line tunnels north of Baker Street last relined?

[The Mayor](#)

No relining works have taken place since the tunnels were constructed.

Tube Noise at Baker Street (6)

Question No: 2015/2333

[Murad Qureshi](#)

In regard to the Jubilee line tunnels north of Baker Street, has any padding or other material that has the effect of insulating against any noise been replaced, removed, or otherwise altered in any other way since 2012?

[The Mayor](#)

No. The tunnels are subject to a regular inspection regime and were last inspected in 2013. No defects were noted requiring remedial works.

Tube Noise at Baker Street (7)

Question No: 2015/2334

[Murad Qureshi](#)

Has there been any change to the weight, average speeds or speed limits of trains using the Jubilee line tunnels north of Baker Street since 2012?

[The Mayor](#)

Since completion of works on the signalling upgrade in 2011, LU has incrementally increased the frequency on the line to the 30 trains per hour that operates during peak periods today. The modernised signalling allows LU to run trains more reliably and more frequently. It also allows trains to reach a faster top speed, although at this location trains run no faster than previously as they are accelerating from or braking towards Baker Street station, and are not running at maximum permitted speed. There has also been no change to train weight.

Tube Noise at Baker Street (8)

Question No: 2015/2335

[Murad Qureshi](#)

Please set out the specific work that TfL has undertaken to investigate the cause of, and reduce, the noise and vibration from the Jubilee line tunnels north of Baker Street since first being made aware of the problem by residents? What work will be done subsequently to rectify the problem?

[The Mayor](#)

London Underground works to prevent noise and vibration issues through regular maintenance and improvement work. It also has a robust process of investigating any noise or vibration complaints and, where possible, will carry out remedial work to mitigate the issue.

Since April 2014 a programme of work has been underway to improve the condition of the Jubilee lines in the vicinity of Baker Street station. The work comprises removal of redundant track joints and replacement of worn or damaged rails. This work is ongoing and is scheduled for completion by August 2015.

LU's engineers measured levels of noise and vibration at three apartments on 4 November. Noise levels varied in each apartment and findings were passed to the track manager for action.

LU checked the rail condition, track support and components. Sections of rail were found to be worn and plans to replace those sections were developed. When this work is completed in September, LU will seek to obtain further measurements to quantify what is expected to be a satisfactory reduction in noise and vibration.

Seats on the Bakerloo Line

Question No: 2015/2336

[Murad Qureshi](#)

When will the Bakerloo line train seats be replaced by TfL, given their very poor state in comparison to other lines?

[The Mayor](#)

London Underground plans to start replacing the seats on Bakerloo line trains later this year. The entire replacement programme is expected to take around one year to complete.

Bakerloo Line Upgrade

Question No: 2015/2337

[Murad Qureshi](#)

With the 100th anniversary of the Bakerloo line extension line in West London, can the Mayor give us an update as to when it will be upgraded, particularly in respect of noise issues along the line?

[The Mayor](#)

TfL is upgrading the Piccadilly, Bakerloo, Central and Waterloo & City lines as part of the New Tube for London programme. Starting with the Piccadilly line, where modern signalling and trains will deliver 60 per cent increased capacity, TfL will begin to introduce new signalling and trains from the mid-2020s. A peak service of 27 trains per hour with air-cooled, walk-through Tube trains, providing a 25 per cent increase in capacity, will be introduced on the Bakerloo line from the late 2020s.

In advance of this, TfL is carrying out a programme of works to extend the life of the Bakerloo line fleet, ensuring these trains can continue to provide a good service until the line is modernised.

Bidders for the order of the new trains will be encouraged in their designs to demonstrate improved wheel-rail interface, which would have positive implications for rail wear and noise. In the meantime, London Underground's approach is to ensure that the track continues to be maintained to the highest standards. In particular, improvement work in the tunnel sections of the Bakerloo line will result in a more modern track form consisting of continuous welded flat bottomed rail on a base-plate, which is proven to minimise noise and vibration.

Church Street Market Announcement on Buses

Question No: 2015/2338

[Murad Qureshi](#)

Could buses travelling on all the various routes along Edgware Rd and Lisson Grove make an announcement when they have arrived at Church Street Market?

[The Mayor](#)

TfL customer research has shown that Londoners prefer a limited number of announcements when travelling on TfL's services so they are not overwhelmed with information.

With regard to London Buses' policy on announcements, markets - unless they are classified as a significant place of interest, or they operate five days or more per week - are not generally considered for an 'alight here' message.

TfL strives to implement this policy consistently to minimise the length of the message and ensure customer information announcements have an impact. As such, Old Spitalfields Market is the only market in London to have an 'alight here' announcement on London Buses. This is due to the historical importance of the market as a local attraction coupled with the recent redevelopments surrounding the market that have led to the area becoming a destination in its own right.

Church Street Market Announcement on the Tube

Question No: 2015/2339

Murad Qureshi

Could underground trains passing through Edgware Road station announce that it is the station for Church Street market, in a similar way to the announcement of Little Venice at Warwick Avenue station?

The Mayor

TfL customer research has shown that Londoners prefer a limited number of announcements when travelling on our services so they are not overwhelmed with information.

London Underground's (LU) policy on announcements is based on a hierarchy, with the first priority being information about a LU interchange, followed by another transport interchange, followed by tourist attractions that represent a high footfall for the station.

There are occasions where TfL would make an exception to this policy, where it has historically announced a local attraction or for accessibility purposes (for example Moorfields Eye Hospital) on trains approaching Old Street Station. Such instances aside, TfL strives to implement this policy consistently to minimise the length of the message and ensure customer information announcements have an impact.

Public Parks

Question No: 2015/2340

Murad Qureshi

What percentage of Greater London's surface is comprised of public parks?

The Mayor

According to Greenspace information for Greater London around 18% of London is comprised of public open space. The breakdown according to the London Plan hierarchy can be found here: <http://www.gigl.org.uk/our-data-holdings/keyfigures/>

London Energy Plan

Question No: 2015/2341

Murad Qureshi

When will this document be published?

The Mayor

The Plan is expected to be published this winter.

Solar Independence Day

Question No: 2015/2342

Murad Qureshi

Regarding your answer to MQ 2015/1676, how have you supported the work of the Solar Trade Association?

The Mayor

City Hall has strong links with the Solar Trade Association (being one of London's solar pioneers) and actively participated in Solar Independence Day.

Royal Parks and the Living Wage

Question No: 2015/2343

Murad Qureshi

Following your answer to MQ 2015/1850 and given your clearly defined role in the governance arrangements for the Royal Parks, will your officers write to the Chair of the Board and explain the benefits of paying all their staff the London Living Wage?

The Mayor

Yes. I will ensure the Royal Parks are fully aware of the benefits of paying the LLW which rewards loyalty and encourages greater productivity among staff.

The Royal Parks is an Executive Agency of the Government Department for Culture Media and Sport and I have repeatedly urged all Government Departments and London boroughs to become LLW accredited.

Low Emission Neighbourhoods (1)

Question No: 2015/2344

Murad Qureshi

What criteria have been established for assessing bids to the Air Quality Fund?

The Mayor

The criteria for assessing bids to the MAQF are outlined in detail within the bidding guidance document, which can be found here:

<https://www.london.gov.uk/priorities/environment/clearing-londons-air/mayors-air-quality-fund-maqf>.

Low Emission Neighbourhoods (2)

Question No: 2015/2345

[Murad Qureshi](#)

What is the difference between individual bids for the AQ fund and the two "Low Emission Neighbourhoods"?

[The Mayor](#)

Boroughs can bid for standard projects of up to £400,000. These can be anything that addresses air pollution in the borough such as reducing idling, reducing freight movements, or supporting ultra low emission vehicles. These projects do not have to be location-specific and boroughs are encouraged to work together on these applications where possible. We have provisionally allocated £6 million for these projects.

Boroughs can also apply for £25,000 in seed funding to develop a full Low Emission Neighbourhoods (LEN) application. A LEN will consist of a large number of targeted measures in a specific location in order to deliver a measurable and visible impact in the chosen zone. We have provisionally allocated £2 million to support two LENs.

The main difference between a LEN and a standard project is that a LEN is a range of interventions to be implemented in a small and clearly defined zone, whereas a standard project is not location-specific and is much more open; it can be anything from a single infrastructure upgrade to a large a cross-borough idling campaign.

GiGL

Question No: 2015/2346

[Murad Qureshi](#)

For how many years are GiGL contracted to manage and analyse green infrastructure and natural environment data for London?

[The Mayor](#)

Officers are currently in discussion with GiGL to agree a Service Level Agreement for an additional three years.

Circular Economy 100 Cities Programme

Question No: 2015/2347

Murad Qureshi

Please provide further details of this scheme.

The Mayor

The GLA and the London Waste and Recycling Board have joined the Ellen MacArthur Foundation Circular Economy 100 Cities and Regions Programme. Membership of the programme provides access to the CE100 members, the knowledge library, opportunity to influence the thinking around accelerating the transition to the circular economy and the opportunity to take ten SMEs through their SME programme that supports the development of circular economy business plans. More information on the CE100 can be found at <http://www.ellenmacarthurfoundation.org/business/ce100>.

Licence Lite (1)

Question No: 2015/2348

Murad Qureshi

When will the first power be supplied to Transport for London (TfL) as a result of your new Licence Lite supplier status? What proportion of TfL's total electricity demand will this equate to?

The Mayor

The date when the first power can be supplied to TfL is currently being negotiated with TfL and their current electricity suppliers. Power will be supplied in stages, as TfL's current supply arrangements are released. Discussions are directed at beginning the supplies during the autumn of this year.

The objective is that supplies to TfL will build up to about 10MW during the first year of operation, amounting to approximately 23 per cent of their low voltage electricity requirements.

Licence Lite (2)

Question No: 2015/2349

[Murad Qureshi](#)

How much new decentralised energy generation is predicted to come forward in London as result of your new Licence Lite status?

[The Mayor](#)

The level of response to the GLA's prequalification questionnaire to decentralised energy generators received in June 2015 is encouraging and indicates that the prospects of licence lite helping to bring forward substantial amounts of new decentralised energy are promising.

A target building up to 100 MW of new decentralised energy capacity by the end of the first three years of licence lite operation would not be unreasonable, but that would not limit future expansion when feasible.

Licence Lite (3)

Question No: 2015/2350

[Murad Qureshi](#)

When will you announce the third party energy supplier you have entered into an agreement with to secure your License Lite status?

[The Mayor](#)

Detailed discussions with our appointed third party energy supplier on operational arrangements are in progress following expressions of interest having been received from decentralised energy generators last month. An announcement will be made when these discussions have been concluded on material outstanding points which is estimated to be prior to the end of August.

High Level Electricity Working Group

Question No: 2015/2351

[Murad Qureshi](#)

What were the outcomes resulting from the meeting of your High Level Electricity Working Group with the 10 Downing Street Policy Unit of 25 June 2014?

[The Mayor](#)

The outcome of the meeting was that the GLA, the regulator Ofgem and UK Power Networks agreed to investigate the feasibility of modifying the investment rules for new electricity distribution infrastructure. Work has proceeded since, including the publication by Ofgem of a consultation on prospective options for change, the outcome of which is currently awaited.

Energy Efficiency

Question No: 2015/2352

[Murad Qureshi](#)

Your response to MQ 2014/5808 on the CBI's call to Government for energy efficiency to be made a UK infrastructure priority was as follows "I strongly agree that energy efficiency should be a UK infrastructure priority. London's existing buildings are responsible for nearly 80 per cent of London's CO2 emissions, and with 80 per cent of them likely to still be standing in 50 years' time, energy efficiency will be critical in reducing energy bills, supporting those in fuel poverty, improving security of supply and cutting carbon emissions". How will your London Infrastructure Plan support energy efficiency as an infrastructure priority?

[The Mayor](#)

The London Infrastructure Plan prioritises energy efficiency and infrastructure through my RE:NEW and RE:FIT programmes in existing buildings, and through my energy policies in the London Plan for new development.

Green Bonds and the London Pensions Fund Authority

Question No: 2015/2353

[Murad Qureshi](#)

Pension funds are now among the more active purchasers of green bonds. Did the London Pension Fund Authority (LPFA) invest in Transport for London's recent Green Bond offer? If not - why did it decide not to do so?

[The Mayor](#)

At present, the LPFA is not holding the TfL Green Bonds within its portfolio. When it comes to making an investment decision the LPFA has certain internal required rates of return that it must achieve in order to be able to fund its liabilities, in accordance with its fiduciary duty. Each investment is considered according to its merits. Environmental issues are one of the many factors that LPFA include in their investment process when making decisions on whether or not to pursue investment opportunities. TfL's Green Bonds did not fall within LPFA's investment criteria.

Green Bonds

Question No: 2015/2354

[Murad Qureshi](#)

Building on the work Transport for London undertook to issue a Green Bond earlier this year, is the GLA group looking to issue further Green Bonds?

[The Mayor](#)

TfL's Green Bond framework can support projects in five eligible categories (world class capacity, station upgrades and station capacity, New Routemaster buses and bus fleet upgrades, cycling improvements, and London Rail capacity and enhancements). TfL will make a decision on issuing any further green bonds on a case by case basis. The rest of the GLA Group has no plans to issue such bonds to support environmental projects.

London Energy Efficiency Fund (LEEF)

Question No: 2015/2355

[Murad Qureshi](#)

Can you list all projects the London Energy Efficiency Fund (LEEF) has invested in over the past 12 months? What is LEEF's strategy for the next 12 months?

[The Mayor](#)

Over the past 12 months the London Energy Efficiency Fund (LEEF) has provided funding to St. George's NHS Trust for energy efficiency measures across its properties, and to the London Borough of Enfield for the Lee Valley district heating network.

In the next 12 months, LEEF will continue to implement its strategy of investing in energy efficiency to retrofit public, private and voluntary sector buildings as well as decentralised energy systems, using mainly returns from existing investments.

Energiesprong

Question No: 2015/2356

[Murad Qureshi](#)

When will you publish your £50,000 Energiesprong study?

[The Mayor](#)

The Energiesprong study is planned to be published by the end of the year.

Rotterdam Visit

Question No: 2015/2357

[Murad Qureshi](#)

Can the Mayor's Energy & Environment Advisor outline the scope of his recent discussions in Rotterdam with Shell?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 14/08/2015

The Europe Shell Eco Marathon is moving from Rotterdam to London next year and my Deputy Mayor for Environment & Energy, along with colleagues from the GLA Group, attended this year's event to better understand the event, the logistics involved and how we can maximise the benefits of bringing it to London.

My Deputy Mayor for Environment & Energy spoke at a dinner hosted by the Shell UK Chairman celebrating the move of the Eco Marathon to London.

Fuel Poverty

Question No: 2015/2358

[Murad Qureshi](#)

Which organisations has the Mayor's Energy Advisor met with over the past 12 months to discuss the impact of fuel poverty on Londoners?

[The Mayor](#)

Much of the day-to-day work on fuel poverty involves regular officer-level meetings, with boroughs, NGOs and Government. The Deputy Mayor for Environment & Energy is then involved in high-level discussions with key organisations and Government at a strategic level, when appropriate.

RE:NEW

Question No: 2015/2359

[Murad Qureshi](#)

Which insulation projects delivered through the RE:NEW programme has either the Mayor or the Mayor's Energy or Housing Advisors visited?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 24/07/2015

The Deputy Mayor for Environment and Energy, and the Deputy Mayor for Housing, Land and Property plan to visit a retrofit project supported by the RE:NEW programme in September.

Children and Fuel Poverty

Question No: 2015/2360

[Murad Qureshi](#)

What actions have arisen out of your policy advisors meeting with the Children's Society - on the issue of children in London living in fuel poor homes - as set out earlier this year in MQ 2015/0682? When did this meeting with the Children's Society take place?

[The Mayor](#)

My officers discussed with the Children's Society the findings of their work in February. This covered both children in fuel poverty and fuel debt.

Fuel Poverty

Question No: 2015/2361

[Murad Qureshi](#)

Islington Council was a winner at the prestigious Ashden Awards earlier this month for its work on reducing fuel poverty. Will you examine how you could work with Islington so its excellent programme could be rolled out across London?

[The Mayor](#)

My officers regularly speak to Islington Council in relation to fuel poverty alleviation and their award-winning SHINE programme. The GLA also hosted a London HECA forum workshop on 1 May with boroughs (including LB Islington), to examine different approaches to tackling fuel poverty in the capital.

Hogarth Roundabout

Question No: 2015/2362

[Murad Qureshi](#)

I have been contacted by a number of residents who are concerned about cycle safety on the A4 and A316 roads, linked at the Hogarth Roundabout. What are TfL's plans to improve cycle safety on the roundabout?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 12/10/2015

TfL is currently undertaking a feasibility design to improve road safety at Hogarth Roundabout, including improved cycling infrastructure. One of the scheme objectives is to deliver a consistent cycle facility past Hogarth Roundabout along the A316 Burlington Lane, to provide a safer route to Chiswick School. The scheme also aims to provide a safer route for cyclists across the Dorchester Grove arm of Hogarth Roundabout, so that cyclists can travel along the A4. Subject to detailed design, consultation and relevant approvals, construction is planned for late 2016.

Cycle path - London Road, North Cheam

Police Cars as Ambulances

Question No: 2015/2363

[Onkar Sahota](#)

Further to the Commissioner of the Metropolis' comments at the June Plenary Meeting in response to my question on police cars being used to transport patients to hospital, will the Mayor detail the number of occasions that this has happened in each year since 2010?

[The Mayor](#)

The use of police vehicles to transport patients to hospital is an important issue, which is governed by a memorandum of understanding between the MPS and the London Ambulance Service (LAS) that stipulates that patients will only be transported by police to hospital when absolutely necessary and in the following circumstances:

"In exceptional circumstances it may be expedient to convey seriously ill or injured persons to hospital using an MPS vehicle. This will normally only arise if an ambulance was not available or is severely delayed and the driver believes that there is a very real likelihood of death or a serious deterioration in a person's health occurring if they are not conveyed to hospital immediately."

The transportation of patients in police vehicles is monitored on a monthly basis through the joint MPS/LAS/London Fire Brigade (LFB) working group. In addition, a daily escalation process is in place with an MPS/LAS/LFB conference call twice each day where issues are discussed and resolved.

Data on the use of police vehicles to transport patients to hospital has only been collected since April 2013 as a result of the joint MPS/LAS/London Fire Brigade working group set to review matters of this nature.

The data indicates that the number of patients transported to hospital in police vehicles is falling year on year as shown in the table below.

Financial year	
April 2013 to March 2014	914
April 2014 to March 2015	768
Most recent rolling 12 months	
August 2014 to July 2015	680

Hillingdon Hospital Car Park

Question No: 2015/2364

[Onkar Sahota](#)

Given the increasing concern over access issues at Hillingdon Hospital, especially as the hospital is a proposed location for the continued relocation of hospital services under the 'Shaping a Healthier Future', is the Mayor concerned that the proposed and agreed new car park for Hillingdon Hospital will now not be built?

[The Mayor](#)

Revised written response from the Mayor provided 28 July 2015

I am aware of local concerns around aspects of the current redevelopment at Hillingdon Hospital, including car parking provision. As Mayor and as the local MP, I am working closely with the NHS Foundation Trust and the other local MPs to identify how best to improve hospital provision for local people. I met recently with the Trust to discuss those concerns and I sought and received assurances over car parking provision.

Whittington Hospital

Question No: 2015/2365

[Onkar Sahota](#)

Is the Mayor concerned that the Whittington Hospital has once again announced plans to sell off parts of its estate, and further to his London Health Commission report recommendations 56 & 58, which call for better strategic planning of the NHS estate & inclusion of social housing in redevelopment plans, what steps is he taking to ensure that the Whittington are able to support these outcomes?

[The Mayor](#)

I understand that the Whittington's plans are at an early stage and no decisions have been taken. It is for the Trust, in consultation with local partners and the Trust Development Authority, to determine the most efficient use of its assets to deliver the best care for Londoners.

London needs a strategic approach to its public land assets. The London Land Commission will compile a 'Domesday book' of these assets. My officers are working with officials from NHS England to ensure we get the most accurate picture of the NHS estate. Where health estate is underutilised I am keen to see that land freed up for necessary health provision and housing.

School Readiness in Hillingdon

Question No: 2015/2366

[Onkar Sahota](#)

Given that the Mayor's own Health Inequality strategy lists School Readiness at the end of year five as a key indicator for his statutory duty to promote the reduction of health inequality, is he appalled by figures that suggest in 2014, 48% of children in Hillingdon failed to achieve the expected level of development at that age?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

London Schools Excellence Fund

Question No: 2015/2367

[Onkar Sahota](#)

Will the Mayor list which schools in Hillingdon are in receipt of support from his London Schools Excellence Fund?

[The Mayor](#)

According to our latest records, there are 25 schools in Hillingdon which are in receipt of support from the Mayor's London Schools Excellence Fund (listed below) by taking part in a LSEF project. All projects are led by schools and other education organisations and in total over 100 projects have been funded across London.

Coteford Junior School

Glebe Primary School

Harlyn Primary School

Frithwood Primary School

Ruislip Gardens Primary School

St Mary's Catholic Primary School

Sacred Heart RC Primary School

Hillside Junior School Northwood

Abbotsfield School

Harlington School

Northwood College

St Helen's School

Uxbridge College

Stockley Academy

Guru Nanak Sikh Academy

Haydon School

Swakeleys School

Uxbridge High School

Rosedale College

Bishop Ramsey School

Vyners School

Barnhill Community High School

Tuberculosis Ambassador

Question No: 2015/2368

[Onkar Sahota](#)

Will the Mayor list the number of engagements his Tuberculosis Ambassador has participated in on behalf of the GLA?

[The Mayor](#)

My TB Ambassador Emma Thompson and her son Tindy Agaba made a short film for the GLA to raise public awareness of TB which was released on World TB Day 2015.

Tindy also supported my former Deputy Mayor, Victoria Borwick, to launch the new TB 'Find and Treat' bus for London in January.

It is planned that as my TB Ambassador Ms Thompson and her son will spend a day with the Find and Treat bus later this year.

Old Oak Common - Car Giant Public Consultation

Question No: 2015/2369

[Onkar Sahota](#)

Were the prominent roles played by GLA staff in the promotional materials for Car Giant's proposals for the Old Oak Common Mayoral Development Corporation sanctioned by the GLA, and does the Mayor feel that given the role the GLA will play in determining the scope and ambition of the development, and the ongoing concerns residents in the area are expressing, it was appropriate?

[The Mayor](#)

GLA and OPDC would be the determining authorities for any future Car Giant planning application. Given that Car Giant own around 20 hectares of land at Old Oak, you won't be surprised to hear that both authorities are working with this key landowner to ensure an acceptable planning application is submitted for determination. Both authorities and decision makers are also very aware of the process that needs to be followed, so as not to pre-determine any planning applications. GLA and OPDC are meeting with local residents to seek their input into planning policy and will consult local residents on any planning application.

Euston London Overground service (1)

Question No: 2015/2370

[Navin Shah](#)

Do you have an aspiration for Watford Junction LO trains continuing to run indefinitely into Euston station, rather than being diverted at Primrose Hill (and/or Willesden Junction) on to the North London Line?

Would any Primrose Hill diversion likely require a financial contribution towards four-tracking the short section of two-track North London Line west of Camden Road station?

[The Mayor](#)

There is no current proposal for London Overground services originating at Watford to be diverted from Euston towards Stratford.

Analysis by TfL suggests that there is greater demand for journeys towards Euston than Stratford. Those who wish to travel towards Stratford can do so with a straightforward interchange at Willesden Junction.

Euston London Overground service (2)

Question No: 2015/2371

[Navin Shah](#)

Will you reinstate three trains per hour in the late evenings?

If not, will you change Sunday train times to weekday times, so that the last train is ten minutes later? Since that would introduce a greater gap after 10pm, what other options are there?

[The Mayor](#)

The new London Overground concession begins in November 2016 and TfL expects it to include a three trains per hour service on the Watford to Euston line until the current last service.

Euston London Overground service (3)

Question No: 2015/2372

[Navin Shah](#)

Are the power supplies on the Euston-to-Watford Junction line sufficient for the promised new LO trains? Does that include both five-car trains, and increasing the service frequency to four trains per hour?

Why does your initial new train order not provide both of those upgrades from the start? Which upgrade has the higher priority? Will the new trains provide some transverse seating, and dedicated separate cycle storage?

[The Mayor](#)

The Watford to Euston line requires a power upgrade to extend the existing trains to five cars. Network Rail will undertake this upgrade by the end of the year and TfL has funded part of this. In the meantime, TfL is working with Bombardier, which manufactures the trains, to see if they can be introduced earlier by temporarily limiting the power they draw. This proposal is also currently being considered by Network Rail to ensure such a proposition is feasible and would not damage the current power supply system.

In the longer term, when the power upgrade is complete, the plan is to increase the frequency on the Euston to Watford line to a four trains per hour service using the brand new four car trains that have just been ordered. This will provide a net increase in capacity of 16 cars per hour (instead of 15) as well as reduced waiting times. This capacity increase is in line with demand, however, the contract for new trains includes an option to extend to five cars, should future demand warrant it.

The new trains on this line are planned to have the same seating layout as the current trains, including wheelchair spaces and multi-use areas which can be used by cycles.

London Overground services (1)

Question No: 2015/2373

[Navin Shah](#)

Is there automatic over-speed protection at all relevant London Overground terminal stations (such as Dalston Junction, New Cross, Clapham Junction, and now Enfield Town and Chingford)?

Does that include Euston and Liverpool Street? Does that include when there is already a short train in the platform?

[The Mayor](#)

All of London Overground uses Network Rail signalling principles, which have been developed and improved over decades to ensure the highest standards of safety across the rail network.

These principles provide for over-speed protection to control the risk of trains going too fast.

London Overground services (2)

Question No: 2015/2374

[Navin Shah](#)

Has train unit availability declined since taking over the West Anglia lines, and if so, why?

[The Mayor](#)

Some of the trains which TfL has taken over are not in a good condition and there have been mechanical failures, mainly with the doors, which have caused some trains to run in short formation and some to be cancelled altogether.

TfL inherited a number of trains from Abellio Greater Anglia (AGA) and then leased an additional six trains as insufficient trains were available from AGA; all of these trains are over 30 years old. TfL is now implementing an enhanced programme of urgent maintenance works and further operational measures to improve reliability to the standard that customers rightly expect.

Bombardier Transportation has been awarded the contract to build 31 new trains for the West Anglia and Romford to Upminster routes. These will replace the current Class315 and 317 trains.

London Overground services (3)

Question No: 2015/2375

[Navin Shah](#)

Why does your initial new train order not provide for five trains per hour from the start on the Gospel Oak-to-Barking line? Will six trains per hour ever be possible?

Will the new trains there, and on the West Anglia lines, provide some transverse seating, and dedicated separate cycle storage?

[The Mayor](#)

Train paths are a matter for Network Rail and TfL has ongoing discussions with them about this.

The introduction of four car trains from 2018, once electrification is complete, will almost double the capacity of the existing service. Increasing the frequency of trains on the line is possible and TfL has options to procure rolling stock. TfL has been discussing these matters with Network Rail. In order to achieve six trains per hour, infrastructure works, such as provision for additional platforms at either Gospel Oak or Barking, must be addressed first.

The draft Anglia Route study, which has been produced by Network Rail, suggests that six trains per hour will be required in the longer term (Network Rail uses a reference date of 2043) and TfL agrees with that conclusion.

The Gospel Oak to Barking line trains will have Tube-style seating, similar to London Overground trains on the East and North London lines. West Anglia trains will have some transverse seating. Both train types will include wheelchair spaces and multi-use areas which can be used by cycles.

Customer information screens between Stonebridge Park and Kensal Green stations (1)

Question No: 2015/2376

[Navin Shah](#)

Did TfL help to finance these platform display screens? Was any sort of performance level agreed with Network Rail at the time?

Has the software ever been upgraded for that system, since installation?

[The Mayor](#)

TfL upgraded the customer information screens when it took over management of the stations north of Queen's Park in 2007. Trains north of Queen's Park run on Network Rail infrastructure which affects the level of real-time information that the screens receive. TfL is looking at whether the information presented on the screens can be improved, although because it relies on an interface between London Underground and Network Rail systems, this may be technically complex and therefore expensive.

Customer safety is paramount to TfL and this is purely a lack of compatibility of different systems rather than an unsafe signalling system.

Customer information screens between Stonebridge Park and Kensal Green stations (2)

Question No: 2015/2377

[Navin Shah](#)

Why do display screens routinely show phantom trains, and trains 'not stopping' which do, and (for example) two-hour-old train cancellations still in the system?

Is the display system intimately linked to the signalling system? Is the latter fit for purpose, and safe?

Why do train cancellation announcements say "due to ..." and never give a reason?

[The Mayor](#)

Please see my response to MQ 2015 /2376.

Quietways Proposal for Brent

Question No: 2015/2378

[Navin Shah](#)

The plans of the Brent Quietway have recently been published with the route from Kilburn to Gladstone Park which is mostly along an existing London Cycle Network quiet route. The scheme involves resurfacing and replacement of speed cushions with safer sinusoidal speed humps. However, there are no plans to restrict through-motor traffic along this route. Do you think this is right approach to encourage more, better and safer cycling?

[The Mayor](#)

The Quietways programme will deliver a network of cycle routes across London that principally follow quiet low - traffic back streets, green spaces and London's waterways. The Quietway in Brent is part of this network and forms a part of the Regents Park to Gladstone Park Quietway route.

As the highway authority, the London Borough of Brent has assessed the route against the Quietways level of service criteria and designed interventions using the latest London Cycling Design Standards (LCDS).

The improvements which meet objectives of the programme include traffic calming measures which help create a safer street environment, way-finding and improved access to and through Gladstone Park. With these measures and using streets which already have lower levels of traffic, these Quietways will undoubtedly encourage cycling.

High Density High-rise Buildings

Question No: 2015/2379

[Navin Shah](#)

There is genuine and serious concern among local people - Harrow being one of the examples - that 'high density' is automatically interpreted as an ultimate and automatic reason for developing high-rise developments by developers, local authority planners and the Deputy Mayor of London Sir Edward Lister. Why are you resisting local communities, London Skyline Campaigners and alike who are keen to see high quality design and protect local character and London's heritage?

[The Mayor](#)

My London Plan makes clear that higher density development does not automatically mean high rise development (para. 3.28). In addition, London Plan Policy 7.7 advocates a plan lead approach to tall buildings where Boroughs identify in their Local Plans which areas are appropriate, sensitive or inappropriate for tall buildings. Through this process local communities can shape the character of their areas. The Harrow and Wealdstone Area Action Plan (2013) is an example of a plan lead approach to tall buildings.

Tower Bridge Closure in 2016 (1)

Question No: 2015/2380

[Valerie Shawcross](#)

I understand that Tower Bridge is due to close for three months in 2016 for repair work. Can you confirm the dates of the closure?

[The Mayor](#)

The City of London Corporation (CoL) is responsible for Tower Bridge, and is currently preparing plans for essential maintenance works to this structure. These works include re-decking the bascule, water-proofing the viaduct and other cyclical maintenance. The work will require major excavation and road closures on the bridge and approaches.

CoL has advised TfL that these works will be undertaken between October 2016 and December 2016. These dates have been selected following consultation with the Port of London Authority, as it was considered that this period would be the least disruptive for river traffic.

Tower Bridge Closure in 2016 (2)

Question No: 2015/2381

[Valerie Shawcross](#)

What work have TfL done to model how the traffic will be displaced by the closure and what additional changes to the road network will be required as a result? Will you publish the results?

[The Mayor](#)

No modelling has been completed at this stage, so TfL cannot yet confirm the traffic impact of the closure. However the City of London Corporation (CoL), which is responsible for Tower Bridge, is in the process of procuring external contractors to design and build the improvements, with appointments expected in early August 2015. Once the detailed proposals are ready, TfL will model the closure incorporating the impacts of other works in the surrounding area. The results will then be published and provided to stakeholders.

Tower Bridge Closure in 2016 (3)

Question No: 2015/2382

[Valerie Shawcross](#)

What plans do TfL have to increase the pedestrian signage in the area to ensure that pedestrians can cross the Thames when Tower Bridge is closed?

[The Mayor](#)

TfL has impressed upon the City of London Corporation (CoL), which is responsible for Tower Bridge, of the need to provide pedestrian signage as well as access for those who are mobility impaired. TfL has also suggested the option of using a shuttle bus service or a ferry crossing service between St Katharine Docks and Butlers Wharf for pedestrians wishing to cross the river during the bridge closure. CoL is considering these options.

Night Tube Staffing (1)

Question No: 2015/2383

[Valerie Shawcross](#)

Can you confirm what time the evening shift ends & the morning shift begins for current full time members of staff? Furthermore what are the hours of work for the new night tube staff?

[The Mayor](#)

For Train Operators and most station staff, early shifts start between 4.30am to 4.45am and late shifts finish around 1.30am. Train Operators at more than half of TfL's depots also work night shifts from around 11.00pm until 7.00am.

Station Supervisors, plus a range of control centre and management staff, are currently rostered in three shifts with start times of 7.00am, 3.00pm and 11.00pm. The shift that starts at 11.00pm is an overnight shift. These shift times can vary by around an hour each way to allow for local arrangements and preferences.

Generally the shifts for new Night Tube staff will be between 11.00pm until 7.00am on Friday and Saturday evenings.

Night Tube Staffing (2)

Question No: 2015/2384

[Valerie Shawcross](#)

During night tube operational hours, at what time will the network be staffed by the least number of people? Please explain how many staff will be on duty at that point in time.

[The Mayor](#)

London Underground is committed to ensuring there will be staff at all stations which are operating during Night Tube, and will ensure that they have the right number of station staff through the night to operate safely and meet the needs of customers.

The network will be staffed with the fewest number of staff between 2.00am and 4.00am where 475 members of station staff will be on duty. This figure takes into account meal break cover and compares favourably with current staffing numbers. There are currently 380 station staff on duty at midnight on Friday nights at stations that will be served by the Night Tube in the future.

Night Tube Staffing (3)

Question No: 2015/2385

[Valerie Shawcross](#)

TfL have said that, "an extra 345 staff are being recruited to operate the Night Tube service". Can you confirm how many of these staff will be full time and how many will be part time.

[The Mayor](#)

The current proposal is for 316 part-time staff and 29 full-time staff. However, these figures are subject to local consultation and pending the completion of the Night Tube staffing rosters.

Night Tube Staffing (4)

Question No: 2015/2386

[Valerie Shawcross](#)

Please explain what training the new members of staff will receive before they begin work.

[The Mayor](#)

All staff recruited for Night Tube will receive the same training programme as any newly recruited member of staff. This programme consists of 10 days of customer service and operational training, and covers areas including equality and diversity, managing challenging behaviours, customer focussed approaches and technical training.

Night Tube Staffing (5)

Question No: 2015/2387

[Valerie Shawcross](#)

Please explain how single staffed stations will continue to have a visible staffing presence, when said member of staff is on a break?

[The Mayor](#)

All Tube stations will continue to be staffed and controlled while train services are running during Night Tube. Existing procedures for single staffed stations, including break cover, will continue to apply as they do today.

When rostered staff need to take a short break, their shifts are covered by area staff (or a staff member from a nearby station) or through other local arrangements with nearby stations.

Night Tube Staffing (6)

Question No: 2015/2388

[Valerie Shawcross](#)

Will any of the night tube stations be unstaffed for any period of time during the operation of the Night Tube?

[The Mayor](#)

Please see my response to [MQ 2015/2387](#).

Night Tube Meetings

Question No: 2015/2389

[Valerie Shawcross](#)

On 17th June 2015, Steve Griffiths said that London Underground had offered a number of dates to the unions to discuss the dispute. Please provide details of what dates were offered, when they were offered and to which trade union representatives the offer was made to?

[The Mayor](#)

On 30 April, London Underground invited all four Trade Unions (ASLEF, RMT, TSSA and UNITE) for facilitated talks through ACAS to try and make progress on Pay 2015 and Night Tube. Three of the TUs initially agreed to meet on 5, 19 and 21 May but then subsequently withdrew these dates.

On 21 May the TUs publicly announced their intention to ballot on pay and Night Tube, and subsequent to this LU received official notification from all four TUs that they were in dispute.

Talks recommenced under the auspices of ACAS on 4 June. LU stated availability to talk every Monday to Wednesday from then until the end of July to resolve the dispute. The TUs were only able to make one further meeting on 8 June.

LU wrote to the TUs on 24 June and again confirmed availability for talks for all of the week of the 29 June. However the TUs only attended 30 June afternoon and 2 July.

The TUs then were unavailable until 6 July, when LU put forward a fair and competitive full and final offer.

Night Tube Rosters (1)

Question No: 2015/2390

[Valerie Shawcross](#)

On 17th June 2015, Steve Griffiths said that proposals on what the rosters might look like would be shared with staff. Can you provide me with copies of all of these proposed rosters?

[The Mayor](#)

TfL is developing interim Night Tube rosters to cover the period between September 2015 and February 2016 when the new station staffing model is introduced. TfL expects to be able to make those available to you shortly.

The train operator rosters are also in development for consultation with the relevant trade unions. TfL expects to be able to make all draft rosters available shortly.

TfL is currently consulting Trade Unions on the staffing rosters to be introduced from February 2016. These have been shared with Trade Unions in April 2015 and are currently being updated to reflect feedback from this consultation. TfL will share these rosters once they have been further developed later this year.

Night Tube Rosters (2)

Question No: 2015/2391

[Valerie Shawcross](#)

The Fit for the Future website says final rosters will be available in April 2015. Have the final rosters now been created? Can you provide me with copies of them?

[The Mayor](#)

Please see my response to [MQ 2015 /2390](#).

Night Tube Safety (1)

Question No: 2015/2392

[Valerie Shawcross](#)

What advice, if any, has LFEPA provided TfL with in regards to the safe running of the night tube? Please provide me with copies of all such correspondence.

[The Mayor](#)

London Underground (LU) met with the London Fire and Emergency Planning Authority (LFEPA) to discuss Night Tube, and review fire safety provisions. This included the means of escape for interchange stations where there are areas closed off during the operation of Night Tube. The meeting took into account the points raised by the relevant trade union's Stations Health & Safety Council.

The meeting identified a number of actions required locally at specific stations, which are being carried out before Night Tube commences in partnership between LU and LFEPA.

Night Tube Safety (2)

Question No: 2015/2393

[Valerie Shawcross](#)

How are TfL planning to secure non-operational part of network, to prevent passengers accessing platforms that are not in use?

[The Mayor](#)

London Underground has reviewed all stations served by Night Tube lines which also interchange with other lines/services. At most of these stations LU will construct new gates or modify existing infrastructure to enable separation of the operational and non-operational parts of the station. These gates will be added to the standard security check regime to ensure that the integrity of the separation is maintained. A small number of stations will use temporary barriers to segregate the station as more permanent options are not feasible, and staff will be deployed to monitor those areas. The plans have been presented to the Department for Transport, the British Transport Police and approved as safe to use by the London Fire and Emergency Planning Authority.

Night Tube CCTV

Question No: 2015/2394

[Valerie Shawcross](#)

Please provide details of how CCTV images on the night tube will be monitored by staff, including whether those staff will be solely monitoring CCTV images or carrying out other tasks as well?

[The Mayor](#)

London Underground staff will monitor CCTV overnight in exactly the same manner in which CCTV is monitored currently. At stations with control room assistants, they will continue CCTV monitoring through the night in addition to undertaking other control desk based activities such as making station announcements.

CCTV at all stations is continuously recorded.

Night Tube congestion control and emergency plan

Question No: 2015/2395

[Valerie Shawcross](#)

What is the minimum staff numbers required under the CCEP during the operation of the night tube?

[The Mayor](#)

As is already the case, minimum staff numbers vary depending on the size and complexity of the station. At the vast majority of stations served by Night Tube, the minimum numbers are unchanged from standard operation.

London Underground has reviewed the minimum staffing numbers for those stations that will have areas closed off during Night Tube, where lines are not part of the Night Tube service. At some of these stations, the reduction in operational size of the station has resulted in a lower minimum number requirement.

Night Tube & the Homeless

Question No: 2015/2396

[Valerie Shawcross](#)

I understand the British Transport Police have concerns that homeless people will use the Night Tube as their accommodation for the night. Are you aware of such concerns? What is TfL intending to do to respond to such concerns?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 14/08/2015

London Underground is working closely on this issue with the GLA-commissioned London Street Rescue service and with TfL Surface Transport who manage this issue in relation to the night bus network.

It is important that people sleeping rough on the network are moved on, involving the British Transport Police if necessary, and that LU adopt a socially responsible approach. This includes monitoring data on the number and locations of people sleeping rough and expanding its current approach to enable staff to help link people who are sleeping rough with support services where appropriate.

I am committed to ending rough sleeping in London and thanks to No Second Night Out around three quarters of those new to the streets now spend only one night out.

Night Tube & Childcare

Question No: 2015/2397

[Valerie Shawcross](#)

What plans do TfL have to ensure that members of staff that are required to work on the night tube service will be offered adequate childcare provision?

[The Mayor](#)

TfL is committed to helping its employees achieve a good balance between work and home life. All current work-life policies which apply to both full-time and part-time staff (including staff who currently work through the night) will continue to apply to staff employed to support Night Tube. This includes leave entitlement for a variety of reasons relating to family and domestic commitments, including maternity and paternity leave, adoption leave, parental leave and time off for dependents.

Night Tube Passengers (1)

Question No: 2015/2398

[Valerie Shawcross](#)

Please provide me with estimates on the number of passengers you expect to use the night tube? Furthermore please provide details of what modal shift you are expecting and what effect that will have on the number of people using other modes of transport to travel around London during the night.

[The Mayor](#)

TfL expects the initial customer demand for Night Tube to be 9.7m journeys per year. 4.67m of those are expected to transfer from buses and 0.29m from taxi/private hire vehicles. It is anticipated that Night Tube will generate an additional 4.74m journeys.

The proposed changes for the night bus network will add 17 new weekend night bus routes connecting in to the Night Tube to enhance travel opportunities across even more of London.

TfL expects some people using the Night Tube to want to continue their journey by taxi and is reviewing taxi rank arrangements at Night Tube stations. Locations for new night time ranks are being identified, where there may be an increased demand for taxi services.

Night Tube Passengers (2)

Question No: 2015/2399

[Valerie Shawcross](#)

Please provide me with details of what benchmarks you used to calculate the number of passengers? I understand that 10pm on a Sunday evening was used as a baseline. Is this correct?

[The Mayor](#)

London Underground has developed a bespoke demand forecasting model for Night Tube which takes into account transfers from other modes and newly generated trips. Please see my response to [MQ 2015/2398](#) for additional detail. A "10pm on Sunday evening" baseline was not used.

LU benchmarked its forecasts against New York's subway which confirmed that they are in line with the actual day/night demand trends experienced in New York.

Night Tube Noise (1)

Question No: 2015/2400

[Valerie Shawcross](#)

What night tube stations have restrictions on the use of the tannoy system? Please list what the restrictions are.

[The Mayor](#)

None of the Tube stations with formal Public Address announcement restrictions will be served by Night Tube. At Baker Street and Earl's Court stations, the restrictions only apply to the Metropolitan and District line platforms which will not run a Night Tube service.

London Underground does not make PA announcements after 2300 hours at any Tube station, and earlier at stations where there are restrictions, aside what are deemed as essential announcements. These would be safety critical announcements or where there is a severe disruption or suspended service.

Night Tube Noise (2)

Question No: 2015/2401

[Valerie Shawcross](#)

Please explain how stations that have tannoy restrictions impart information to passengers during the hours the restrictions are in effect?

[The Mayor](#)

Please see my response to [MQ 2015/2400](#).

Night Tube Toilets

Question No: 2015/2402

[Valerie Shawcross](#)

How many of the night tube stations have a toilet in them? Do you foresee any issues between the lack of toilets at certain stations and passengers who have spent the night drinking?

[The Mayor](#)

The Tube network currently has public toilet facilities on 131 stations, 36 of which are managed by an external organisation. 76 of these are at stations with Night Tube services running through them.

Night Tube is not anticipated to create any increased issues at stations without toilet facilities, as Tube services already run late into the night and carry customers who have been drinking.

London Underground has however reviewed current toilet opening times and identified opportunities to continue to keep these available to customers overnight. This has included working with local authorities or third party organisations who provide toilet facilities in the immediate vicinity of LU stations.

Conductors on New Routemasters (1)

Question No: 2015/2403

[Valerie Shawcross](#)

Following on from MQT 2015/1911 please give a breakdown, by bus route, of the hours and times of day when a second crew member has been on board the New Bus for London vehicles, hence allowing operation of the 'open' rear platform. Please give data, as far as possible, for May 2015 only.

[The Mayor](#)

The table provided with answer 2015/1911 in June also indicates the position for the previous 12 months. It therefore includes May of this year.

Conductors on New Routemasters (2)

Question No: 2015/2404

[Valerie Shawcross](#)

Please provide details of the bus routes that use the New Bus for London, which do not have a second crew member on board. Please give data, as far as possible, for May 2015 only.

[The Mayor](#)

The following routes do not operate with a second crew member during their contracted hours of operation:

Routes

8/N8

12

15

73/N73

137

148

55/N55

453

Conductors on New Routemasters (3)

Question No: 2015/2405

[Valerie Shawcross](#)

For those routes that have a second crew member on board the New Bus for London vehicles please provide details on when those bus contracts will end?

[The Mayor](#)

The routes with a second crew member on board as follows, with the contract expiry dates shown. Those marked with a * are subject to a potential two-year performance related extension.

Route 9: 31 August 2018

Route 10: 27 January 2017

Route 11: 30 October 2020 *

Route 24: 10 November 2017 *

Route 38: 11 November 2016

Route 390: 31 August 2018

Conductors on New Routemasters (4)

Question No: 2015/2406

[Valerie Shawcross](#)

Papers for the TfL Finance and Policy Committee on 14 October 2014 said that routes that are converted to new bus for London routes "will run entirely as One Person Operated (OPO)." Is this also the policy for when bus contracts ends and new tenders are offered?

[The Mayor](#)

If a route was previously identified as suitable for one-person operation and its passenger requirements remain unchanged, it is likely to remain a one-person operated route when the contract comes up for renewal. The future requirements of other routes, including those in two-person operation, will be considered on their merits at the time of contract renewal.

Bus Casualty Data

Question No: 2015/2407

[Valerie Shawcross](#)

According to TfL figures in Q1 of 2015 there were 254 collision incidents involving a bus. At the time of the incidents were the buses in question running ahead or behind their excess waiting time target or contracted timetable?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 14/08/2015

Please see my answer to [MQ 2015 /2080](#).

London Overground Passengers

Question No: 2015/2408

[Valerie Shawcross](#)

London Overground carried 5.2 million less people than expected in 2014/15. TfL said this was due to "lower than anticipated demand". Can you explain why TfL's passenger projections were too high?

[The Mayor](#)

Although passenger numbers in 2014/15 at 5.2 million were 3.6 per cent lower than forecast, they were still 3 per cent higher than in 2013/14. Since the first full year of the TfL concession in 2011/12, passenger numbers have increased by 37 million or 27 per cent.

The main reason for the slightly lower number of journeys in 2014/15 compared to the forecast was that more customers than expected were diverted away from London Overground as a result of engineering work. This essential engineering work included works to extend most trains from four to five cars, increasing capacity by 25 per cent.

Bus Reliability (1)

Question No: 2015/2409

[Valerie Shawcross](#)

In Q4 of 2014/15 bus passenger journeys were 29.8million fewer than target & bus kilometres operated was 1.5% lower than last year. TfL think the deterioration in bus reliability has been caused by increased traffic levels, TfL's Road Modernisation Plan and town centre improvements. Can you provide more details as to how these three issues have affected bus passenger numbers?

[The Mayor](#)

London's population and economy continues to grow - with a consequent increase in traffic, new developments and utility work impacting London's road network. To tackle this, TfL is investing £4bn through our Roads Modernisation Plan (RMP) to improve the Capital's roads, streets and town centres over the next decade and improve conditions for all road users. Given the critical role that London's buses play in keeping the city moving we are actively managing the network throughout this period of modernisation, as we always do, looking at specific challenges in local areas and tailoring bus schedules to address these.

For 2014/15, patronage on the bus network rose very slightly compared to the previous year. Customer satisfaction with the bus service is also continuing to rise and reached an all-time high score of 85 in 2014/15, a two point improvement from 2013/14. Since January 2015 however, a reduction in bus demand has been observed. Comprehensive route level analysis has shown a clear correlation between the shortfall in patronage compared to forecasts and a rise in mileage lost due to traffic congestion.

To mitigate this, a number of initiatives have been pursued. These include changes to routes, schedules, additional peak vehicles and work with the bus operators to incentivise improvements in reliability. Regular dialogue is also taking place with the operators in advance of roadworks starting to ensure that they can manage the disruption more effectively. For the medium term, TfL have identified over 400 potential bus priority schemes and they are engaging with Boroughs to assess which are feasible and aim to implement these as soon as possible. We therefore expect the longer-term trend of underlying passenger journey growth of over 1 per cent per annum to continue, broadly mirroring the rise in London's population.

Bus Reliability (2)

Question No: 2015/2410

[Valerie Shawcross](#)

TfL say, "A package of measures is being introduced to ensure bus service reliability is protected against these adverse trends in traffic conditions arising from growth and from major roads schemes." Can you provide more details as to this package of measures?

[The Mayor](#)

Please see my response to [MQ 2015/2409](#).

Cycling levels

Question No: 2015/2411

[Valerie Shawcross](#)

Cycling levels in Q4 of 2014/15 were three per cent lower than the same quarter last year. What does the Mayor attribute to this fall in cycling?

[The Mayor](#)

Around 610,000 cycle journeys are made every day in London, and cycling in London has more than doubled in the last decade.

TfL announced that cycling journeys on main roads in London increased by 11 per cent last year to the highest levels ever recorded. Cycling makes up nearly a quarter of all traffic in Central London and is the main mode of travel across many of London's bridges in the morning peak. For example cycling equates to nearly 50 per cent of the mode share across London Bridge and over 40 per cent across Blackfriars and Waterloo Bridges.

Whilst data collected from the Transport for London Road Network (TLRN) shows that cycling levels on London's main roads, in Quarter 4 of 2014/15, were three per cent lower than in the same Quarter last year, this is compared to record levels of cycling in that quarter, and 2014/15 levels were still above the TfL target. In Quarter 3 of 2014/15, cycling was 10 per cent higher than in the same quarter the previous year.

Weather can have an impact on cycling flows and Quarter 4 of 2014/15 was almost two degrees Celsius colder than the same quarter the year before, which may have contributed to reduced cycling levels on the TLRN.

We anticipate that cycling levels will of course fluctuate over the year, but as can be seen we are sustaining growth in cycling.

Sexual offences

Question No: 2015/2412

[Valerie Shawcross](#)

Reported sexual offences rose by 34.7 per cent across the transport network in 2014/15. How much of this does the Mayor attribute to increased reporting and how much does he attribute to a higher number of offences?

[The Mayor](#)

There were 1,560 sexual offences recorded on the London public transport network during 2014/15, an increase of 358 offences in comparison to 2013/14 (1,202 offences). This equates to a 30% increase. Please note these figures are in relation to TfL and National Rail services within the London area.

Increases in the number of recorded offences were anticipated and are considered a positive result of Project Guardian, which focuses on increasing awareness and confidence among the public to report unwanted sexual behaviour to the police. We have seen a strong correlation between our engagement activity and the numbers of incidents reported, which reassures us that the increase in reported sexual offences is as a direct result of Project Guardian.

This is further supported by the spike in reports since we launched 'Report it to stop it', our Project Guardian advertising campaign, in April 2015. The short film has already had over 1m views of YouTube, and has been very positively received in the media, across social media channels, and from key stakeholders.

We regularly undertake safety and security surveys of our passengers, and results show the proportion of Londoners who have experienced unwanted sexual behaviour has remained fairly constant over the last few years. This again reassures us that there has not been an increase in unwanted sexual behaviour on the London transport system, and that the increase in reported offences is as a result of increased confidence in reporting.

Fares income

Question No: 2015/2413

[Valerie Shawcross](#)

Fares income is £50m below Budget over 2014/15. How is the Mayor intending to deal with this hole in the finances?

[The Mayor](#)

TfL's 2015/16 Budget shows that their long-term financial position remains balanced.

Fares income in 2014/15 was £50m lower than Budget. This was due to a combination of industrial action (both the Tube and the bus network), lower than budgeted fares increases (due to lower inflation and the real terms fares freeze in January 2015) and slower than forecast demand growth.

TfL re-forecasts its long-term finances every quarter to reflect new inflation assumptions, fares policy, economic and population changes, as well as actual and anticipated changes to costs, savings and project delivery. This includes addressing any variance to the Budget. As forecasts are updated, TfL ensures that the plan remains financially balanced over the long term. TfL seeks to forecast as accurately as possible; fares income over or under budget is a reason to be cautious and plan properly for the long term, rather than make a short term reactionary decision.

Investment in Cycling (1)

Question No: 2015/2414

[Valerie Shawcross](#)

£12m of Cycle Superhighways expenditure has been moved from 2014/15 to 2015/16 due to revision of plans. Please offer an explanation.

[The Mayor](#)

We are fully committed to spending the entire Cycle Superhighways budget. Construction is underway on both the East-West and North-South Cycle Superhighways, and on Cycle Superhighways 1, 2 and 5, as well as upgrades to Cycle Superhighway 3, all of which are scheduled for completion in 2016. We received over 20,000 responses to our public consultations held in 2014/15, and every effort has been made to deliver the standard of cycle provision that Londoners expect. This has meant spending longer on the design phase for some routes, resulting in some construction spend moving into 2015/16.

Investment in Cycling (2)

Question No: 2015/2415

[Valerie Shawcross](#)

Why have TfL not yet fully scoped the Cycling, Road Safety and Cycle Super Hubs programmes resulting in delay in spending £6million?

[The Mayor](#)

My cycling and road safety programmes are well underway, which is indeed evident by how many are now visibly being delivered across the Capital.

There is actually £8m set aside within my overall cycling budget of £913m for an ambitious superhubs programme to deliver a facility for thousands of bicycles at a central London station, and a number of smaller hubs at suburban stations.

Feasibility work has taken place to identify a suitable location and inform potential design options for a superhub to accommodate large scale of cycle at Waterloo, and TfL is in discussion with network rail and the relevant landowners to discuss options.

Project delivery work has also commenced at a number of the outer London stations and I have every confidence that the full £8m allocated to this programme will be spent.

Coach Parking/Bus cages in Stamford Street, SE1

Question No: 2015/2416

[Valerie Shawcross](#)

I have been in correspondence for some time with local residents and councillors regarding the issue of coach parking in Stamford Street, SE1. The residents have asked me to put the following question to TfL, via yourself:

'Now that the London Nautical School no longer requires Anderson's coaches to stop at Stamford Street, will you revert the extended bus cages on either side of the road to the original positions they were in 24 months ago, to accommodate one bus only as there is only one bus service along this route? The ideal outcome is to have the bus stops reduced back to their previous length to reduce pollution, anti-social behaviour and disturbance to residents.'

[The Mayor](#)

I have asked TfL to consider the concerns raised by your local residents and councillors, regarding the impact of the extended bus cages in Stamford Street on pollution, anti-social behaviour and disturbances. TfL will investigate the usage of these bays by buses and coaches and consider the potential for returning the Stamford Street bus cages to their original size, pending their findings.

Update on Broadband in Rotherhithe

Question No: 2015/2417

[Valerie Shawcross](#)

Please outline what further discussions your officers have held with Southwark Council, BT and/or other service providers in order to expedite the provision of super-fast broadband to Rotherhithe households.

[The Mayor](#)

Through my Connectivity Advisory Group I convene a number of London boroughs (including Southwark Council) and a range of digital connectivity providers (including BT) to discuss potential solutions across London, which may include the use of innovative technologies that could be delivered by a number of different providers.

In addition, a total of 313 businesses in Southwark have successfully had vouchers approved for superfast connections through the connection voucher scheme.

Burst water pipe incident in Kennington

Question No: 2015/2418

[Valerie Shawcross](#)

During the recent burst water main incident in Kennington on 29 June, many passengers were delayed on buses which were caught up in the congestion caused by the flooding and associated road closures. Can you please explain why, when buses are all equipped with tannoy and live communications with drivers, passengers were not advised of what was happening or offered an opportunity to choose a different route for their journey on some bus services?

[The Mayor](#)

Following the incident in Kennington, TfL's control centre immediately contacted drivers and service controllers about the cause of the delays so that passengers could be kept informed. Information was also displayed on TfL's Twitter feed and Countdown signs, as well as the TfL website. Announcements were made to inform passengers that bus tickets were being accepted on London Underground. TfL apologises for any inconvenience caused to passengers if they were not made aware of the incident.

TfL recognises the need for good information during times of disruption. Funding has been allocated in its Business Plan to enhance this aspect of bus driver training.

Waddon traffic proposals

Question No: 2015/2419

[Valerie Shawcross](#)

Following the recent consultation regarding options for managing traffic between Croydon and Sutton earlier this year, I have been told that there are rumours that plans for a new dual carriageway at Waddon are being 'reconsidered'. Please could we have an update on this?

[The Mayor](#)

TfL confirmed that they do not have any plans for a new dual-carriageway at Waddon. In early 2015, TfL consulted on the principles of, and two options for, improving the capacity of the A23/A232 (Fiveways) junction to accommodate forecast growth in the wider Croydon area. One option included providing a new vehicle, cycle and pedestrian bridge connecting the A232 between Croydon Road and Duppas Hill Road. The second option included widening the existing bridge, along with the road adjacent to Waddon railway station.

Feasibility design, traffic modelling and option appraisal is nearing completion for both options. TfL will publish an initial consultation report later this year, including information outlining the preferred option. An additional detailed public consultation on the preferred option is planned for 2016.

Temperature on New Routemasters (1)

Question No: 2015/2420

[Valerie Shawcross](#)

TfL have said that, "The air cooling system on double deck buses in the fleet is thermostatically controlled". Can you confirm what temperature the air cooling systems are supposed to maintain throughout the year?

[The Mayor](#)

The air-cooling system is activated in relation to temperature but it is not air conditioning. There is not a fixed temperature that is supposed to be achieved.

The system is triggered into operation when the internal saloon temperature reaches 21 degrees Celsius and delivers cooled air into the upper deck to make travelling conditions more comfortable by reducing ambient temperature.

Temperature on New Routemasters (2)

Question No: 2015/2421

[Valerie Shawcross](#)

TfL says, "Regular checks are also conducted on vehicles in service as part of normal business". Can you confirm that the air cooling systems on the buses are checked as part of these regular checks?

[The Mayor](#)

On top of regular maintenance by bus operating companies who directly manage the fleet, TfL monitors the air cooling systems on bus in service during summer to ensure they are working as designed and are providing more comfortable conditions in the upper deck.

Temperature on New Routemasters (3)

Question No: 2015/2422

[Valerie Shawcross](#)

As part of these regular checks, can you confirm how many New Routemasters were found to have faults with their air cooling systems? Please provide figures, broken down, by month for February 2012 to June 2015.

[The Mayor](#)

This year's checks show the air cooling system was working effectively on all 24 vehicles checked on June 29, on 18 of 21 vehicles checked on July 1 and on all 16 buses checked on July 2. The three vehicles where the air cooling system appeared to be providing little or no cooled air to the upper saloon were reported for maintenance checks the same day. TfL also found that the New Routemaster buses were as cool as or slightly cooler than standard double deck buses operating on the same route corridors.

Temperature on New Routemasters (4)

Question No: 2015/2423

[Valerie Shawcross](#)

At the TfL Finance and Policy Committee on 14 October 2014, a report on New Routemasters said that "TfL is currently assessing the air cooling systems on double deck buses in the fleet with the aim of improving comfort, particularly in response to especially high temperatures experienced in summer 2014. Current options under consideration include better insulation around areas such as the engine compartment, improved ventilation and remote monitoring of saloon temperatures". What were the results of this assessment and are you taking any of the three aforementioned options forward?

[The Mayor](#)

TfL is implementing several options which offer the prospect of more immediate comfort to its travelling passengers. This includes reconfiguring air cooling systems to provide cooled air at the lower thermostatical level of 21 Celsius to help reduce the build-up of heat, trialling solar film on windows which can prevent heat build-up by up to 5 Celsius under test conditions and fitting heat sensors to a small sample of buses. Several months of monitoring data will need be analysed to gauge the contribution these enhancements might make to double-deck buses of all types. Other options which remain under consideration include better engine bay insulation and improved ventilation in relation to the effectiveness of measures introduced to date.

Temperature on New Routemasters (5)

Question No: 2015/2424

[Valerie Shawcross](#)

At the Plenary Meeting on 10 September 2014 you said, "TfL does not have a target temperature for buses per se. The purpose of current systems is to provide cooled air on all double deck vehicles in the fleet to enhance passenger comfort in normal conditions". Given a lack of target temperature, how do you judge whether a bus is too uncomfortable for its passengers?

[The Mayor](#)

If a vehicle has an air-cooling system that is not working or working at partial capacity to reduce temperatures reaching a higher level, this would be regarded as undesirable and would be reported to the bus operator concerned for immediate checks. We cannot set a precise ambient temperature as air cooling is not air conditioning. It is there to provide cooled air into the upper saloon for comfort rather than lower temperatures to a pre-set thermostatic level.

Temperature on New Routemasters (6)

Question No: 2015/2425

[Valerie Shawcross](#)

I have been contacted by a constituent who has sent me the following feedback on the New Routemaster. How would you respond to these observations?:

'I nearly cooked alive today on the new 453 bus, along with the other passengers. My saving grace was when the 453 bus stopped to let passengers on and off, and a gush of wind would rush in. You would have thought with the amount of money spent, an engineer/designer would have designed a good enough air conditioning system for our buses. But no. Not in London. Not in England.'

[The Mayor](#)

TfL recognises that more steps need to be taken to make travelling more comfortable during exceptional summer temperatures such as the 37.4C recorded at Heathrow Airport on July 1.

A range of sustainable options need to be considered to reduce heat gain at source as well as provide cooler conditions in passenger areas.

London has pressing air quality issues which cannot be tackled if we fit the current generation of high-energy air-conditioning units to buses. Taking a short-termism approach would stop the capital achieving challenging targets to cut oxides of nitrogen by 20 per cent this year compared to levels in 2012 and making London a healthier place in live and work in.

Crystal Palace Park Regeneration Spending

Question No: 2015/2426

[Valerie Shawcross](#)

Please could I have a full briefing on how the £1.84million of Regeneration funding is to be spent in Crystal Palace Park?

[The Mayor](#)

The £1.84m of investment in Crystal Palace Park is being granted to the LB Bromley to carry out a range of improvements to visitor facilities (a new café, a skatepark) and repairs to important heritage assets within the park, including the sphinxes and dinosaurs. Officers in the Regeneration team would be happy to provide a fuller briefing.

Cyclist Fatalities

Question No: 2015/2427

[Fiona Twycross](#)

Six of the eight cyclists killed this year on London's roads have been women. Women make only a quarter of our city's bike journeys, yet they represent 39 per cent of adult cycling fatalities in the past six-and-a-half years in London. Has any analysis been done of why this is the case?

[The Mayor](#)

The number of journeys cycled by women in London has increased by almost 40 per cent between 2005/06 and 2013/14 and female cyclists now make up 26 per cent of all trips by bicycle in London. Overall cyclist KSIs fell by 12 per cent between 2013 and 2014 from 489 to 432. Within this total female cyclist KSIs fell by 18 per cent from 117 in 2013 to 96 in 2014, while the number of male cyclist KSIs fell by 10 per cent in the same period.

TfL has undertaken analysis of cycling risk. This showed that KSI risk amongst female cyclists is lower than for male cyclists, with analysis showing that KSI risk amongst female cyclists is about 18 per cent lower than amongst male cyclists. There are about 710 KSIs for every billion km cycled by male cyclists in London compared to about 580 KSIs for every billion km cycled by female cyclists. (source: TfL VRU working paper <https://www.tfl.gov.uk/corporate/safety-and-security/road-safety/safe-streets-for-london> time period April 2008 - March 2011)

Looking specifically at fatal injuries, in the past ten years women made up an average of 31% of all cycle fatalities. However, this varies extensively by year. For example, in 2014, 1 out of 13 cyclist fatal casualties were female (8%), in 2013 5 out of 9 were female (36%) and in 2012, 1 out of 14 were female (7%).

TfL studies cycle fatalities extensively. Reports are published on Road Safety pages of the TfL website <https://tfl.gov.uk/corporate/publications-and-reports/road-safety> (under research reports), including: Pedal Cyclist Fatalities: Analysis of Police Collision Files (2007-2011) and Pedal cycle collisions and casualties in Greater London (2011). There is also a Road Safety Action Plan and Cycle Safety Action Plan (under Progress Reports).

My cycling vision is aimed directly at making cycling safer and more attractive to everyone. Through research such as Attitudes to Cycling we know that women are more likely to be deterred from cycling because of fear of collisions (56% compared to 51% of men) or a lack of confidence in their cycling ability (35% vs 16% for men). The Quietways routes that are being developed across London, will be appealing to many women cyclists as they offer quieter alternatives to busy roads.

TfL funds adult cycle training which is offered locally by all 33 London boroughs. Since April 2014 8,268 cycle training sessions have been delivered and approximately 75% of these sessions were filled by Women. TfL and British Cycling have a formal partnership and TfL is working with them to further promote their successful Breeze Women Only led cycle rides.

TfL has committed £4bn to improving London's roads, with almost £1bn being spent on cycling including delivery of the longest substantially segregated cycleways in Europe, quieter backstreet cycling routes and upgrading the most dangerous junctions.

Childcare (1)

Question No: 2015/2428

Fiona Twycross

Can you provide an update on the outcome of the discussions between your Education and Youth team and Department of Education officials to see how Local Authorities could be supported to encourage more affordable childcare?

The Mayor

Discussion with the Department for Education, London Council's and local authorities are on-going. I will be responding the Department for Education consultation on childcare funding to request a higher and proportionate level of funding for London.

Childcare (2)

Question No: 2015/2429

Fiona Twycross

Can you provide a breakdown by London Borough of where the £8million fund from the Department of Education to encourage longer nursery hours is being spent?

The Mayor

The GLA does not hold information as to how each London Borough has spent the funding allocated through the London Childcare fund. Significant flexibility was afforded by DfE to allow boroughs to spend the money in accordance with what worked best for local need. It is likely that there would be wide variation in spend pan-London.

Information about the London Childcare fund can be found here:

<https://www.gov.uk/government/publications/ministerial-letter-about-early-years-funding-for-london-councils>.

Childcare (3)

Question No: 2015/2430

Fiona Twycross

Is the GLA looking into any other sources of funding it can access to help with the high cost of childcare in London?

The Mayor

Please see my response to [MQ 2487/2015](#).

Online Fraud (1)

Question No: 2015/2431

[Fiona Twycross](#)

MPS figures show that the number of reports of online fraud in London (with an MPS victim) was 85,412 last year. What action is the MPS able to take to close down websites that are involved in online fraud?

[The Mayor](#)

A large proportion of the reports for online fraud will be committed through legitimate websites that unwittingly enable criminals to commit fraud. Therefore it is not always proportionate to close the websites down but is more appropriate to work with them to improve their resilience against such behaviour, which the MPS Falcon Fraud Prevention Team are constantly doing.

Where information is received that a website is committing fraud the MPS Falcon Fraud Prevention Team will conduct research to confirm that the website is fraudulent or was created to commit fraud. One way the MPS do this is by looking at who has registered the website. Where the owner of the website has concealed their ID we contact the website registrar or registry and work with them to investigate who has set up the website. If all parties are satisfied that the website's intention is to commit fraud the website can be taken down almost immediately. The MPS welcome reports of fraudulent websites to conduct these actions in order to prevent further fraud.

Online Fraud (2)

Question No: 2015/2432

[Fiona Twycross](#)

Do you have figures for how much money was lost to fraud from the cases the MPS has handled?

[The Mayor](#)

The National Fraud Intelligence Bureau is responsible for the collation and assessment of fraud reports affecting the MPS due to the way in which Fraud investigations are managed across the UK. As such this data is held by the NFIB .

FGM

Question No: 2015/2433

[Fiona Twycross](#)

At the end of last year I raised with you the fact that 10 out of 12 cases of FGM cases put forward by the MPS to the CPS have fallen. The Commissioner of the MPS said he would look into this. Can you please provide an update on what is being done to ensure genuine cases lead to a prosecution?

[The Mayor](#)

All allegations of FGM are investigated by the MPS Child Abuse Investigation Teams. Allegations are reviewed on the day of reporting by the Detective Superintendent who manages these teams.

A protocol has been developed between the Crown Prosecution Service (CPS) and MPS in relation to investigation and prosecution of any FGM cases. This has resulted in a dedicated lead on FGM from the CPS. The Detective Superintendent also holds monthly meetings with this lead to discuss each case. This enables the police to seek early CPS advice and guidance and to subsequently discuss the ongoing progress of investigations. The change in law to protect those who are habitually resident in the UK (as well as UK citizens) may help evidentially with prosecutions. The recently enforceable FGM Protection Orders may also increase the number of cases in the criminal justice system.

HMIC is looking at the MPS and other forces across the country specifically on so called 'honour' based violence and FGM.

Traineeships at the GLA

Question No: 2015/2434

[Fiona Twycross](#)

How will you continue to evaluate the traineeship programme, including the outcomes of the trainees and their pay?

[The Mayor](#)

Outsource Training and Development, our delivery partner for traineeships, will conduct an evaluation at the end of this year's traineeship programme. The evaluation will include case studies covering the outcomes for individual trainees, including whether they are successful in securing GLA apprenticeships.

Zero Hour Contracts (1)

Question No: 2015/2435

[Fiona Twycross](#)

When I wrote to Kit Malthouse last year when he was chair of the London Enterprise Panel about Zero Hour Contracts he replied saying that 'Officers working with the LEP will continue to review the findings of BIS on the matter and bring any future developments to the attention of the LEP'. Has the LEP raised any issues with the Department for Business and Skills about Zero Hour Contracts since then?

[The Mayor](#)

The Department for Business Innovation and Skills (BIS) remains the area of Whitehall responsible for this national policy and continues to monitor developments on the use of such contracts.

Zero-hours contracts (2)

Question No: 2015/2436

[Fiona Twycross](#)

How many people have worked on zero hour contracts for each of the GLA, TfL, MOPAC/MPA/MPS, LFEPA/LFB and the LDA in each of the financial years 2008/09, 2009/10, 2010/11, 2011/12, 2012/13, 2013/14 and 2014/15?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Broadband (1)

Question No: 2015/2437

[Fiona Twycross](#)

Please provide an update on the new grant funding agreement for the continuation of this scheme in 2015/16?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Broadband (2)

Question No: 2015/2438

[Fiona Twycross](#)

How many vouchers have been issued to date?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 14/08/2015

A cumulative total of 8,893 connection vouchers have been issued in London since the scheme began in 2014/15.

Broadband (3)

Question No: 2015/2439

[Fiona Twycross](#)

How much of the £25m SCCP fund has now been spent?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 14/08/2015

A total of £10,165,678 was spent or committed against the £25m Super Connected Cities Programme fund in 2014/15.

The underspend from London's allocation, along with that of the other participating cities, has been used to create the national £40m fund for 2015/16. This enables ongoing delivery of the programme into 2015/16.

Broadband (4)

Question No: 2015/2440

[Fiona Twycross](#)

What steps are you taking to reduce the lag time between approval of a voucher and subsequent installation?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 14/08/2015

Previous analysis has shown the average time between voucher approval and installation of connection is approximately 30 days and this remains static. However, the time between voucher approval and installation of connection is not within our control and is difficult to measure accurately the time taken by the supplier because we do not always have detail of when a business places an order with a supplier.

GLA officers regularly follow up with suppliers to clarify the reasons for any delay in installation and they also provide advice to SMEs who have concerns about installation lead-in times.

Once an SME has had a voucher approved, provided they confirm that they have placed an order with their chosen supplier, the voucher is valid for a further six months.

New Year's Eve Fireworks (1)

Question No: 2015/2441

[Fiona Twycross](#)

What steps will you take to ensure that Londoners are given priority for tickets to this year's event?

[The Mayor](#)

We are confident that the system we have in place is a fair and accessible one, with multiple opportunities for Londoners to book tickets on a first come, first served basis. The first batch of tickets for this year's event, for those needing to plan ahead, went on sale on 19 June. The majority of tickets however will be released in September, meaning everyone including Londoners will have another opportunity to book. New Year's Eve is a global moment to celebrate together, and the event is specifically geared at the promotion of London, encouraging tourism and inward investment to the city. However, we want to ensure that London New Year's Eve remains an event that is open and welcoming to all, whether attendees live in London, other parts of the UK or abroad.

New Year's Eve Fireworks (2)

Question No: 2015/2442

[Fiona Twycross](#)

What steps will you take to prevent the resale of tickets at inflated prices?

[The Mayor](#)

The GLA and event production company have considered the likelihood of second selling and have taken all possible steps to minimise it including:

- Limiting the number of tickets available for reselling by limiting the number of tickets bought to a maximum of four per person.
- Advising all ticket holders that they will need to bring ID matching the ticket purchaser name on all tickets, and communicating strongly that tickets are non-transferable and refunds are available up to 3rd December.
- Tickets will be marked with the ticket purchaser's name so the group will need to enter the event together
- Online messaging advising people to only buy tickets via the official website.
- Phasing ticket releases in order to preserve availability and thereby minimise second selling

Whilst there is specific legislation in place for the Olympics and for football matches, which bans the resale of tickets, no similar legislation exists for events like major music concerts or public events like the NYE fireworks.

Although we cannot guarantee that tickets will not be re-sold, as there are no legal powers to do so, our ticketing agency See Tickets is a recognised industry leader in ticketing with experience of this type of event and implementing measures to alleviate the secondary market. This will be supported on the ground at the event by stewards, local authorities' street trading teams and the MPS. We advise that tickets are only booked via the official website www.london.gov.uk/nye.

World Expo 2025

Question No: 2015/2443

[Fiona Twycross](#)

What was the outcome of the first feasibility study into hosting this event?

[The Mayor](#)

The first feasibility study looked at the costs and benefits of hosting this event and shortlisted a number of potential sites across London.

Funding London

Question No: 2015/2444

[Fiona Twycross](#)

How many SMEs have been supported by this scheme since 2008?

[The Mayor](#)

Since Funding London was established it has invested more than £32m into 416 SME's in London. Through this more than 2000 jobs have been created or safeguarded.

Core Cities/GLA Research

Question No: 2015/2445

[Fiona Twycross](#)

What is the nature of the research that has been commissioned and outlined in ADD316?

[The Mayor](#)

The research forms part of London's and the Core Cities' joint campaign for greater fiscal powers. It is, at heart, a piece to better understand what policy approach best supports economic growth between and within these cities. Our hypothesis is that greater fiscal powers will enable cities to exploit their comparative advantage and for Core Cities to benefit more from London's agglomeration strengths and global position. In turn, London will benefit from greater trade within the UK and the growing specialisms of other UK cities.

Broadband Speeds

Question No: 2015/2446

[Fiona Twycross](#)

What action are you taking to ensure broadband providers in London deliver the speeds they promise following the Which report that up to 15.4 million UK households were paying for speeds that they did not receive?

[The Mayor](#)

Working with my Connectivity Advisory Group, I am seeking to ensure that everyone who wants it can access high-speed digital connectivity. However, it is for Ofcom (the regulator and competition authority for the UK communications industries) to resolve the specific matter you raise.

Tech.London

Question No: 2015/2447

Fiona Twycross

How will the new Tech.London website connect young Londoners to apprenticeships and jobs in the technology sector?

The Mayor

The Tech.London website provides a dedicated portal for London's tech and startup community to access relevant tools and resources to support their businesses and enable them to grow.

With respect to jobs and apprenticeships; part of the website aggregates and lists tech sector job advertisements. This includes partnerships with community resources such as wearedotdotdot. The website also signposts the tech community to the GLA's apprenticeship resources which informs businesses of the benefits of taking on an apprentice. Furthermore, the website signposts interested parties to the GOV.UK apprenticeship resources which include information for both employers and individuals considering becoming an apprentice.

Further information can be found here:

http://www.tech.london/resource_categories/mentorship-and-training

Confiscating vehicles

Question No: 2015/2448

Fiona Twycross

A constituent has contacted me to ask about your comments that cyclists who did not show due care and attention should have their bicycles confiscated; they wanted to know if you thought you should extend this argument so careless drivers also have their vehicles sequestered?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 09/11/2015

I do not tolerate dangerous or irresponsible behaviour by cyclists or other road users. Instead, the approach that we are taking in London is to promote the message that the Highway Code must be respected by all those who use the roads.

Art Council England Funding (1)

Question No: 2015/2449

[Fiona Twycross](#)

There have been calls for a rebalancing of Arts Council funding away from London to the rest of the country. The case needs to be made that Londoners have lower levels of cultural participation than the rest of the country, and there is a wide variation between boroughs across the capital. In 2007, the Mayor of London was given powers to appoint members of the London Regional Council of Arts Council England. What representations have you instructed these Members to make in regard to these ongoing discussions at Arts Council England?

[The Mayor](#)

I agree this is an area of concern. London is at the heart of a national cultural ecosystem and creating division by arguing over limited resources is damaging as it is not a zero sum game.

I have appointed my Deputy Mayor for Education and Culture, Munira Mirza to the London Regional Council of Arts Council England. Munira has met with all members of the Culture Media and Sport Committee to brief them on the importance of maintaining funding for London's arts organisations. She also presented oral evidence at the CMS select committee hearing into the work of the Arts Council including references to London having the lowest levels of cultural participation in London. Munira has written to the Chief Executive of the Arts Council, Darren Henley, to reiterate our position. She has written an article in the Evening Standard emphasizing how growth of the arts in London has helped cities and towns in the rest of the UK, fuelling co-productions, touring, new talent and audiences all around the country.

All members appointed to the Regional Council, including those appointed by me, are addressing the funding challenges facing London's cultural sector as a priority.

Art Council England Funding (2)

Question No: 2015/2450

[Fiona Twycross](#)

Will you also carry out further research and communications to make the case publicly that investment in the arts in London pays dividends which benefit tourism across the UK?

[The Mayor](#)

I have recently published the first Cultural Tourism Vision for London which highlighted the significant impact that cultural tourists bring to London – spending £7.3 billion and supporting 80,000 jobs. Four out of five tourists site culture and heritage as key drivers for choosing London as a destination. We will be positioning London as a gateway to the UK's cultural tourism offer working with London & Partners and VisitBritain to promote regional exploration.

Art Council London Executive Director

Question No: 2015/2451

[Fiona Twycross](#)

Can the Mayor update the Assembly on the Arts Councils' review of the position of the London and South East Executive Director and his view on the review on this important position?

[The Mayor](#)

Since the end of February the area responsibilities for London and the South East have been led by Laura Dyer. Given the success of this arrangement, the Arts Council has decided not to re-recruit to the role, and Laura Dyer will continue to have Executive responsibility and be a strong champion for London and the South East at the Arts Council Executive Board.

Fire Appliances (1)

Question No: 2015/2452

[Fiona Twycross](#)

Given there is no additional cost to returning the fire engine taken from Chelsea Fire Station to support the contingency arrangements, will the Mayor explain why he won't allow it to return?

[The Mayor](#)

Please see my response to [MQ 2140 / 2015](#).

Fire Appliances (2)

Question No: 2015/2453

[Fiona Twycross](#)

Given there is no additional cost to returning the fire engine taken from Ealing Fire Station to support the contingency arrangements, will the Mayor explain why he won't allow it to return?

[The Mayor](#)

Please see my response to [MQ 2140 / 2015](#).

Fire Appliances (3)

Question No: 2015/2454

[Fiona Twycross](#)

Given there is no additional cost to returning the fire engine taken from Erith Fire Station to support the contingency arrangements, will the Mayor explain why he won't allow it to return?

[The Mayor](#)

Please see my response to [MQ 2140 / 2015](#).

Fire Appliances (4)

Question No: 2015/2455

[Fiona Twycross](#)

Given there is no additional cost to returning the fire engine taken from Forest Hill Fire Station to support the contingency arrangements, will the Mayor explain why he won't allow it to return?

[The Mayor](#)

Please see my response to [MQ 2140 / 2015](#).

Fire Appliances (5)

Question No: 2015/2456

[Fiona Twycross](#)

Given there is no additional cost to returning the fire engine taken from Holloway Fire Station to support the contingency arrangements, will the Mayor explain why he won't allow it to return?

[The Mayor](#)

Please see my response to [MQ 2140 / 2015](#).

Fire Appliances (6)

Question No: 2015/2457

[Fiona Twycross](#)

Given there is no additional cost to returning the fire engine taken from Old Kent Road Fire Station to support the contingency arrangements, will the Mayor explain why he won't allow it to return?

[The Mayor](#)

Please see my response to [MQ 2140 / 2015](#).

Fire Appliances (7)

Question No: 2015/2458

[Fiona Twycross](#)

Given there is no additional cost to returning the fire engine taken from Plaistow Fire Station to support the contingency arrangements, will the Mayor explain why he won't allow it to return?

[The Mayor](#)

Please see my response to [MQ 2140 / 2015](#).

Fire Appliances (8)

Question No: 2015/2459

[Fiona Twycross](#)

Given there is no additional cost to returning the fire engine taken from Poplar Fire Station to support the contingency arrangements, will the Mayor explain why he won't allow it to return?

[The Mayor](#)

Please see my response to [MQ 2140 / 2015](#).

Fire Appliances (9)

Question No: 2015/2460

[Fiona Twycross](#)

Given there is no additional cost to returning the fire engine taken from Romford Fire Station to support the contingency arrangements, will the Mayor explain why he won't allow it to return?

[The Mayor](#)

Please see my response to [MQ 2140 / 2015](#).

Fire Appliances (10)

Question No: 2015/2461

[Fiona Twycross](#)

Given there is no additional cost to returning the fire engine taken from Shoreditch Fire Station to support the contingency arrangements, will the Mayor explain why he won't allow it to return?

[The Mayor](#)

Please see my response to [MQ 2140 / 2015](#).

Fire Appliances (11)

Question No: 2015/2462

[Fiona Twycross](#)

Given there is no additional cost to returning the fire engine taken from Stratford Fire Station to support the contingency arrangements, will the Mayor explain why he won't allow it to return?

[The Mayor](#)

Please see my response to [MQ 2140 / 2015](#).

Fire Appliances (12)

Question No: 2015/2463

[Fiona Twycross](#)

Given there is no additional cost to returning the fire engine taken from Wandsworth Fire Station to support the contingency arrangements, will the Mayor explain why he won't allow it to return?

[The Mayor](#)

Please see my response to [MQ 2140 / 2015](#).

Fire Appliances (13)

Question No: 2015/2464

[Fiona Twycross](#)

Given there is no additional cost to returning the fire engine taken from Willesden Fire Station to support the contingency arrangements, will the Mayor explain why he won't allow it to return?

[The Mayor](#)

Please see my response to [MQ 2140 / 2015](#).

London Living Wage (1)

Question No: 2015/2465

[Fiona Twycross](#)

In response to question 2015/1931, you outlined that "there are no plans to change this approach and make London Living Wage accreditation a requirement for any organisations in receipt of capital funding from the GLA or TfL". How is this position tenable given that both the GLA and TfL are living wage accredited employers?

[The Mayor](#)

In signing up to become Living Wage Accredited Employers, the GLA and TfL have committed to paying the London Living Wage to all of their directly employed staff and any subcontracted staff who work wholly or mainly at their respective sites. I am encouraging all employers in London to sign up to become accredited London Living Wage employers; however I believe paying the London Living Wage should remain voluntary.

London Living Wage (2)

Question No: 2015/2466

[Fiona Twycross](#)

On 2 May 2015 the Spectator published an interview with you, in which you are claimed to have said that companies that do not pay the London Living Wage should not be given government contracts. Given that your response to question 2015/1931 outlined that the GLA and TfL both issue contracts to companies with no requirement for them to pay the London Living Wage (which you also have no intention of changing), can you outline how this is not hypocritical?

[The Mayor](#)

The GLA and TfL are accredited London Living Wage employers, which mean we pay the wage to our employees in accordance with the Living Wage Foundation's guidelines.

However, it would not yet be practical to make LLW accreditation mandatory for every recipient of GLA funding. I have said that I want paying the LLW to become the norm for businesses, and so I think it could become practical to set such a condition in future.

I have urged every Government department to follow our lead and become LLW accredited.

London Living Wage (3)

Question No: 2015/2467

[Fiona Twycross](#)

Of the 50 businesses you wrote to in March 2015 about the London Living Wage how many have now responded? Have any indicated they will become accredited Living Wage Employers?

[The Mayor](#)

I wrote to 28 businesses at the end of March and 23 businesses at the beginning of June. 10 businesses have responded, and within these 10 replies, 5 have indicated they will investigate becoming accredited, and 1 has already signed up. GLA officers are following up the letters to obtain more responses.

London Living Wage (4)

Question No: 2015/2468

[Fiona Twycross](#)

You said in the recent past that a large retail company would be announcing they would become Living Wage accredited - can you provide an update?

[The Mayor](#)

I am delighted that IKEA has become the first major retailer to sign-up to the London Living Wage, rewarding their hard-working employees for their loyalty and their valuable contribution to the productivity and growth of this city's economy. There is no doubt that the London Living Wage is a win-win scenario for the workforce and employers alike, boosting quality of life and workplace morale which in turn increases productivity. I have long argued that those companies who can afford to pay the London Living Wage should do so, and I urge big businesses to follow IKEA's fantastic example and do the right thing by signing up to this scheme.

Child poverty (2)

Question No: 2015/2469

[Fiona Twycross](#)

Do you agree with Government proposals to alter the legal definition of child poverty?

[The Mayor](#)

I am waiting for the Government to announce their full proposals before taking a view and believe that irrespective of any potential changes to the legal definition, the Government should continue to produce the HBAI statistics.

Productivity

Question No: 2015/2470

[Fiona Twycross](#)

What steps has the Mayor taken since his election in 2008 to raise productivity levels in the capital?

[The Mayor](#)

They are too numerous to list, but, for instance, I have set out the investments required to sustain the capital's growth, supporting projects like Crossrail 1 and the Northern Line Extension to Battersea; I am helping to foster innovation in the capital through initiatives like Fintech and MedCity; and I am tackling skills shortages (e.g. through my apprenticeships campaign, the London Careers Offer, and various tech training schemes). In these and other ways I am playing my part in tackling the fundamental drivers of productivity in the capital.

Pay

Question No: 2015/2471

[Fiona Twycross](#)

Please provide the most recent figures for real terms median and average pay in London. If possible, please provide this data by borough.

[The Mayor](#)

The most recent data for median and average weekly pay (excluding overtime) for full-time workers, on both a residence and workplace basis, are provided in the table [at Appendix J]. The table also provide confidence intervals for the estimates. Please note that real/inflation adjusted estimates require a base year against which to compare or to price in.

Employers guaranteeing hours

Question No: 2015/2472

[Fiona Twycross](#)

With regards to your response to question 2015/1939, I am aware that responsibility for national policy on zero-hours contracts is held by the Department for Business, Innovation and Skill (BIS). However, my question was whether you believe the policy referenced could be applied to London and what steps you could undertake to make this happen. Can you please answer this question?

[The Mayor](#)

As this is national policy I will leave it for BIS to decide whether they feel the New Zealand model could be adopted within the UK. If they do come forward with proposals that include London I will consider these carefully.

MyInternSwap work experience placements

Question No: 2015/2473

[Fiona Twycross](#)

MyInternSwap is a website that requires a paid subscription and is designed for parents to swap internship placements in their workplace with other parents able to provide internships. There are no conditions regarding the length of the internship or pay. It seems to me this scheme re-enforces the 'old boys network' and does not help young people from disadvantaged backgrounds to gain valuable work experience. Can you confirm that the GLA will not take part in the MyInternSwap scheme?

[The Mayor](#)

The GLA does not participate in this scheme.

Internships (1)

Question No: 2015/2474

[Fiona Twycross](#)

In light of the MyInternSwap scheme, what action will you take to end exploitative unpaid internships in London?

[The Mayor](#)

I will continue to promote to business good quality paid jobs at or above the London Living Wage including for apprentices.

Internships (2)

Question No: 2015/2475

[Fiona Twycross](#)

What action are you currently taking to ensure that young people from disadvantaged background have equal access to valuable and non-exploitative work experience?

[The Mayor](#)

Good quality work experience is promoted for all groups including those from disadvantaged backgrounds particularly as part of the London Ambition's careers offer and the LEP's 2014-2020 ESF and Youth Employment Initiative programmes.

London Careers Offer (1)

Question No: 2015/2476

[Fiona Twycross](#)

How does the London Careers Offer launched last week, differ from the careers guidance that young people currently receive?

[The Mayor](#)

London Ambitions is London-centric setting out the unique features of London's economy, population, labour market and education. Our distinctive London Careers Offer has been designed to tackle the challenges of diversity and fragmentation; it span academies, maintained schools, community schools, foundation schools, free schools, independent schools, sixth form colleges, further education colleges, pupil referral units and alternative provision.

The London Ambitions Careers Curriculum provides a practical checklist for London's educational institutions. The Portal will provide further support and more detailed information for schools, colleges, universities, local authorities, and training providers on high quality resources that contribute to achieving positive learning outcomes for young people across London.

London Careers Offer (2)

Question No: 2015/2477

[Fiona Twycross](#)

How will you ensure that young people from a vulnerable or disadvantaged background have access to good and equal face-to-face careers advice?

[The Mayor](#)

Through European Structural investment funding we will contribute c.£6million towards high quality information, advice and guidance across London that enables young people including those from vulnerable and disadvantaged backgrounds to develop the knowledge, skills and attitude they need to manage their career and support their transitions into learning and work.

London Careers Offer (3)

Question No: 2015/2478

[Fiona Twycross](#)

How will your first recommendation of "every young Londoner should have access to impartial, independent and personalised careers education, information, advice and face-to-face guidance in their local community" be carried out?

[The Mayor](#)

The London Ambitions Careers Curriculum has been designed to support schools and colleges to inform students learning outcomes, offers a menu of activities to stimulate action as part of the learner journey and provides examples of careers, enterprise and employability resources to support enquiry-based learning.

Local authorities, through targeted youth support, offer additional support, including access to information, advice and face-to-face guidance, to vulnerable young people. Also, see response to question no: 2015/2477.

London Careers Offer (4)

Question No: 2015/2479

[Fiona Twycross](#)

How will you ensure that your second recommendation of 100 hours of experience of the world of work will be beneficial to young Londoners, and the experience that London's employers need? How will you ensure that the experience is equal for all young Londoners as the 100 hours experience it will still be decided by each school?

[The Mayor](#)

Two thirds of London employers say work experience is a critical or significant factor in their recruitment. But just 19% of London employers offer work experience to young people in schools and 12% to college students. The London Ambitions portal will give teachers information on the many careers education opportunities that London business supports. It will help ensure that all London schools are aware of the careers education resources and activities available in the capital. The plan is to enable teachers and business to feedback on their experience via the Portal. London Ambitions also promotes the use of nationally available resources, such as the National Careers Service (and the regional Inspiration Agenda) and Inspiring the Future, to support the learner journey.

London Careers Offer (5)

Question No: 2015/2480

[Fiona Twycross](#)

What will the London Ambitions Portal consist of? How will this differ from the National Careers Service?

[The Mayor](#)

Unlike the National Careers Service (NCS) site, the London Ambitions portal will be designed for teachers in schools, colleges and businesses only. It will also provide opportunities from primary school onwards (to the age of 19), unlike the NCS offer, which provides a limited offer to young people at secondary school, through to adults.

London Ambitions will streamline the careers education, work experience and internship offers available to ensure better access for schools and colleges, and allow businesses to connect with careers leads.

London Careers Offer (6)

Question No: 2015/2481

[Fiona Twycross](#)

What will schools have to achieve to gain the quality award for careers guidance and who will oversee this award?

[The Mayor](#)

London Ambitions states that all London schools and colleges should work towards a quality award for careers education, information, advice and guidance as an effective means of carrying out a systematic self-improvement review of careers provision, including online and face-to-face careers support for all young Londoners.

London Ambitions has not set out an award, nor did it intend to, as there are nationally validated awards already available.

Council tax debt (1)

Question No: 2015/2482

[Fiona Twycross](#)

Recent research by The Children's Society estimates that councils in London made 273,853 bailiff referrals for council tax debt in 2013/14 with London councils having the highest bailiff referral rates in the country. Do you agree with their recommendation that councils should not refer vulnerable families to enforcement agents but instead prefer other methods to collect council tax debt?

[The Mayor](#)

Please see my response to [MQ 2484/2015](#).

Council tax debt (2)

Question No: 2015/2483

[Fiona Twycross](#)

The Economy Committee's recent report 'Final Demand' recommended you should monitor London debt advice services. A recent report by The Children's Society has recommended that councils put in place local 'breathing space' schemes so that when vulnerable families contact the council saying they are struggling with their council tax bills their account can be placed on hold for 21 days to enable the household to seek independent advice. How many councils in London adopt this policy and would you recommend to all councils this example of good practice?

[The Mayor](#)

Please see my response to [MQ 2484/2015](#).

Council tax debt (3)

Question No: 2015/2484

[Fiona Twycross](#)

With an estimated 218,145 children in London living in families who have faced council tax debt and more and more families facing council tax debt and enforcement action, will you recommend that other local authorities follow Islington and Hackney's lead and no longer refer vulnerable families in receipt of council tax support to enforcement agents?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 14/08/2015

Local authorities are responsible for setting and collecting Council Tax. They have taken measures to support local residents from falling into debt by forming debt coalitions to help support individuals in debt, provide access to affordable credit, and promote financial capability. I urge all London boroughs to do what they can to support vulnerable families in their areas.

Childcare (4)

Question No: 2015/2485

[Fiona Twycross](#)

The Assembly's 2012 report on childcare urged you to run an information campaign to encourage London employers to offer childcare voucher schemes. Have you done this, and - if not - what plans do you have to take this forward in future?

[The Mayor](#)

I have not run a campaign to encourage London employers to offer the childcare voucher scheme. The Government is developing a new scheme, the Tax-Free Childcare scheme, to launch in 2017.

Childcare (5)

Question No: 2015/2486

[Fiona Twycross](#)

Why did you decide not to include childcare provision within your education inquiry, as was recommended by the Assembly's 2012 report on childcare?

[The Mayor](#)

The Assembly's recommendation to include improving access to early years' education within the inquiry was drawn to the attention of the independent Education Inquiry Panel at its meeting on 14 March 2012. By then, however, the scope of the inquiry had been decided.

Childcare (6)

Question No: 2015/2487

[Fiona Twycross](#)

Please provide more information on the (a) scope and (b) objectives of the childcare paper that will be published by the GLA this summer (as noted in response to question 2015/1090) and outline (c) the stakeholders that the GLA is working with to produce this paper.

[The Mayor](#)

My objectives on early years and childcare relate to cost, quality and accessibility. My Deputy Mayor will continue to work with DfE, London Councils, boroughs, Association of London Director's Children's Services, Public Health England and other stakeholders to develop a pilot early years' project to provide flexible and wrap-around support for parents using place based and home based services, this work is being scoped. I support quality early years and childcare provision which can contribute towards supporting parents and children's school readiness through developing a quality framework; this work is being scoped. Through the London Enterprise Panel I encourage businesses to develop more family friendly policies. A parental employment programme will be funded by the LEP's 2014-2020 ESF Programme to help parents out of work, particularly single parents to access support that will help them move into good quality and flexible paid employment. Delivery will commence delivery in 2016. Please also see MQ 2485.

London Living Wage (3)

Question No: 2015/2488

[Fiona Twycross](#)

What proportion of companies in London paid the London Living Wage in each financial year since 2008?

[The Mayor](#)

We do not know how many companies pay the London Living Wage. As you will know, the number of accredited London Living Wage companies is only a tiny fraction of those that pay the London Living Wage. Other companies pay it but have not sought accreditation.

Zero-hours contracts (2)

Question No: 2015/2489

[Fiona Twycross](#)

At the January 2015 Economy Committee, the former Deputy Mayor for Business and Enterprise agreed to look into the implications of the growth in zero-hours contracts. What progress has been made in delivering on this promise and what conclusions were drawn?

[The Mayor](#)

The Department for Business Innovation and Skills (BIS) remains the area of Whitehall responsible for this national policy and continues to monitor developments on the use of such contracts.

A41 segregated cycling

Question No: 2015/2490

[Andrew Dismore](#)

What progress is there concerning a segregated cycle lane for the A41 between Swiss Cottage and Hendon?

[The Mayor](#)

TfL is working on designs for Cycle Superhighway 11, which is proposed to run from Brent Cross to the West End, via the A41 and Swiss Cottage. Proposals are currently at feasibility stage with a range of options under consideration in collaboration with local stakeholders. A public consultation is planned to take place later this year.

Mayor's Oral Report

Question No: 2015/2491

[Jennette Arnold](#)

Jennette Arnold OBE AM (Chair): The Mayor has now five minutes to give us an update on matters occurring since the publication of that report. Over to you, Mr Mayor.

[The Mayor](#)

Boris Johnson MP (Mayor of London): The Assembly has not asked for any specific oral updates, but I will tell you a few things that have happened since we last met.

The day before yesterday we had the first meeting of the London Land Commission, a very successful meeting with Brandon Lewis [Brandon Lewis MP, Minister of State for Housing and Planning] and the boroughs to free up public land that should be available for development across London. As the Assembly will be aware, since this administration came into office in 2008, we have already sold off for development about 95% of the land that was available to us under the old London Development Agency (LDA) and we need to go forward with other brownfield land owned by Network Rail, National Health Service (NHS) England and all sorts of bodies that should be putting that land forward. A great effort is now going on to get that done.

We had a successful export programme mission to Hong Kong and Macau.

We commemorated, as the Assembly will remember - and I was glad to see all Members in the excellent commemoration service in St Paul's - the 7/7 bombings and the attacks on London, quite fittingly.

I want to make a final announcement about air quality in this city because, as you know, this is something we take extremely seriously. We published a world-first study in 2010 estimating the impacts of air pollution on life expectancy and this is now a figure that has entered into the general debate. We said that there were 4,300 premature deaths as a result of poor air quality in this city. That was done in collaboration with King's College London.

I can now tell the Assembly that we have done further work not just on particulates, which were the subject of the previous study, but on the impacts of nitrogen dioxide (NO₂). King's has

quantified those impacts and suggests that the deaths are equivalent to another 5,900 attributable to long-term exposure to NO₂ in London. Altogether, therefore, there are 9,400 deaths being brought forward every year in London as a result of poor air quality.

Those numbers are coming down and air quality is improving in our city, but I think everybody will agree that those figures are far too high. It makes our case for going forward with the Ultra Low Emission Zone (ULEZ) and indeed for fighting off real challenges to air quality in London, such as a third runway at Heathrow Airport, ever more pressing. I thought it would be right in this forum to let you know the latest studies we have on air quality.

Jennette Arnold OBE AM (Chair): Thank you. Any questions to the Mayor? No? Thank you.