

**14 March 2012**

**Written Answers**

**Report No: 5**

**Subject: Questions to the Mayor**

**Report of: Executive Director of Secretariat**

Questions not asked during Mayor's Question Time will be given a written response by  
Monday 19 March 2012

**Outer London Public Transport**

**Question No: 879 / 2012**

[Valerie Shawcross](#)

In what way have Outer London public transport journeys improved during your mayoralty?

**Oral response**

**London: Four years on**

**Question No: 865 / 2012**

[Mike Tuffrey](#)

Are Londoners better off now than they were four years ago?

**Oral response**

**Driverless Trains**

**Question No: 1100 / 2012**

[Richard Tracey](#)

Why do you think Bob Crow is so strongly opposed to the introduction of driverless trains?

**Oral response**

**Safer roads for cycling across London**

**Question No: 1030 / 2012**

[Jenny Jones](#)

Is it right for you to give the impression that cycling has grown safer in the last four years in London by quoting the number killed and seriously injured on Transport for London controlled

roads, thus excluding the two thirds of the casualties who are on borough roads?

**Oral response**

**New bus for London**

**Question No: 1102 / 2012**

[Roger Evans](#)

Why do you feel that so many on the left oppose a clean, green bus which has been specifically designed for London?

**Oral response**

**GLA canteen menu**

**Question No: 1063 / 2012**

[Richard Barnbrook](#)

In your past answers to the issue of Halal-slaughtered meat used in GLA restaurant main dishes (Question No: 4265 / 2010), you have stated that varying cultural preferences are catered for. Yet in the past year, approximately 90 per cent of main menu items are marked as 'Halal'. Your statement in answer to Question No: 3457 / 2010 that 'there are dishes available for all diners regardless of their cultural or consumer preferences' is therefore not strictly accurate: there is a glaring imbalance. How do you reconcile this apparent disparity?

**Written response from the Mayor**

It is incorrect to state that 90% of main menu items are Halal. 50% of the main menu items are suitable for vegetarians and therefore can be eaten by most diners regardless of their cultural background.

Of the meat dishes served in the City Hall Café, there is generally at least one pork dish and one fish dish served per week, which are not slaughtered in a Halal way.

Therefore I would say that my statement given in question 3457 / 2010 is correct and that there are dishes available for all diners regardless of their cultural or consumer preferences.

**Becton desalination plant**

**Question No: 1107 / 2012**

[Andrew Boff](#)

Given that a drought has already been announced this year, do you consider it to have been extremely unwise to have followed your predecessor's policy and scrapped it?

**Oral response**

**Blunt 2**

**Question No: 930 / 2012**

[Joanne McCartney](#)

How many knives have been seized through this initiative?

## **Written answer from the Mayor**

Your question is a bit outdated as Blunt 2 has since morphed into other newer operations such as the Trident Gangs Command.

At the height of Blunt 2, between May 2008 and April 2010, about 11,000 knives were recovered.

The Met continues to carry out targeted activity to reduce serious youth violence and knife crime, but no longer under the 'Blunt 2' banner.

11,000 knives represent 11,000 potential victims. Even if only a small percentage of those knives were used, we'd be facing the kind of youth homicide rates that we saw in London before I took office. Youth homicide has halved in my term of office.

## **Oxford Street speed during Olympics**

**Question No: 1087 / 2012**

[Victoria Borwick](#)

When accident rates on Oxford Street are 35 times the average of all other London streets and people visiting for the Olympics will add to the 200 million people who visit the street each year, would you support piloting a lower speed of 15m/h on Oxford Street during the Olympics?

**Oral response**

## **Putting the village back in the city**

**Question No: 881 / 2012**

[Nicky Gavron](#)

How are your policies on the Earls Court Opportunity Area going to "put the village back into the city"?

**Oral response**

## **Precept**

**Question No: 1114 / 2012**

[Gareth Bacon](#)

How much extra did the previous Mayor cost Londoners through his annual increases in the precept and is it the policy of your Mayoralty to reduce the cost of the precept to Londoners?

**Oral response**

## **Air Pollution**

**Question No: 878 / 2012**

[Murad Qureshi](#)

How many people died in London last year as a result of air pollution?

**Oral response**

## **Olympic Strikes**

**Question No: 1109 / 2012**

[Andrew Boff](#)

Will you join me in utterly condemning the calls for strike action and civil disobedience during the Olympics, voiced by Len McCluskey, a close ally of your predecessor?

### **Written answer from the Mayor**

Yes. I wrote to Mr McCluskey expressing my disbelief that a trades union leader would seek to politicise the London Games, which have had constant cross-party support.

The year is a fantastic opportunity for London and the wider UK to show off our very best. The Games will provide an additional £1.6 billion in related positive media coverage for the UK, £750 million of consumer spending in association with them. Over the next 3 years the Games will give a £5.1 billion boost to the UK economy – that's 3.5 percent of country's total growth.

I find it frankly unbelievable that the leader of Britain's largest union – and the Labour party's biggest donor – should behave so irresponsibly.

## **Scrapped Transport Infrastructure**

**Question No: 880 / 2012**

[Valerie Shawcross](#)

Which of the transport infrastructure projects which you scrapped in 2008 do you now most regret cancelling?

### **Written answer from the Mayor**

I do not regret any of the decisions I made to stop wasting money on transport infrastructure projects that had no funding to be built. Funding expensive work on their detailed development was a waste, particularly when we were having to cut budgets elsewhere.

To give an example of this, over £30m was spent developing the West London Tram before being cancelled by the previous Mayor, and around £20m was spent developing Cross River Tram which would have required many millions to obtain powers.

Additionally, the Thames Gateway Bridge was not supported by the independent planning inspector.

I have reviewed the need and scope of the schemes as part of my Transport Strategy and as a result, I still remain interested in Tramlink extensions and other key projects.

I am also currently progressing other key projects which provide both significant transport improvements and serve key opportunity areas supporting growth. The River Crossings Package and the Northern Line extension are just two examples.

I am committed to supporting investment where it has maximum impact in stimulating economic growth and supporting regeneration, and I will continue to progress those projects that help deliver this.

## **Crossrail Tunnelling Academy**

**Question No: 1106 / 2012**

[Tony Arbour](#)

Given the raft of large-scale civil engineering projects to run concurrently or after Crossrail, not least the Thames Tunnel and High Speed 2, are you proud of your decision to establish a tunnelling academy with the aim of providing long term training and employment to people?

### **Written answer from the Mayor**

I am extremely proud of the Tunnelling and Underground Construction Academy (TUCA) that Crossrail has established near Ilford.

London is now home to the only soft-ground tunnelling training facility in Europe. The Academy will provide training opportunities that will help ensure Londoners can benefit from the job opportunities created by Crossrail.

It will offer training to at least 3,500 people in underground construction alone over the lifetime of the project.

TUCA is a training facility that will be a catalyst for involving more people in the construction industry and enabling them to benefit from the opportunities created by Crossrail and other infrastructure projects in the UK and beyond.

A fine example on how the Academy is supporting Londoners is through its work with the Sector Skills Council to establish new apprenticeship programmes in construction disciplines. Examples would include tunnelling operations, and the use of sprayed concrete in tunnel construction. Young Londoners now therefore have the opportunity to enter accredited and recognised skills programmes that otherwise would not have existed.

Looking to the future, you are correct to point out that through revitalising the UK skills base in key engineering disciplines, the Academy will help support the delivery of other major civil engineering projects in the UK. It will also help UK companies take advantage of other civil engineering projects outside the UK.

## **Childcare**

**Question No: 884 / 2012**

[John Biggs](#)

What have you done under your mayoralty to increase access to affordable childcare?

### **Oral response**

## **Efficiency in the Met Police**

**Question No: 1086 / 2012**

[Steve O'Connell](#)

What have you done to ensure that tax payers' money is not wasted while improving policing in London?

### **Oral response**

## **Income Levels in London**

**Question No: 877 / 2012**

[Len Duvall](#)

What made you decide that income levels would not be an important measure of poverty in London?

### **Written response from the Mayor**

Income levels are important for measuring poverty, although we need a range of indicators to give a full picture of what is happening to different groups of Londoners. The GLA regularly publishes information on poverty indicators and other related measures such as employment and worklessness.

I have continued to support the London Living Wage as a way of ensuring that employees receive an adequate income well above poverty levels. The rate has increased by 24% since it was first introduced in 2005.

*[Note: The following are priority questions, but are not in proportional order.]*

## **Brent Cross**

**Question No: 1075 / 2012**

[Brian Coleman](#)

Can the Mayor confirm that in a meeting at Brent Cross Shopping Centre on 13th January 2012 he stated that it was time to "decouple" the Brent Cross planning application?

### **Written response from the Mayor**

I did use the word decoupling at a meeting you attended, but I think this has been taken out of context. My intention is to investigate with the developer, Hammerson, and Barnet Council, ways of rephrasing the delivery of the development in order to ensure that the long term regeneration objectives are realised.

I am committed to delivery of the wider regeneration benefits at Brent Cross and Cricklewood as set out in my London Plan, but in the current economic climate I think it would be prudent to look at all options for delivery.

It would be inappropriate for me to say anything further at this stage as this may prejudice my position in dealing with any forthcoming planning application.

## **Serious youth violence**

**Question No: 1055 / 2012**

[Darren Johnson](#)

After four years in office what would you change about your approach to serious youth violence?

### **Written response from the Mayor**

In 2008, London lacked strong strategic leadership to tackle serious youth violence. Let's not forget, gang culture took root in London on my predecessor's watch. My Time for Action programme was the first proper Mayoral effort to tackle youth violence.

I stated then that the causes of serious youth violence are complex and deep-rooted so I brought together a wide range of parties to address issues in young offender institutions, the youth justice system, schools and communities. It is a long term problem.

Of course, there is always more that I would like to do. I am pleased the MPS Trident Gang Command has started and I want to see it expand. I want to see a London-wide anti violence strategy developed through the London Crime Reduction Board. And in future I want a greater focus for City Hall on Sentencing and Prisons.

## **Time for Action**

**Question No: 1077 / 2012**

[James Cleverly](#)

How have you improved the life chances of at risk young men in London?

### **Oral response**

## **London's unemployment rate**

**Question No: 776 / 2012**

[Dee Doocey](#)

When you published your Economic Development Strategy in May 2010, the unemployment rate in London was 8.9%, compared to a national rate of 8%. It is now 10% in London, compared to 8.4% nationally. So why has London fallen so far behind and what will you do differently in the next four years if you are re-elected?

### **Written response from the Mayor**

Please see Appendix A which summarises my target to create 200,000 jobs over the next four years.

## Limited Edition cycle hire bikes

**Question No: 1004 / 2012**

[Caroline Pidgeon](#)

Will you agree to introduce limited edition cycle hire bikes to celebrate the Diamond Jubilee this summer?

### Written response from the Mayor

Barclays Cycle Hire bikes are produced through a complex, bespoke manufacturing process, and as such, making changes to the cycles to produce a limited edition would be prohibitively expensive. Therefore, TfL has no plans currently to produce a limited edition.

The Queen's Diamond Jubilee will be a very exciting time for London, and we look forward to thousands of people using Barclays Cycle Hire to attend as many events as possible.

## Green belt

**Question No: 1076 / 2012**

[Brian Coleman](#)

What guarantee can my constituents have that the Green Belt is safe in the Mayor's hands?

### Written response from the Mayor

In my new London Plan, published in July 2011, I state that the strongest protection should be given to London's Green Belt.

## Questions for Written Answer

## Business support

**Question No: 777 / 2012**

[Dee Doocey](#)

Your Economic Development Strategy states that you will "encourage cost effective business support programmes for London's businesses". Please list the programmes that you have encouraged/supported together with the results they have achieved.

### Written response from the Mayor

The Government has re-nationalised the enterprise agenda that was previously delivered regionally. But I am delivering or influencing the following:

- Through European Regional Development Fund (ERDF) we have already invested £120 million in over 70 projects, with more in the pipeline. Of the £120 million ERDF allocated, about 40 per cent has been invested in promoting greater innovation, collaboration and environmental efficiency for London's SMEs. Funding has also been awarded to those projects that support London SMEs to access new markets within the UK and abroad.
- We are talking to the Department for Business, Innovation and Skills on their Business Coach for Growth programme to ensure London maximises its opportunities and resources.



- I brokered conversations with the Royal Bank of Scotland to fund the Business Bootcamps which have been a great success with 275 new business started.
- My officials are also talking to private sector companies like Goldman Sachs that are funding programmes supporting high-growth SMEs
- I have supported bottom up initiatives to inspire the next generation of digital entrepreneurs through exposing young people in inner and east London to tech innovators and role models in the industry, as well as providing up to the minute software training, such as through supporting the 'DevCamp' initiative run by Rich Mix.

## **London's competitiveness**

**Question No: 778 / 2012**

[Dee Doocey](#)

Your Economic Development Strategy states that you “will monitor the factors affecting London’s competitiveness and identify the action needed to improve them”. What success have you had in improving London’s competitiveness?

### **Written response from the Mayor**

The major factors affecting London’s competitiveness include transport, worklessness and availability of relevant skills mainly amongst deprived communities, regulation and taxation. I have had many successes in improving the capital’s competitiveness including: securing Crossrail and the tube upgrades, despite an era of public spending cuts; commitments to superfast broadband, the Northern Line Extension, further River Thames crossings and a new review of aviation capacity; an increase in the skills and employability of the workforce through my apprenticeship campaign; agreement to prevent anti-competitive taxes and regulation like the Financial Transaction Tax; ameliorations to the immigration cap (excluding intra-company transfers, for example, which add £2 billion to London's economy per annum); setting up a single new promotion agency well over a year before the 2012 Games; overall reductions in crime; and achieving my target to deliver 50,000 affordable homes by April 2012.

## **Apprentices on the Olympic Park and Village**

**Question No: 779 / 2012**

[Dee Doocey](#)

How many apprentices in total worked on a) the Olympic Park and b) the Olympic Village?

Of these, how many started their apprenticeship on the Olympic project, but did not have time to complete it before construction ended? How many were able to finish their apprenticeship in other companies?

### **Written response from the Mayor**

457 apprentices, employed by ODA contractors, worked on the Big Build of the Olympic Park and Athletes’ Village across 27 trades, including electrical engineering, civil engineering, plumbing, scaffolding, painting and decorating, plant mechanics, landscaping and brickwork.

Apprenticeships last between 2-4 years depending on the trade. As the apprentices are employed by the contractors, they move with the contractors onto other projects. Given the

duration of an apprenticeship, it was always understood that some would complete during the Olympic Build Programme, whilst most would complete on other initiatives. The ODA does not hold a record of how many completed while working on the project.

## **ODA contracts**

### **Question No: 780 / 2012**

[Dee Doocey](#)

How many contracts have the Olympic Delivery Authority awarded since they were set up, both numerically and in terms of value? Of these, please give a breakdown of the proportion that went to: a) British companies, b) British SMEs, c) London companies and d) London SMEs?

#### **Written response from the Mayor**

As of the 1<sup>st</sup> March 2012, the ODA had 1550 suppliers with contracts worth £6,542,488,823.

- a) 1515 suppliers are companies registered in the UK.
- b) Of these UK based suppliers at least 532 are SMEs.
- c) 703 suppliers are London based.
- d) Of the London based suppliers 295 are SMEs.

## **LOCOG contracts**

### **Question No: 781 / 2012**

[Dee Doocey](#)

How many contracts have LOCOG awarded since they were set up, both numerically and in terms of value? Of these, please give a breakdown of the proportion that went to: a) British companies, b) British SMEs, c) London companies and d) London SMEs?

#### **Written response from the Mayor**

LOCOG has so far awarded over 650 business contracts, equating to £1bn.

- a) 90 per cent of contracts (94 per cent of contract value) have been awarded to UK businesses
- b) 58 per cent awarded to UK SMEs
- c) 32 per cent of contracts have been awarded to London businesses
- d) 19 per cent of contracts awarded to London SMEs.

## **Culture Diary**

### **Question No: 782 / 2012**

[Dee Doocey](#)

How many events have been registered with the Cultural Diary since it reopened?

#### **Written response from the Mayor**

My 2012 Culture Diary has had over 350 new cultural events added since re-opening at the beginning of February. This database of cultural events across the capital is being used by transport and emergency service planners and, will also be used as a promotional tool during the Olympic and Paralympic Games, when over 20,000 members of the world's media will be in London.

## **Access to Games Lanes – Thomas Cook**

**Question No: 783 / 2012**

[Dee Doocey](#)

Will Thomas Cook, or their clients, have access to accredited vehicles which are allowed to use the Olympic Games Lanes?

### **Written response from the Mayor**

Through their short break packages, neither Thomas Cook nor its clients will have access to vehicles that can use Games Lanes. However, Thomas Cook is a Tier 2 sponsor and, as with any sponsor, Thomas Cook does have the right to use accredited vehicles and Games Lanes for their own corporate guests and operational needs.

## **Access to Games Lanes – Jet Set Sports**

**Question No: 784 / 2012**

[Dee Doocey](#)

Will Jet Set Sports, or their clients, have access to accredited vehicles which are allowed to use the Olympic Games Lanes?

### **Written response from the Mayor**

Through their hospitality programme, neither Jet Set Sports nor its clients will have access to vehicles that can use Games Lanes. Jet Set have been contracted to provide support services to National Olympic Committees, International Sports Federations and sponsors. They will arrange transport for those organisations and, where the individuals are entitled to use accredited vehicles and Games Lanes, then those arrangements will be made by Jet Set on their behalf.

## **Visits by Olympic and Paralympic mascots**

**Question No: 785 / 2012**

[Dee Doocey](#)

Please can you provide the following information:

A/ How many schools in London have had a visit from the Olympic and Paralympic mascots Wenlock and Mandeville – please break down by Borough?

B/ How many of these schools paid for the visit?

C/ What was the average cost to the schools which were charged?

### **Written response from the Mayor**

16 schools in London have been visited by one or both London 2012 Mascots. By borough, these are as follows:

Barking and Dagenham -2

Barnet -2

Bexley -1

Brent -1  
Camden -1  
Ealing -2  
Greenwich -4  
Hackney-1  
Hillingdon- 1  
Lambeth -1  
Newham – 5  
Redbridge -1  
Tower Hamlets - 4  
Waltham Forest - 4  
Wandsworth - 3  
Westminster -1

As neighbouring schools are invited to attend, pupils from 100 schools have attended these events. No school paid for a visit. These were funded by LOCOG, sponsors or other partners.

## **Sports clubs**

**Question No: 786 / 2012**

Dee Doocey

How many sports clubs in London have specialist facilities for disabled children? Please break down by borough.

### **Written answer from the Mayor**

Comprehensive information on this is not held by the GLA, Interactive or Sport England.

The Parasport website ([parasport.org.uk](http://parasport.org.uk)) has a club finder with information on sport for disabled people.

It is also worth noting that the vast majority of sports clubs and facilities are accessible to disabled people - and that, in fact, a large proportion of disabled people are able to enjoy sport alongside non-disabled people, without any need for specialist equipment.

Through my Sports Legacy Programme, I have invested in a broad range of projects that will help increase participation in sport by all Londoners, including those with disabilities. A full breakdown, by borough, of this programme is attached in Appendix B and is also available to view online at: <http://www.london.gov.uk/publication/mayors-sports-legacy-programme-borough-breakdown>.

Overall, our expectation is that all sports provision will be open and available to the 200,000 plus disabled children living in London, no matter their impairment. Organisations funded by the Mayor's sports participation fund are required to adopt 'Inclusive and Active 2', our strategy for increasing participation in sport among disabled people, which we have published jointly with Interactive and NHS London.

## **Pedestrian crossings**

**Question No: 787 / 2012**

Caroline Pidgeon

Further to your answer to MQT 2473/2011 could you please update me on how many TfL controlled pedestrian crossings still do not meet the two separate DfT guidance standards relating to:

- a) the minimum time that should be granted for pedestrians to safely cross the road
- b) pedestrian crossings having an audible signal and/or a rotating cone to assist blind and visually impaired people?

### **Written response from the Mayor**

(Written answer provided on 3 April 2012.)

The Department for Transport (DfT) provides guidance to all traffic authorities on the amount of time that should be provided for pedestrians to cross at signalised crossings. This guidance changes over time and has changed again recently. All crossings in London are in line with the guidance in place at the time of their installation, and when the guidance changes we bring our crossings into line with that.

a) Currently, only around 100 (approximately 2 per cent) of London's 4,623 signalised locations with pedestrian facilities do not meet the most recent DfT guidelines for the minimum amount of time for pedestrians to complete their crossing after the green man signal has gone out – the blackout or clearance period. Whilst all of these locations provide a safe period for pedestrians to cross the road, TfL has undertaken to upgrade them to meet current guidelines by the end of financial year 2012/13. Of these, 86 locations do not have either audible signals or tactile cones fitted. As these locations are upgraded to meet the latest DfT guidelines for the minimum time for pedestrians to complete their crossing, audible signals and/or tactile cones will be fitted.

b) Almost 93 per cent of the 4,623 signalised locations with pedestrian facilities in London have either tactile cones and/or audible signals fitted. Only 347 locations (7 per cent) have neither tactile or audible signals fitted. As above, 86 will be upgraded with tactile cones and/or audible signals by the end of financial 2012/13. The remaining 261 locations are not able to support rotating cones and/or audible signals, without an upgrade of the signals' controller hardware. These controllers will be upgraded as they become life expired, are replaced under capital schemes for clients, or as part of the Signals Modernisation process, and all will be in line with current standards by the end of the financial year 2015/16.

## **Compensation for the summer riots (1)**

**Question No: 788 / 2012**

[Caroline Pidgeon](#)

How many claims have been made by Londoners under the Riot (Damages) Act 1886? How many have been validated? How many have been paid?

### **Written response from the Mayor**

As at 6<sup>th</sup> March 3,404 claims have been made, of which:

- 1,639 have been rejected or are inactive (as we have been unable to contact the claimant despite a number of attempts to make contact).
- 696 have been settled, of which 405 have been paid. For the remaining 291, discharge forms are currently with claimants, and once returned payment will be made within 5 days.
- 1,069 are ongoing.

## **Compensation for the summer riots (2)**

**Question No: 789 / 2012**

[Caroline Pidgeon](#)

What is the value of claims that have been validated but not yet paid out?

**Written response from the Mayor**

As at 6<sup>th</sup> March offer letters to the value of £1.6M are currently with claimants, and payments will be made within 5 days once the discharge form has been signed and returned to the MOPC.

**Compensation for the summer riots (3)****Question No: 790 / 2012**

[Caroline Pidgeon](#)

What is the value of claims that have not yet been validated?

**Written response from the Mayor**

As at 6<sup>th</sup> March the MOPC has a reserve of £112M for all claims that are ongoing, and yet to be validated. This figure will change as claimants revise their reserves, or supply a reserve where there is presently not one.

**Compensation for the summer riots (4)****Question No: 791 / 2012**

[Caroline Pidgeon](#)

What is the Mayor doing to speed up the processing and paying out of claims under the Riot (Damages) Act?

**Written response from the Mayor**

I am acutely aware of the need to ensure individuals and businesses receive compensation due to them under the Riot Damages Act as swiftly as possible. My officers at MOPC have made it a top priority. In addition, I have written to the Home Secretary to raise concerns about delays in processing claims, especially those of the uninsured. On my instruction, Kit Malthouse has written to the Policing Minister Nick Herbert encouraging a speedy resolution. Officers from the MOPC are meeting weekly with the Home Office to discuss progress in settling claims.

The MOPC has made processing the claims of the uninsured a priority and as at 6th March of the 341 uninsured claims made, only 7 remain ongoing. All others have now been resolved. All payments have been made within 5 days of the MOPC receiving a signed discharge form from the claimant.

Businesses and residents who were insured will have been liaising with their insurers for support, and should have received at least an interim payment from their insurer. The insurers may then reclaim their losses from the MOPC. Again payments are being made within 5 days on receipt of signed discharge form, however there have been delays in processing the claims due to difficulties in getting documentation from the insurance companies to substantiate the claim. Officers from the MOPC are continuing to work with the Home Office to put pressure on the industry to provide this. There are also a number of large complex cases from insurance companies that will take a number of months to complete.

**Compensation for the summer riots (5)**

**Question No: 792 / 2012**

[Caroline Pidgeon](#)

For each year since 2008 please state how many people have been prosecuted in London under the Criminal Damage Act 1971 for the specific offences of arson with intent or being reckless as to whether the life of another would thereby be endangered? How many prosecutions have been started and how many completed as a result of the summer riots for these offences?

**Written response from the Mayor**

For the specific offences of '*arson with intent*' and '*being reckless as to whether the life of another would thereby be endangered*', when arrested for arson, the following were charged /summonsed.

2008 = 78

2009 = 74

2010 = 85

2011 = 94

Ten prosecutions have taken place for these offences for those arrested for Operation Withern (the summer disorder) of which eight have a court result. Two trials await. Of course, there have been many other arrests and prosecutions for other offences related to the riots.

**“Getting around with Oyster” TfL leaflet (1)****Question No: 793 / 2012**

[Caroline Pidgeon](#)

What is the purpose of this leaflet?

**Written response from the Mayor**

The leaflet gives a general introduction to Oyster and how to use a card. It includes information on season tickets and pay as you go to inform customers about what they can hold on their card. It also gives the most frequently asked for fares.

**“Getting around with Oyster” TfL leaflet (2)****Question No: 794 / 2012**

[Caroline Pidgeon](#)

In this leaflet you state that Oyster is “the cheapest way to pay for a single fare”. Can you confirm that no Londoners will be excluded from the cheapest fares by promising that Oyster cards will always offer the cheapest way to travel?

**Written response from the Mayor**

Yes.

**“Getting around with Oyster” TfL leaflet (3)****Question No: 795 / 2012**

[Caroline Pidgeon](#)

In the leaflet you state “Our aim is to ensure that Oyster charges the lowest fare. Where it doesn’t we will refund the difference?” Can you please clarify what is meant by this?

### Written response from the Mayor

On the rare occasions where Oyster is not cheaper, we will refund the difference between the cheapest fare the customer could have paid and the fare charged.

### “Getting around with Oyster” TfL leaflet (4)

Question No: 796 / 2012

[Caroline Pidgeon](#)

Could you please explain why this Oyster information leaflet contains no mention of railcards that passengers can load onto their Oyster cards to get discounts?

### Written response from the Mayor

The leaflet states on page 3 "Discounts are available for children, teenagers, students and some adults" and directs to either the website or the Oyster helpline.

### “Getting around with Oyster” TfL leaflet (5)

Question No: 797 / 2012

[Caroline Pidgeon](#)

Could you please explain why this Oyster information leaflet contains no mention of how customers can claim refunds on their Oyster cards?

### Written response from the Mayor

The leaflet gives generic advice to customers to ask staff, call the Oyster helpline or go online if they need help.

### Barclays Cycle Hire Scheme (1)

Question No: 798 / 2012

[Caroline Pidgeon](#)

For each phase of the scheme please provide a table which shows:

- a) The total cost of each phase
- b) How much money TfL contributed
- c) How much money Barclays contributed
- d) How much money London Boroughs contributed

### Written response from the Mayor

	Cycle Hire scheme, Phase 1	Cycle Hire scheme, Phase 2
<b>Total cost of Cycle Hire scheme implementation</b>	£79.6m	£40.2m
<b>Barclays sponsorship</b>	Barclays' sponsorship is worth up to £50m to 2018. We are unable to disclose the profile and detail behind individual payments due to commercial confidentiality.	



<b>London boroughs' contribution</b>	None	£2m from Tower Hamlets (of which £0.5m from Olympic Park Transport and Environmental Management Scheme (OPTEMS))
<b>TfL contribution</b>	TfL has contributed the remainder of the total.	TfL has contributed the remainder of the total.

## Barclays Cycle Hire Scheme (2)

**Question No: 799 / 2012**

[Caroline Pidgeon](#)

Could you please detail how many users of the Barclays Cycle Hire scheme have been overcharged as a result of faulty sensors on the docking stations, since the introduction of the scheme?

### Written response from the Mayor

We are unable to provide the data for this, as the number of customers refunded does not always mean the sensors on the docking stations were faulty.

## Cycling in Royal Parks

**Question No: 800 / 2012**

[Caroline Pidgeon](#)

In your answer to MQT 1906/2011 you stated "I am confident we can make progress on this issue". What progress, if any, have you managed to make in persuading the Royal Parks Agency to extend provision for cycling throughout the Royal Parks?

### Written response from the Mayor

I am pleased to announce that since June last year, the Royal Parks have received funding from TfL for a number of cycling schemes, some of which are already complete.

Surfacing and signage improvements for cyclists have been completed on the northern section of the Broad Walk in Regent's Park and access improvements for cyclists have been completed at Blackheath Gate in Greenwich Park, as part of a wider project to revise the overall layout of the adjacent Charlton Way junction to benefit all road users and pedestrians.

A new shared use cycle route through Kensington Gardens is largely complete. Studio Walk, an existing path in Kensington Gardens has been transformed from pedestrian only access to a shared-use cycle route. This project will benefit learner cyclists and cyclists who want to enjoy a safer and more pleasant journey within Kensington Gardens.

Other planned works for this year include the junction reconfiguration of Storey's Gate in St James's Park. The route has been developed as a shared use cycling and pedestrian path and additional works are designed to improve the general safety for cyclist and pedestrians entering and exiting St. James's Park. In Hyde Park, provision for a permanent off road cycle route that provides an alternative route to North Carriage Drive during the setting up and taking down of events in the park will be implemented this month.

The Royal Parks ran a Considerate Cycling Campaign between May and September 2011 to promote considerate cycling in all Royal Parks. These events are also used to obtain feedback on existing and proposed cycling facilities within The Royal Parks.

Finally, TfL's Greenways programme has funded an All Parks Signage Improvement programme. This includes implementation of improved signage for cyclists throughout the Royal Parks including appropriate destination signage, updated maps showing cycle routes, cycle parking and London Cycle Hire docking stations. This signage will enable cyclists to make the best use of the existing Royal Parks roads and off road cycle routes.

Clearly this is an ongoing programme and we will continue to explore further opportunities with the Royal Parks.

## **Two way cycling on one way streets (1)**

**Question No: 801 / 2012**

[Caroline Pidgeon](#)

In your answer to MQT 297/2012 you state that converting one way streets to two way streets for cyclists is currently difficult due to DfT regulations. Please could you state exactly which DfT regulations make this difficult and what efforts you have made to have these regulations amended?

### **Written response from the Mayor**

Prior to 2012, the DfT regulations required highway authorities to apply for approval for each site for many contra-flow signing layouts. Furthermore, many motorised road users did not understand the meaning of the sign commonly known as the 'flying motorcycle' sign which prohibits access to one way streets for motorised road users; but which regulations stipulated must be used. This meant that local authorities were reluctant to introduce contra-flow schemes.

TfL undertook a trial of alternative signing options in 2010 and made representations to the DfT through the Regulations Review; as well as at follow-up working groups to press for change. In light of this, and after representations made by TfL, I am pleased that the DfT has now changed the regulations in January 2012 so that 'No-Entry Except Cycles' and the 'Contra-flow cycles' signs are allowed. This will make it easier for local authorities to introduce two-way cycling on one-way streets, by allowing signs which are easier for road users to understand.

## **Two way cycling on one way streets (2)**

**Question No: 802 / 2012**

[Caroline Pidgeon](#)

In answer to my question 297/2012 your examples of one-way streets converted to two-way operation for cyclists related to roundabouts. Does your answer mean that there were in fact no TfL one-way streets converted to two-way operation for cyclists in 2011?

### **Written response from the Mayor**

There are very few one-way streets on the TLRN and so there are not many locations where contra-flow cycling schemes could be implemented.

TfL is responsible for only 5% of London's roads which by their nature, are often not of the characteristic that this type of treatment best suits. For safety reasons, where there are one-way

streets on the TLRN, these are most likely to be made suitable for two-way cycling by introducing off carriageway tracks such as that implemented at the one-way Goodmans Yard near Tower Hill in 2010/2011.

## **Two way cycling on one way streets (3)**

**Question No: 803 / 2012**

[Caroline Pidgeon](#)

Please advise which central London and other TfL one way streets you plan to make two-way for cyclists in 2012?

### **Written response from the Mayor**

TfL plans to make a section of the A21 Rushey Green between Brownhill Road and Sangley Road, forming part of the Catford Gyratory, a two way street for cyclists later this year.

## **Cycle safety (1)**

**Question No: 804 / 2012**

[Caroline Pidgeon](#)

What conversations have you had with central government to secure funding for cycle safety improvements in London?

### **Written response from the Mayor**

I speak regularly to Government ministers about how transport provision and safety for all road users, including cyclists, in London could be improved. These conversations include discussion about the funding requirements for such improvements.

## **Cycle safety (2)**

**Question No: 805 / 2012**

[Caroline Pidgeon](#)

For each of the 8 manifesto points in the "Times Cities fit for cycling campaign" could you please provide details of the actions you are taking to make them a reality in London?

### **Written response from the Mayor**

(Written answer provided on 13 April 2012.)

I fully support The Times' *Cities Fit for Cycling* campaign and commend their ongoing work to raise the profile of cycle safety. Investing in cycle safety has always been a top priority for me and TfL is now spending more than ever on the cycling programme.

The 8-point manifesto gives us an opportunity to take stock of our work over the last few years and I recognise that more always needs to be done. This is why I am taking a fresh look at cycle safety and why TfL is redoubling its efforts to ensure that London's streets are places that are truly fit for cycling.

**1. Trucks entering a city centre should be required by law to fit sensors, audible truck-turning alarms, extra mirrors and safety bars to stop cyclists being thrown under the wheels.**

London is leading the way nationally in terms of addressing the conflicts between cyclists and HGVs. TfL runs FORS, a free membership scheme for freight operators which encourages them to become safer, greener and more efficient. Free FORS workshops and online driver training offer specific elements aimed at improving safety around cyclists. TfL also offers discounted safety products to members of FORS, including devices such as alarms, sensors and mirrors.

The GLA and TfL are using the procurement framework to increase the use of safety technology by operators. The GLA's Responsible Procurement document states that all new contracts require freight operators to join FORS, fit blind spot warning systems and train their drivers to become more aware of cyclists. In addition, action is being taken to ensure all of TfL's HGV fleet and contractors' vehicles are retro-fitted with best practice safety technology by end of 2012.

In addition, TfL is commissioning an independent review of the design, operation and driving of construction industry vehicles, such as skip lorries, tipper trucks and cement mixers. The review will look at how we can make those vehicles safer through physical improvements such as side bars, extra mirrors and sensors and, through better training for drivers of these large vehicles. The review will make recommendations that will be implemented during 2012 and beyond.

Also, I recently announced that additional funding has been secured to increase the size of the Metropolitan Police Service Commercial Vehicle Taskforce by 40 per cent (eight additional officers). This will increase enforcement capacity to tackle road risk from HGVs, particularly in the construction sector.

## **2. The 500 most dangerous road junctions must be identified, redesigned or fitted with priority traffic lights for cyclists and Trixi mirrors that allow lorry drivers to see cyclists on their near-side.**

Towards the end of last year, I asked TfL to review hundreds of key junctions across the capital to specifically examine safety and provision for cyclists. This includes 150 major planned schemes on the TLRN, as well as every junction on our Cycle Superhighways, plus some other locations that are of particular concern. In total, around five hundred junctions are being reviewed with the junctions of St. Georges Circus, Highbury Corner, Stockwell Gyratory and Tottenham High Road / West Green Road among the first to be reviewed by summer 2012.

More information on this work can be found here:

<http://www.tfl.gov.uk/corporate/projectsandschemes/22780.aspx>

After two cyclists were killed last year at Bow roundabout, I called for an urgent review of the roundabout. Engineers at TfL have been working with cycling groups and stakeholders to develop further the plans for improving safety for cyclists at the roundabout. The design under discussion, which would give an early start for cyclists amongst other things, would be the first of its kind in the UK. TfL is aiming to deliver any improvements prior to the 2012 Games.

London was the first location in the UK to trial blind spot safety mirrors and 87 mirrors have been installed to date at signalised junctions on the first four Barclays Cycle Superhighways routes. The DfT has now authorised Trixi safety mirrors for use by all highway authorities at traffic signal controlled junctions. A programme of fitting Trixi mirrors on the TLRN is currently being developed and the total number of mirrors will be finalised once this task is complete

In addition, Crossrail is installing Trixi mirrors along a number of its lorry routes. To date it has worked with TfL to install 49 mirrors covering 13 sites, with a further 22 mirrors planned to be installed in the near future.

### **3. A national audit of cycling to find out how many people cycle in Britain and how cyclists are killed or injured should be held to underpin effective cycle safety.**

TfL closely monitors cycling trends in London and there are two main methods used to monitor activity:

1. London Travel Demand Survey - The survey provides an insight into how Londoners travel and includes 19,000 households. On an average day in 2010 there were around 500,000 cycle trips made in London.
2. TLRN Automatic Counters - Automatic counters are used to give the growth of cycling on the main TLRN road network. Since 2000, there has been a 150 per cent increase in levels of cycling on our main roads, with a 15 per cent increase between 2009/10 and 2010/11 alone.

There is always scope to improve the methods for monitoring cyclists, which is why TfL is constantly reviewing of data collection, by increasing the sample sizes of surveys and installing additional monitoring equipment.

In terms of monitoring the number of people killed or injured on London's roads, this data is made available through the Stats 19 forms collected by Police and is published annually in Travel in London and in the road safety Pedal Cycle Factsheets. Every year, the roads with the greatest number of personal injury collisions are identified and prioritised, allowing resources to be targeted intelligently at those areas with the most pressing road safety problems. This ensures the greatest year-by-year reduction in collisions.

I also published my Cycle Safety Action (CSAP) Plan in March 2010. This is based on an analysis of the causes of cycle fatalities, and was developed and agreed with cycling and road safety stakeholders. The objective of the plan is to reduce the number of collisions on London's roads involving cyclists by providing safer infrastructure and taking action against irresponsible and dangerous road user behaviour. The plan identified 52 actions, within nine action areas to, improve cycle safety. The CSAP, as well as the end of year review published in 2011, is available at:

<http://www.tfl.gov.uk/corporate/projectsandschemes/15480.aspx>

### **4. Two per cent of the Highways Agency budget should be earmarked for next generation cycle routes, providing £100 million a year towards world-class cycling infrastructure. Each year cities should be graded on the quality of cycling provision.**

I have discussed the need for greater investment in London's roads with the Secretary of State for Transport. Also, the Highways Agency is only responsible for 1 per cent of roads in London, and I am keen to work with Government, boroughs and developers to identify all possible opportunities for funding of provision for cycling.

### **5. The training of cyclists and drivers must improve and cycle safety should become a core part of the driving test.**

Improving infrastructure is only part of the solution, and it is vital that we do as much as we can to educate all road users as to how they can make cycling safer. Action is being taken to educate and train cyclists and drivers, introducing new vehicle technology and campaigns. TfL has developed both a theory and an on-bike Driver Certificate of Professional Competence accredited training course on cycle awareness for commercial drivers. To date, approximately 3,445 drivers have been trained

TfL is supporting the boroughs in providing cycle training to people who live, work or study in their borough. In 2010/2011, 8350 individuals were trained representing a 42 per cent increase on 2008/09 figures.

**6. 20mph should become the default speed limit in residential areas where there are no cycle lanes.**

London has more 20mph roads than any other UK city, with over 3,000km of 20mph roads on the network. TfL supports boroughs introducing 20mph limits, and over 400 20mph zones have been implemented in London to date, with the majority of this work funded by TfL's £150m annual Local Implementation Plan funding.

**7. Businesses should be invited to sponsor cycleways and cycling super-highways, mirroring the Barclays-backed bicycle hire scheme in London.**

I have actively pursued opportunities to involve sponsors such as Barclays and Sky in our delivery of cycling schemes, as demonstrated by Barclays Cycle Hire, Barclays Cycle Superhighways and my Sky Rides. In July 2011, a year after the cycle hire scheme was first launched, I confirmed that Barclays had agreed to provide another £25m sponsorship. The extra funding will help the scheme to expand throughout west and south west London by the summer of 2013. The additional £25m takes Barclays total investment in the scheme to £50m.

**8. Every city, even those without an elected mayor, should appoint a cycling commissioner to push home reforms.**

One of my first moves when I came to City Hall was to pledge to turn London into a 'cyclised' city, a city where people see cycling as one of the best ways to get about. Investing in cycling remains a top priority for me and I have overseen the delivery of an ambitious programme to improve cycle safety and get more people cycling. TfL's senior management, from the Commissioner downwards, are wholly engaged in the delivery of London's Cycling Revolution.

## **Cycle superhighways**

**Question No: 806 / 2012**

[Caroline Pidgeon](#)

Please could you clarify whether motorbikes are legally allowed to use the Cycle Superhighways?

**Written response from the Mayor**

On-road Barclays Cycle Superhighways comprise a mixture of mandatory cycle lanes, advisory cycle lanes, blue surfacing in bus lanes, blue surfacing in general traffic lanes and Advanced Stop Lines (ASLs) at junctions.

Mandatory cycle lanes may not be entered by motor vehicles (including motorcycles). They are shown by a solid white line separating the lane from the general carriageway and by roadside signs, which also display the operating times of the lanes.

Advisory cycle lanes are not designed to be used by motor vehicles, as stated in the Highway Code. However, motorists can enter the lanes if necessary. Advisory lanes are usually provided where there is not enough space for a sufficiently wide mandatory lane, and are designed to highlight to other road users that there will be a high number of cyclists along the route, and to show where on the road to expect them.

Blue surfacing in bus lanes is designed to remind users that the lane is shared by buses and cyclists (and on the TLRN by motorcyclists). It reminds motorists that they are likely to encounter cyclists and provides cyclists with a clear route to follow.

Blue surfacing in general traffic lanes indicates that the lane is shared by cyclists and other vehicles. It is designed to remind motorists that they are likely to encounter cyclists and to provide cyclists with a clear route to follow.

ASL's are for the sole use of cyclists and must not be entered by motor vehicles, including motorcycles.

## **Oyster overcharging (1)**

### **Question No: 807 / 2012**

[Caroline Pidgeon](#)

Please publish a table showing for each month since the start of 2011 the number of people using Oyster who have faced the maximum fare charges with figures broken down by:

- a) the number of cards
- b) the number of incomplete journeys
- c) the Pay As You Go value resulting from the incomplete journeys

### **Written response from the Mayor**

(Written answer provided on 26 April 2012.)

Tables 1 and 2 set out the data requested.

Maximum fares are not overcharges. The terms of PAYG make it quite clear that users must touch in and out to get the best fare. Maximum fares are charged to deter fraud and to encourage users always to validate.

In principle, customers who do not touch in are at risk of a Penalty Fare because they are effectively travelling without a valid ticket.

TfL is increasingly providing automatic refunds, based on the customer's normal travel patterns, where it appears a customer has inadvertently forgotten to validate their Oyster card. Refunds are also available from the Oyster help-line and at LU stations. Around one third of single-touch journeys are now being corrected in this way.

Over 4m Oyster cards are used for PAYG each month, and Table 1 indicates that 80 per cent of these cards do not incur any maximum fare charges. Of the 20 per cent or so of cards incurring maximum fares each month, most incur one charge, with only a tail of users incurring more.

Finally, Table 2 shows that only a minority of charges are at the £6.50 rate, with most charges being £4.40 or less.

This compares with the typical PAYG fare of over £2 for complete journeys.

### **Table 1: Incomplete pay as you go journeys in 2011**

Month	No. of Cards incurring max fare charges (000)	No. of journeys (000)	Total charged (£000)
January	693	953	4,387
February	731	996	4,583
March	808	1,129	5,200
April	819	1,110	4,976
May	820	1,111	5,063
June	906	1,230	5,643
July	940	1,287	5,748
August	899	1,204	5,459
September	907	1,238	5,655
October	942	1,287	5,862
November	891	1,233	5,683
December	936	1,254	5,691
<b>Total</b>		<b>14,032</b>	<b>63,950</b>

**Table 2: breakdown of maximum fares charged in 2011**

Charge type	No. of journeys (000)	Total charged (£000)	Charge (pence)
Peak (standard)	3,388	22,022	650
Off-peak (standard)	7,635	33,595	440
Child	737	490	65/70
Watford junction	13	97	740
Other (see note 2)	2,259	7,746	340
<b>Total</b>	<b>14,032</b>	<b>63,950</b>	<b>455</b>

Notes:

1. In 2011, 650p (peak) or 440p (off-peak) was charged for most rail pay as you go journeys on adult Oystercards where only an entry or an exit validation was made.
2. Where an "unfinished" journey on National Rail includes an initial stage on the Underground the amount charged is the difference between the fare for the Underground leg and the 650p or 440p entry charge.

## **Oyster overcharging (2)**

**Question No: 808 / 2012**

[Caroline Pidgeon](#)

Please publish a table showing the total value in 2011 of overcharging by Oyster Pay As You Go due to incomplete journeys being made and maximum fare charges being generated, for the following modes of transport:

- a) Train Operating Companies and Network Rail
- b) London Underground
- c) Docklands Light Railway
- d) London Trams



e) London Overground

**Written response from the Mayor**

(Written answer provided on 26 April 2012.)

We cannot provide this information as incomplete journeys may be multimodal and therefore impossible to isolate.

### **Oyster overcharging (3)**

**Question No: 809 / 2012**

[Caroline Pidgeon](#)

Please publish, per station, a table for the year 2011 showing the level of overcharging by Oyster Pay As You Go due to incomplete journeys with figures broken down for the value of maximum fares:

- a) Train Operating Companies and Network Rail
- b) London Underground
- c) Docklands Light Railway
- d) London Trams
- e) London Overground

#### **Written response from the Mayor**

(Written answer provided on 26 April 2012.)

TfL does not overcharge for incomplete Oyster Pay As You Go journeys.

### **Oyster overcharging (4)**

**Question No: 810 / 2012**

[Caroline Pidgeon](#)

Please provide a breakdown of maximum fare charges on Oyster resulting from incomplete journeys between 31st December 2010 and 31st December 2011. Please include the number of incomplete journeys and the Pay As You Go value.

#### **Written response from the Mayor**

(Written answer provided on 26 April 2012.)

Please see Table 2 in my answer to MQ 807/2012.

### **Oyster overcharging (5)**

**Question No: 811 / 2012**

[Caroline Pidgeon](#)

What steps are you taking to ensure that Oystercard holders are not overcharged when travelling to or from the Olympic Games at overcrowded stations when barriers may be left open?

#### **Written response from the Mayor**

(Written answer provided on 3 April 2012.)

All spectators at Games events will receive a free, magnetic, all-zones one-day Travelcard for the day of the event. The issue of Oyster maximum fares will not therefore arise for this group.

### **Oyster overcharging (6)**

**Question No: 812 / 2012**

[Caroline Pidgeon](#)

What discussions were held and actions agreed concerning Oyster overcharging at your Rail Summit on 27 February 2012.

**Written response from the Mayor**

(Written answer provided on 3 April 2012.)

Maximum fares are not overcharges. They are charges properly made to deter fraudulent behaviour and under payment.

At the Rail Summit, the continuing growth in PAYG usage on national rail was noted together with the gradual declining trend in the frequency of incomplete journeys. All parties affirmed their commitment to maintain progress.

The measures being taken by TfL to make it easier for customers to monitor their fare payments and to refund maximum fare charges automatically where customers make an occasional mistake were welcomed. The further initiatives being planned for these areas by TfL in 2012 were noted.

**Rape crisis centres****Question No: 813 / 2012**

[Caroline Pidgeon](#)

What success have you had in working with boroughs to get sustainable funding for the 4 Rape Crisis Centres after March 2012 as you promised in December 2011?

**Written response from the Mayor**

I have allocated a total of £620,000 towards London's Rape Crisis Centres (RCCs) in 2012/13 and committed to on-going funding if I am re-elected.

I successfully lobbied for Ministry of Justice (MoJ) funding so that as of 2011 the London RCCs receive £210K per annum over three years from the MoJ.

I can also confirm that Ealing Council will continue to provide £85K match-funding for the West London RCC in 2012/13. Seven boroughs in north London are also working towards match-funding in 2012/13. Discussions and negotiations with other boroughs continue.

**Cable car (1)****Question No: 814 / 2012**

[Caroline Pidgeon](#)

Please provide the exact date you and TfL expect the Cable Car ('Emirates Air-Line) to be up and running and carrying fare paying passengers?

**Written response from the Mayor**

Good progress is being made with construction and the project is on course to open this summer as already indicated, but it is too early to give an exact date for opening.

## **Cable car (2)**

**Question No: 815 / 2012**

[Caroline Pidgeon](#)

If the opening of the Cable Car encroaches on the advertising black out period in the run up to the Olympic Games, what deductions from the sponsorship payment to TfL will be due to the sponsors?

### **Written response from the Mayor**

The restrictions on advertising during the Olympic and Paralympic Games were taken into account during the sponsorship negotiations and will not lead to any reduction in payment.

## **Cable car (3)**

**Question No: 816 / 2012**

[Caroline Pidgeon](#)

You told my colleague Mike Tuffrey in a letter of 1 November 2011 that TfL may suffer deductions from the sponsorship payment if “there was significant delay to the opening of the Emirates Airline”. What is regarded as a “significant delay” and what percentage of the sponsorship would be deducted in the event of there being a significant delay?

### **Written response from the Mayor**

The Emirates Air Line remains on course for opening this summer, and in that case there will be no such deductions.

Were there delays beyond the summer there would be some proportionately modest deductions, which would rise gradually over time, but the details are commercially confidential – and as stated above, no such delays are expected.

## **Cable car (4)**

**Question No: 817 / 2012**

[Caroline Pidgeon](#)

What contingency plans are in place to deal with the additional strain that would be put on the existing public transport network should the estimated 2,500 people an hour that are planned to use the Cable Car during the Olympics, not be able to use the Cable Car?

### **Written response from the Mayor**

The figure of 2,500 people per hour is the maximum capacity and not a forecast of usage.

The Emirates Air Line is not part of the Olympic Transport Plan. If it opens before the Games it would therefore provide an alternative for some spectators to other modes of transport.

## **Cable car (5)**

**Question No: 818 / 2012**

[Caroline Pidgeon](#)

What effect would the failure of the Cable Car to open before, or during the Olympic Games have on TfL's fares income for 2012/13?

**Written response from the Mayor**

The overall financial effect would be neutral.

**Trixi Mirrors****Question No: 819 / 2012**

[Caroline Pidgeon](#)

Thank you for your answer to my question 428/2012 in which you confirm that an application has been submitted to the Department for Transport to allow Transport for London to install "Trixi" mirrors at any traffic light junction on the Transport for London road network. Can you update me on progress with this application? How has the possible devolution of these controls to Highways Authorities affected this process? Once permissions are in place, how many Trixi mirrors do you plan to install in 2012?

**Written response from the Mayor**

The DfT has now authorised Trixi safety mirrors for use by all highway authorities at traffic signal controlled junctions. A programme of fitting Trixi mirrors on the TLRN is currently being developed and the total number of mirrors will be finalised once this task is complete. We are aware that some London boroughs are also planning to fit Trixi mirrors to traffic signals on their roads.

In addition, Crossrail is also installing trixi mirrors along a number of its lorry routes. To date they have worked with TfL to install 49 mirrors covering 13 sites, with a further 22 mirrors planned to be installed in the near future.

**Cycle Docking Stations Walworth Road with Elephant and Castle (1)****Question No: 820 / 2012**

[Caroline Pidgeon](#)

Further to my question 432/2012, panels have been updated at one of the two docking stations. However they have been installed at a station that is not in service to the public at the moment. When will the panels for the docking station that is actually in use be updated – or have the panels been updated at the wrong location?

**Written response from the Mayor**

Further to the reply to the previous question, docking station panels are produced in batches and installed when they are available. Doing so is more cost efficient than producing panels for individual docking stations. When the panels at the Strata docking station were available they were fitted, and we expect the site will be live soon as noted in question 821/2012. As per the answer to 432/2012 panels for the docking station on Walworth Road will be refreshed this spring, as part of the overall mapping renewal programme.

**Cycle Docking Stations Walworth Road with Elephant and Castle (2)**

**Question No: 821 / 2012**

Caroline Pidgeon

When will both dockings at this junction be in service and available to hire and return cycles?

**Written response from the Mayor**

The Docking station at Strata has not been available to the public due to an electrical issue. This was caused by a contractor working on street lighting damaging the Cycle Hire cables making them inoperable. We are working with our suppliers to co-ordinate the reinstatement of the power supply as soon as possible.

**Review of cycle safety at junctions****Question No: 822 / 2012**

Caroline Pidgeon

Further to my question 457/2012, please name each junction being reviewed for cycle safety and say

- a) which are due to have their reviews started,
- b) which are in progress of being reviewed,
- c) which have had their reviews completed,
- d) which have had recommendations drafted,
- e) which have had recommendations agreed,
- f) which have had recommendations planned for implementation – giving the target date,
- g) which have had recommendations already implemented

**Written response from the Mayor**

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

Written response received 29 June 2012

The latest information and any updates can be found on TfL's website at:

[www.tfl.gov.uk/junctionreview](http://www.tfl.gov.uk/junctionreview).

**Recruitment of PCSOs****Question No: 823 / 2012**

Caroline Pidgeon

By the deadline for answers for February's Mayor's Questions you had not answered my questions on the recruitment freeze affecting PCSOs (question numbers 465/2012 and 466/2012). Do you accept that the need to recruit new PCSOs is an important and urgent priority for the Metropolitan Police given the estimated 1,100 PCSO vacancies due this year? When will the recruitment of new PCSOs begin and the recruitment freeze be ended?

**Written response from the Mayor**

My commitment has never wavered to maintaining the number of PCSOs. The MPS is now actively recruiting PCSOs. The closing date for applications is 26 March and by 9 March, the Met had already received over 3,500 requests for application forms, which is very encouraging.

**Bus Text Service**

**Question No: 824 / 2012**

[Caroline Pidgeon](#)

Further to my question 469/2012, the figures you provide suggest that in the first 17 weeks of service the bus alert text service has cost Londoners over £155,000. Given in a full year this could easily exceed £500,000 income for TfL will you reconsider this hidden charge on bus passengers?

**Written response from the Mayor**

For SMS text messages charges are set by the industry. TfL has chosen the lowest practical cost service, 12p, which enables all users to receive messages regardless of the network they are requesting from. The 12p of revenue per SMS delivered is almost entirely consumed by the service provider.

Live Bus Arrival information is, of course, provided for all 19,000 bus stops by TfL free of charge through the TfL fixed and mobile website. Users of “smart” phones (any phone with a web browser) can access this information on the move, at the stop or wherever the passenger needs this information to make their journey easier.

**Police Horses****Question No: 825 / 2012**

[Caroline Pidgeon](#)

Please provide a complete list of the individual people and organisations that the Metropolitan Police have loaned retired police horses to since January 2008, in addition to Rebekah Brooks.

**Written response from the Mayor**

There have been 42 retired police horses loaned to various charities and individuals since January 2008.

These individuals and organisations did not consent to releasing their personal details as part of this process. It is therefore not appropriate for the MPS to disclose this information without their consent.

**Ticket Office Closures****Question No: 826 / 2012**

[Caroline Pidgeon](#)

Why did you break your promises about the closure of ticket offices at London Underground stations?

**Written response from the Mayor**

(Written answer provided on 20 March 2012.)

I did not break my promise. I cancelled my predecessor's plan to close 39 ticket offices.

**Unfunded Underground Line Upgrades****Question No: 827 / 2012**

[Caroline Pidgeon](#)

Why are plans to upgrade the Bakerloo, Piccadilly and Central Lines still unfunded? What

guarantees about these upgrades can you make to long-suffering passengers on these lines after the promises you have made on this subject?

### **Written response from the Mayor**

Upgrading the Tube is at the core of my commitment to London. The Jubilee and Victoria line upgrades are already delivering fantastic benefits with more soon to come. The Northern line upgrade will be completed by 2014 and the complex upgrade of the Metropolitan, District, Circle and Hammersmith and City lines is well underway too. Of course the Central line was upgraded in the 1990s which means there is already a train every two minutes on its central section at peak times.

It is crucial that we follow through on this and upgrade the remaining lines - the Piccadilly and Bakerloo - replacing their trains and signalling which by then will be the oldest on the system. Further renewal of other lines will then follow, commencing with the Central line. The demise of the PPP gave TfL the opportunity to upgrade these lines using a much more consistent and co-ordinated approach. This will use advances in technology to deliver the best possible service, including improved reliability, for Londoners while also delivering substantial cost savings and energy efficiency.

I am confident that the Government fully understands how critical it is to complete the whole upgrade programme and shares my commitment to do so. This is why TfL is pressing ahead with the necessary planning and development work on the Bakerloo and Piccadilly line upgrades now, although of course most of the work and therefore the funding to deliver them falls beyond the current spending review period.

Our current level of funding is absolutely critical in order to continue with the upgrade programme. Irresponsible fares policies will only dig a hole from which it will be impossible to recover.

## **Late Opening on the Tube**

**Question No: 828 / 2012**

[Caroline Pidgeon](#)

Why have you made no progress on late opening for the Tube as you had promised? Would you consider piloting late opening perhaps on the Jubilee line where passengers have endured lengthy line-closures for upgrade work?

### **Written response from the Mayor**

TfL has looked at every possibility for implementing later running of the Tube on Friday and Saturday nights. However, with only four hours available each night for the work needed to deliver both the massive programme of line upgrades and extensive routine maintenance to keep the system in good working order, there is very limited scope to run trains any later at present.

TfL will continue to keep this under review in the longer term with a view to implementing it in the future. Any change to the operating hours at weekends would require an agreement with the trades unions about changes in working hours.

Of course, during the Olympic and Paralympic Games LU will be running later services across the network. Last trains will finish around an hour later every night for the duration of the Games, with even later services for the opening ceremony.

## **Orbital Bus Routes (1)**



**Question No: 829 / 2012**

[Caroline Pidgeon](#)

Why has your promise to introduce a network of orbital buses failed to result in any significant improvement in these services?

**Written response from the Mayor**

The London bus service provides an extensive network of suburban links which have been very significantly enhanced in recent years. Examples of improvements in the last four years are included in the full list of service changes since May 2008 which has been published on the TfL website. See also my answer to 830/2012.

Suburban bus service users have also benefitted from better reliability, many more new and more environmentally friendly buses, more accessible bus stops and the new mobile real-time bus arrival information for every stop.

**Orbital Bus Routes (2)****Question No: 830 / 2012**

[Caroline Pidgeon](#)

Please list the Orbital Bus routes that have been introduced since 2008. Has the introduction of these routes brought about the modal shift to public transport that you anticipated?

**Written response from the Mayor**

Since 2007/08 the bus network has been expanded by 4% and the number of passengers using the service has increased by 7.5%, which represents a huge success in encouraging more people onto public transport

The following is a list of new routes and a sample of improvements to existing routes, providing the type of links to which you refer. The full list of all changes to the bus network since May 2008 has been published on the TfL website.

New Routes	
Route	Summary
228	New route between Maida Hill – Central Middlesex Hospital giving new links in Acton/Park Royal
324	New route between Stanmore and Brent Cross
375	New route between Romford and Passingford Bridge
395	New route between Greenford (Westway Cross) and Harrow
425	New route between Clapton and Stratford
EL2	New route between Ilford and Dagenham Dock (part of East London Transit)

Examples of extended or diverted services	
Route	Summary
65	Ealing Broadway – Kingston; night service extended to Chessington
110	Twickenham – Hounslow; extended to West Middlesex Hospital
186	Northwick Park Hospital – Brent Cross; rerouted to run via new roads in the Colindale area
249	Anerley – Balham; extended to Clapham Common
276	Newham General Hospital – Stoke Newington; extended within Newham Hospital
371	Kingston – Richmond; extended to Manor Circus Sainsbury's
398	Ruislip – Greenford
463	Coulsdon – Eastfields; extended to Pollards Hill

490	Heathrow - Richmond; extended to Pools on the Park
B15	Joydens Wood - Eltham; extended to Horn Park
D8	Stratford – Crossharbour; diverted from Stratford to Stratford City
H37	Richmond - Hounslow; extended to Lower Mortlake Road
R7	Orpington - Bickley; extended to Aquila Estate
SE	Sutton - Worcester Park; extended to Malden Manor
U1	Ruislip Station – Hayes; extended to West Drayton
U2	Uxbridge – Hillingdon Hospital; extended to Brunel University
U7	Uxbridge – Hayes, Sainsburys; re-routed to give new links in the Hayes area

## **Commuter Coach Services**

**Question No: 831 / 2012**

[Caroline Pidgeon](#)

Please provide details of the discussions you have held with coach companies to explore the expansion of commuter coach services in order to address the problems of overcrowding on rail services in to London

### **Written response from the Mayor**

TfL has continuing and regular engagement with the commercial coach market, which includes operators of scheduled express and commuter services, and actively encourages expansion and welcomes enhancement to the network.

In order to stimulate growth, TfL provides the necessary infrastructure and assists with public facing publicity to encourage better patronage. However, as all commuter services are commercially operated, it is ultimately the operators' decision whether or not their respective network can sustain expansion and be commercially viable.

TfL, through its London Service Permit licensing scheme, provides a framework and necessary support to allow operators to expand their respective networks, where appropriate.

## **Priority Seating Card**

**Question No: 832 / 2012**

[Caroline Pidgeon](#)

What consultation with user groups has there been and what steps have been taken to introduce a "priority seating card" for people who need access to priority seats but do not have clearly visible disabilities - such as has been introduced by Southern Rail?

### **Written response from the Mayor**

We have recently introduced a Travel Support Card which is aimed at customers with hidden disabilities. Although primarily aimed at interaction with staff, there is nothing to prevent these customers from using this as a tool to ask other customers to give up a seat for them if they have a requirement for one. The card contains a blank space which could be used to write a message describing this requirement.

TfL provides priority seating in excess of the legal requirement on all Tube trains, and these are all clearly identified by signage. In addition, we are currently introducing a priority seating moquette on the Central line to make it even easier to identify these seats. We intend to roll this out to other lines as well.

## **New London Bus (1)**

**Question No: 833 / 2012**

[Caroline Pidgeon](#)

Please state the exact work that was undertaken on the LT1 bus in (a) the week commencing the 13th February 2012, (b) the week commencing 20th February.

### **Written response from the Mayor**

Please see my response to MQ 834/2012.

## **New London Bus (2)**

**Question No: 834 / 2012**

[Caroline Pidgeon](#)

Please state the precise reasons why the LT1 bus was not the first bus to start running on Monday 27th February.

### **Written response from the Mayor**

It is a remarkable achievement that TfL and WrightBus have designed and built a completely new prototype bus, specifically for London, for the first time in more than 50 years and that it has only taken two years to turn a concept into a state-of-the-art hybrid vehicle on London's streets.

Certification needs to be gained before any vehicle can enter service to demonstrate its suitability for operation and the programme allows flexibility for this.

In the week of February 13, bus LT1 was being fitted out for driver training and route testing after passing electro-magnetic compatibility testing.

In the week of February 20, LT1 was undertaking driver training and route testing, and carrying out pre-arranged media work. LT2 was completing final certification approvals.

## **New London Bus (3)**

**Question No: 835 / 2012**

[Caroline Pidgeon](#)

Are you satisfied that Transport for London did not at any time suggest to the media or the public that the first London bus to commence in passenger service was the first London bus to roll off the Wrightbus production line?

### **Written response from the Mayor**

Yes. I'm satisfied no such commitment was made by TfL. From a passenger perspective, people have flocked to travel on the first bus and there has been a very positive vibe to its introduction. This is something to be satisfied about.

## **Lifts at Canada Water and Bermondsey Stations**

**Question No: 836 / 2012**

[Caroline Pidgeon](#)

The lift between the ticket hall and the street at Canada Water Station is to be closed from the 5th March until mid June. Why will it take three months to repair one lift? Furthermore, why was the decision taken to carry out work on the lift at Bermondsey station at the same time? How do you respond to local residents who rely on these lifts to access the public transport

network and will be cut off for a number of months?

### **Written response from the Mayor**

The lifts at both Bermondsey and Canada Water stations require extensive refurbishment in advance of the Olympic and Paralympic Games in order to ensure their optimum reliability and ability to meet demand during the Games. Work was scheduled to take place at the earliest opportunity and, whilst work at neighbouring stations would always normally be co-ordinated to minimise disruption to customers, in this case the need to complete the work before the Games has meant this was not possible.

I am sorry for any difficulties this causes. TfL is advising passengers affected by the lift works to use the fully accessible alternative local bus services to London Bridge station, where lifts will continue to be available.

## **Barking to Gospel Oak line (1)**

**Question No: 837 / 2012**

[Caroline Pidgeon](#)

Aside from presenting the business case for electrification of the Barking to Gospel Oak Line in your Rail Vision, what actual discussions have you or your officers held with the Department for Transport to argue the case? Please list any meetings which have been held with this aim since 2008.

### **Written response from the Mayor**

TfL officers meet Department for Transport officials extremely regularly, and electrification of the Gospel Oak – Barking line has been discussed many times since 2008, alongside other agenda items.

The outstanding issues with electrification of the line are cost and funding, rather than the socio-economic business case (the 'benefit-cost ratio'). We are awaiting the outcome of a feasibility study undertaken by Network Rail in advance of the DfT's High Level Output Specification expected in July 2012.

TfL is also considering other options to provide more capacity, such as lengthening the existing diesel trains, should electrification not go ahead in the next Control Period (2014 to 2019), or if it happens towards the end of the Control Period.

## **Barking to Gospel Oak line (2)**

**Question No: 838 / 2012**

[Caroline Pidgeon](#)

Further to your answer to MQs 448/2012 and 449/2012, what discussions have been held with train manufacturers and train leasing companies about the prospective supply of electric trains for the Barking to Gospel Oak Line?

### **Written response from the Mayor**

TfL has discussed indicative prices and programmes with a train manufacturer for additional electric trains that could be used across the Overground network, including the Barking to Gospel Oak line, subject to electrification. The details of these discussions are commercially sensitive.

## **Smoothing Traffic Flow**

**Question No: 839 / 2012**

[Caroline Pidgeon](#)

You stated that one of your priorities as Mayor was “to tackle congestion by ensuring smoother traffic flow... whilst maintaining pedestrian safeguards.” In light of growing concern among pedestrians about safety at crossings, particularly for those with visual impairments or reduced mobility, are you confident that the second part of this aim has been achieved?

### **Written response from the Mayor**

(Written answer provided on 13 April 2012.)

Yes.

## **Synchronised Bus Lane Enforcement**

**Question No: 840 / 2012**

[Caroline Pidgeon](#)

What success have you had in working with the 33 local authorities in London to establish which of the capitals 1200 bus lanes can be readily changed to achieve better synchronisation?

### **Written response from the Mayor**

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

Written response received 11 July 2012.

TfL is currently investigating whether bus lane hours can be rationalised across the network, as there are currently several different operating hours. However, this is not a simple task given the complex pattern of traffic demand in London, costs involved and the fact that bus lanes operate on the TLRN, as well as borough roads for which TfL does not control.

## **Walk London**

**Question No: 841 / 2012**

[Caroline Pidgeon](#)

Can you confirm that as of April 1st 2012, TfL will continue to provide funding, in partnership with London Boroughs, to enable the Walk London project to continue operating?

### **Written response from the Mayor**

TfL's £9.1m investment in the Walk London Network project has delivered a resource that many Londoners are now enjoying. The walking network of seven updated routes adds another essential element to London's improving transport infrastructure whilst delivering a key element of my Making Walking Count programme. In addition to significant physical route enhancements, the project has delivered a successful programme of events, a popular website that provides access to maps and other information, and monitoring data that show a steady increase in the uptake of the routes.

In recognition of the success of the programme, I have asked TfL officers to meet with Walk London as soon as possible to discuss how we can continue to work together, and with the boroughs, to deliver improved walking facilities in London. Future funding arrangements will form part of these discussions.

## **Publishing planning decisions online**

**Question No: 842 / 2012**

[Mike Tuffrey](#)

Further to MQ 2555/2011, what progress have you made on your commitment to publish all planning information and documents on the GLA website within ten working days of “any Mayoral decision, letter or direction”? (As of 02 March 2012, the latest planning decisions on the GLA website date from 07 December 2011).

### **Written response from the Mayor**

Currently the process for uploading planning decisions to the GLA website is time consuming and requires numerous separate manual tasks by both PDU and Web Team staff. Unfortunately this has led to the current backlog. However, the Web Team are finalising a new system that will enable PDU staff to upload documents directly to the Website. Once this is in place PDU staff will be able to clear the backlog as quickly as possible. In the meantime if Assembly Members or the public want any particular decision they should contact PDU, who will be happy to assist.

## **Water Metering (1)**

**Question No: 843 / 2012**

[Mike Tuffrey](#)

Further to your answer to MQ 0270/2012, on what grounds were targets to meter all houses and blocks of flats by 2015, and all individual flats by 2020, delayed by 5 years in your adopted Water Strategy?

### **Written response from the Mayor**

My aspiration is to have all properties metered at the earliest possible opportunity, but this needs to be balanced by ensuring that there are mechanisms in place to manage the impact of metering on Londoners.

## **Water Metering (2)**

**Question No: 844 / 2012**

[Mike Tuffrey](#)

Will you set an earlier target to tackle the fifty-five per cent of buildings in London that are detached, semi-detached or terraced, and could be individually metered relatively easily?

### **Written response from the Mayor**

The water metering target in my water strategy was developed with the water companies to support ambitious, but realistic action.

## **Water White Paper**

**Question No: 845 / 2012**

[Mike Tuffrey](#)

Will you be responding to the government’s consultation on the Water White Paper? If so, what are the key points you will make?

### **Written response from the Mayor**

The Water White Paper was published as a ‘statement of direction’ and not for consultation. My officers have met with Defra officers regarding the Water White Paper on the 30th January 2012, where they set out the key points in my Water Strategy including the ‘six point plan’ to

achieve and maintain greater water efficiency, achieve the water metering targets and address affordability issues, and tackle leakage.

## **London Environment Strategy**

**Question No: 846 / 2012**

[Mike Tuffrey](#)

Under the Localism Act (2011) the Mayor of London is required to produce an integrated London Environment Strategy. What is the current timetable for producing this document?

### **Written response from the Mayor**

The Localism Act creates for the first time a single integrated London Environment Strategy, which brings together the current suite of environment strategies. This change takes effect from 3<sup>rd</sup> May 2012, and when it does, transitional arrangements mean the existing environment strategies automatically become the new London Environment Strategy. Update to this strategy will be made at an appropriate time in the future.

## **Empty Homes – Inner London**

**Question No: 847 / 2012**

[Mike Tuffrey](#)

Statistics released by the Empty Homes charity show that 14,960 homes in Inner London (or 1.04% of total dwelling stock) stood empty and unused for more than six months during 2011. Will you apply your London-wide target – that no more than 1% of homes should stand empty and unused for more than six months – to Inner London, where the problem is most acute?

### **Written response from the Mayor**

The proportion of homes in London empty for longer than six months is at its lowest since the 1970s. This is in part due to the success of my empty homes programme which has brought 4,145 empty homes back into use. I will continue to apply my target that no more than 1 per cent of the stock should be empty for longer than six months.

## **Empty Homes**

**Question No: 848 / 2012**

[Mike Tuffrey](#)

Further to MQ 3538/2011, can you provide a breakdown by sector (both public and private) of the 4,145 empty homes that were brought back into use between 2008-2011 and are now occupied?

### **Written response from the Mayor**

This data is provided to the GLA by the boroughs, who did not include information about the tenure of the empty homes brought back into use.

## **Green Deal**

**Question No: 849 / 2012**

[Mike Tuffrey](#)

Given that less than 5 per cent of Carbon Emissions Reduction Target (CERT) funding has been spent in London, despite the capital housing 13 per cent of the UK's population, how will you ensure that London receives its fair share of funding for future carbon saving and affordable

warmth schemes available under the government's new Green Deal? What, if any, representations have you made to central Government?

### **Written response from the Mayor**

My response to the Government's consultation on the Green Deal and Energy Company Obligation (ECO), called on the Government to set regional targets for the ECO to ensure that London receives an equitable share of future funding. My officers have also met with DECC officials regularly to raise this issue.

In addition to this, I am investing in a programme to develop Green Deal delivery models for London to ensure that the capital receives a higher share of both ECO funding and Green Deal finance.

## **Carbon Emissions Reduction Target (CERT) funding**

### **Question No: 850 / 2012**

[Mike Tuffrey](#)

Further to MQ 0167/2012, are you now in a position to outline the amount of Carbon Emissions Reduction Target (CERT) funding that has been levered in on the back of your home retrofit programme (RE:NEW)?

### **Written response from the Mayor**

As the pan-London phase is currently rolling out and due to the nature of delivery I am not in a position to carry out this evaluation at this stage. More information will be available with the final reports submitted in May.

## **Incinerator emissions (1)**

### **Question No: 851 / 2012**

[Mike Tuffrey](#)

Are you satisfied that there is no link between ward level mortality rates in London and proximity to incinerator emissions?

### **Written response from the Mayor**

Emissions from incinerators in London are strictly regulated by either the Environment Agency or the local authority, depending on the type of incinerator. Recent studies by the Health Protection Agency have concluded any health impacts from incineration are likely to be very small and not detectable. Further information can be found at:  
[www.hpa.org.uk/webc/HPAwebFile/HPAweb\\_C/1251473372218](http://www.hpa.org.uk/webc/HPAwebFile/HPAweb_C/1251473372218)

## **Incinerator emissions (2)**

### **Question No: 852 / 2012**

[Mike Tuffrey](#)

Will you agree to study the long-term effects of exposure to fine particles (e.g. PM 2.5) associated with incinerator emissions?

### **Written response from the Mayor**

A number of studies have already been undertaken on the effect of incinerator emissions and have concluded that any health impacts from incineration are likely to be very small and not detectable. For further information please refer to:  
[www.hpa.org.uk/webc/HPAwebFile/HPAweb\\_C/1251473372218](http://www.hpa.org.uk/webc/HPAwebFile/HPAweb_C/1251473372218)



Nevertheless, strict emissions abatement controls are required for the operation of incinerators and these sites are heavily regulated by the Environment Agency or the local authority, depending on the type of incinerator.

In addition PM2.5 is measured at multiple monitoring sites across London through the London Air Quality Network. London is meeting the PM2.5 annual EU limit value.

## **Aircraft noise**

**Question No: 853 / 2012**

[Mike Tuffrey](#)

Are you concerned by reports that the number of complaints about noise from planes at Heathrow Airport rose more than six-fold during a recent trial of runway alternation?

### **Written response from the Mayor**

Yes, I am concerned by any significant increase in the noise impact. As I have stated before, in response to MQ 2767/2011, efficiency improvements in the way our airports operate are welcome, but exactly how these proposals work should be subject to scrutiny, particularly if they turn out to worsen the lives of West Londoners living under the flight paths. I want to see aviation thrive in London and the south-east and expect the Government's trial to be fairly conducted and its consultation to be open-minded and responsive to the people in London who could be adversely affected by this experiment.

This potential improvement can only ever be a sticking-plaster. What I want to see is a long term solution to the UK's aviation problems and Heathrow can never be that. I want to see a new hub airport for the south-east that can keep London on the global necklace of megacities and maintain its and the UK's position as a strong economic force.

I have asked my officers to follow the trial closely and liaise with the local authorities whose communities will be directly affected.

## **Noise mapping - aircraft noise**

**Question No: 854 / 2012**

[Mike Tuffrey](#)

As the health effects of exposure to transport noise become increasingly clear, will you support moves to monitor the cumulative noise effects (and impact) of all the flights taking off/landing across London?

### **Written response from the Mayor**

I recognise the important impact that exposure to noise has on the quality of life of many Londoners. My officers have previously met with the CAA where this matter was raised. There are technical issues with mapping the cumulative noise impact of all London flights, but I will ask my officers to look at this issue again.

I think it would be helpful if you also raised this with the CAA.

## **Aircraft noise**

**Question No: 855 / 2012**

[Mike Tuffrey](#)

Further to MQ 3869/2011, what will you do to help the 725,500 people living around Heathrow which the Civil Aviation Authority estimates are affected by aircraft noise, based on the European standard measure of 55LDen?

### **Written response from the Mayor**

I recognise the important impact that exposure to noise has on the quality of life of many Londoners. That is why I successfully opposed the 3<sup>rd</sup> runway expansion of Heathrow, which would have extended the noise impact over a greater swathe of London

The Ambient Noise Strategy sets out my approach to aircraft noise. In addition, I have provided responses to relevant consultations carried out by the airports, the Department for Transport and Civil Aviation Authority (CAA) / National Air Traffic Service (NATS) relating to aircraft noise in London. For example, most recently, I responded to the Heathrow Airport consultation on noise mitigation schemes calling for the noise mitigation scheme to be extended to more households.

In addition, looking to the longer term, I have lobbied Government to consider options for new airport capacity which do not directly overfly London or other densely populated communities.

## **Reusing London's waste (1)**

**Question No: 856 / 2012**

[Mike Tuffrey](#)

How many tonnes of municipal waste were reused in London last year?

### **Written response from the Mayor**

This information is publicly available on the Department for Environmental, Food and Rural Affairs' (Defra's) Waste Data Flow website at: <http://www.wastedataflow.org/>

## **Reusing London's waste (2)**

**Question No: 857 / 2012**

[Mike Tuffrey](#)

How many re-usable items have been prevented from entering the waste stream since the publication of your Municipal Waste Management Strategy?

### **Written response from the Mayor**

London's local authorities report their re-use data, in terms of tonnage collected at their managed facilities, in [www.wastedataflow.org](http://www.wastedataflow.org) and this data is available to the public. However, this excludes re-use of materials collected by third sector re-use organisations which has been notoriously difficult to capture. My municipal waste management strategy is committed to working with the London Reuse Network to improve access to re-use data, increase re-use capacity and create engineering job opportunities.

The table below has been provided by London Reuse Network's (LRN) new database of material reuse products handled across the whole of their Londonwide network. The London Re-use Network was established through a £4 million investment from my London Waste and Recycling Board (LWARB) and will be the largest re-use model in the world. The project will deliver a single re-use web portal, central phone number and quality assurance for London re-use that, together, will lead to greater access, consistency and information whilst diverting significant amounts of materials from entering the residual waste stream. The £4m investment will establish a self sustaining London Reuse Network.

The table below collates London Reuse Network (LRN) delivery partners' municipal waste reuse data from 2011 (Jan-Dec, inclusive).

Cluster	Re-use tonnage				Number of items (re-used)	
	Small WEEE	Large WEEE	Furniture	Paint	Furniture	WEEE
North	69	50	522	35	13,835	12,565
South		12	162		4,310	297
Central			1,160		30,769	
West		28	1,059		28,086	689
East			400		10,610	
South East		60	906		4,297	1,485
<b>TOTAL</b>	<b>69</b>	<b>150</b>	<b>4,209</b>	<b>35</b>	<b>91,907</b>	<b>15,036</b>

## Reusing London's waste (3)

**Question No: 858 / 2012**

Mike Tuffrey

By when do you expect to have published a map of reuse facilities across the capital, as promised in your Municipal Waste Management Strategy?

### Written response from the Mayor

This information is available now on the LRN holding website [www.londonreuse.org](http://www.londonreuse.org), which includes a 'Find you local re-use centre' webpage that lists partners and their contact details by their services sub-region. The London Reuse Network Application (LORNA) is being trialled at present and will be launched in late spring. This web based application will act as donation and trading site for reuse products across London and will clearly signpost all London Re-use Network (LRN) partner schemes.

## GLA telephone survey

**Question No: 859 / 2012**

Mike Tuffrey

Will you publish on the GLA website the full results of the telephone survey of Londoners referenced in your most recent report to the Assembly (heading: 'Welcoming a new approach to alcohol related crime in London')? Please also list all the questions that were asked in the survey

### Written response from the Mayor

Yes. We have already published the full results of the alcohol sobriety questions from the ICM telephone poll conducted in November 2011, and have also made available the sport and exercise questions included in this survey. Both are available online at <http://www.london.gov.uk/gla-programme-phone-surveys>.

The results of any questions from this poll not yet published reflects the fact that they are to be released as a group to identify and report on significant opinion trends. We will make these survey findings available on the website in the future, after the last survey in a series has been conducted.

## London Overcrowding Board

**Question No: 860 / 2012**

[Mike Tuffrey](#)

Do you regret having waited 3 years, 9 months and 24 days since your election before looking at “innovative and cost effective ways to tackle overcrowding in the capital”, with the first meeting of the London Overcrowding Board being held on 28 February 2012?

**Written response from the Mayor**

Two years ago I introduced the first target to reduce overcrowding in the GLA’s history, and subsequently published an overcrowding action plan. The establishment of the London Overcrowding Board is a logical next step to continue this work.

## **Affordable Homes**

**Question No: 861 / 2012**

[Mike Tuffrey](#)

Please can you list the number of new affordable homes that were delivered between 04 May 2008 and:

- i) 01 January 2011
- ii) 01 January 2012?

**Written response from the Mayor**

It is not possible to provide figures for these exact periods from the official DCLG statistics used to monitor affordable housing delivery as they are only published on an annual basis by financial year.

## **Hidden Homes**

**Question No: 862 / 2012**

[Mike Tuffrey](#)

How many ‘hidden homes’ have been discovered on the GLA estate since May, 2008? Please provide a breakdown by functional body and financial year.

**Written response from the Mayor**

I have defined ‘hidden homes’ as homes created on small infill sites such as disused storage areas, garages and communal laundry rooms.

- TfL – Since 2008, TfL has disposed of its A406 North Circular Road portfolio, which has the potential to create roughly 43 units from former garage and under utilised sites. However, it should be noted that TfL does not monitor the subsequent use of the land that it sells.
- LFEPA – No hidden homes have been discovered within LFEPA’s estate since 2008.
- LDA – No hidden homes have been discovered within LDA’s estate since 2008.
- MOPC – No data is available.

Hidden homes complement the Mayor’s empty homes programme which has brought 4,145 empty homes back into use since 2008.

## **Crossrail - renewable energy**

**Question No: 863 / 2012**

[Mike Tuffrey](#)

Please list the Crossrail sites where ground source heat pump technology is to be incorporated into the station infrastructure?

**Written response from the Mayor**

As part of the Crossrail project, scheme designs are being produced for developments that will be built above most of the new central section stations and other railway infrastructure. These are known as oversite developments. Most of this infrastructure provides for the installation of ground source heat pumps. This involves installing pipework into the foundation works of the stations, which will support these oversite developments. This will take place at the following oversite development schemes:

- Paddington: Triangle site development
- Bond Street: Davies Street
- Bond Street: Hanover Square
- Tottenham Court Road: Dean Street/Fareham Street
- Tottenham Court Road: Goslett Yard
- Fisher Street shaft
- Farringdon: Cardinal House
- Farringdon Station: Lindsey Street
- Liverpool Street: 101 Moorgate
- Liverpool Street: Blomfield Street shaft

Out of the twelve oversite development schemes Crossrail is developing only two will not include a capability for using ground source heat pumps. These are at Woolwich and Limmo, where Crossrail is constructing a vent shaft.

At these sites a large proportion of the oversite development schemes are not integrated with Crossrail infrastructure. Future owners of these oversite development schemes will however be able to install ground source heat pump technology within the buildings' foundations.

**Community Land Trusts****Question No: 864 / 2012**

[Mike Tuffrey](#)

Further to MQ 3317/2011, when do you expect to deliver London's first Community Land Trust?

**Written response from the Mayor**

The HCA London Board met on Monday 20th February and approved the selection of a preferred bidder for the redevelopment of the former St Clements hospital site in Mile End. The Board agreed to incorporate London's first urban community land trust. This complements proposals from OLPC to develop a community land trust as part of the Chobham Manor site. The London Housing Board will be updated in June 2012.

**Get Set Scheme (1)****Question No: 866 / 2012**

[Dee Doocey](#)

In numerous Mayoral press releases it was specifically stated that the Get Set Scheme will allocate 125,000 free tickets to London school children. Such a statement is even stated by you in a video appearing on the Greater London Authority website (<http://www.london.gov.uk/priorities/london-2012/free-games-tickets-schools>). How do you justify your past statements with your written answer 0416/2012 which states that only 95,761 tickets have been allocated to London school children?

### **Written response from the Mayor**

I committed to providing free tickets to the Games to 1 in 8 10-18 year olds attending schools in the London 2012 Get Set Network. This is exactly what I have done.

It is obviously unacceptable for these young people to attend the Games alone and so a number of tickets have necessarily been allocated for accompanying adults.

## **Get Set Scheme (2)**

**Question No: 867 / 2012**

[Dee Doocey](#)

On March 1st The Evening Standard reported that you said 30,000 tickets under the 'Get Set' scheme would be allocated to teachers accompanying pupils to the Games. Since the 'Get Set' Scheme is targeted at children from 10 to 18 years of age, can you explain why you consider it necessary to have a ratio of one teacher to every three children/young people attending?

### **Written response from the Mayor**

In the most part schools have been allocated tickets to a variety of different sports sessions through the Get Set scheme. This will result in students attending the Games in small groups.

Accompanying adult tickets have been allocated on the basis of 1 adult to 10 children with never less than 2 adults for each group. These ratios are in line with safeguarding best practice and reflect standard ratios for a school trip.

Approximately 22,000 tickets have been allocated for accompanying adults.

## **Get Set Scheme (3)**

**Question No: 868 / 2012**

[Dee Doocey](#)

Do you have any plans to review the allocation of tickets under the Get Set Scheme or do you stand by the decision to allocate only 95, 761 tickets to London school children?

### **Written response from the Mayor**

No I do not have any plans to review the allocation of tickets under the scheme. I am delighted that 95,761 young Londoners will attend the Games free of charge and that they will be able to do this safely and in line with child safeguarding best practice. I committed to providing free tickets to the Games to 1 in 8 10-18 year olds attending schools in the London 2012 Get Set Network. This is exactly what I have done.

## **Piccadilly Line trains stopping at Turnham Green**

**Question No: 869 / 2012**

[Caroline Pidgeon](#)

Further to my previous questions supporting Piccadilly Line trains stopping at Turnham Green throughout the day, will you review TfL's position on the hours that tubes stop, to improve the service for local residents around Turnham Green? When can we expect the outcome of any review?

#### **Written response from the Mayor**

Although as you know there are a number of difficulties associated with a proposal to change the times at which Piccadilly line trains stop at Turnham Green, I have asked TfL to look into the matter further, which should include consultation with passengers, as soon as is practicable.

### **Statutory definition of overcrowded housing**

#### **Question No: 870 / 2012**

[Dee Doocey](#)

Further to your answer to 418/2012, what steps is your new Overcrowding Board taking to deal with the fact that the statutory definition of overcrowded housing has not been updated for the last 75 years?

#### **Written response from the Mayor**

The Overcrowding Board considered the issue of the statutory definition of overcrowding at its first meeting. It noted that the issue of the statutory definition is a legislative one for the Government and that most boroughs are using the bedroom standard for making decisions. The board intends to report later in the year on progress, including on this issue.

### **Cost of a ticket on the Cable Car**

#### **Question No: 871 / 2012**

[Caroline Pidgeon](#)

What will be the cost be of a single ticket on the Emirates Airline Cable car?

#### **Written response from the Mayor**

The fares and fare structures for the Air Line will not be finalised until nearer the opening date but I have already indicated that they will be comparable to fares on other TfL modes for journeys between the Emirates Air-Line stations, with the facility to use Oyster PAYG as payment.

### **Thames River crossings consultation**

#### **Question No: 872 / 2012**

[Caroline Pidgeon](#)

Do you feel that a 4 week consultation period is long enough and sufficient for such a large infrastructure project as the proposed Greenwich to Silvertown tunnel and other crossings? What traffic modelling has been done on the impact of the Greenwich to Silvertown tunnel on traffic flows south of the river and when and how will this data be made publicly available?

#### **Written response from the Mayor**

The recent consultation, which closed on Monday 5 March, was a preliminary, non statutory exercise designed to seek views on the principle of the river crossing package. I am pleased to note that a significant number of individuals and businesses took the opportunity to give their views on the proposals, with over 3,800 responses having been received, around 3,600 of whom used the online consultation questionnaire.

Detailed analysis will take time, but an initial review suggests that around 90% [93%] of those responding to the questionnaire agree that there is a need for more river crossings in the area, with around 85% [86%] believing that the proposals will address problems crossing the river. Around 80% [82%] of questionnaire responses support the proposal to build a new tunnel at Silvertown, and around 60% [63%] supporting the proposal for a new ferry at Gallions Reach. All these figures are of course provisional and have been rounded.

It is also worth noting that members of the public and stakeholders will have further opportunities to comment on the proposals during the statutory consultations that would be required if the proposals are progressed.

As regards traffic impacts modelling, some preliminary work has been undertaken and TfL is in the process of revising its suite of traffic models to incorporate newer and more detailed traffic data and to ensure that their results are as robust as possible. This takes time but will help interested people, including local communities, fully understand any impacts of the crossings package and set out proposed mitigation. This work will be publicly available later in the year.

## **East London Line**

### **Question No: 873 / 2012**

[Caroline Pidgeon](#)

In answer to my previous question 3272/2011 about the need for later trains on the East London Line you said that this was not possible because of the time needed for maintenance and infrastructure works. Since then has any work been done to see if these reasons can be overcome so that trains could run later?

### **Written response from the Mayor**

As I said previously, London Overground last train times at interchange stations (such as Whitechapel or Highbury & Islington) broadly match the London Underground times.

As with all railways, the continued safe and efficient operation of the Highbury & Islington – West Croydon line requires ongoing maintenance of the route. The hours when engineering work takes place have not changed since your previous question and as such no opportunities to operate later trains have arisen.

In future, however, if opportunities do arise, TfL and LOROL will investigate if it is operationally feasible to run later services and whether there is a case to do so.

## **Sydenham Police station**

### **Question No: 874 / 2012**

[Caroline Pidgeon](#)

Are you aware of the likely proposed closure of Sydenham Police station? Will you publicly oppose the closure and will you be raising the issue with your Deputy Mayor for Policing asking him to stop any such proposals to close the station?

### **Written response from the Mayor**

The future of Sydenham Police Station is being reviewed as part of the of the MOPC corporate real estate programme, however no decision has been made on its future. However I can assure you in line with my Mayoral priority no front counter will be closed without a new improved facility being put in its place.



## **Aircraft noise complaints in Wandsworth**

**Question No: 875 / 2012**

[Murad Qureshi](#)

With over 500 complaints in Wandsworth on aircraft noise, what have you done over your political term on noise issues?

### **Written response from the Mayor**

I recognise the important impact that exposure to noise has on the quality of life of many Londoners. That is why I successfully opposed the 3<sup>rd</sup> runway expansion of Heathrow, which would have extended the noise impact over a greater swathe of London

The Ambient Noise Strategy sets out my approach to aircraft noise. In addition, I have provided responses to relevant consultations carried out by the airports, the Department for Transport and Civil Aviation Authority (CAA) / National Air Traffic Service (NATS) relating to aircraft noise in London. For example, most recently, I responded to the Heathrow Airport consultation on noise mitigation schemes calling for the noise mitigation scheme to be extended to more households.

In addition, looking to the longer term, I have lobbied Government to consider options for new airport capacity which do not directly overfly London or other densely populated communities.

## **West London Economy**

**Question No: 876 / 2012**

[Murad Qureshi](#)

Have you made any assessment of the impact that a new airport in the Thames Estuary would have on the economy of West London?

### **Written response from the Mayor**

London's only hub airport, Heathrow, is operating at capacity and a new hub airport is required to accommodate growth in aviation demand, and particularly, growth in the number of long-haul flights needed to serve emerging, expanding economies. For important destinations, these flights can only really be sustained at a hub airport. While a new hub airport serving London is required, I do not believe that this would lead to the closure of Heathrow. Indeed, I am confident, given its location at the heart of a thriving economic sub-region and the growth in demand for flights predicted by the Government, that Heathrow has a bright future, remaining open, continuing to support tens of thousands of jobs, and offering excellent international connectivity. I am calling for the Government to ensure that all workable scenarios for delivering new hub capacity are subject to a full and thorough assessment of all impacts as part of the Government's expected consultation on a new aviation policy for the UK.

## **Housing**

**Question No: 882 / 2012**

[Nicky Gavron](#)

How many homes have you built on GLA family land?

### **Written response from the Mayor**

There has been an estimated 5,225 homes built on GLA family land since 2008.

## **Green Belt**

**Question No: 883 / 2012**

[Nicky Gavron](#)

Did you “protect the green belt by using the Mayor’s powers to refuse applications to build on it”?

### **Written response from the Mayor**

I have considered a number of applications for development on Green Belt. Some were appropriate development and therefore compliant with my London Plan. Some were inappropriate but justified by very special circumstances. Some were inappropriate and not justified and have been refused by the local council or withdrawn by the applicant.

## **Brentford Roads Turning Onto A4 Danger**

**Question No: 885 / 2012**

[Murad Qureshi](#)

Why is Transport for London delaying the painting of lines at these junctions when both the funding and agreed actions have been agreed for 2 or 3 years? The delay is exacerbating a dangerous situation where better lightning; better warnings on the A4 and the side roads, and clearer stop signals e.g., driver’s eye-level red lights would tackle the problem.

### **Written response from the Mayor**

Unfortunately I am not clear which Brentford roads you are referring to. If you can provide specific roads/junctions then TfL can investigate.

## **Cycling Fatalities**

**Question No: 886 / 2012**

[Murad Qureshi](#)

Out of the 16 cyclist fatalities on the streets of London recently, how many of them were attempts of passing HGVs on the inside?

### **Written response from the Mayor**

I can confirm that of the 16 cyclist fatalities in London in 2011, nine involved a heavy goods vehicle (HGV), skip or refuse vehicle.

Neither I, TfL nor London’s policing agencies are in a position to comment on the more detailed circumstances of these tragic and regrettable deaths.

The level of detail you are requesting in terms of the intent of the cyclist to attempt to pass HGVs on the inside will only be available within the relevant Coroner’s or police report, produced after a detailed and thorough investigation into the circumstances of each fatality.

## **Car Clubs**

**Question No: 887 / 2012**

[Murad Qureshi](#)

In response to your answer to Question 681/2012, can you tell us how many car club parking spaces exist for the 2,597 vehicles and 133,315 members of various car clubs in London?

### **Written response from the Mayor**

The figure 2,597 refers to the number of car club parking spaces that exist in London. The actual number of vehicles is greater than this, as operators retain a small number of spare vehicles within their fleets that can be used to substitute for others that may need to be taken out of service for maintenance or repair.

## **No-engine Idling**

**Question No: 888 / 2012**

[Murad Qureshi](#)

Since the launch of your no-engine idling campaign at the beginning of the year, what actual enforcement has been undertaken by the Mayor through Transport for London in comparison to what some local authorities are doing?

### **Written response from the Mayor**

As outlined in my previous responses to questions 250/2012, 478/2012 and 599/2012, TfL and the GLA are working with a wide range of stakeholders to deliver a programme of proactive measures to raise awareness and educate drivers about the problems caused by engine idling and the benefits of switching off their engines. Initial results of this work are due to be published in June after completion of the first phase of the campaign. Additionally, TfL will undertake further marketing later this year, after the Olympic and Paralympic Games, involving another wave of poster and radio advertising to further embed the understanding of the issue and to monitor results.

I am not able to comment on the details of individual boroughs' enforcement activities. However, TfL and the GLA are also working with the London boroughs on reducing engine idling. This includes holding workshops to promote best practice and sharing resources and lessons learned about how to effectively tackle the problem.

## **British Airport Authority**

**Question No: 889 / 2012**

[Murad Qureshi](#)

Now that there will not be a third runway at Heathrow, will you join me in calling for BAA to sell its' houses in the villages surrounding the airport, particularly Sipson, and move on?

### **Written response from the Mayor**

Yes, the properties should be sold on as there is no prospect of a third runway at Heathrow

## **London Waste & Recycling Board**

**Question No: 890 / 2012**

[Murad Qureshi](#)

Why do you think your London Waste & Recycling Board (LWaRB) appears to be doing a lot more on recycling than investing in new technology in London's waste infrastructure?

### **Written response from the Mayor**

The London Waste and Recycling Board's (LWARB's) business plan sets out its strategic focus, which spans geographic, technology and efficiency priorities and is in accordance with my Municipal Waste Management Strategy. My waste strategies reflect the waste hierarchy, which prioritises waste reduction, reuse and recycling before residual treatment.

Waste minimisation, reuse and recycling schemes are typically services that can be implemented with relative speed. Waste infrastructure projects are complex and tend to have multiple parties and significant legal, technical and financial hurdles to overcome. Consequently these projects

are in development for longer time scales. Due to their commercial nature LWARB is unable to provide full details of progress. However LWARB anticipates closing on a number of large waste infrastructure projects within the next quarter, leveraging just over £13 million of private sector funds.

## **Parking Charges**

**Question No: 891 / 2012**

[Murad Qureshi](#)

Will you join me in condemning Barnet Council with their abusing of parking charges in East Finchley as you have done so rightly with the City of Westminster Council?

### **Written response from the Mayor**

Parking restrictions are a matter for the boroughs. However, you are right in pointing out that I am concerned when decisions over parking policy are taken without taking fully into account economic development.

## **Bigger, Fatter, Gypsier**

**Question No: 892 / 2012**

[John Biggs](#)

I refer to your answer to 692/2012. Are you aware that the offensive advertisements promoting the Channel 4 programme "My Big Fat Gypsy Wedding" are on display on the Underground network? Will you instruct Transport for London to remove them?

### **Written response from the Mayor**

The Channel 4 advertising campaign to which you refer has now finished and the advertisements have all been removed from the London Underground network.

In line with our standard procedures, we referred these advertisements to the Committee of Advertising Practice before accepting them.

## **Rough Sleeping (1)**

**Question No: 893 / 2012**

[John Biggs](#)

Statistics released on February 23rd show a 23% rise in rough sleeping this year. Independent research for charity Crisis predicts that with unemployment climbing, soaring demand for limited affordable housing, alongside Government cuts to benefits and services, things are set to get worse. What are you doing to ensure that this trend is reversed, and fast?

### **Written response from the Mayor**

I am expanding the No Second Night Out service to ensure that new rough sleepers arriving on the streets of London do not sleep rough for a second night. I continue to invest in a range of rough sleeping services and will ensure the delivery of 55,000 affordable homes, including 1,800 supported homes, by 2015.

## **Rough Sleeping (2)**

**Question No: 894 / 2012**

[John Biggs](#)

Will you facilitate a meeting with Crisis, and other charities, to formulate a co-ordinated approach to tackling rough sleeping in London?

**Written response from the Mayor**

Crisis already sits on my London Delivery Board, which is the body responsible for formulating a co-ordinated approach to tackling rough sleeping in London.

**Business Rates increase**

**Question No: 895 / 2012**

[John Biggs](#)

Have you made representations about the proposed 5.6% increase in business rates? The publicity around this increase has been negligible in comparison to the overdrive media operation on domestic rates. And yet, for businesses in difficulty, it could represent a death knell.

**Written response from the Mayor**

Yes.

**Community Land Trust**

**Question No: 896 / 2012**

[John Biggs](#)

It was recently announced that the CLT bid for St Clements Hospital was unsuccessful but that the successful bidder would be expected to incorporate an undefined version of a trust in their development. Can you explain further what this will mean? Given that I assume you will not, can you explain why Londoners should not believe this is simply a ruse to avoid openness about a massively disappointing decision?

**Written response from the Mayor**

The HCA London Board met on 20th February and agreed to incorporate London's first urban community land trust in the redevelopment of the former St Clements Hospital site in Mile End. With the freehold of the site held in trust for the local community and a new community board to oversee the management of the site, the full participation of the local community in the redevelopment proposals has been assured.

**Freedom Pass (1)**

**Question No: 897 / 2012**

[John Biggs](#)

In your reply to 596/2012 you attempted to blame the Labour Government for raising the qualification age for the Freedom Pass. If this was such a heinous crime, why did you not lobby your government to reverse it?

**Written response from the Mayor**

I will deliver what I promised: a 24 hour Freedom Pass on TfL services for all Londoners over 60.

**Freedom Pass (2)**

**Question No: 898 / 2012**

[John Biggs](#)

In your reply to 596/2012 you attempted to blame the Labour Government for raising the qualification age for the Freedom Pass. The Government decision was however about the national concessionary travel scheme. The London scheme is a separate entity which offers concessions above and beyond those of the national scheme. When London Councils resolved in March 2010 to follow the Government's criteria you could have made representations that this not be applied in London. Why did you not choose to do this then but instead announced a reversal, two years later, at a Mayoral hustings meeting?

**Written response from the Mayor**

I refer you to MQ 897/2012

**Welfare Housing Benefits (1)**

**Question No: 899 / 2012**

[Navin Shah](#)

What is your progress in lobbying the Government to reconsider their stance on the welfare housing benefits bill for London residents, as you pledged to do?

**Written response from the Mayor**

I continue to have a constructive and positive dialogue with the Government, which has resulted in more time for existing claimants, more funding for boroughs, and incentives for landlords to reduce their rents.

**Welfare Housing Benefits (2)**

**Question No: 900 / 2012**

[Navin Shah](#)

Families in Brent, as well as Ealing, Enfield, Newham, Westminster and Tower Hamlets will be severely affected by the loss of housing benefits. What advice can you give families who are potentially facing homelessness?

**Written response from the Mayor**

The mitigating measures that I have secured (outlined in MQ 899/2012) should assist many of those families facing a loss of benefit.

**Homelessness**

**Question No: 901 / 2012**

[Navin Shah](#)

How has your policy on eliminating rough sleeping in London gone so wrong, and the number of people actually increased in the time you've been Mayor?

**Written response from the Mayor**

There has been significant progress on tackling rough sleeping in London with the London Delivery Board engaging a wide range of partners, including boroughs and the voluntary sector, to set out a coordinated response for the first time in the GLA's history. This has led to a three-quarters reduction in the most entrenched rough sleepers and, with the No Second Night Out project, 80 per cent of new arrivals spending only one night out.

## **Childcare Costs in London (1)**

**Question No: 902 / 2012**

[Navin Shah](#)

In light of the Health and Public Services Committee's report, will you encourage more employers to promote childcare vouchers

### **Written response from the Mayor**

Officers are looking into the costs and benefits of childcare vouchers to both employers and employees and will report back to me on options for action.

I will also be considering how I can promote the take-up of childcare vouchers as part of my annual 'Know Your Rights' publicity campaign.

## **Childcare Costs in London (2)**

**Question No: 903 / 2012**

[Navin Shah](#)

Will you undertake an investigation into how access to early years education can be improved?

### **Written response from the Mayor**

The Assembly's recommendation to include improving access to early years education within my education inquiry was drawn to the attention of the independent Education Inquiry Panel at its meeting on 14 March 2012.

## **Childcare Costs in London (3)**

**Question No: 904 / 2012**

[Navin Shah](#)

In light of the Health and Public Services Committee's report, will you lobby the Government to provide additional financial support for childcare?

### **Written response from the Mayor**

I, together with my team, have consistently highlighted the issue of London's high childcare costs with Government and will continue to lobby for a fair deal for London.

I have also drawn attention to these issues in recent responses to calls for evidence including the Frank Field Review, national child poverty strategy and, most recently, the consultation on the free early years education offer for disadvantaged two year olds.

## **Faulty Electronic Displays**

**Question No: 905 / 2012**

[Navin Shah](#)

Thank you for your answer to Question No: 663 / 2012. I have been contacted by a constituent who informs me that stations between Ealing Common and Rayners Lane on the Piccadilly Line only have electronic displays on the platforms that give the time and direction (Westbound or Eastbound) and no information as to when the next train will arrive or its destination. Passengers would like the time of the next train included in this information. Will Transport for London be able to provide this?

### **Written response from the Mayor**

Platform electronic indicators are fed with train arrival information from circuits contained within the tracks. At some stations across the network, the current signalling equipment is outdated and not of the right type to allow for train arrival information to be fed to and displayed on the platform indicators.

At the stations you mention, TfL is not able to bring platform indicators fully into use until the signalling system on the Piccadilly line is upgraded. While no confirmed date for completion of that project has yet been set, planning for it is under way as part of the programme to upgrade the remaining deep level lines. In the meantime, staff at the stations in question will continue to give customers information on train departures whenever possible.

TfL is exploring what other practical and cost effective solutions are available to allow train arrival information to be made available to passengers, including for this area of the Piccadilly line, before the completion of signalling upgrades.

## **Cuts in Police Numbers**

**Question No: 906 / 2012**

[Navin Shah](#)

I have been contacted by a constituent who would like to know why you have decreased the number of PCSOs and SNT PCs in Brent? I understand as of 29 February there is a shortage of 40 PCSOs and 12 PCs. My constituent would also like to know why this is being done in secret?

### **Written response from the Mayor**

I am not cutting police numbers in secret or otherwise. There have been no changes to the police constable and PCSO allocations to safer neighbourhood teams in Brent.

I am proud that I have increased police officer numbers in the city by well over one thousand. I inherited 30,449 warranted police officers (excluding trainees who do not have warrant cards), and by 31 March 2012 there will be well over 32,000 officers.

## **Apprenticeships (1)**

**Question No: 907 / 2012**

[Navin Shah](#)

Do you agree with the Government's policy in using the young unemployed to work for free without any remuneration?

### **Written response from the Mayor**

I believe in giving young Londoners every opportunity to fulfil their potential. Part of fulfilling this potential is experiencing first hand the world of work and good quality work experience for young people is key to achieve this before they enter fully paid employment.

According to DWP the Work Experience scheme has helped one in two participants move off benefits, and the scheme is also successful in providing practical experience of the workplace for people who have no recent history of working. This in itself is a vital element in making people job ready.

I believe that it would be a mistake to cease a scheme that offers many of our unemployed young people a first opportunity to gain the skills and experience that employers say they need.

## **Apprenticeships (2)**



**Question No: 908 / 2012**

[Navin Shah](#)

Could this not be viewed as modern day slavery if young people are given the choice between an unemployed placement or losing their benefits?

**Written response from the Mayor**

Likening work experience placements to modern day slavery is an inflammatory and deeply unhelpful remark. According to DWP the Work Experience scheme has helped one in two participants move off benefits, and the scheme is also successful in providing practical experience of the workplace for people who have no recent history of working. This in itself is a vital element in making people job ready.

Importantly, the Jobcentre Plus work experience scheme is a voluntary programme and only a very small minority were actually sanctioned. The Government has withdrawn the benefit sanction element of the voluntary work experience scheme which was originally proposed. However, it would be a mistake to cease a scheme that offers many of our unemployed young people a first opportunity to gain the skills and experience that employers say they need.

**Brent Cross****Question No: 909 / 2012**

[Navin Shah](#)

Thank you for your response to Question No: 578 / 2012. Would you consider a proposal for Brent Cross that delivered no wider benefits?

**Written response from the Mayor**

I remain committed to the wider regeneration of Brent Cross Cricklewood which is set out in my London Plan. As I have said, however, in the current economic climate it would be prudent to explore all options regarding delivery in discussion with the Council and all other stakeholders to ensure that such benefits can be realised. As with most planning applications the wider benefits are a material planning consideration and therefore would need to be considered carefully in terms of any future changes to the masterplan.

**Closing of Willesden Green Police Station****Question No: 910 / 2012**

[Navin Shah](#)

Will you be closing Willesden Green Police Station and will there be an alternative service provided in the locality?

**Written response from the Mayor**

Willesden Green Police Station is on the disposals list for 2012/13. However, final approval for its disposal is yet to be given. I can assure you in line with my Mayoral priority no front counter will be closed without a new improved facility being put in its place.

**Report It Website****Question No: 911 / 2012**

[Navin Shah](#)

It has been brought to my attention that the Transport for London Roadworks website, where people can report incidents and trouble spots, will post the name and email address of people reporting roadworks. Will you please ensure that no personal details such as name and email address will be shared or made public on this website?

#### **Written response from the Mayor**

Under no circumstances are Report It customer contact details shared with any other party other than the organisation responsible for handling the case. This is reflected in the privacy statement that the customer accepts when submitting a report.

### **Working hours of SNTs**

#### **Question No: 912 / 2012**

[Navin Shah](#)

I have been approached numerous times about the working hours of Safer Neighbourhood Teams. Many of my constituents feel SNTs would be far more useful working in the evenings rather than during the day, particularly in areas which suffer from anti-social behaviour. Is this possible?

#### **Written response from the Mayor**

I am pleased to say that following the review and challenges by the MPA, changes have now been brought in. Safer Neighbourhood Teams will continue to work to a pattern that meets local need, but will also ensure they reflect the desire of Londoners to have officers on duty during the evenings and at weekends to deal key issues, including anti-social behaviour.

### **Sponsorship of Olympics**

#### **Question No: 913 / 2012**

[Navin Shah](#)

Do you agree with the Indian Government attempts to get the IOC to drop the Dow sponsorship deal for the Olympic Stadium wrap?

#### **Written response from the Mayor**

Dow was not the owner or operator of the Bhopal Plant at the time of the tragedy, nor at the time of the full and final settlement which has since been upheld in the Indian Supreme Court. Given this I do not believe there are grounds for me to object to Dow's sponsorship arrangements with the IOC.

### **Olympic Merchandise**

#### **Question No: 914 / 2012**

[Navin Shah](#)

Do you agree with LOCOG's steps to protect workers after an investigation entitled Toying with Workers Rights compiled by Labour Behind the Labels and the TUC found evidence of exploitation in Chinese factories?

#### **Written response from the Mayor**

Yes. LOCOG agreed a series of actions with the TUC. These include publishing names and locations of factories in China and the UK; making information about employment rights available in Chinese and English; establishing a Chinese language hotline to complain about treatment; providing training to some of the workers in supply chains to make them more aware of their rights; and committing to transfer lessons learned to the IOC and future Games organisers.

## **RAF Northolt**

**Question No: 915 / 2012**

[Navin Shah](#)

Would you support the Government's plans to develop RAF Northolt? Do you see RAF Northolt as an alternative to an airport island in the Thames estuary, as a satellite terminal for Heathrow?

### **Written response from the Mayor**

I await the plans to redevelop Northolt.

I do not see the use of Northolt, as a satellite terminal for Heathrow, as an alternative to new hub airport capacity serving the future needs of London and the South-east. The use of Northolt would still see Londoners subjected to additional noise and disturbance.

## **Public transport from Crest Academy**

**Question No: 916 / 2012**

[Navin Shah](#)

I was contacted by Crest Academy last year about the problems the pupils have getting home on the buses at the end of the school day. An increase in bus services on the 245 route needs to take place. Transport for London has previously said an increase in services at this time would result in over capacity but this is not what parents and pupils feel who actually use the service. Will you ensure that Transport for London takes the views of users of this service into account when deciding whether an extra bus can be added to this route?

### **Written response from the Mayor**

TfL has recently reviewed the service on route 245 and are looking to introduce an additional afternoon journey on schooldays from Golders Green towards Alperton which will give additional capacity. TfL intend to introduce this journey as soon as possible.

Crest Boys and Girls Academies are being redeveloped at the existing site with completion in 2014. This will have capacity to expand student numbers by 300 over the next five years. TfL will be investigating further measures to increase bus services to the school as the number of children attending increases.

## **Change of Transport for London number**

**Question No: 917 / 2012**

[Navin Shah](#)

I have been contacted by a constituent who would like to know why the contact number for Transport for London has changed to 0845 300 7000, as advertised as Edgware Bus Station? I understand this number differs from the number shown on the tube map and on the bus timetables at bus stops, which is very confusing for passengers

### **Written response from the Mayor**

(Written answer provided on 3 April 2012.)

The 0845 300 7000 number referred to in the question is the number for London Buses Customer Services. This enquiry line deals with queries such as location of bus stops, or complaints about bus drivers.

Spider maps for multiple bus routes have the 24 hour Travel Information number - 0843 222 1234, and it is also shown on tube maps. This number covers all modes of TfL transport.

Individual bus timetable maps contain the concession operator telephone number, alongside the travel information number, as above.

Going forward TfL is aiming to consolidate customer facing contact numbers to make contacting TfL easier.

## **Toilets on Crossrail**

### **Question No: 918 / 2012**

[Navin Shah](#)

Thank you for your response to Question No: 648 / 2012. I am pleased that you agree that the provision of public toilets is an important issue. Do you agree that if Crossrail stations have toilets installed then it would not just be passengers taking advantage of the facilities? Who do you envisage users of these facilities to be?

### **Written response from the Mayor**

I am glad that you appreciate the answer I gave to MQ 648/2012, and recognise the lengths Crossrail has gone to ensure there is adequate toilet facilities along the Crossrail route.

The majority of Crossrail stations will have ticket gates. Where there are toilets they will be located on the 'paid-side' of the ticket gates. The use of station toilet facilities will therefore be limited to Crossrail passengers, or other members of the public using rail services that interchange with Crossrail.

The exceptions will be London Paddington and London Liverpool Street stations. The toilets at these stations are not on the paid side of the ticket barriers.

Seven Crossrail stations with toilet facilities will not have ticket gates. Arrangements will be put in place by the future Crossrail Operator for controlling access to these toilet facilities.

## **Travelling by Wheelchair**

### **Question No: 919 / 2012**

[Navin Shah](#)

I have been contacted by a constituent who has previously written to you to ask your advice about how to travel from Uxbridge Road, Harrow Weald to Moorfields Eye Hospital in a wheelchair. Apparently you advised him to get the appropriate leaflet. Could you please be specific about the route they could feasibly take?

### **Written response from the Mayor**

The best route for your constituent will depend to some extent on exactly where on Uxbridge Road they are starting their journey, and of course on their personal preferences about different modes of travel. If you can provide some more specific information on this I would be happy to help.

## **Transport for London-owned land**

### **Question No: 920 / 2012**

[Navin Shah](#)

The A406 North Circular and the A41 Hendon Way are both Transport for London roads, on Transport for London freehold land, and yet in answer to Question 106/2012 you state that the specification and design of the support piers of the road junction are not the responsibility of Transport for London. How can that be so - if not Transport for London, then who?

**Written response from the Mayor**

(Written answer provided on 3 April 2012.)

To clarify the previous answer, no decision has been taken on who would be designing the proposed changes to the structures on the A406 and A41 that are part of the Brent Cross Cricklewood development. Any proposed changes will need to be designed under TfL standards and passed through TfL's approvals process before any construction can take place as part of a Section 278 (Highways Act 1980) agreement between the developer and TfL. Construction of the structures may therefore not be TfL's responsibility.

**Brent Cross**

**Question No: 921 / 2012**

[Navin Shah](#)

With £4.5-billion, 14-million square feet of approved development at Brent Cross, what are the local transport policies there, for, say, the next 50 years?

**Written response from the Mayor**

The planning application and transport strategy was developed over a number of years and was originally based on the Brent Cross, Cricklewood and West Hendon Development Framework adopted in 2004. The Outline planning application and Masterplan approved by me in March 2010 was developed over a number of years and will be delivered on a phase by phase basis in accordance with the section 106 agreement provisions which include; constitution of a Transport Strategy Group, preparation of Phased Transport Reports and expenditure of a Consolidated Transport Fund. This will allow the relevant highway and strategic transport authorities to plan the development in detail by phase.

The application is in accordance with the London Plan. The Barnet Local Development Framework has also been recently updated to reflect the approach taken in the Outline planning application. TfL has also prepared a series of sub regional transport plans which will also be used to help define the local transport infrastructure needs surrounding the Brent Cross Opportunity Area in more detail.

**Land next to Stanmore Station**

**Question No: 922 / 2012**

[Navin Shah](#)

Who owns the wasteland next to Stanmore Station? What are the long-term plans for this land?

**Written response from the Mayor**

TfL's holdings around Stanmore Station are indicated in Appendix C

TfL is currently assessing feasibility options for development opportunities for parcels of land around Stanmore Station. Initial feasibility work is due to be completed in 2012.

## **Extension of transport to the Thames**

**Question No: 923 / 2012**

[Navin Shah](#)

What long-term scope has the Mayor identified to extend transport on the Thames?

### **Written response from the Mayor**

I would like to see the number of passengers on the river double within the next ten years. In order to achieve this target, I have asked TfL to produce a ten-year strategy for the development of river services, working with the industry. This strategy will be complete by the end of the year.

## **Low-Noise Road Surfaces**

**Question No: 924 / 2012**

[Navin Shah](#)

Do austerity budgets mean that Transport for London no longer installs low-noise road surfaces ('porous asphalt') in its road maintenance programme?

### **Written response from the Mayor**

TfL assess surfacing needs on a case by case basis taking into account a range of factors such as traffic flow, road condition and environment. Low noise surfacing is generally used because of its environmental benefits and there is no intention to discontinue the use of this material within TfL's forward maintenance programme. Currently 74% of the TLRN has this surfacing.

## **Shared Cyclist and Pedestrian Areas**

**Question No: 925 / 2012**

[Navin Shah](#)

Does the Mayor acknowledge that mixed cycling and pedestrian areas, although welcome, often lead to cyclists using surrounding pedestrian-only pavements, instead of the roads? Will you specify the use of blue informative and red prohibitive standard street signs, in all future relevant schemes?

### **Written response from the Mayor**

I agree that shared-use cycling and pedestrian areas can lead to cyclists illegally using adjacent pavements unless the signing is clear. TfL's London Cycling Design Standards recommends the appropriate and legally necessary blue and white signing for shared-use, and also that the end of such areas is made clear. Red bounded cycle signs are also recommended for use in my guidance at locations where cycling is not allowed but where ambiguity may exist. However, research shows that not all people understand the red bounded signs and so TfL is working with DfT to agree clearer and more appropriate signing options to ameliorate the problem you raise.

## **Cycling on pavements policy**

**Question No: 926 / 2012**

[Navin Shah](#)

Does the Mayor acknowledge that individual London wards have widely-divergent published policing policies, regarding adult pavement cycling, ranging from encouragement, through acquiescence, to fixed penalty fines and threat of criminal prosecution? Does he agree that this policy should not be so decentralised?

### **Written response from the Mayor**

I am not aware of the published policies you refer to. The legislation on this matter is clear; cycling on pavements is illegal except where the relevant Highway Authority has designated the footway as shared use for both cyclists and pedestrians. Any shared use provision must be clearly marked and signed in line with the Traffic Signs Regulations and General Directions and clarified in the London Cycling Design Standards.

The Metropolitan Police and City of London Police, in partnership with TfL, encourage safe cycling practices. If anyone is cycling on a pavement and causing a nuisance or a danger to themselves or others, then the appropriate action should be taken. Police can issue a Fixed Penalty Notice of £30.

## **Interchanges in Outer London**

### **Question No: 927 / 2012**

[Navin Shah](#)

What additional interchanges between the orbital London Overground system and the radial tube and railway lines has the Mayor identified as being feasible at non-exorbitant cost in the foreseeable future?

### **Written response from the Mayor**

I set out the concept of Strategic Interchanges in my Transport Strategy and enhancement schemes are completed, underway or proposed at seven locations on the Overground network:

- Clapham Junction – construction of an extra staircase to Overground platforms and remodelling of Grant Road ticket hall are underway, to improve interchange with radial services
- Hackney Downs / Hackney Central – TfL is working with the London Borough of Hackney to secure funding for a direct walking route between these two stations
- Highbury & Islington – step free access to the Overground platforms has already been delivered and the ticket hall currently being refurbished
- Stratford – significant improvements to interchange have been delivered associated with the 2012 Games and London Overground upgrades
- Walthamstow Queen's Road / Walthamstow Central – a scheme to provide new direct walking route between stations is being progressed
- West Croydon – a second entrance to provide direct link between Tramlink and London Overground is due to open by the summer
- West Hampstead – step free access to Overground station will be provided by 2014; TfL is working with the London Borough of Camden to secure funding for an enlarged ticket hall

In addition, of course, the opening of the new London Overground route between Surrey Quays and Clapham Junction in December this year will provide interchange between orbital and radial services at a number of locations, including Peckham Rye, Clapham High Street / Clapham North, and Clapham Junction.

## **Recycling on the Overground**

### **Question No: 928 / 2012**

[Navin Shah](#)

Will the Mayor review London Overground's use of three different kinds of litter bins? There are numerous borough policies involved, including changed co-mingled recycling, and there is day-to-day misuse of green and clear plastic bags by cleaning staff. Will he remove all isolated recycling bags, used by the public for all litter, and only install a single kind of green recycling

bag, and always with a clear general litter bag immediately alongside?

### **Written response from the Mayor**

The existing recycling system on the London Overground network has resulted in a dramatic increase in the proportion of waste recycled – from only 6% in 2008/09 to 51% in 2010/11, including litter left both on trains and at stations.

Waste collection and recycling is managed on a network wide basis, which is the most efficient approach, but that does mean that recycling arrangements in the station may be different to the arrangements adopted by the relevant borough for on-street recycling.

Suitable locations for litter bins on stations are very restricted as they need to be prominently located to ensure use by passengers while not impeding passenger flows. This does sometimes mean that the different types of bin cannot be located immediately adjacent to each other.

TfL will review the requirements placed on the London Overground operator regarding recycling and waste disposal when the concession is renewed, currently planned for November 2014.

## **Unanswered Questions**

### **Question No: 929 / 2012**

[Navin Shah](#)

How many written 'Questions to the Mayor' remain unanswered, from you coming into office, until the January 2012 session? Will they be answered? When?

### **Written response from the Mayor**

According to our records, 16 questions remain outstanding from June 2008 until the January 2012 session. This is up to date as of Monday 19 March.

I will endeavour to answer the remaining questions before the upcoming election.

## **Safer Transport Teams**

### **Question No: 931 / 2012**

[Joanne McCartney](#)

Please can you provide a breakdown for all London boroughs showing both the actual number of Safer Transport Team officers in post, and the target number, for the 29th February 2012?

### **Written response from the Mayor**

I have put 697 more police officers on the transport network since I was elected. On 29 February 2012, there were 530 officers in post against a budgeted workforce target of 640. This amounts to a shortfall of 110 officers. Please refer to the table below for a breakdown by borough.

The current shortfall, however, needs to be viewed in the wider context of increasing police officer numbers on the transport network. An additional 414 officers are joining Safer Transport Teams by the end of this month to further strengthen policing on the transport system. All posts will be filled by 31 March 2012.

This change in the Safer Transport Team operating model will allow the Met greater flexibility to effectively enforce those areas with more bus related crime and, where the problems are less acute, PCSO presence and engagement capacity can be built on.



**Projected number of police constables against the actual number of PCs on STTs per borough**

<b>Borough</b>	<b>PC 2011/12 Budgeted Workforce Target</b>	<b>PC Actuals to February</b>
<b>Barking &amp; Dagenham</b>	13	10
<b>Barnet</b>	20	20
<b>Bexley</b>	13	13
<b>Brent</b>	25	19
<b>Bromley</b>	17	17
<b>Camden</b>	21	19
<b>Croydon</b>	25	23
<b>Ealing</b>	32	20
<b>Enfield</b>	28	24
<b>Greenwich</b>	18	18
<b>Hackney</b>	27	17
<b>Hammersmith &amp; Fulham</b>	19	17
<b>Haringey</b>	31	20
<b>Harrow</b>	13	11
<b>Havering</b>	19	18
<b>Hillingdon</b>	18	17
<b>Hounslow</b>	13	12
<b>Islington</b>	20	15
<b>Kensington &amp; Chelsea</b>	9	7
<b>Kingston</b>	7	7
<b>Lambeth</b>	27	17
<b>Lewisham</b>	27	24
<b>Merton</b>	8	8
<b>Newham</b>	32	20
<b>Redbridge</b>	18	16
<b>Richmond</b>	7	7
<b>Southwark</b>	33	22
<b>Sutton</b>	7	7
<b>Tower Hamlets</b>	20	15
<b>Waltham Forest</b>	18	18
<b>Wandsworth</b>	21	19
<b>Westminster</b>	28	26
	6	6
	<b>640</b>	<b>530</b>

**Robbery on buses in Enfield**

**Question No: 932 / 2012**

[Joanne McCartney](#)

Do you share my concern about the continuing rise in robbery on buses in Enfield? Statistics show a 7% rise in robbery on Enfield's buses between April 2011 and January 2012 compared to the same period the previous year

## **Written response from the Mayor**

There is no rise in robbery on Enfield's buses. Robbery on buses in Enfield fell by just under 7% between April 2011 and January 2012 compared with the previous year – from 90 to 84 instances. There were just 2 robberies in the month of January – a substantial reduction of 92% compared with January 2011.

The latest figures show that year to date in 2011/12 (April - January), bus related robbery offences pan London saw a 36 per cent reduction compared with 2007/08 (a drop in nearly 1,300 offences). During the same period bus related robberies in Enfield have reduced by 50%.

Nevertheless robbery, like all crime on the bus network, is an issue we take extremely seriously. TfL and the MPS have measures in place to deal with increases in London's boroughs including focused operations and proactive use of on bus CCTV.

We will continue in our work throughout the capital to keep robbery and other crimes as low as possible on the bus network.

## **Robbery on buses in Haringey**

### **Question No: 933 / 2012**

[Joanne McCartney](#)

Do you share my concern about the alarming 108% increase of robbery on buses in Haringey between April 2011 and January 2012 compared to the same period the previous year?

## **Written response from the Mayor**

(Written answer provided on 26 April 2012.)

Bus related robberies in Haringey have reduced by 11 per cent when compared with the same period in 2007/08 (April-January). The overall trend in bus related robbery in Haringey is downwards.

Robbery, like all crime on the bus network, is an issue we take extremely seriously. TfL and the MPS have measures in place to deal with increases in London's boroughs, including focused operations and proactive use of on bus CCTV. Officers from the TfL funded MPS Safer Transport Command (STC) have supported the MPS on operations focusing on targeting robbery at hotspot location across the capital, such as Operation Knapp.

TfL funds a MPS Safer Transport Team (STT) for every London borough, which work closely with TfL to set policing priorities on and around the bus network. The Haringey STT's priorities include tackling robbery in the main hub areas of Wood Green and Seven Sisters and working in partnership with the British Transport Police.

We will persist in our work throughout the capital to continue reducing robbery and other crimes on the bus network.

## **Knife Crime Offences**

### **Question No: 934 / 2012**

[Joanne McCartney](#)

Will you put on record a correction to the assertion you made about knife crime offences data at the February Mayor's Question Time public meeting? You erroneously sought to reassure the public by saying that the high number of knife crime offences was in part due to proactive work

to seize knives by the Metropolitan police. Knife crime offences include two definitions, knives used to injure and knives intimidated. Knife crime offences data does not include knives found or seized during searches. Please can you confirm that you understand that the recording of knife crime offences unfortunately does provide a genuine picture of the extent of this dangerous crime and cannot be explained by the proactive work of the police to confiscate knives?

### **Written response from the Mayor**

Knife crime is defined as the use or intimidation of a knife or sharp instrument for one of the following crime categories:

*Murder, Attempted murder, Threats to kill, Manslaughter, Infanticide, Wounding or carrying out an act endangering life, Wounding or inflicting grievous bodily harm without intent, Actual Bodily Harm, Sexual assault, Rape, Robbery.*

Recorded knife crime does not include the number of knives seized through proactive police work.

## **Pedestrian Crossings in Enfield**

### **Question No: 935 / 2012**

[Joanne McCartney](#)

What action are you taking to improve pedestrian crossings in Enfield & Haringey so that they are safe for blind users? Transport for London figures show that ten crossings in Enfield fail to meet the national standard and have no audible bleeps or tactile rotating cones – making it extremely difficult for blind people to know when to cross. Please can you list these crossings? Will you commit to making sure that all pedestrian crossings meet national standards for accessibility and provide a timetable for making these crossings compliant?

### **Written response from the Mayor**

All signal locations in London meet the Department for Transport (DfT) guidance applicable at the time of their installation. The national accessibility standards for new pedestrian crossings can change and, in line with accepted practice across the country, TfL is working to bring all its signals up to current standards through its rolling signals modernisation programme.

Since the figures you quote above were released, TfL has upgraded another three sites in the London Borough of Enfield so that there are now seven locations in Enfield which do not have either tactile or audible indicators fitted. These are at the following locations:

Great Cambridge Road – Church Street  
Aldermans Hill – Green Lanes  
Sterling Way – Silver Street  
Great Cambridge Road – Bullsmoor Lane  
Bullsmoor Lane – Hertford Road – Mollison Avenue  
Mollison Avenue – Green Street  
Great Cambridge Road – Dearsley Road

TfL has undertaken to ensure that all signalised locations which have signalised pedestrian crossings will have either tactile or audible indicators fitted by the end of the financial year 2015/16.

## **Pedestrian Crossings in Haringey**

### **Question No: 936 / 2012**

[Joanne McCartney](#)

Please can you list the pedestrian crossings in Haringey that do not meet the required Department for Transport standards for blind users? Please also outline Transport for London's timetable for installing audible sounds or tactile rotating cones to these locations to meet the national standards for accessibility.

### **Written response from the Mayor**

All signal locations in London meet the Department for Transport (DfT) guidance applicable at the time of their installation. The national accessibility standards for new pedestrian crossings can change and, in line with accepted practice across the country, TfL is working to bring all its signals up to current standards through its rolling signals modernisation programme.

There are now 15 locations in Haringey which do not have either tactile or audible indicators fitted.

The following sites will be made compliant by end of 2012/13:

Lordship Lane – Roundway – Downhills Way

Ferry Lane – The Hale – Broad Lane

Bounds Green Road – Park Avenue

Ferry Lane – Hale Road

Hale Road – Watermead Way

The remaining sites will be upgraded by 2015/16 at the very latest, as TfL has undertaken to ensure that all signalised locations which have signalised pedestrian crossings will have either tactile or audible indicators fitted by the end of the financial year 2015/16. They are as follows:

Fortis Green Road – Queens Avenue – Tetherdown

High Road Tottenham – Bruce Gorve

Green Lanes – St Anns Road

Turnpike Lane – Alexander Road

Green Lanes – Turnpike Lane

Archway Road by Langdon Park Road

High Road Woodgreen by Buller Road

Bounds Green Road by Passmore Gardens

Bounds Green Road by Tewkesbury Terrace

Hornsey Park Road – Claredon Road

### **Prosecuting Blue Badge holders**

#### **Question No: 937 / 2012**

[Joanne McCartney](#)

I was shocked to hear that Transport for London are prosecuting blue badge holders who seek to protect their property. You will be aware that blue badges are unfortunately attractive to thieves. The stress and inconvenience to the disabled owner includes applying for a new badge and also dealing with damage to their car that the thieves caused to steal the badge. In 2010/11 alone 560 disabled Londoners had their blue badges stolen. To combat this, Haringey Council and some other London boroughs have introduced a 'Companion Badge' scheme to tackle the theft of blue badges from disabled drivers' vehicles when parked outside their home. The badge can only be used with the registered vehicle and can only be used within that borough.

One of my constituents now puts his 'Companion badge' in his car when he parks outside his home on Great Cambridge Road in Haringey. Unfortunately, Transport for London do not recognise the Companion Badge and issued him with a parking ticket. They told him to display his blue badge in future. He did so, and his window was smashed and badge stolen. Please can you ask Transport for London to recognise the Companion Badge and not issue fines to vehicles displaying these badges, to enable disabled Londoners to park safely outside their homes while

protecting their vehicle from damage and their blue badge from theft? Even better, would you endorse or support a London-wide Companion Badge scheme?

### **Written response from the Mayor**

(Written answer provided on 3 April 2012.)

TfL was not made aware of LB Haringey's recently introduced Companion Badge scheme, but acknowledge that disabled motorists have legitimate concerns about displaying a Blue Badge.

Blue Badge fraud and theft are important issues that need to be addressed nationally. I am therefore pleased that the DfT is tackling this matter with a national Blue Badge database and enhanced security features, which will make it harder to produce illegal or counterfeit Blue Badges. This will also allow authorities such as TfL to verify the legitimacy of Blue Badges and reduce the risk of fraudulent use.

TfL will be happy to investigate the incident raised in your question if you pass on the details directly.

## **Apprenticeships in the MPS**

### **Question No: 938 / 2012**

[Joanne McCartney](#)

What are your views on the suggestion by Peter Fahy, Chief Constable of Greater Manchester Police, to explore apprenticeships for young people to become PCSOs and eventually police officers? Do you think this could be an idea to address youth unemployment, engage more young people with the police and help introduce more diversity and a local police workforce?

### **Written response from the Mayor**

As a leading advocate of apprenticeships both within the GLA family and across London, I am very attracted to Peter Fahy's suggestion that there should be an exploration of apprenticeships for young people to become PCSOs. In 2008 I set a target of 3000 apprenticeships across the GLA group, including the Met, by 31 March 2012 and I am delighted to say we are on track to achieve that.

Whilst Mr Fahy's suggestion clearly has the potential to reduce youth unemployment, engage more young people with the police and support greater diversity, I think we should acknowledge that PCSOs are already a very diverse group of staff with more than 30% from black and minority ethnic groups (based on figures at the end of February.)

The difficulty which I expect we may face is the national eligibility requirements which may be necessary for such a scheme and the availability of job opportunities as a PCSO at the end of any apprenticeship programme. As you will know, at present the MPS are recruiting PCSOs, which of course Greater Manchester Police and most other forces are not, and are therefore making available employment opportunities to those who are 18 and over.

The MPS is already actively offering a number of apprenticeships to police staff and officers in support of the Mayor's Skills & Employment strategy. These cover areas such as Management, Team Leading and Customer Service. As part of this approach, the MPS has been supporting the work being led nationally by Skills for Justice to scope both entry level PCSO and police officer apprenticeship frameworks, and we await the final recommendations from the National Co-ordinating Group on this.

As part of a drive to address the employability skills of young people and encourage them to engage more with the police, the Volunteer Police Cadets will offer all cadets (aged 14-19) the opportunity to undertake a BTEC level 2 in Public Services from April 2012 and work is also in train to offer specific employability skills training to cadets.

## **Elder abuse**

### **Question No: 939 / 2012**

[Joanne McCartney](#)

Last month the Crown Prosecution Service published it's the latest Hate Crime report, which included crimes against older people. There is currently no statutory definition of a crime against an older person, yet an older victim targeted because of their physical or mental fragility would certainly indicate that some crimes are specifically perpetrated because of their vulnerability. Would you advocate the police introducing a category of crimes against older people as a recordable category of Hate Crime?

#### **Written response from the Mayor**

The MPS Safeguarding Adults at Risk Procedure provides guidance for all police officers/staff on how to support, manage and investigate incidents involving older people who may be considered vulnerable due to their age.

The police will deal with crimes against older people in the same way as they deal with all criminal investigations, ensuring that older people have the same level of access to the criminal justice system when required. The MPS will also work with relevant partners to ensure that the particular needs of an older victim are being addressed. The requirements for recordable offences are set out in National Police Records (Recordable Offences) (Amendments) Regulations 2003.

Following the meeting of the Police and Crime Committee on 8 March 2012 the Deputy Mayor for Policing and crime will mount an exercise to check whether there is a disproportionate number of older victims in particular crime categories.

## **Taxi and Private Hire department**

### **Question No: 940 / 2012**

[Valerie Shawcross](#)

Please outline Transport for London's plans for the future of its Taxi and Private Hire department? Can you give assurance that the numbers of staff involved in ensuring the safety of London's taxi fleets will not be reduced?

#### **Written response from the Mayor**

I can assure you that there are no plans to reduce the number of staff responsible for ensuring the safety of London's taxi fleet. In fact, TfL has recently announced they are doubling the dedicated night time compliance team responsible for ensuring the safety of London's taxi and private hire fleets.

## **New Bus for London 1**

### **Question No: 941 / 2012**

[Valerie Shawcross](#)

The first New Bus for London suffered a number of difficulties on its first day in service. Why were these difficulties not resolved before the bus entered full passenger service? What caused the problems and have these now been resolved?

#### **Written response from the Mayor**

These are prototypes, and like any new commercial vehicles that go into service for the first time, there are likely to be very minor issues that need to be ironed out following even the most rigorous of testing regimes.

There was a teething issue with a door sensor which was not correctly reporting that the rear doors were secure, in the open position. This glitch was quickly rectified in Victoria after the bus completed its first journey and the bus ran as intended for the rest of the day and indeed for the rest of the week.

## **New Bus for London 2**

**Question No: 942 / 2012**

[Valerie Shawcross](#)

How much have Transport for London budgeted for the ‘conductors’ operating on the New Bus for London vehicles for this and the next financial year? How many staff has been appointed to this role for this and the next financial year?

### **Written response from the Mayor**

TfL has currently budgeted for a second crew member on each of eight vehicles at a cost of approximately £60k per vehicle per year. Arriva is contracted to run route 38 and will recruit sufficient numbers of conductors to deliver the service.

## **New Bus for London 3**

**Question No: 943 / 2012**

[Valerie Shawcross](#)

What have the new conductors been doing on the New Bus for London since it entered service?

### **Written response from the Mayor**

The conductors on the new bus have been supervising boarding and alighting to and from the rear platform, making sure passengers touch in with their Oyster cards, directing people who need to pay by cash to the driver and providing customer information and passenger assistance.

I am also pleased to report they been answering questions from legions of passengers eager to know more about its design, technology and roll out. The role and presence of the second crew member has been well received by passengers.

## **New Bus for London 4**

**Question No: 944 / 2012**

[Valerie Shawcross](#)

How do you propose to prevent fare evasion on the New Bus for London?

### **Written response from the Mayor**

Within operational planning for New Bus for London, TfL has drawn on the significant experience of operating “open boarding”. A number of features of the new bus’ operation have been implemented with a view to preventing fare evasion, which includes:

- All passengers will be required to touch in their Oyster cards on boarding the vehicle. This will reduce the perception that passengers with valid tickets have not paid, and will in turn reduce copycat behaviour.

- The presence of the conductor supervising boarding and alighting on the rear platform will inevitably encourage passengers to comply with the ticketing requirements.

More generally, TfL has over 250 revenue protection staff assigned to the bus network. These employees are deployed on an intelligence-led basis, targeting areas and routes where fare evasion is highest. As the new bus is rolled out, any evidence of fare evasion on the vehicles will be monitored and appropriate resources dedicated to dealing with any issues associated with it and the route 38 more widely.

TfL has also recently increased the penalty fare across the network, meaning anyone found fare evading on the new bus or the wider network will face an £80 penalty fare, and could run the risk of being prosecuted resulting in a criminal record and a fine of up to £1,000.

## **New Bus for London 5**

**Question No: 945 / 2012**

[Valerie Shawcross](#)

Has the New Bus for London been operating with its 'hop on, hop off' platform in operation? For how many hours out of the vehicle's scheduled operating hours?

### **Written response from the Mayor**

Yes. It has been operating every day since its introduction from 08:00 to 20:45 in hop-on hop-off mode, as was planned as part of the first phase of its operation.

Its presence on route 38 and the reaction of the public, especially to the open platform, has been overwhelmingly positive.

## **New Bus for London 6**

**Question No: 946 / 2012**

[Valerie Shawcross](#)

Do you consider one defective vehicle a good use of £11.1million of Transport for London money?

### **Written response from the Mayor**

Apart from a very minor teething issue on the first journey, the vehicle has operated exceptionally well. Its public reception has been overwhelmingly upbeat.

It is totally wrong to assert that the bus cost £11.1m as has been pointed out on numerous occasions. TfL has incurred the design and development costs up front rather than the manufacturer, and will avoid paying a premium on each subsequent production vehicle. Londoners will get a better deal this way.

The cost of any new vehicle is recovered over the production run and this is no different.

## **Tube complaints**

**Question No: 948 / 2012**

[Valerie Shawcross](#)

Please provide in a table the numbers of complaints received by Transport for London by London Underground line and as a whole for the underground for each reporting period for the past four years.

### **Written response from the Mayor**



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

Written response received 29 June 2012.

This is set out in the attached tables in Appendix 948\*, which also show the number of complaints received for every 100,000 journeys made. For 8 out of the 11 lines making up the London Underground network, there has been a reduction in the total number of complaints received since 2008/09. Since 2008/09, there has been a 7.4 per cent reduction in the total number of complaints received by TfL.

Currently, there are fewer than three complaints per 100,000 journeys made.

This is in stark contrast to the National Rail system where, according to the latest available data from the Office for Rail Regulation, there were 42 complaints made per 100,000 passenger journeys during 2010/11.

The reliability of the Tube has improved significantly in recent years, with delays as measured by lost customer hours down by almost 40 per cent since 2007/08. The Tube is now carrying more passengers and operating a higher volume of service than at any time in its history.

\*Please note that for the years 2006-07, 2007-08 and 2008-09, it is not possible to break down the figures for complaints not relating to a particular line by each four week period – only to give an annual total. This is due to a change in the reporting systems used by TfL.

Please note also that during 2011/12, on two occasions TfL received around 1000 identical email complaints relating to two employment tribunals (i.e. 2,000 in total). These figures are not included within the tables.

## **Traffic signals**

### **Question No: 949 / 2012**

[Valerie Shawcross](#)

How many of Transport for London's original proposals for removing traffic signals have been rejected by boroughs to date and which boroughs?

### **Written response from the Mayor**

Of the original 145 sites identified, 84 are now classified as "signals to be retained"

Borough	Number retained
Barking and Dagenham	1
Barnet	3
Brent	2
Bromley	1
City of London	1
Croydon	2
Greenwich	8
Hackney	2
Hammersmith and Fulham	1
Harrow	2
Havering	4
Islington	3
Kensington and Chelsea	9
Kingston upon Thames	4
Lewisham	4
Merton	7
Redbridge	2
Richmond upon Thames	5
Royal parks	2
Southwark	5
Sutton	5
Tower Hamlets	1
Waltham Forest	1
Wandsworth	8
Westminster	1
Total	84

## South London train services to Victoria

### Question No: 950 / 2012

[Valerie Shawcross](#)

What discussion as Mayor of London and Chair of Transport for London have you had with transport ministers concerning the forthcoming reduction in direct services to Victoria from Peckham Rye and Denmark Hill after Thameslink services return to their original terminus at Blackfriars in May? Have you discussed Southeastern's proposals to mitigate this situation and what was the outcome of these discussions?

### Written response from the Mayor

I have had no discussion with transport ministers specifically regarding the switch of late evening and weekend services to Blackfriars in May. I understand it is specified in Southeastern's franchise agreement with the Department for Transport (DfT) and results from the completion of works at Blackfriars.

I have, however, been calling for some time for a new off-peak service to operate, from 2014, between Bromley South and Victoria via Peckham Rye and Denmark Hill, to mitigate the withdrawal of the London Bridge – Victoria service in December this year as a result of Thameslink works. This proposal has been raised in discussions between my office, TfL and the DfT at various levels up to and including ministerial level.

I strongly welcome any other proposals that would provide additional connectivity to Victoria from Peckham Rye and Denmark Hill, for example the possibility, to which I believe you are referring, of operating Dartford – Victoria services later in the evenings and on Sundays. Such a decision would rest with the DfT, however, and not the Mayor.

## Vauxhall Gyratory

**Question No: 951 / 2012**

[Valerie Shawcross](#)

What progress has been made on plans to revamp Vauxhall Gyratory?

### Written response from the Mayor

TfL is continuing to work closely with the London Borough of Lambeth and the GLA to develop short and long term proposals to improve Vauxhall Gyratory for all road users. There are currently a number of options that are being considered and discussions are ongoing between the public bodies, landowners and other stakeholders, although no agreement on a preferred solution has been reached as yet.

In addition, Vauxhall Gyratory forms part of TfL's Cycle Junction Review.

## Strike action

**Question No: 952 / 2012**

[Valerie Shawcross](#)

Please list the occasions when Underground services have been disrupted by industrial action since you became Mayor.

### Written response from the Mayor

As you know, reliability of the Underground has improved significantly under my Mayoralty with performance on track for the best year since TfL first took responsibility for the Tube, even though passenger numbers have also risen to record levels. This is despite a number of instances of wholly unnecessary strike action as set out below. My predecessor apparently took the view that it was expedient, in response to such threats of strike action, to submit to the unsustainable and often spurious demands of the union leaderships. I take a different view, which is that we should not be swayed from well thought through plans or properly taken decisions simply because some union leaders seek to obstruct them.

<u>Year</u>	<u>Number of days on which there was strike action by LU staff</u>
2008	6 (these were all the results of local disputes involving a small number of staff and five of the six had no impact on services)
2009	6 (two were the result of local disputes involving a small number of staff and had no impact on services; two others affected the Victoria line only)
2010	9 (one involved maintenance staff only and had no impact on services; two others affected only Metropolitan line staff and had a very minor impact)
2011	3 (one was an RMT strike involving a very small number of people which had no effect on services; one had a minor impact on the Bakerloo line only; and one was the ASLEF strike on Boxing Day.
2012 (to date)	0

## **Road works in Streatham**

**Question No: 953 / 2012**

[Valerie Shawcross](#)

What road works are scheduled to take place on the A23 at the moment and what steps will Transport for London be taking to minimise the disruption to local residents?

### **Written response from the Mayor**

(Written answer provided on 23 March 2012.)

At present there is only one set of street works on the A23 in Streatham. These are gas works on Streatham High Road (between Pinfold Road and Leigham Court Road) that started on 21 November 2011 and are due for completion on 26 March 2012.

Other planned works pre-Olympics embargo (1 July) in the area include BT works associated with the roll out of high speed broadband and TfL night time resurfacing works, both prior to the Olympics embargo. TfL is currently discussing the co-ordination of these works.

In all instances TfL does and will seek extended working hours in order to reduce the direction of works and the disruption cause to all road users.

For all footway works a minimum of 1.5m width will be maintained at all times, so that pedestrians have adequate space.

All works will be carried out in line with the Mayor for London's Roadworks Pledge and regular inspections will take place to ensure contractors are working in line with agreed permit conditions.

## **Bus services in Streatham**

**Question No: 954 / 2012**

[Valerie Shawcross](#)

What plans does Transport for London have to improve bus services in the Streatham area?

### **Written response from the Mayor**

The redevelopment of the "Streatham Hub" site by Tesco just south of Streatham Station will include the implementation of a new bus facility with stands and stops in close proximity immediately south of Streatham Station.

The new facility will provide a better passenger waiting area and improved bus operations. It will also provide improved interchange both between buses and with Streatham Station. It is due to be completed by the end of July 2012.

TfL will shortly consult on proposals to re-route the 159 and P13 into the new facility and extend route 133 south from its current terminus at Streatham, St. Leonard's Church to the new facility at Streatham Hub. TfL also propose to extend route 60 from its current terminus by the old Streatham Bus Garage to the new facility.

## **South London Line mitigation**

**Question No: 955 / 2012**

[Valerie Shawcross](#)

Is there any update on options for increasing bus services between Clapham and Wandsworth Road to Victoria to mitigate the loss of direct South London Line trains in December?

### **Written response from the Mayor**

I refer to the answer to MQ 356 / 2012.

As I said, TfL is not expecting a significant change in demand for bus travel between Clapham and Victoria, or between Clapham and the City as a result of the rail service changes in December 2012. An increase of bus demand in the order of 50-80 passengers in the peak hour is forecast. There may be a small increase in bus demand along the Wandsworth Road into Vauxhall. TfL is examining capacity on this corridor in light of more general developments in the Vauxhall / Nine Elms / Battersea area which will change demand patterns over the next few years. There will be consultation in the usual way when any proposals are developed

Increases are expected between Vauxhall and Victoria, where there is spare bus capacity. A fall in bus demand is forecast along the corridor from Clapham High Street towards Stockwell and Vauxhall, with no changes north of Stockwell towards Elephant.

These are the forecasts. TfL does of course recognise the need to deal with actual outcomes and will also continue to monitor bus loadings on a regular basis, as is normal across the network.

## **Bus Crime – Bromley**

### **Question No: 956 / 2012**

[Valerie Shawcross](#)

Transport for London's figures show that bus crime in Bromley has been increasing – by as much as 27.7% in quarter 3 of 2011/12. What plans do you have to tackle this?

### **Written response from the Mayor**

(Written answer provided on 26 April 2012.)

Bus related crime in Bromley has reduced by 64 per cent when compared with the same period in 2007/08 (April-January).

The trend in bus related crime in Bromley is downwards. There were 129 bus related crimes in the most recent quarter, which is a 56 per cent reduction from the 295 bus related crimes in Bromley in the same quarter in 2007/8. However, we are not complacent and are determined to keep driving crime down.

London's bus network remains a low crime environment. The crime rate has fallen consistently since 2007/8, and there are now just 9 crimes per million passenger journeys on the bus network. Overall, bus crime has dropped by about 35 per cent between 2007/8 and 2010/11 across the capital (using comparative year to date figures – April to January). This is thanks to the partnership between TfL and the MPS. TfL funds the 32 MPS Safer Transport Teams consisting of one dedicated team for each borough.

## **Cycle Safety**

### **Question No: 957 / 2012**

[Nicky Gavron](#)

Do you agree with your biographer, Sonia Purnell, that "Boris spent £100million on 'Boris bikes' but he has not made the streets safer for cyclists" and why?

## **Written response from the Mayor**

(Written answer provided on 23 March 2012.)

No, I do not agree with this statement. The safety of cyclists has always been a top priority for me and a huge part of my cycling programme has been to invest in safety. We are now spending more than ever on cycling, with over £200 million invested between 2008/09 and 2010/11. Since 2008 the rate of cyclists killed and seriously injured on Transport for London Road Network (TLRN) has fallen by 7%; and the rate of cyclists killed and seriously injured on all London roads (including borough roads) has fallen by 6%.

Our investment in Barclays Cycle Hire goes beyond the bikes and docking points and includes funding to improve cycling infrastructure as well as promotion of safer cycling, thorough initiatives such as the Cycle Hire Code of Conduct.

The first ever Cycle Safety Action Plan was produced by Transport for London (TfL) in 2010 and reviewed and updated in 2011. This sets out how TfL and its partners will strive to reduce cycle fatalities and casualties, continue to develop improvements and promote cycling as a safe and attractive mode of transport. The Action Plan contains 52 separate actions to improve the safety of cyclists focusing on the following key areas: safer infrastructure; training and information; communication; enforcement; regulation; vehicle technology; commercial driving and working practices; research and monitoring; and continued partnership working. But of course we must always continue to do more. This is why I have asked TfL to review hundreds of key junctions across the Capital to specifically examine safety and provision for cyclists. This includes 150 major planned schemes on the Transport for London Road Network (TLRN), as well as every junction on our Cycle Superhighways, plus some other locations that are of particular concern.

## **Road Safety in Barnet and Camden (1)**

**Question No: 958 / 2012**

[Nicky Gavron](#)

Why do you think road accidents have increased by 15% in both Barnet and Camden under your administration?

## **Written response from the Mayor**

As reported in MQT 566/2012, the number of killed or seriously injured collisions in the London Borough of Camden fell by 14% between May 2008 and the end of April 2011. When all collisions are compared (including those resulting in slight casualties, which do not require hospital admission) there was an overall increase during this period of 15%. The increases seen in slight casualties are in line with the overall increase in slight casualties seen in London in recent years. This change is of concern, and I have asked TfL to look at this as a matter of urgency. It is also worth noting, that during this period, 72% of the collisions that occurred were on the borough network, and therefore fall under the responsibility of the London Borough of Camden.

The number of killed or seriously injured collisions in the London Borough of Barnet did increase by 15% between May 2008 and the end of April 2011 and a similar increase was found when all collisions were compared, including those resulting in slight casualties. It should also be noted that the majority of collisions (89%) resulted in slight casualties. It should, however, once again be noted that during this period 74% of collisions which occurred were on the borough road network and therefore fall under the responsibility of the London Borough of Barnet.

As the majority of collisions have been on borough roads, I will ensure that TfL continues to work closely with LB Camden and LB Barnet on the implementation and delivery of their LIP schemes which will include those aimed at improving road safety. TfL is engaged in a wide

ranging programme of road safety measures and these of course will help to continue tackling these accidents.

## **Regent's Park Estate**

**Question No: 959 / 2012**

[Nicky Gavron](#)

In relation to your discussions with the Government regarding HS2, in October I asked: "With whom in Government have you discussed the future housing needs of those currently living on the Regent's Park Estate and when? What information have you received from them about rents, leases, security of tenure and the residents' future landlord?" (MQ 2959/2011, Regents Park Estate (2))

You said "the London Borough of Camden is leading the discussions about the regeneration of Regent's Park Estate".

The Camden New Journal reports that the Transport Secretary has turned a "deaf ear" to the councils' concern about the demolition of the 168 council homes on the Regents Park Estate and the 197 homes across the five other estates potentially effected by the proposals. Given this, will you now discussed the issues of demolition, rents, leases, security of tenure and the residents' future landlord with Government?

### **Written response from the Mayor**

(Written answer provided on 20 March 2012.)

The Government, through HS2 Ltd, has indicated that it is committed to working with all affected local authorities to agree a joint strategy, including thorough engagement with local people, businesses and communities to provide new, high, quality social housing to replace any which will need to be compulsorily purchased. Ultimately this is a matter for the local authorities concerned to agree with HS2 Ltd. But if homes owned by local authorities are lost due to the HS2 works, then I would expect these to be replaced on at least a like-for-like basis.

I am aware that the Government is currently drawing up detailed blight and property proposals and will launch a 12-week consultation this month.

## **High Speed 2 (1)**

**Question No: 960 / 2012**

[Nicky Gavron](#)

What is the estimated cost of tunnelling the central London part of the High Speed 2 rail link between Euston and Old Oak Common?

### **Written response from the Mayor**

High Speed 2 Limited is a project being led by the Department for Transport through a separate company called HS2 Ltd. The total cost of the first Phase of High Speed 2, from London to West Midlands, and including a link to HS1, as estimated by HS2 Ltd to be £16.28bn.

The section of the proposed High Speed 2 route from the terminus at Euston to the Old Oak Common interchange comprises a twin bore tunnel starting to the north of the Euston throat and emerging to the east of the new Old Oak Common station, a total distance of 7.4km. HS2 Ltd estimates that the cost of this section is approximately £625m. The tunnelling cost itself is not available, as far as we are aware.

## **High Speed 2 (2)**

**Question No: 961 / 2012**

[Nicky Gavron](#)

You previously said you want tunnelling of the whole HS2 route through London. What progress has been made in delivering this aim and what would be the additional cost of this to the project?

**Written response from the Mayor**

In my response to the Secretary of State's consultation on the High Speed 2 (HS2) proposals, I made it clear there were a number of conditions that had to be met for this to be acceptable, with one of these being a longer tunnel through west London.

Following the Department for Transport's announcement to proceed with the HS2 project, I was very pleased to see that the Secretary of State has now acknowledged the important issue of reducing the impact on West London and committed to increasing the amount of line that will be in tunnel through the Ruislip area by extending the length of tunnel by 4.4km at an additional cost of around £50 million.

However, this is just one of the HS2 impacts on London and there remains more work to be done with the promoters of HS2 to secure further environmental mitigation of the route, particularly through Hillingdon. In addition to the environmental impacts of the route, I also have concerns regarding the impact of the scheme on the dispersal of passengers at Euston, the viability of the HS2-HS1 link, and I am pushing Government for further connections at Old Oak Common.

**Royal Parks****Question No: 962 / 2012**

[Nicky Gavron](#)

Responsibility for the Royal Parks has been devolved to the Mayor. How would you use these and what would you change about the Royal Parks?

**Written response from the Mayor**

The Royal Parks Agency remains an executive agency of DCMS, with my responsibilities extending to appointing the Chair and members of the Royal Park's Board. The Terms of Reference for the Board together with details of its role and composition can be found on the GLA website.

These new arrangements have given Londoners a greater say in the management of the Capital's greatest green spaces. The main role of the Board is to safeguard the Parks for current and future generations, acting as an advocate and helping shape the strategic direction the Royal Parks Agency takes in managing them. The Board will ensure important issues for London are given full and proper consideration.

**Affordable Rent****Question No: 963 / 2012**

[Nicky Gavron](#)

What guarantees do you have that Affordable Rent homes funded through the 2011-15 funding round and let at or near target rents, will still be let at those rates when they are re-let?

**Written response from the Mayor**



Providers are agreeing Affordable Homes contracts based upon their capacity to deliver, including an agreed level of capitalised rental stream from existing and new stock. Any variations on the agreed programme will need to be agreed with the GLA.

## **Social Rent (1)**

**Question No: 964 / 2012**

[Nicky Gavron](#)

How many new funding contracts have the London Region HCA signed off for social rented housing as part of the 2011-15 funding round so far?

### **Written response from the Mayor**

Funding contracts signed by London HCA are for the new Affordable Homes Programme. However, around three quarters of the rented homes that will be delivered in 2011-15 as affordable housing will be at or very close to target rents.

## **Social Rent (2)**

**Question No: 965 / 2012**

[Nicky Gavron](#)

How many new funding contracts would you sign off for social rented homes as part of the 2011-15 funding round following the transfer of funding powers to the Mayor in April?

### **Written response from the Mayor**

Please see my response to MQ 964/ 2012.

## **Impact of Welfare Reforms on Disabled People**

**Question No: 966 / 2012**

[Nicky Gavron](#)

Last month I asked you about the concerns of disability groups that the Government's welfare reforms are stigmatising the disabled as "workshy scroungers". You said: "My focus is always to try and ensure that vulnerable Londoners are protected in any fiscal and legislative changes proposed by the Government." Can you explain how they are protected by these reforms?

### **Written response from the Mayor**

The Government responded to some of the concerns I raised regarding the proposed changes to the Disability Living Allowance: they have agreed to not increase the qualifying period to six months and to not take away the transport allowance from people in care homes. As you will agree, these changes are being made in economically austere times and require pragmatism from all sides.

## **Wild Web**

**Question No: 967 / 2012**

[Nicky Gavron](#)

Why did you stop displaying the Wild Web?

### **Written response from the Mayor**

WildWeb provided information about London's wildlife and open spaces including local wildlife site designations. However, the mapping on this site could not easily be updated and consequently many site boundaries were no longer correct resulting in boundary data being misinterpreted and misapplied

A new site is being developed by Greenspace Information for Greater London which will be able to be updated on a regular basis based on information provided by boroughs on site boundaries. This new site also provides a platform for a more accessible and interactive site that will be able to provide more information than that provided by WildWeb.

Key partners were invited to test and validate new datasets in December 2011, and, following further improvements in response to this feedback, the new website is expected to be available by early April.

### **London Rents Map**

**Question No: 968 / 2012**

[Nicky Gavron](#)

How many hits did the London Rent Map website receive in the year running up to 1 March 2012?

### **Written response from the Mayor**

In the 12 months running up to 1 March 2012 there were 231,022 page views.

### **50,000 Affordable Homes Target**

**Question No: 969 / 2012**

[Nicky Gavron](#)

When will you announce that the 50,000 affordable homes you promised to build by April 2011 have been delivered?

### **Written response from the Mayor**

It was reported to the HCA London Board on 20 February that the 50,000 target will be exceeded, with the HCA itself expecting to deliver 54,564 affordable completions, and net re-provision of 51,891 completions, by the end of March 2012. As usual, the DCLG will publish complete delivery figures for 2011/12 later this year.

### **Air Quality**

**Question No: 970 / 2012**

[Nicky Gavron](#)

Do you agree with the Environment Secretary, Rt Hon Caroline Spelman MP, that tackling air pollution is too expensive "relative to the benefits"?

### **Written response from the Mayor**

Caroline Spelman was commenting on the costs associated with meeting NO2 limit values, which most European countries are struggling to meet. The large NO2 compliance gap is mainly a result of the failure of vehicle Euro standards to deliver the expected emissions reductions. Consequently, the most cost-effective mechanism for improving vehicle emissions, natural turnover in the vehicle fleet, is not available.

My office has been working closely with a key group of European regions and cities to highlight the problem with Euro standards and to push for stronger action from the European Commission to help improve air quality. We have helped establish the Air Quality Initiative of the Regions (AIR) Group which is influencing discussions about the future shape of the revised Air Quality Directive. We are also working with the Joint Air Quality Initiative (JOAQUIN) Project, a collective of cities and regions across North West Europe, to jointly identify better ways of monitoring, tackling and communicating about air quality.

Back home I remain committed to using the policy levers available to me to improve air quality across London. Over the last four years I have:

- introduced new and tighter LEZ standards affecting 150,000 vehicles
- new age limits for taxis and PHVs retiring 2,600 of the oldest, most polluting taxis this year alone
- delivering 300 cleaner hybrid buses by the end of this year and the New Bus for London, which will emit over 50% less NOx than a standard diesel bus.
- adapting up to 1,000 of London's older buses to reduce their NOx emissions.
- record investment in cycling
- retrofitting 55,000 homes and 400 public buildings with energy efficiency measures, saving tonnes of NOx emissions
- created my first Clean Air Fund with £5m of funding from DfT, which has targeted innovative pollution reduction measures, such as dust suppressants, across central London where PM10 concentrations are highest.

## **2012 Fares Rise, promise of Transparency and Equality**

### **Question No: 971 / 2012**

[Jennette Arnold](#)

After repeated questions from me regarding the Equality Impact of your 2012 Fare Rise (3940/2011, 3549/2011, 2984/2011) you finally revealed that the Equality Impact Assessment you promised Londoners on the major policy decision of your 2012 fare rise was covered in the Equality Impact Assessment of your 2010 Transport for London Business Plan. Despite repeated requests Transport for London will not share this Equality Impact Assessment.

A) Why is Transport for London withholding this document from the public?

B) Through your role as Chair of Transport for London will you ensure this document is made public?

### **Written response from the Mayor**

I have asked TfL to write to you to clarify the position.

## **Low Carbon Employment and Skills Programme**

### **Question No: 972 / 2012**

[Jennette Arnold](#)

Your Retrofit Employer Accord Project promised 200 sustained employment outcomes for out of work Londoners by 2013. How confident are you that you will achieve this target given that with one year to go you have only achieved twenty 12month sustained job outcomes- equalling only 10% of your target?

### **Written response from the Mayor**

The Retrofit Employer Accord (REAP) project designed to link the employment opportunities arising from my carbon reduction programmes (RE:NEW & RE:FIT) to London's long term

workless ended delivery in March 2011 with monitoring of outcomes to be completed by 31 March 2012.

The delay in confirming the LDA's funding settlement from Central Government resulted in a delay in the rollout of the RE:NEW and RE:FIT programmes. This meant that the expected growth in demand for employees from the Energy Services Companies (ESCOs) carrying out the RE:NEW and RE:FIT work did not materialise in time for participants on the REAP project to access the job opportunities.

As a consequence, the pilot project is planning to achieve a revised target of 29 sustained employment outcomes by 31<sup>st</sup> March 2012 when the project ends.

## **High rate of recording 'no crime' in relation to Rape in London**

**Question No: 973 / 2012**

[Jennette Arnold](#)

In a recent joint review by the HMIC and HMCPSI it is reported that the Metropolitan and City Police Forces record 9% of all reported rapes as 'no crime' comparatively to instances of GBH where just 1% are recorded as 'no crime'. This means that a rape is 9 times more likely than an assault to be recorded as 'no crime' in London.

What assurances have you sought from the Met Police Commissioner that this high "no crime" reporting rate is being looked into as a matter of priority?

### **Written response from the Mayor**

The MPS 'no crime' rate for rape of 9% is below the national average of 12%. The MOPC is working closely with the MPS to ensure robust oversight of 'no-criming'.

The Home Office Counting Rules (HOCR) specify very clearly in which circumstances offences can be recorded in this way. The decision to record a rape as 'no crime' is made by an independent Detective Inspector in the centrally run Crime Management Unit, which ensures ethical recording of all rape allegations.

## **Cost of Child Care in London**

**Question No: 974 / 2012**

[Jennette Arnold](#)

Your Gender Equality Scheme recognised in May 2010 that "there are relatively fewer childcare places available in London compared with the rest of England and childcare costs are higher presenting a major barrier to women's employment and training". Yet despite this you then scrapped the Childcare Affordability Scheme, which had previously helped over 10,000 parents to enter or sustain employment through affordable childcare.

What active steps have you taken since scrapping the Childcare Affordability Scheme to help London's parents afford childcare bills that are on average 25%-35% more expensive than the UK average?

### **Written response from the Mayor**

The LDA terminated the second phase of the Childcare Affordability Programme (CAP09) due to continued under-performance at the overall programme and individual borough level.

The objectives for this pilot programme were to test models for supporting parents on low incomes to sustain employment. These objectives have been superseded by changes in the

national policy agenda, through the new Universal Credit and the DWP Work Programme, which offers new forms of support to parents who are out of work.

I, together with my team, have consistently highlighted the issue of London's high childcare costs with the Government and sought to improve levels of take-up of the childcare element of working tax credits through my annual 'Know Your Rights' publicity campaign.

## **Apprenticeships (1)**

**Question No: 975 / 2012**

Jennette Arnold

You have claimed credit for creating 54,479 Apprenticeships in London in the past 18 months however, you so far have informed us you do not know what sectors these Apprenticeships are in, where they are or how many have gone to women, men, BAME groups or those with disabilities. Are you happy to continue claiming credit for a scheme you know nothing about?

### **Written response from the Mayor**

Over the last 18 months I have led an employer focused campaign, in partnership with the National Apprenticeships Service. As a result of these efforts we saw a 99% increase in the number of apprenticeships available in London. I am proud of this achievement. Whilst the information you request is not publicly available, the National Apprenticeships Service have provided a breakdown of this information by age, gender, LLDD, sector and local authority (starts by local authority relate to home postcode of the learner) below. BAME data is not available from NAS.

## **Apprenticeships (2)**

**Question No: 976 / 2012**

Jennette Arnold

Will you commit to asking the government to supply a breakdown by sector, gender, ethnicity, disability and borough of the 54,479 Apprenticeships created in London in the past 18 months so Londoners may begin to judge the success of this scheme in terms of equality of access and potential economic growth?

### **Written response from the Mayor**

Whilst the information you request is not publicly available, the National Apprenticeships Service have provided a breakdown of this information by age, gender, LLDD, sector and local authority (starts by local authority relate to home postcode of the learner) below.

I am committed to ensuring that my apprenticeships drive benefits all Londoners. You can access a detailed breakdown of apprenticeships starts and completions at the borough level on the Data Service website:

[http://www.thedataservice.org.uk/statistics/statisticalfirstrelease/sfr\\_supplementary\\_tables/Apprenticeship\\_sfr\\_supplementary\\_tables/](http://www.thedataservice.org.uk/statistics/statisticalfirstrelease/sfr_supplementary_tables/Apprenticeship_sfr_supplementary_tables/)

## **Fuel Poverty**

**Question No: 977 / 2012**

Len Duvall

Estimates that fuel poverty could increase by 40%, from one in four to one in three households; by 2016 is worrying news to many across London. Will the Mayor offer his support to the Energy

Bill Revolution campaign and calls for government to link green taxes to low carbon investment programmes?

#### **Written response from the Mayor**

I am committed to tackling fuel poverty in London. My Know Your Rights campaign at the end of 2011 highlighted the support available to Londoners to keep warm this winter, and some of the areas targeted under the London-wide RE:NEW homes energy efficiency programme have high levels of fuel poverty.

I support the case that the income that Government receives from programmes to reduce carbon emissions should be re-invested in programmes which support further CO2 emissions reductions.

### **Olympics and Retails**

#### **Question No: 978 / 2012**

[Len Duvall](#)

London is set to make £7.7bn in retail sales during 2012 Olympics, of which £2bn will come from international tourists. What measures has the Mayor put in place to facilitate traders capturing this additional trade across London and not just in the Olympic Boroughs?

#### **Written response from the Mayor**

I have been working closely with London Business Improvement Districts (BIDs) to ensure that SMEs in London maximise the business opportunities from the Olympic and Paralympic Games. I also launched a series of 2012 SME business surgeries last September to call on SMEs to start planning for their operations, to ensure that they capitalise on the projected increased demand for consumer goods and services during Games-time.

My officials have also been having meetings with BIDs to inform them of the on-going work I am doing to improve local trading environments. This includes initiatives such as the £50m Outer London Fund which I launched to boost regeneration and rejuvenate local town centres and high streets, making them more attractive to customers, especially as we approach the Games. Round One of the OLF has already had an impressive impact on traders across London: 700 businesses have benefitted from business support activities, 450 shops have taken part in visual merchandising programmes, 160 shop fronts have been improved, 40 empty shops have been taken up and 20 traders associations have been formed, supported or revived.

### **International Narcotics Control Board Report**

#### **Question No: 979 / 2012**

[Len Duvall](#)

What is the Mayor's reaction to the recent UN International Narcotics Control Board (INCB) report that highlighted parts of London are no-go areas as a result of drug gangs and does he intend to use its findings to support his various strategy?

#### **Written response from the Mayor**

I welcome the UN International Narcotics Control Board focus on the social impact of narcotics internationally and the recognition of the “vicious cycle of social exclusion and drugs problems”.

I note that the report of the UN INCB did not mention London when it referred to ‘no-go’ areas as a result of drugs. The report actually refers to Liverpool, Birmingham and Manchester in the same breath as Brazil and Mexico which, as you may have seen from the reactions of the Chief Constables of those forces, is not a fair comparison.

I do not recognise the reference to 'no go' areas in the UK, and certainly not in London.

## **A2 Greenwich South Street**

**Question No: 980 / 2012**

[Len Duvall](#)

The junction of the A2 at Greenwich South Street SE10 is widely acknowledged by local people as an extremely dangerous junction for pedestrian. Despite demands from councillors and residents for trafficking calming measures, Transport for London maintains that its primary role is to keep London’s traffic moving. Will the Mayor act on behalf of residents to put in measures to make the junction safer for pedestrians?

### **Written response from the Mayor**

A scheme has recently been completed on site to improve the uncontrolled pedestrian crossing facilities around this junction, including the provision of dropped kerbs and tactile paving, and widening of the central refuges on Blackheath Road and Blackheath Hill to provide more space for waiting pedestrians.

## **Brockley Station Cycle Parking Facilities**

**Question No: 981 / 2012**

[Len Duvall](#)

In 2011 Transport for London removed cycle parking facilities in order to install ticket barriers outside Brockley Station in Lewisham. Constituents have complained there is not adequate space for cycle storage and at least 20 bikes are attached to various railings and barriers around the station. Will the Mayor respond to calls to reinstate the facilities for those parking their bikes at the station?

### **Written response from the Mayor**

The cycle rack was temporarily removed in November 2011 while automatic tickets gates were installed. Unfortunately, the rack’s reinstallation was delayed because of the proximity of a high pressure gas main.

A suitable new location has now been found and, subject to receiving the necessary permissions from Network Rail, a new rack should be in place within months.

## **No. 161 Bus Diversion**

**Question No: 982 / 2012**

[Len Duvall](#)

Transport for London has tabled plans to divert the No. 161 bus away from Queen Elizabeth Hospital in Stadium Road, Woolwich during the Olympic period. While emergency services will still have the use of the roads, many residents who regularly use the bus services to attend the hospital have raised serious concerns about these plans. Will you reconsider this diversion for

those who rely on public transport to take them directly to the hospital?

### **Written response from the Mayor**

Due to road closures it is not possible for bus services at Queen Elizabeth Hospital to serve their normal routes when the Royal Artillery Barracks is being used as a venue.

Route 161 will run direct between Eltham and Woolwich via Woolwich Common because there are around 3,200 through passengers per day who would have a significantly longer journey if the route were to run to the hospital and then back to Academy Road via Shooters Hill Road.

However, in response to comments received, TfL will run an additional shuttle bus to the hospital during the Games from Chislehurst, Mottingham and Eltham. It is planned to run every 20 minutes during the day and every 30 minutes during evenings. Passengers will also have the option of interchanging at the Well Hall Road/Shooters Hill Road junction, where there will be a bus every two minutes serving the hospital.

Queen Elizabeth Hospital will continue to be served by routes 178, 244, 291, 386, 469 and 486.

The same diversions will apply for the April / May test event at Royal Artillery Barracks and the shuttle bus will also operate during this time.

An updated document summarising planned changes will be available from the TfL website shortly. This will include details of the service changes needed on road event days during the Games.

## **No. 161 Bus Diversion (2)**

### **Question No: 983 / 2012**

[Len Duvall](#)

Transport for London owns and manages station stops for the National Express Coaches that drop off and pick up passengers outside Lewisham Police Station. However, Last year Transport for London move the stop to where there is no seating or shelter facilities available. Will the Mayor review this decision and reinstate the previous station point, or install shelters for passengers using the service?

### **Written response from the Mayor**

(Written answer provided on 23 March 2012.)

Until late last year the National Express service towards central London served bus stop F in Loampit Vale, opposite Lewisham station. However, the developer for the land behind the stop needed site access for the construction of a large block of apartments and therefore it had to be closed temporarily.

Because of this closure, the service currently stops opposite Lewisham Police Station, at bus stop E, and this stop has a JC Decaux shelter which is provided by the London borough of Lewisham, rather than TfL. Any issues will need to be resolved by them as it is their shelter. We will continue to press for the return of service to Stop F as soon as possible.

## **Street Trees**

### **Question No: 984 / 2012**

[Len Duvall](#)

The Mayor's Street Trees initiative has seen 10,000 trees planted across 29 boroughs. Can the Mayor indicate how many have been a) removed, b) chopped down as a result of works on



roads, train lines etc?

### **Written response from the Mayor**

Planting locations were carefully chosen to ensure the street trees planted will offer long term benefits to local people and the local environment.

We are not aware of any of the 10,000 street trees being removed or chopped down as a result of works on roads, train lines etc.

## **Flood Damage Insurance**

### **Question No: 985 / 2012**

[Len Duvall](#)

The insurance industry's voluntary agreement with the government on flood insurance is due to end next year, which means that homes across London could be blocked from claiming insurance in the result of a flood damage. What conversations have you had with government ministers that they will take the necessary steps to secure an extended agreement with the industry to protect homes across London?

### **Written response from the Mayor**

My officers have been in regular liaison with both Defra and the Association of British Insurers regarding the flood risk insurance to discuss the implications for London. Currently the Government is yet to make any formal decision regarding the cross-subsidy for future insurance. In the meantime we will continue to liaise with Government to lobby for the best deal for London.

## **Flood Damage Insurance 2**

### **Question No: 986 / 2012**

[Len Duvall](#)

On 16 February, the eighth Drain London Forum was held at City Hall. At this meeting you stated that the GLA would be bidding for funding to design and deliver flood risk management projects for the boroughs. What provisions will you set in place to safeguard insurance policy holders in the instance of a flood if the cessation of the voluntary flood insurance agreement takes place in 2013?

### **Written response from the Mayor**

My officers have asked the boroughs to bid for Drain London funding to design and deliver local surface water flood risk management projects. They are also working with the Environment Agency to understand what are the potential implications of any withdrawal of affordable flood risk insurance on London and how to manage it.

## **Flood Damage Insurance 3**

### **Question No: 987 / 2012**

[Len Duvall](#)

If an agreement is not reached between the government and the insurance industry over the cessation of flood insurance cover: What assessment has the Drain London Forum made on the affect this will have on claimants in London?

### **Written response from the Mayor**

The Drain London Forum looks at surface water flood risk, which is currently not specified under the insurance sector's current arrangement with the Government. My officers are liaising with the insurance sector to understand what may be the potential implications for London.

## **Penalty Charges**

**Question No: 988 / 2012**

[Len Duvall](#)

In response to MQT 0754/2012 on penalty charges in Olympic boroughs during the games the Mayor responded 'I will be making a decision on this in the coming weeks'. Will the Mayor say what he is making a decision on?

### **Written response from the Mayor**

I am still considering the representations from London Councils and TfL concerning revisions to the penalty charges.

## **Waste infrastructure investment**

**Question No: 989 / 2012**

[Murad Qureshi](#)

Can you list what additional waste infrastructure have you invested in - and is operational - during this political term?

### **Written response from the Mayor**

LWARB has invested:

- £4 million to establish the London Reuse Network, which has so far committed to 6 projects of which 3 are operational.
- £5 million in the Flats recycling project, which has funded 29 recycling projects, most of which are now operational.
- £362,000, representing 90% investment, for the FareShare food redistribution depot, which is operational and diverting over 800 tonnes of food from landfill each year
- £18 million in the London Green Fund which will fund waste management infrastructure in London with a total fund size of circa £100 million.

Since 2008, LWARB has committed funding to five large waste infrastructure projects including a gasification plant, a mechanical heat treatment plant, two anaerobic digestion plants and a plastic reprocessing plant. Many of these are expected to close in the next quarter, leveraging £13million of private sector funding, more than 4 times LWARB's investment and a significant achievement in the current financial environment. My response to MQ 890/2012 explains the extended timescales for such projects.

In addition, LWARB has a further 5 projects within its Infrastructure Pool and 9 further projects progressing through the LWARB evaluation and development process.

## **Television disposal**

**Question No: 990 / 2012**

[Murad Qureshi](#)

The anticipated switch from analogue to digital combined with the usual pre-Christmas shopping for replacement TVs has seen a huge increase in TVs being sent to local authority

reuse and recycling centres across London. What measures are in place to dispose of used televisions and are the current systems adequate? Is your LWaRB taking any steps to alleviate this London-wide problem?

#### **Written response from the Mayor**

Discarded televisions and all other Waste Electrical and Electronic Equipment (WEEE) are subject to producer responsibility legislation. WEEE deposited at local authority reuse and recycling centres is collected, on behalf of Electrical and Electronic Equipment producers and exporters, and taken to an Approved Authorised Treatment Facility where they are either repaired for reuse or recycled, all of which is at the expense of the producer/exporter. My officers have discussed the impending digital switch over with local authority waste managers and offered communications assistance through Recycle for London. In addition, Recycle for London will provide advice, on its website, to householders who wish to recycle their old television sets. My officer's discussions to date with the London local authorities do not lead me to believe that there will be a problem.

### **LWaRB work on waste infrastructure**

#### **Question No: 991 / 2012**

[Murad Qureshi](#)

I have become concerned that your London Waste and Recycling Board (LWaRB) has been overly focussed on recycling to the detriment of developing London's waste management infrastructure. How many waste infrastructure plants has LWaRB supported since 2008? Which of these have now opened?

#### **Written response from the Mayor**

Please see my response to MQ 989/2012 setting out LWaRB's infrastructure investments since 2008 and MQ 890/2012 setting out the expected timescales for such projects

### **Recycling rates in flats**

#### **Question No: 992 / 2012**

[Murad Qureshi](#)

How much has LWaRB spent in total on flats recycling projects in each London Borough? What impact has this had on recycling in flats? Please provide the sums spent and the measured improvements by Borough, including before and after flat recycling percentages

#### **Written response from the Mayor**

LWARB has funded 29 discrete projects covering 26 boroughs. These projects are being rolled out by boroughs up to the end of March 2012 and it is therefore too early to provide comprehensive data on the performance improvements.

From the project applications LWARB is hoping to see an average increase in collected recycling/composting of 43 per cent per project. The programme will cover 520,000 households and, over four years with an additional 75,000 tonnes of waste collected for recycling, prevent 66,000 tonnes of CO2 entering the atmosphere (not counting the CO2 avoided from landfill). LWARB is provided with detailed quarterly monitoring arrangements by funded boroughs to track the tonnage collected for recycling. Initial monitoring is showing significant improvement, particularly where new schemes such as food waste recycling have been introduced.

LWARB will be producing a final report and best practice guide later in the year which will detail all the improvements and help other authorities seeking to deliver similar schemes. The table below provides a breakdown of funding committed to boroughs funded through the LWARB Flats Recycling Programme.

	Amount Awarded	
London Borough	Round 1	Round 2
Bexley		£108,750
Bexley		£93,700
Brent		£85,133
Bromley		£521,838
Camden	£34,500	
Croydon	£33,000	£386,140
Ealing		£36,480
Enfield		£278,082
Hackney	£48,246	£122,422
Hammersmith& Fulham	£73,516	
Harrow		£381,000
Havering (ELWA)	£729,442	
Hillingdon	£203,000	
Hounslow		£199,179
Islington		£76,283
Islington		£200,772
Lambeth	£18,130	£5,600
Lewisham		£33,300
Merton		£270,670
Richmond		£265,177
Southwark		£48,868
Tower Hamlets		£377,932
Waltham Forest	£75,424	
Wandsworth		£112,425
Westminster	£21,500	£43,236
total	£4,883,745	

## Funding car clubs

### Question No: 993 / 2012

[Murad Qureshi](#)

How much funding has Transport for London provided to car clubs in each year of your mayoralty? Please also include figures for the financial year 2012/13.

### Written response from the Mayor

(Written answer provided on 3 April 2012.)

Transport for London does not fund car clubs directly but it does provide funding and support to local authorities for the expansion of car clubs' on-street parking. TfL also provides funding for car club research and accreditation. Finally, boroughs use TfL's LIP funding for car club bay funding. The overall funding level for car clubs cannot be easily established, given that a share of it is channelled through LIPs funding.

## War criminals

**Question No: 994 / 2012**

[Murad Qureshi](#)

Given things are getting worse daily in Syria, will you reconsider your response to my question 2364/2011 concerning the activities of President Assads uncle in London.

### Written response from the Mayor

In line with the revised guidelines, agreed with the Director of Public Prosecutions in 2010, an allegation was considered by the MPS Counter Terrorism Command. Inquiries have been undertaken and I am told that no further police action will take place at this point in time, although this position will be reviewed in the event of further information being brought to the attention of the police.

## Update on home energy efficiency scheme RE:NEW

**Question No: 995 / 2012**

[Murad Qureshi](#)

How many homes have now been treated under your RE:NEW home energy efficiency scheme?

### Written response from the Mayor

As of 5 March 2012, 52,512 homes have been treated under RE:NEW.

## Borough roll-out of home energy efficiency scheme RE:NEW

**Question No: 996 / 2012**

[Murad Qureshi](#)

Which boroughs have now treated homes under the RE:NEW home energy efficiency scheme? Please provide a breakdown of how many have been treated in each borough

### Written response from the Mayor

Total homes treated to date, as of 5 March 2012, are presented in the table below:

Borough	TOTAL
L.B Barking & Dagenham	1,744
L.B Barnet	786
L.B Bexley	968
L.B Brent	1,094
L.B Bromley	1,595
L.B Camden	2,111
L.B Croydon	2,659
L.B Ealing	1,217
L.B Enfield	687
R.B Greenwich	1,143
L.B Hackney	1,418
L.B Hammersmith & Fulham	1,105
L.B Haringey	1,112
L.B Harrow	1,855
L.B Havering	1,905
L.B Hillingdon	2,288
L.B Hounslow	1,054
L.B Islington	1,205
R.B Kensington & Chelsea	485

<b>R.B Kingston Upon Thames</b>	<b>1,840</b>
<b>L.B Lambeth</b>	<b>1,270</b>
<b>L.B Lewisham</b>	<b>3,959</b>
<b>L.B Merton</b>	<b>1,489</b>
<b>L.B Newham</b>	<b>2,155</b>
<b>L.B Redbridge</b>	<b>1,651</b>
<b>L.B Richmond</b>	<b>930</b>
<b>L.B Southwark</b>	<b>2,751</b>
<b>L.B Sutton</b>	<b>810</b>
<b>L.B Tower Hamlets</b>	<b>1,083</b>
<b>L.B Waltham Forest</b>	<b>1,757</b>
<b>L.B Wandsworth</b>	<b>1,624</b>
<b>Westminster City Council</b>	<b>1,212</b>
<b>London-wide L&amp;Q solar PV insulation scheme</b>	<b>3,550</b>
<b>Total number of homes retrofitted</b>	<b>52,512</b>

## GLA Family Land

**Question No: 997 / 2012**

[Nicky Gavron](#)

What has been the net addition or reduction in the GLA family land bank since May 2008?

### Written response from the Mayor

(Written answer provided on 20 March 2012.)

There has been a net increase of approximately 566.7 hectares of land in the ownership of the GLA family since 2008, broken down as follows:

TfL – There has been an approximate net increase of 697 hectares of operational land. The key additions are the highway land that transferred to TfL between 2010 and 2011 as part of the total of 735 hectares that transferred from predecessor highway authorities under a statutory transfer order; and 22 hectares of land that has been accrued to date for Crossrail.

LFEPA – There has been an approximate net reduction of 0.3 hectares.

LDA – There has been an approximate net reduction of 130 hectares.

MOPC – No data is available

## Horse trading by the MET

**Question No: 998 / 2012**

[Murad Qureshi](#)

On what basis did the MET lend a horse to the CEO of News International? Who else does the MET lend its horses out to?

### Written response from the Mayor

Rebekah Brooks expressed an interest in loaning a retired police horse. The relevant checks were conducted and the premises where the horse was to be housed were inspected. The checks and inspection proved satisfactory.

The MPS loans horses out to other individuals and charities using the same process. The MPS is reluctant to name individuals or charities to protect their anonymity. I am, however, told that the MPS continues to ensure the welfare of its animals through regular checks.

## **A4 bike lanes**

**Question No: 999 / 2012**

[Murad Qureshi](#)

What has happened to the cycle lines removed on the A4 in Brentford by the GSK Building?

### **Written response from the Mayor**

TfL is in the process of implementing a cycle improvement scheme on the A4 between Syon Lane to Boston Manor Road. As part of this scheme the cycle track in the vicinity of the GSK building has been converted from segregated to shared use to maximise the space available to both cyclists and pedestrians. Upon completion of the construction, new signing will be provided informing pedestrians and cyclists of how this new arrangement should be used.

## **Sub-surface Tube lines signal figures**

**Question No: 1000 / 2012**

[Murad Qureshi](#)

On the evening of the 3rd of the March, the District line between Edgware Rd & Wimbledon has suspended by signal failure at Earls Court and we had severe delays on the Circle line because of signal failures at Mansion House. When and how are these regular breakdowns of signal system on the sub-surface tube lines going to end?

### **Written response from the Mayor**

These incidents underline the need to renew ageing signalling equipment on the Underground. Much of the signalling infrastructure on the Sub-surface lines is more than 40 years old.

A new, integrated state of the art signalling system is being installed on the sub-surface (Circle, District, Hammersmith & City and Metropolitan) lines, significantly improving the reliability of the network. Installation of the new systems on both the Circle and District lines will be complete by 2018.

In the meantime, TfL is making systematic improvements to the way it monitors and maintains signalling and other assets, as part of its Tube Reliability Plan, which is already delivering significant improvements in performance across the network.

## **Privatisation of MPS services**

**Question No: 1001 / 2012**

[Joanne McCartney](#)

In your view what areas of police work could be carried out by private companies? Is the MPS currently considering bringing in private companies to provide services currently carried out in-house?

### **Written response from the Mayor**

Significant areas of back office support are already provided by private companies including payroll and IT infrastructure support. The MOPC is included on the OJEU for the West Midlands and Surrey led business partnering exercise and we will be watching closely the results of that exercise and developments in Lincolnshire, Lancashire and with South West One in the West Country. Where a business case demonstrates that there are clear economic or capability and resilience grounds for outsourcing functions, then the MOPC will seize those opportunities. As has been made clear in recent media debate, the use of warranted powers cannot and will not be outsourced.

## **MPS/Information Commissioner's Office**

### **Question No: 1002 / 2012**

[Joanne McCartney](#)

Did the MPS provide information on individuals working in the construction industry to the Consulting Association (earlier known as the Economic League)?

#### **Written response from the Mayor**

I can confirm that system searches have concluded that no information (personal or otherwise) has been disclosed to Consulting Association or Economic League via the Data Protection or Freedom of Information Acts.

## **RE:NEW and Fuel Poverty (1)**

### **Question No: 1003 / 2012**

[Jennette Arnold](#)

I find it very disturbing that you are not in a position to give any detail as to how your RE:NEW scheme has impacted on rates of Fuel Poverty in London. I would have expected that such an important and costly, tax-payer funded scheme would be subject to stringent monitoring. Particularly as in your Annual Equalities Report you state that one of your main programmes for tackling Fuel Poverty is the RE:NEW programme. Why have you decided not to monitor the scheme in this way?

#### **Written response from the Mayor**

I am fully committed to tackling Fuel Poverty and the impact of RE:NEW on fuel poverty rates in London will be evaluated once the full and final reports have been submitted at the end of the programme delivery. Throughout delivery I am monitoring the scheme by receiving regular reports on a limited number of deliverables. This is to ensure costs to the delivery agents are minimised so that our funding can reach as many homes as possible.

## **Homes**

### **Question No: 1005 / 2012**

[Mike Tuffrey](#)

Why have you not done more to ensure enough homes are built for London's growing population?

#### **Written response from the Mayor**

In my London Plan, I have set an ambitious target for an average of 32,250 new homes a year. The 171,000 homes with planning permission in the development pipeline in 2010/11 are sufficient to meet this target: 53% of these are now under construction, compared with only 42% of the 173,000 homes in the pipeline I inherited in 2007/08. And, despite extremely



challenging economic circumstances, I will deliver over 50,000 affordable homes, a record for a Mayoral term.

## **Loss of green space in gardens**

**Question No: 1006 / 2012**

[Jenny Jones](#)

The London Garden City 2010 study reported that green garden space two and a half times the size of Hyde Park is being lost in London every year. Would you agree with me that planning controls are now required to limit the amount of hard or impermeable surface that is permitted in back gardens?

### **Written response from the Mayor**

I am strongly committed to the value of back gardens, and in the London Plan provide support for the introduction of presumptions against their development where local evidence exists to support this. I do not, however, think that it is practical to use planning controls to limit the amount of hard or impermeable surfacing permitted in back gardens, not least given the inevitable difficulty of enforcement. I do support initiatives such as London Wildlife Trust's 'Gardening for a Living London'. This aims to highlight the importance of London's gardens to wildlife and to people, especially in urban areas, in helping to reduce the impacts of climate change.

## **20mph zones**

**Question No: 1007 / 2012**

[Jenny Jones](#)

A constituent has asked, is it possible to have a 20mph zone with a 30mph road running through it?

### **Written response from the Mayor**

There are already a number of locations in London where a 30mph road (for example the TLRN or borough principal roads) will go through areas where there are adjacent 20mph zones on both sides.

National mandatory speed limit signing regulations require that clear and unambiguous speed limit signs are provided to ensure that there is no doubt as to the speed limit in operation on a particular road. In order to comply with the signing regulations, both of the 20mph zones adjacent to the 30mph road would require 20mph signs and corresponding 30mph 'terminal' signs at every junction where they meet the 30mph road. The Department for Transport advises local highway authorities that entry treatments (in the form of speed reducing features) should also be provided at these junctions to highlight the change to the lower speed limit.

## **Cycle parking at Gatwick**

**Question No: 1008 / 2012**

[Jenny Jones](#)

A constituent has contacted me expressing concerns over a lack of cycle parking facilities at Gatwick airport, in car park B, which has inadequate lighting and camera security. Will you press the operators at Gatwick to undertake a review of the cycle parking facilities in car park B, to ensure there is adequate parking for the number of people who cycle to the airport and to ensure it is safe for cyclists to use the facilities?

### **Written response from the Mayor**

I will pass on your query to Gatwick Airport's operators.

### **Tottenham Hale (1)**

**Question No: 1009 / 2012**

[Jenny Jones](#)

Further to your answer to question 1346/2010, will you ask Transport for London to make the whole of the Tottenham Hale gyratory a 20mph zone, in order to improve the safety of vulnerable road users?

### **Written response from the Mayor**

(Written answer provided on 13 April 2012.)

Tottenham Hale is currently being looked at as part of the Cycle Safety Junction Review. All relevant issues are being considered as part of that exercise.

### **Tottenham Hale (2)**

**Question No: 1010 / 2012**

[Jenny Jones](#)

Will you ensure that the cycle track to the north side of Hale Road is continuous, with priority for cyclists, across the Ashley House entrances?

### **Written response from the Mayor**

(Written answer provided on 13 April 2012.)

Please see my answer to MQ 1009/ 2012.

### **Tottenham Hale (3)**

**Question No: 1011 / 2012**

[Jenny Jones](#)

Can you explain how cyclists can safely turn right from Monument Road into High Road, when there are three lanes of fast moving traffic and no ASL for cyclists?

### **Written response from the Mayor**

(Written answer provided on 13 April 2012.)

Please see my answer to MQ 1009/ 2012.

### **Tottenham Hale (4)**

**Question No: 1012 / 2012**

[Jenny Jones](#)

Why are there are only 2 ASL locations out of a possible 9 in the redesign of Tottenham Hale gyratory?

### **Written response from the Mayor**

(Written answer provided on 13 April 2012.)

Please see my answer to MQ 1009/ 2012.

## **Tottenham Hale (5)**

### **Question No: 1013 / 2012**

[Jenny Jones](#)

Can you ensure that all existing toucan crossings are not replaced with either pelican or zebra crossings, which prevent cyclists from using them, and can you also ensure that any new toucan crossings are in appropriate locations so that they accord with cycle desire lines?

### **Written response from the Mayor**

(Written answer provided on 13 April 2012.)

Please see my answer to MQ 1009/ 2012.

## **Going Dutch**

### **Question No: 1014 / 2012**

[Jenny Jones](#)

Will the revised 2005 cycle infrastructure design guidelines incorporate the 'Going Dutch' principles being put forward by the London Cycling Campaign?

### **Written response from the Mayor**

The present 2005 London Cycling Design Standards (LCDS) already incorporate comprehensive design guidance for off-carriageway tracks and shared use cycling infrastructure as advocated by the London Cycling Campaign in its Going Dutch campaign. I am committed to ensuring that any future revisions to the LCDS will give the best guidance possible to help improve the conditions for cyclists in London. As such, and as part of any forthcoming consultation on draft changes to the guidance, we will welcome engagement with LCC and other groups which represent cyclists.

## **Parking in bike lanes**

### **Question No: 1015 / 2012**

[Jenny Jones](#)

Can you confirm that no parking is allowed where there is an unbroken white line on a Cycling Superhighway, and that this will be enforced? Is there a complaints process through which residents can notify the relevant highway authority of the need for enforcement?

### **Written response from the Mayor**

A solid white line is used to indicate the extent of a mandatory cycle lane or bus lane. Many mandatory cycle lanes and bus lanes operate at all times, and stopping is not allowed. Other lanes operate at certain times, with stopping allowed at less busy times in order to provide access for residents and businesses. Operating hours of mandatory cycle lanes and bus lanes are indicated by roadside signage. Stopping restrictions are indicated by either single or double red or yellow lines and by roadside signage.

Where stopping is prohibited on the Transport for London Road Network (TLRN), TfL is responsible for enforcing these restrictions, and does so by using CCTV and Civil Enforcement

Officers in order to issue Penalty Charge Notices. Residents can report contraventions on the TLRN by calling 0845 305 1234 or visiting [www.tfl.gov.uk/contact](http://www.tfl.gov.uk/contact).

TfL seeks to ensure that the Barclays Cycle Superhighways are free from parking and loading during peak commuter cycling times, which is normally from Monday to Friday between 07:00-10:00 and between 16:00-19:00.

## **Bike racks on buses**

### **Question No: 1016 / 2012**

[Jenny Jones](#)

Will you ask TfL to examine whether people living in outer London suburbs might be encouraged to cycle if they were able to take their bikes on buses to and from central London, particularly on night buses home when train services stop?

### **Written response from the Mayor**

(Written answer provided on 3 April 2012.)

Increasingly popular fold-up bikes can already be taken on buses in the fleet, provided they can be safely stowed out of the way of passengers.

Rigid bikes cannot, however, be placed out of the way and would be a potential hazard to other passengers. Racks on the outside of the vehicle are not seen as viable due to ground clearance issues and obscuring the driver's view.

TfL has looked at this issue but, due to the busy and frequently stopping nature of buses in London, it is imperative that boarding times are as efficient as possible to maintain a reliable service for the millions of bus passenger journeys that are made daily. TfL has concluded so far that allowing additional time for attaching bicycles to exterior racks would cause unacceptable delays to journeys and congestion at bus stops, particularly at peak times around busy stops and where there are numerous routes serving one stop.

## **Pedestrians hit by buses (1)**

### **Question No: 1017 / 2012**

[Jenny Jones](#)

Please could you provide me with the source of the information included in your answer to my question 374/2012?

### **Written response from the Mayor**

The source of the information is TfL's incidents management system.

## **Pedestrians hit by buses (2)**

### **Question No: 1018 / 2012**

[Jenny Jones](#)

Are you concerned that TfL does not keep comprehensive records of convictions resulting from collisions against drivers working for its bus operating companies? Do you agree that TfL has a duty of care to monitor the health and safety impacts of its subcontractors and that keeping records would be one way of doing this?

### **Written response from the Mayor**

No. The prosecution of all motorists committing driving offences in London is the responsibility of the Metropolitan Police.

The DVLA is advised of a conviction by the courts so that a record can be added to a driver's licence.

Bus operators check licences prior to drivers being employed, then every six months after that to satisfy themselves that they remain valid in relation to endorsements.

TfL conducts audits of operators on a regular basis to assure it that processes such as these are being undertaken by the companies. TfL also monitors accident investigations into more serious incidents as these are best means by which to understand the causes of incidents, allow lessons learnt to be shared and enhance safety.

## **Costs and benefits of pedestrian crossings**

### **Question No: 1019 / 2012**

[Jenny Jones](#)

Thank you for your answer to my question 0202/2012 in which you make the point that your review of traffic lights "takes into account the cost of maintaining signals in the context of reduced funding for a great many public authorities". What is the average annual cost of maintaining a set of lights at a signalised pedestrian crossing and how does this compare to the average estimated cost to the public of dealing with one seriously injured pedestrian?

### **Written response from the Mayor**

I believe you may have misconstrued the answer. Clearly no traffic signal would be removed if that would create a road safety hazard for pedestrians.

## **Timings at traffic lights (1)**

### **Question No: 1020 / 2012**

[Jenny Jones](#)

Has the maximum traffic light cycle time at junctions with pedestrian facilities been changed in London during the period 2008-2012? If so please give details.

### **Written response from the Mayor**

No, the maximum cycle time a traffic light can be set to has not changed.

## **Timings at traffic lights (2)**

### **Question No: 1021 / 2012**

[Jenny Jones](#)

Have traffic light cycle times increased at some signalised junctions in London during the period 2008-2012? If so, how many junctions and where?

### **Written response from the Mayor**

Over the period you refer to, the cycle times at some signalised junctions in London will have increased, while at others, they will have decreased. The cycle time of a set of traffic signals is not a static measure, and will change throughout the day in response to different conditions on the network. However, these changes will occur within a minimum and maximum cycle time. Where there are dedicated pedestrian only stages, TfL will look to have as low a cycle time as possible to meet the needs of all road users.

## **Timings at traffic lights (3)**

**Question No: 1022 / 2012**

[Jenny Jones](#)

Is there a TfL report which considers traffic light cycle times (and thus pedestrian wait times) and if so where can it be obtained? I am already aware of the TfL commissioned report "The effect of re-timed invitation to cross periods on road users at signalised junctions in London", 2009, which covers a related but different issue.

### **Written response from the Mayor**

TfL does not have a report which specifically addresses this issue.

You referenced the TfL report, "The effect of re-timed invitation to cross periods on road users at signalised junctions in London". Please note that this report is not relevant to cycle times.

## **Bow roundabout (1)**

**Question No: 1023 / 2012**

[Jenny Jones](#)

In your answer to question 209/2012 you told me of your "belief" about your advisors' involvement. In answering this question did you specifically ask your Transport and Environment advisors whether they had been consulted about the design of the cycle superhighway and the Jacobs report?

### **Written response from the Mayor**

Please refer to my answer to 1024/2012. I confirm that my Transport and Environment Advisors were not consulted on the Cycle Superhighway Infrastructure Plan (CHIP) report for Barclays Cycle Superhighways Route 2.

## **Bow roundabout (2)**

**Question No: 1024 / 2012**

[Jenny Jones](#)

Will you confirm whether or not your current Environment advisor was consulted about the Jacobs report on the design of the cycle superhighway? I should like a simple yes or no, not a restatement of your role and your beliefs.

### **Written response from the Mayor**

I am presuming the "Jacobs Report" referred to is the Cycle Superhighway Route 2 (CS2) Cycle Highway Infrastructure Plan (CHIP) report. A CHIP is prepared as part of the early feasibility work for each Barclays Cycle Superhighway route. It comprises a comprehensive review of cycling conditions along the proposed route and contains recommendations to improve the route for cyclists. As such, it forms an important element of the planning process for each route.

My current and previous Environment Advisors were not consulted on the CHIP report for CS2, nor on any other Barclays Cycle Superhighways CHIP reports.

## **Bow roundabout (3)**

**Question No: 1025 / 2012**

[Jenny Jones](#)

On what date did your current Environment advisor first see the Jacobs report on the Bow Roundabout, receive it by email, attend a presentation on it, or in any other way learn of its contents?

**Written response from the Mayor**

I refer you to my answer to MQ 1024/2012. My Environment Advisor first saw the Barclays Cycle Superhighway Route 2 CHIP report after the press specifically made reference to elements of the content of this report in the Autumn of 2011.

**Bow roundabout (4)**

**Question No: 1026 / 2012**

[Jenny Jones](#)

Can you provide the cyclist and pedestrian casualty figures for Bow Roundabout in the three years prior to the creation of the cycle super-highway?

**Written response from the Mayor**

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

Written response received 27 July 2012.

Please refer to the table below. In the 36 months up to 31 July 2011 there were 6 collisions involving pedestrians or cyclists. Of these, 2 were serious and 4 were slight. Please note that as 2011 data is provisional, these figures are subject to change.

Table - Bow roundabout casualties in the last 36 months to 31st July 2011 (provisional)

	Serious		Slight		Total
	Pedestrian	Pedal Cycle	Pedestrian	Pedal Cycle	
12 months to end July 2009	1 *	0	0	2	3
12 months to end July 2010	0	1	0	2	3
12 months to end July 2011	0	0	0	0	0
Total	1	1	0	4	6

\* This incident occurred after a person fell from the Bow Roundabout, with the collision occurring on the Blackwall Tunnel approach. The police nonetheless assigned this collision to the roundabout and TfL has reported this accordingly.

**Cycle hire target**

**Question No: 1027 / 2012**

[Jenny Jones](#)

What is the current target for cycle hire daily ridership and how close are you to achieving it?

**Written response from the Mayor**

Barclays Cycle Hire is central to the Mayor's Cycling Revolution and the primary target of the scheme is to make a significant contribution towards the Mayoral target of a 400% increase in cycling trips by 2026. To date, over 10.2 million trips have been made by users of Barclays Cycle Hire. The scheme is also encouraging members to cycle more on their own: at least 6% of members surveyed reported that they've bought their own bike as a result of the scheme and

over 15% reported that Barclays Cycle Hire has encouraged them to cycle more on their own bike

The number of daily hires is constantly revised based on observed behaviours and usage patterns. The aim is to review usage models and estimates in summer 2012 once Phase 2 has been embedded into the wider scheme

## Cycle hire expenditure

### Question No: 1028 / 2012

[Jenny Jones](#)

How much money will have been spent on cycle hire in 2009/10, 2010/11 and 2011/12, and how much are you expecting to spend in 2012/13? Can you provide a breakdown by Transport for London funding, local authority funding (including contributions from developers), income generated from membership and ridership, and monies from sponsorship?

### Written response from the Mayor

(Written answer provided on 3 April 2012.)

Breakdown of Cycle Hire expenditure					
	2008/9	2009/10	2010/11	2011/12 (forecast)	2012/13 Business Plan
<b>CHS cost</b> (Implementation and Operations)	£0.9m	£16.9m	£67.3m	£58.1m	£35.8m
<b>Income</b> (membership and ridership)			(£2.4m)	(£6.5m)	(£11.7m)
<b>Local Authority funding</b> (inc. contributions from developers)				(£5.9m)	(£0.5m)
<b>Sponsorship</b>	Unable to disclose due to commercial confidentiality, though the agreement as a whole is valued at up to £50m for the term of the contract.				

## Cycle funding

### Question No: 1029 / 2012

[Jenny Jones](#)

Your press release of 22nd February 2012 stated that: "The Mayor is currently overseeing a record investment of more than £200m in cycling schemes". Can you please provide a breakdown of the £200m figure, including how much is being spent on individual projects and in which years it is being spent?

### Written response from the Mayor

I am indeed overseeing a record investment in cycling to facilitate the delivery of a cycling revolution in London.



See the below table for a breakdown of the total investment of £204m between April 2008 and March 2011, including expenditure on different projects.

### Breakdown of cycling expenditure

Project/ Year ending	2009 (£m)	2010 (£m)	2011 (£m)	Total (£m)
Cycle Hire	1	17	67	85
Cycle Superhighways		5	21	26
LIP-funded Schemes*	24	17		41
Greenways	3	4	2	9
TLRN Schemes	6	6	3	15
Cycle Parking	3	3	2	8
Olympics	3	2	4	9
Promotion, Events & Staff	4	4	3	11
<b>Total</b>	<b>44</b>	<b>58</b>	<b>102</b>	<b>204</b>

\*From 2011 onwards, cycling LIP funding is included in the wider neighbourhoods and corridors LIP programme and not reported separately.

## Liability for collisions

### Question No: 1031 / 2012

[Jenny Jones](#)

Would it be technically and legally possible for TfL to introduce a clause in contracts with bus operators placing a duty of care on their drivers and making the operators strictly liable for collisions with pedestrians or cyclists unless they can prove the pedestrian or cyclist was at fault, as remains the case in many other European countries? Please comment on the possibility, not whether you are in favour of such a clause.

### Written response from the Mayor

Operators and their drivers already have legal duty of care to other road users and can be pursued for any breach of that duty.

Safety is naturally a top priority for TfL and its bus company contractors and bus drivers have extensive initial and on-going training to ensure the high standard of safety and care already given to passengers and road users is consistently maintained. Among other safety initiatives, TfL has brought together bus driver and cyclists at their 'Exchanging Places' events where both get to view the road from the other's perspective. Safety requirements are also included in the contracts and TfL works closely with bus operators to ensure the highest possible standards are maintained and where possible improved yet further. Of course, all bus contracts contain express obligations to comply with applicable laws.

## TfL spending on road safety

### Question No: 1032 / 2012

[Jenny Jones](#)

How much will TfL be directly spending on road safety schemes in 2012/13?

## **Written response from the Mayor**

(Written answer provided on 3 April 2012.)

There have been, and continue to be, a large number of schemes which improve road safety. This includes focused initiatives like Bike Safe, traffic signal improvements and major schemes to improve, for example, pedestrian facilities. Getting a precise figure on spending is therefore complex.

## **Borough spending on road safety**

### **Question No: 1033 / 2012**

[Jenny Jones](#)

How much do London Boroughs plan to allocate to road safety via TfL Local Implementation Plan funding in 2012/13, and how much do you expect them to have spent in 2011/12?

### **Written response from the Mayor**

(Written answer provided on 3 April 2012.)

There have been, and continue to be, a large number of LIP schemes which improve road safety. This includes hundreds of both focused safety initiatives as well as broader schemes that help improve road safety. Getting a precise figure on spending is therefore complex.

## **Borough spending on 20mph zones**

### **Question No: 1034 / 2012**

[Jenny Jones](#)

How much did boroughs spend on 20mph zones in each of these years: 2008/09, 2009/10, 2010/11 & 2011/12? How much is due to be spent on creating 20mph zones in 2012/13?

### **Written response from the Mayor**

(Written answer provided on 13 April 2012.)

In 2008/09, £8.6m was spent on 20mph zones which funded 99 zones. In 2009/10, £8.2m was spent on 20mph zones which funded 94 zones.

As advised in the response to question 1033/2012, the LIP reforms introduced from 2010/11 did away with the ring fencing of the LIP budgets for specific programmes, such as 20mph zones. Therefore, it is not possible to provide equivalent figures for 2010/11, 2011/12 and 2012/13.

However, at the end of each financial year, boroughs are required to report what has actually been delivered on the ground using LIP funding. For 2010/11, this showed that 135 separate 20mph zones were delivered with LIP funding. Information on the number of 20 mph zones and other LIP deliverables completed in 2011/12 will be available in May 2012.

## **Road safety strategy**

### **Question No: 1035 / 2012**

Jenny Jones

Since 2009 you have told me six times that your draft Road Safety Strategy was forthcoming. In January this year you told me that "TfL will shortly be going out to external consultation". Why have you failed to treat this important subject as a priority, by getting a plan published, consulted upon and agreed?

### **Written response from the Mayor**

(Written answer provided on 13 April 2012.)

The safety of Londoners is an absolute priority for me. As you know, TfL's existing Road Safety Plan is in place and there is a wide ranging programme of initiatives to deliver this. This includes:

Changing the physical environment by using highway engineering to deliver safer streets and public spaces; for example:

- Introduction of the Pedestrian Countdown system to help pedestrians feel safer by removing any uncertainty they may have when crossing at traffic signals with a pedestrian facility.
- Engineering schemes to create more shared space, such as the Exhibition Road project, by removing the dominance of a single mode of transport and providing spaces that all users can enjoy.
- In addition, each year TfL identifies the locations where collisions occur on the road network. Where an ongoing road safety problem is identified, this will be the subject of a road safety study (if it is on the TLRN) and liaison with the relevant boroughs.

Education, training & awareness using public awareness campaigns and a wide range of communication methods to change user behaviour; for example:

- A teen road safety campaign, launched March 2012, designed to warn teens of the dangers they face from traffic every day on the Capital's roads.
- A Junior Road Safety Officer scheme to give pupils a dynamic role in road safety to get serious messages across in a fun way.
- Road safety curriculum resources in schools, including engagement with nurseries and early-years providers to deliver road safety training.
- Training courses for both cyclists and powered two wheeler riders , to raise riders' awareness of risks and reduce the likelihood of being involved in a collision.
- TfL and Crossrail are also undertaking a huge programme of commercial driver training to educate drivers of heavy goods vehicles and other vehicles in how to keep pedestrians and cyclists safe on the roads.

Enforcement action by the police and other agencies to help ensure road users behave safely, for example:

- The TfL funded Met Police Commercial Vehicle Task Force, whose aim is to improve road safety in London through enforcement and educating lorry, van and other commercial vehicle operators across London.
- The TfL funded Met Police Cycle Task Force has ten traffic officers to focus on road user behaviour and breaches of traffic regulations.
- TfL funded safety cameras, consisting of cameras installed at sites with a history of killed or seriously injured casualties caused by excessive speed or running red lights.

London boroughs also set their priorities and plans for road safety in their Local Implementation Plans. Over £147m has been allocated for transport schemes across London's boroughs for the financial year 2012/13. The money is being distributed to support schemes to make roads safer, improve facilities for cycling and walking and rejuvenate local town centres.

Over the last 4 years, TfL and the boroughs have delivered ambitious and successful road safety initiatives. Since 2008, there has been an 18 per cent reduction in the number of people killed or injured on London's roads and London has met and surpassed the national road safety

targets years ahead of schedule. Despite this achievement, the future challenges are significant - London's population and corresponding demands on the road network will continue to grow and many of the quick wins have been achieved.

I am keen to build on this success and have decided that we need an approach to road safety and the wider management of London's road network that is commensurate with the challenges we face.

As a first step, I have asked TfL to review hundreds of key junctions across the capital to examine safety and provision for cyclists and other road users. I believe that there is a unique opportunity to develop, in tandem with this work, a road safety plan for the next generation of London's roads, an ambitious plan that recognises that we need to move on from making incremental changes to roads in London that were in many cases designed for the primary purpose of moving cars, vans and lorries, to designing solutions for roads also built for people. I also believe that we need to make the case for investing much more into the entire network, to improve both the way that our roads function in terms of getting people and goods from A to B safely and efficiently, but also to ensure that they are places that enrich the fabric of our city.

With this in mind, developing a new road safety plan for London needs to be properly informed by the emerging outcomes from the junction review as well as developments in other areas such as traffic management and vehicle technology. My officers have developed a draft and have had extensive discussions with key stakeholder groups. These discussions produced a range of new ideas and approaches that I felt needed to be reflected in the draft to make it sufficiently ambitious. Clearly, all the programmes listed above will be continuing in the meantime.

## **Road casualties annual report**

**Question No: 1036 / 2012**

[Jenny Jones](#)

Will you publish the complete annual report on road casualties in London 2011 prior to the election?

### **Written response from the Mayor**

The previous "Casualties in Greater London during 2010" factsheet was published in May 2011 ([www.TfL.gov.uk/roadsafety](http://www.TfL.gov.uk/roadsafety)). TfL will aim to publish "Casualties in Greater London during 2011" in a similar timeframe during 2012.

## **Road casualties annual report**

**Question No: 1037 / 2012**

[Jenny Jones](#)

Will you publish the complete annual report on road casualties in London 2011 prior to the election?

### **Written response from the Mayor**

Please see my response to MQ 1036/ 2012.

## **Road casualty statistics (1)**

**Question No: 1038 / 2012**

[Jenny Jones](#)

\* all types of casualty

- \* car occupants
- \* pedestrians
- \* powered two wheelers
- \* cyclists
- \* taxi occupants
- \* private hire occupants
- \* bus or coach occupants
- \* goods vehicle occupants
- \* other vehicle occupants
- \* children

### **Written response from the Mayor**

Please see my response to MQ 1036/ 2012.

## **Road casualty statistics (2)**

### **Question No: 1039 / 2012**

[Jenny Jones](#)

Can you provide the total cyclist casualties broken down by killed, seriously injured and slightly injured for both TLRN roads and borough roads in 2011?

### **Written response from the Mayor**

Please see my response to MQ 1036/ 2012.

## **Road casualty statistics (3)**

### **Question No: 1040 / 2012**

[Jenny Jones](#)

Can you provide the figures for casualties in the Greater London area in 2011 tabulated by severity, highway authority and borough?

### **Written response from the Mayor**

Please see my response to MQ 1036/ 2012.

## **Road casualty statistics (4)**

### **Question No: 1041 / 2012**

[Jenny Jones](#)

Can you provide the figures for child pedestrian casualties in the Greater London area in 2011 by severity, highway authority and borough?

### **Written response from the Mayor**

Please see my response to MQ 1036/ 2012.

## **Hybrid buses**

**Question No: 1042 / 2012**

[Jenny Jones](#)

Did the bus operator Abellio pay for new hybrids on route 3 without any subsidy? How many hybrids are on this route? Are there any other examples of hybrid buses being bought by operators without subsidy?

**Written response from the Mayor**

(Written answer provided on 3 April 2012.)

The introduction of hybrid vehicles, of which there are now over 260 in the fleet, have been funded through a combination of contributions from TfL and the DfT's Green Bus Fund. The DfT has just awarded a further £5m of funding to TfL to add an additional 70 buses to the fleet. This means that there will be at least 400 hybrid buses operating on London's streets by the end of March 2013.

For the 24 hybrid buses on route 3, TfL only funded the additional cost required to use these buses instead of conventional diesel buses.

**New bus for London (1)****Question No: 1043 / 2012**

[Jenny Jones](#)

Thank you for your answer to my question 372/2012, in which you state your expectation that the new bus for London will be a 'requirement for a number of central London routes'. Have you sought any legal opinion on whether this will grant an effective monopoly to the manufacturer, resulting in legal challenges from other manufacturers?

**Written response from the Mayor**

The competitive tendering process for design, development, testing and production of the New Bus for London was open to all manufacturers in the European Union in accordance with EU procurement requirements.

**New bus for London (2)****Question No: 1044 / 2012**

[Jenny Jones](#)

Can you confirm that part of the contract for the new bus for London was a requirement that the manufacturer had to show that they had the capability of building 600 buses or more over a period of three years?

**Written response from the Mayor**

Yes. TfL can confirm this was the case but it should be noted that, while capability refers to the ability of the winning manufacturer to build significant volumes, the actual number of buses has still to be determined.

**New bus for London emissions (1)****Question No: 1045 / 2012**

[Jenny Jones](#)

What were the test results for the New Bus for London for PM10 emissions in g/km and why

have these not been published? Are these PM10 results lower than any existing hybrid on London's roads which has been tested by Transport for London?

#### **Written response from the Mayor**

(Written answer provided on 23 March 2012.)

The initial results for particulate matter emission testing were encouraging. However, there were issues with the test protocol which will require the bus to be re-tested before the full range of emissions results can be finalised. There is no reason to believe these will be significantly out of line with projections.

### **New bus for London emissions (2)**

#### **Question No: 1046 / 2012**

[Jenny Jones](#)

Can you confirm that the New Bus for London at 11.6 mpg is around 10% more fuel efficient than the Wright Gemini 2H at 10.2 mpg, according to Transport for London test results? If so, will you correct all the press releases on the TfL and GLA website to reflect this fact?

#### **Written response from the Mayor**

(Written answer provided on 13 April 2012.)

The press statement correctly states that the new bus for London is 15 per cent more fuel efficient than current hybrid buses and 40 per cent better than conventional diesel double deckers. This is a comparison between the new bus and commercially available hybrid alternatives.

The Gemini 2H was one of the original hybrid prototypes but the manufacturer did not put it into production. The new bus has been compared against the 200 hybrid double-deck buses in the fleet currently.

Given this, we do not need to correct the press releases.

### **TfL advertising in local newspapers**

#### **Question No: 1047 / 2012**

[Jenny Jones](#)

Can you tell me how much TfL has spent on adverts and other sponsored content in local newspapers for each of the financial years since 2000/01, or since the year when this information is first recorded?

#### **Written response from the Mayor**

(Written answer provided on 20 March 2012.)

TfL has access to figures from 2006/07 onwards. Spend, by financial year, is as follows:

Local London press	
06/07	£209,690
07/08	£900,000
08/09	£363,984
09/10	£305,741
10/11	£317,456
11/12	£20,891

Pan London press

06/07	£108,379
07/08	£586,620
08/09	£254,399
09/10	£226,953
10/11	£357,499
11/12	£290,354

This spend is primarily customer information about initiatives such as the Congestion Charge, Low Emission Zone, upgrading the tube and consultations. As you can see, total spend has been reduced by approximately 80% from a peak in 2007/08.

## **New energy from waste facilities (1)**

**Question No: 1048 / 2012**

[Darren Johnson](#)

What safeguards are in place to ensure that new energy from waste facilities don't adversely affect the health of local residents through air pollution?

### **Written response from the Mayor**

The Environment Agency is responsible for the regulation of these types of facilities. During the planning process for such facilities any potential air quality impacts are modelled and assessed. In some cases, on the basis of this assessment, a further health impact assessment may also be required. Depending on the outcome of these assessments appropriate mitigation measures will be put in place before planning permission is granted.

## **New energy from waste facilities (2)**

**Question No: 1049 / 2012**

[Darren Johnson](#)

To reassure local residents living close to new energy from waste facilities, what air quality monitoring and reporting systems will you require around these facilities? Will local residents have an opportunity to make sure that pollutants that they are particularly concerned about are included in the monitoring?

### **Written response from the Mayor**

The Environment Agency is responsible for the regulation of these types of facilities. Working with the local planning authority the Environment Agency will consider what on-going monitoring is required. This can include Continuous Emissions Monitoring Systems (CEMS). Where there are particular local concerns I would be happy for my officials to facilitate meetings between residents and the Environment Agency to ensure that their concerns are understood and reflected in ongoing monitoring where possible.

## **New energy from waste facilities (3)**

**Question No: 1050 / 2012**

[Darren Johnson](#)

Have you considered any sanctions or courses of action if new waste facilities are given planning permission and once built turn out not to be air quality neutral as per policy 7.14 in the London Plan?

### **Written response from the Mayor**



More guidance on air quality neutral will be published as part of a Sustainable Design and Construction Supplementary Planning Guidance document, which will be consulted on later this year.

## **Bus stop on New Cross Road**

**Question No: 1051 / 2012**

[Darren Johnson](#)

I asked TfL to consider moving the bus stop outside the Royal Albert pub on New Cross Road where the pavement is very narrow, to a location a few metres along (between Florence Road and Alpha Road) where the pavement is less congested and where the shops have large forecourts. I am very disappointed at TfL's reluctance to consider moving the bus stop on New Cross Road. Are you aware that seven people were injured in June 2011 when a car mounted the very narrow pavement at this very bus stop and can I ask the Mayor to ensure that TfL undertakes a thorough review of the safety issues and gives proper attention to relocating the bus stop?

### **Written response from the Mayor**

TfL has have reviewed the site twice in the past seven years and concluded the alternatives offer no real passenger advantage over the existing site. TfL is not aware of the incident you refer to but will review the site in light of your comments, to see if there are further options available.

However, it should be noted that to the west of the current stop, the public footway is no wider than the current site, there are mature trees and a double height kerb. This would make it difficult to provide an accessible stop.

## **Twickenham Film Studios**

**Question No: 1052 / 2012**

[Darren Johnson](#)

Do you share local concerns about Twickenham Film Studios being placed into administration and the probability that these historic world-renowned studios will cease operating and that the buildings and land will be sold off? Will you work with other partners to try and prevent this?

### **Written answer from the Mayor**

The decision to close Twickenham Film Studios is a commercial matter and I have no power to intervene. I am, however, saddened to hear of the closure of Twickenham Film Studios, particularly when the studio has such a long history and has been involved in recent successful productions such as *The Iron Lady* and *War Horse*. My office will continue to work with Film London to ensure that London maintains its position as one of the world's leading filming destinations.

## **GLA group contracts**

**Question No: 1053 / 2012**

[Darren Johnson](#)

Can you tell me (a) the total value of GLA group contracts awarded since May 2008, (b) the total value of contracts awarded to the twenty largest contractors, (c) the total value of contracts awarded through CompeteFor, and (d) the total value of contracts awarded to SMEs?

### **Written response from the Mayor**

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

## **Air pollution monitoring sites**

**Question No: 1054 / 2012**

[Darren Johnson](#)

Local authorities throughout inner London have told me that they believe that most of their air pollution monitoring sites comply with the requirements of the European Directive and could be considered for reporting to the European Commission. Will you write to the Commission and support the case for them having a complete and realistic picture of how bad air pollution is in London?

### **Written response from the Mayor**

The Department for Environment, Food and Rural Affairs (Defra) is the national authority responsible for reporting on Air Quality Directive compliance to the European Commission. It does this using a combination of monitoring and modelling, which ensures a wide spatial coverage is provided. This enables Defra to present the European Commission with a representative and realistic picture of experienced air quality across London and the UK.

## **Climate change strategy**

**Question No: 1056 / 2012**

[Darren Johnson](#)

What action will you take if policies in your climate change strategies and their implementation plans are not delivered to the specified timescales, in order to ensure that you remain on track to hit key headline targets such as those the 2015 and 2020 interim targets for carbon dioxide emissions?

### **Written response from the Mayor**

I have committed to publish an annual update on London's progress on meeting the CO2 emissions targets including progress on climate change mitigation programmes. I will also be monitoring progress towards delivery of the climate change adaptation strategy. As part of that process I will be keeping policies and programmes under review.

## **RE:NEW funding from Decent Homes (1)**

**Question No: 1057 / 2012**

[Darren Johnson](#)

In your budget for 2012/13 you allocated £3.3m towards home retrofit, funded "by the Government and Decent Homes". Can you break that £3.3m down to show how much comes from the Decent Homes budget and how much from other government sources, stating what they are?

### **Written response from the Mayor**

I am committed to meeting home retrofit programme costs of £3.3m in 2012-13. The budget line has yet to be identified but we are in discussions with the Department for Energy & Climate Change (DECC) and the GLA's own housing budget is a potential source of the funding. So that the project team can progress with delivering the programme immediately, it is proposed that £3.3m is set aside from the contingency identified in the GLA budget for this purpose until other funding is secured.

## **RE:NEW funding from Decent Homes (2)**

**Question No: 1058 / 2012**

[Darren Johnson](#)

Can you confirm whether the £3.3m allocated for home retrofit in 2012/13 will fund RE:NEW contractors to go street-by-street to 20,000 homes using the area-based approach? If not, can you explain the activity it will fund?

### **Written response from the Mayor**

I can confirm that the £3.3m allocated for home retrofit in 2012/13 will be delivered through RE:NEW with contractors delivering on an area-based approach. The target number of homes will be finalised during the procurement activity, but the modelling indicates that in excess of 20,000 homes will be retrofitted with this funding.

## **RE:NEW delivery**

**Question No: 1059 / 2012**

[Darren Johnson](#)

Have the 3,550 L&Q homes included in your RE:NEW scheme received (a) insulation and (b) the ten easy measures in addition to the solar PV installations? Can you describe the kinds of insulation and other energy efficiency measures that were applied to the fabric of the buildings?

### **Written response from the Mayor**

All the homes in the scheme have received both loft and cavity wall insulation if appropriate to the property. The ten easy measures were not included, however the proceeds from the Feed in Tariff income generated by the solar panels will be ring-fenced by London and Quadrant to tackle fuel poverty over the next five years. In practice, it will be invested in a project called L&Q Energy Save. This project will reach 30,000 homes over the next three years with the aim of providing advice and ongoing support in order for residents to save energy and money.

## **Climate change data**

**Question No: 1060 / 2012**

[Darren Johnson](#)

Can you please provide me with the data underlying the figures in your Climate Change Mitigation and Energy Strategy?

### **Written response from the Mayor**

The main sources of data are LEGGI (London Energy and Greenhouse Gas Inventory) and the Decentralised Energy Capacity study. All of this data is already within the London Data Store. The modelling data is yet to be uploaded, as the data requires reformatting to ensure it can be easily interpreted by Data Store users, however all the assumptions made are stated within the Strategy.

## **Strategy data**

**Question No: 1061 / 2012**

[Darren Johnson](#)

Can you also make good on your commitment to place data from your environment strategies in the London Datastore, which you told me would be done in December 2011?

### **Written response from the Mayor**

I committed to publish data where I owned it and where it was not commercially sensitive. LEGGI data and the data behind the Decentralised energy Capacity Study are available on the London Data Centre.

We are in the process of reformatting the Strategy modelling to make it more user friendly before uploading on the website. The key assumptions behind the modelling are already set out in the annex to the Strategy.

## **Homes**

### **Question No: 1062 / 2012**

[Mike Tuffrey](#)

Why have you not done more to ensure enough homes are built for London's growing population?

#### **Written response from the Mayor**

Please see my response to MQ 1005/2012.

## **GLA canteen menu (2)**

### **Question No: 1064 / 2012**

[Richard Barnbrook](#)

You stated in answer to Question No: 3457 / 2010 that halal meat is a cultural preference, and is specifically requested by the GLA. Do you still maintain that there are 'dishes available for all diners regardless of their cultural or consumer preferences' even though there are cultures who regard halal-slaughtered meat in any form as objectionable?

#### **Written response from the Mayor**

The café in City Hall serves a range of options from Halal and non-Halal products to vegetarian dishes. All Halal products are indicated on the menus giving all diners a choice in what they eat.

The Halal meat used in City Hall is governed by 'The Welfare of Animals (Slaughter or Killing) Regulations 1995'. All our meat is pre-stunned before slaughter and is in line with UK standards of food production.

## **GLA fringe benefits**

### **Question No: 1065 / 2012**

[Richard Barnbrook](#)

What is the approximate cost to the London taxpayer of tea, sugar, coffee & milk provided as a special privilege for GLA staff and other occupants of City Hall? This most generous staff benefit is not provided to staff by most other London councils. In the current climate of austerity, would you agree that GLA staff should now start to contribute to the bill for these refreshments? Also what is the approximate cost of the towels service provided for staff use in City Hall's shower facilities?

#### **Written response from the Mayor**

The cost for providing tea, coffee, sugar and milk at the tea-points in the 2011/12 financial year is approximately £31,000.

The cost for providing towels for staff use in the 2011/12 financial year is approximately £3,000.

I do not believe that either of these sums is excessive and so will not be proposing their removal.

## **Hate Crime Double Standards**

**Question No: 1066 / 2012**

[Richard Barnbrook](#)

Your answer to Mayoral question 361/2012 that both murders had been solved is incorrect, nobody has been convicted of the murder of Terry Gregory and it was an Asian gang that attacked Richard Everitt with only one person convicted. With no media or political outcry for these victims unlike the murder of Stephen Lawrence, would you accept that some Londoners believe the Metropolitan police and the political authorities are operating double standards for white victims?

### **Written response from the Mayor**

The murders of Richard Everitt and Terry Gregory were investigated by the MPS and progressed through the criminal justice system to a court outcome. The facts and circumstances in these cases did not suggest that they were hate crimes and the MPS found that neither murder was a racist killing.

The MPS provides a high level of service to all victims of crime, regardless of their age, race, religion, gender, sexual orientation or disability. In February 2012, the MPS laid out a series of promises to the community as part of the local police commitment to cut crime and increase police presence on the streets. The promises include a commitment to total victim care. There are no double standards.

## **Racist**

**Question No: 1067 / 2012**

[Richard Barnbrook](#)

In April 2008 the Mayor told Londoners that he did not want the support of the "racist" BNP. According to the second edition of the Oxford English dictionary of 1989, the origins of the word "Racist" was first coined by the communist revolutionary Leon Trotsky in the 1920's. As Mayor of London do you think it advisable when setting standards and role models for Londoners that the political authorities use words invented by a communist revolutionary so extreme in his views and actions that his fellow communists murdered him?"

### **Written response from the Mayor**

Whatever the etymology of the word "racist" is, it has now entered common parlance and is understood by all.

## **Voting Fraud**

**Question No: 1068 / 2012**

[Richard Barnbrook](#)

Do you believe sufficient measures are in place to prevent fraudulent voting at the Mayoral elections in May especially in high risk areas such as Tower Hamlets?

### **Written response from the Mayor**

There have been some alarming news reports about allegations of electoral fraud in LB Tower Hamlets although it is worth noting that none have been proven. There must be no suspicion at all that the result could be affected by electoral fraud.

The Mayor of Tower Hamlets has said he takes “any such claims very seriously indeed.” I trust that any official complaints of irregularity will be properly investigated by the relevant authorities.

## **Overpopulation**

**Question No: 1069 / 2012**

[Richard Barnbrook](#)

Water companies are citing an increased population in the South East as part of the reason for water shortages and the need for hose pipe bans etc. Do you agree with their part assertions and should Londoners expect rationing of water in future years as the population increases?

### **Written response from the Mayor**

Water companies are asking customers to conserve water due to the last two years being exceptionally dry. An increase in population doesn't necessarily mean an increase in water demand. My Water Strategy sets out that it is possible for London's population to grow whilst maintaining the same or less water demand through improving the water efficiency of existing development and ensuring that new development is super water efficient. To achieve this we need support from Government and the water companies.

## **Business Rate Supplement for Crossrail**

**Question No: 1070 / 2012**

[Richard Barnbrook](#)

Will you raise the rateable threshold of £55,000 over the next four years should you be re-elected in May?

With some sections of the financial sector predicting a prolonged downturn for the economy, is there a possibility that the Business Rate Supplement will fall short in providing the necessary funds for interest payments to Crossrail?

### **Written response from the Mayor**

I review the rateable value threshold annually when I make my decision on each January on the policies for the Crossrail BRS for the next financial year. My decision to raise the threshold from the statutory minimum of £50,000 to £55,000 at the start of the BRS in April 2010 exempted an estimated 4,000 ratepayers from the supplement. The majority of the beneficiaries being small and medium sized businesses, primary schools, nurseries and children's centres.

I am committed to levying the BRS for as short a period as possible to repay the GLA's £3.5bn of borrowing as part of its £4.1bn contribution to finance Crossrail. Similarly I will only charge as much BRS annually as is needed to meet the financing costs on this borrowing and the direct contribution of up to £600m towards the project due to be paid by 2016. Less than one in five business premises in London are liable for the BRS which means that the vast majority of small and medium sized businesses in London are exempt entirely.

Due to the prudent financing decisions taken under my Mayoralty it is now anticipated that the average interest rate on the GLA's borrowing will be well below the 6 per cent assumed in the original Crossrail financing package. On this basis rateable values in London (and BRS revenues) would need to fall by up to 50 per cent from their current levels (based on April 2008 values) at the next revaluation in April 2015 for the GLA to be unable meet its estimated financing costs.

Such an extreme downturn is considered highly unlikely but were it to occur the GLA would have a number of options which would allow it to offset or mitigate the costs.

Any headroom above the predicted financing costs of course allow the GLA to pay off the £3.5bn of borrowing earlier – which would shorten the expected life of the Crossrail.

## **Ethnic Cleansing**

**Question No: 1071 / 2012**

[Richard Barnbrook](#)

Some Londoners believe the huge demographic change in many London Boroughs is tantamount to “ethnic cleansing”! Do you think their concerns are valid?

**Written response from the Mayor**

No.

## **Cultural Extinction**

**Question No: 1072 / 2012**

[Richard Barnbrook](#)

It was reported recently that the “cockney” accent is dying out in London after gracing London streets for many decades, do you think its demise will leave London a poorer place culturally?

**Written response from the Mayor**

I see no evidence of the demise of the cockney accent.

## **Knife Crime**

**Question No: 1073 / 2012**

[Richard Barnbrook](#)

According to the Sun newspaper on Monday 5 March, there have been seven stabbings in 7 days in South London with one fatality. Despite pouring millions of pounds of London taxpayer money at this never ending problem the stabbings continue without let up. Is it time for you to stop pouring other people’s money at pet projects such as “Time for Action” as they are obviously not bringing this blight to Londoners under control?

**Written response from the Mayor**

All informed commentators accept that the causes for serious youth violence are deep rooted and complex. Therefore, it is unrealistic to expect any quick fixes in eradicating its impact in London. Since I took office youth homicides have halved but, I will not stop until they are down to zero.

Time for Action has, for the first time, brought together key agencies and partners in London to work together in delivering workstreams to tackle serious youth violence.

With the establishment of the MOPC, I will continue to lead partnership activity in London aimed at prevention and diversion to complement enforcement activity delivered through the new MPS gang strategy.

## **Pavement cycling**

**Question No: 1074 / 2012**

[Brian Coleman](#)

Will the Mayor ask the Metropolitan police to step up enforcement action against those who cycle on the pavement?

### **Written response from the Mayor**

(Written answer provided on 13 April 2012.)

In 2010, I introduced the 40-strong Metropolitan Police Cycle Taskforce which is working to improve road safety by communicating and enforcing appropriate behaviour by all road users, including cyclists. Many MPS Safer Neighbourhood Teams have antisocial cycling as a ward priority.

I also support a range of initiatives to actively promote responsible cycling. This includes funding for cycle training, and running a number of promotional campaigns to encourage cyclists to cycle responsibly. TfL sets out advice on appropriate cycling behaviour on its website, emphasising the need for cyclists to stop at red traffic lights and to stay off pavements, unless specifically marked for use by cyclists. The Barclays Cycle Hire scheme, launched in August 2010, also promotes a Cycle Hire Code of Conduct to encourage responsible use.

(<http://www.tfl.gov.uk/roadusers/cycling/11598.aspx>).

Anyone found to be cycling on the pavement is liable to a Fixed Penalty Notice (FPN) of £30.

## **PCSOs and Specials numbers**

**Question No: 1079 / 2012**

[James Cleverly](#)

What is the total increase in crime fighters - warranted police officers, PCSOs and Specials - on the public transport network since you were elected?

### **Written response from the Mayor**

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

*Written response from the Mayor received 9 September 2013*

I have delivered on my manifesto commitments to increase the number of officers dedicated to policing London's transport network. I have doubled the number of dedicated cab enforcement officers, increased the strength of all Safer Transport Teams and provided more officers to police key transport hubs, brought in 50 additional British Transport Police (BTP) officers for the suburban rail network and further increased the number of police officers in the MPS Safer Transport Command.

The increase in the strength of warranted police officers on the transport network has been instrumental in delivering historically low levels of crime on the transport system.

There is now a total of 2,827 officers on the transport system – over 10 per cent more than when I was elected in 2007/8. In addition to this there are now over 500 special constables attached to the Safer Transport Command and the BTP.



## Corporate credit card expenditure

**Question No: 1080 / 2012**

[James Cleverly](#)

Please provide a breakdown of corporate credit card expenditure by financial year incurred by the GLA and LDA between 2000 and May 2008.

### Written response from the Mayor

The corporate card expenditure incurred by the former Mayor, former political appointees and reportable senior staff during the period 2004/05 to 2007/08 is provided below. The information for 2000/01 to 2003/04 is not available.

2004/05	2005/06	2006/07	2007/08
£	£	£	£
11,671.01	10,267.33	45,159.90	39,224.38

## Bank/Monument station

**Question No: 1081 / 2012**

[James Cleverly](#)

How many people use Bank/Monument station every year?

### Written response from the Mayor

In 2010-11, the last full year for which figures are available, an estimated 87 million people travelled to or from Bank/Monument station, or interchanged there.

## TfL revenue

**Question No: 1082 / 2012**

[James Cleverly](#)

If TfL revenue were reduced by £1 billion over 4 years and the savings necessary to balance the books were made in the bus network, how might the cuts be prioritised?

### Written response from the Mayor

(Written answer provided on 23 March 2012.)

Annual bus network subsidy is expected to fall to £360m by 2015/16 and the total bus network subsidy over the four years from 2012/13 to 2015/16 is expected to be approximately £1.4 billion. Given the critical role that the bus network plays in London's transport system a cut of £1 billion in TfL's funding over these four years could not realistically be addressed by concentrating all the savings on the bus network. Instead TfL would consider the full range of its activities, fares and charges and make the savings through a combination of measures designed to ensure the least-damaging impacts for passengers and service users.

Cuts in the bus service as part of this would be assessed in the same way. A programme would be based on minimising inconvenience for passengers. This would mean identifying elements of service individually, and would imply proportionally greater cuts in evening, weekend and night services and the interpeak than in the peak. However reductions at all times would be needed. Due to the nature of such a programme the resulting reductions would be spread across the City. I expect this would particularly affect more lightly-used services, such as night buses and

suburban bus services, but would also end up affecting peak service levels. This could mean bus commuters waiting longer at bus stops as crowding levels would rise. For illustration, achieving a total saving of approximately £200m over the four year period would require the level of bus service across the network to be reduced by about 15 per cent.

## GLA and LDA events programme

### Question No: 1083 / 2012

[James Cleverly](#)

Please give by financial year the GLA and LDA events programme from 2000 to May 2008.

Please break down the spending for each event by item or services purchased

### Written response from the Mayor

Due to financial regulations, and the period records are kept, and the changeover to a new accounting system a few years ago, we are only able to provide the GLA/LDA event budgets from 2006/7 and 2007/8. The GLA/LDA split and projects are itemised as follows:

	GLA 06 07	LDA 06 07	GLA 07 08	LDA 07 08
	000s	000s	000s	000s
New Year's Eve	15	1350	0	1535
London Pride		100		100
Soho Pride		10		10
St Patrick's Day	100	50	100	50
London Mela	100	30	100	30
Diwali Eid Vasakhi	38	7	38	17
Chinese New Year	40	50	40	100
Rise	305	40	390	100
Trafalgar Square	230	160	225	160
Youth Arts Festival	36	0	36	0
Thames Festival	65	0	65	0
Liberty	94	50	90	50
Refugee Week	5	2	5	2
Russian Winter Festival		40		40
New Roz		10		0
Carnival Del Pueblo		50		50
Black History Month	57	75	57	75
African Day		115		35
Carnival in the Park		120		120
St Georges Day	100	0	100	0
Jewish Event		100		100
Torch Relay				500
<b>Total</b>	<b>1185</b>	<b>2359</b>	<b>1246</b>	<b>3074</b>

## Phone bills

### Question No: 1084 / 2012

[James Cleverly](#)

Please give by financial year the bills for the GLA supplied mobile phones for each political appointee (Section 67 staff) between 2000 and May 2008.

### Written response from the Mayor

The spend on mobile phone bills by political appointees in the previous administration, for the period 2004/05 to 2007/08, is provided below. The spend for the period 2000/01 to 2003/04 is not available.

	2004/05	2005/06	2006/07	2007/08
	£	£	£	£
Director of Environment	580.20	1,535.03	1,970.21	1,276.83
Communications Advisor to the Mayor	0.00	0.00	0.00	210.80
Policy Director – Business Planning and Regeneration	615.44	932.05	922.52	601.30
Director of Media and Marketing	635.08	787.42	1,159.27	1,007.83
Chief of Staff	692.68	1,060.25	1,093.59	951.71
Head of Office – London’s European Office	224.31	518.61	458.60	427.63
Policy Director – Equalities and Policing	2,118.63	2,380.49	2,644.42	2,108.61
Policy Director – Public Affairs and Transport	1,950.69	3,828.26	1,971.63	827.66
Policy Director – Major Projects and Service Delivery	551.22	687.95	820.65	503.87
Policy Director – Economic and Business Policy	956.87	1,454.19	1,778.18	1,735.81
Senior Policy Adviser, Transport, Air Quality & Energy	977.42	330.97	364.66	455.18
<b>Total</b>	<b>9,302.54</b>	<b>13,515.22</b>	<b>13,183.73</b>	<b>10,107.23</b>

## Expenses

### Question No: 1085 / 2012

[James Cleverly](#)

Please itemise by financial year the expenses claimed by each political appointee (Section 67 staff) between 2000 and May 2008.

### Written response from the Mayor

The information for 2000/01 to 2003/04 is not available. Please see Appendix D for the detailed expense claims of the former Mayor’s political appointees for the years 2004/05 to 2007/08. Details of taxi and other domestic travel are not available for 2004/05.

## Pedestrian fatalities

### Question No: 1088 / 2012

[Victoria Borwick](#)

Where did you obtain the figures (MQT response 374 / 2012) that nine accidents have led to drivers being prosecuted following 69 pedestrian fatalities from April 2006 to March 2011?

You stated that these “incidents are fully investigated by the bus operators involved and Metropolitan Police”. What investigations took place?

Could we see the correspondence between TfL and the bus companies relating to the 69 fatal accidents since 2006?

### Written response from the Mayor

TfL is advised by bus operators of fatal incidents on the bus network and is kept updated of investigations as part of its health and safety management processes. Where a highways offence is suspected, there may be a concurrent police investigation. Information shared between the bus companies and TfL is for internal purposes to encourage free and full disclosure of information, and enable TfL to carry out its health and safety assurance role.

## Convictions

### Question No: 1089 / 2012

[Victoria Borwick](#)

Of the 9 bus drivers prosecuted for fatally injuring a pedestrian from April 2006 to March 2011, how many were convicted? How many received custodial sentences?

**Written response from the Mayor**

TfL does not hold information on driver convictions as this is a matter for the bus operators. However, it monitors investigations into fatalities and this includes whether or not magistrates find drivers guilty or innocent of charges brought against them.

**Western Extension**

**Question No: 1090 / 2012**

[Victoria Borwick](#)

Are you surprised that the former Western Extension Zone has not become a congested, smog-filled waste land since you listened to Londoners and scrapped it?

**Written response from the Mayor**

No I am not surprised. I promised I would consult west London residents and abide by their response. I delivered on that promise.

**Bus accidents**

**Question No: 1092 / 2012**

[Victoria Borwick](#)

Could you please provide statistics for the years 2007, 2008, 2009, 2010, 2011 for the number of incidents and injuries that have occurred on bus route 73.

**Written response from the Mayor**

**Route 73 incidents and Injuries reported to TfL**

**Incidents**

	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>
Total	247	257	239	243	265

Total includes: Accidents and Crime related incidents.

**Injuries**

	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>
Total	32	44	39	41	42

**Childcare vouchers**

**Question No: 1097 / 2012**

[Victoria Borwick](#)

Can the Mayor use his influence to promote the use of childcare vouchers as a way for parents at all income levels to reduce their childcare costs?

**Written response from the Mayor**

Officers are looking into the costs and benefits of childcare vouchers to both employers and

employees and will report back to me on options for action.

I will also be considering how I can promote the take-up of childcare vouchers as part of my annual 'Know Your Rights' publicity campaign.

## **Foster carers**

### **Question No: 1098 / 2012**

[Victoria Borwick](#)

In view of the overall shortage of foster carers will the Mayor consider a campaign to encourage Londoners to become foster carers in order to improve the outcomes for Looked after children.

#### **Written response from the Mayor**

I am keen to continue to encourage more people to come forward as foster carers and my officers are planning a recognition event to be held at City Hall in May to coincide with national Foster Care Fortnight (14 to 27 May 2012). The event will draw attention to the shortage, and celebrate the important contribution of, foster carers in London. This will build on a similar and successful event I held in May 2011.

GLA officers will also discuss with London boroughs and The Fostering Network whether there are other ways in which the GLA can support activity that encourages more Londoners to foster.

## **Public health agenda**

### **Question No: 1099 / 2012**

[Victoria Borwick](#)

As part of the public health agenda in London the planting of 100,000 trees through RE:LEAF, including 10,000 street trees, is a welcome achievement during your Mayoralty. With £6m also invested in 11 London parks, what further improvements in this area can Londoners look forward to enjoying in your next administration?

#### **Written response from the Mayor**

I am committed to continuing to make London's parks and green spaces cleaner, greener and safer, thus contributing to an important public health agenda.

Although, the details of a future programme have not been finalised I will continue to invest in parks and trees both through programmes funded directly by the GLA Group. I have already committed funding of £6m (over the next three years) for parks and trees as part of my London's Great Outdoors programme. I will also continue to support partnership working with the boroughs and key civil society organisations to secure resources, mobilise volunteers and champion the multiple benefits of high quality 'green infrastructure'.

## **Rape victim support in London**

### **Question No: 1101 / 2012**

[Richard Tracey](#)

What has been and what can still be done to improve the policing and support systems for rape cases in London?

#### **Written response from the Mayor**

I have achieved significant improvements in the policing and support systems for rape cases including:

- Quadrupling rape crisis service provision
- Rolling out funding for Independent Sexual Violence Advocates
- Ensuring specially trained officers are allocated to each rape case
- Maintaining a victim-focussed approach, resulting in 87% of respondents “completely” or “very” satisfied with the MPS response
- Continuing MPS referrals to the Havens to ensure that victims receive forensic and medical support

The MOPC is producing a rape action plan, currently being consulted upon, to tackle the issue strategically. This will focus on working with partners to prevent rape, support victims, and tackle perpetrators.

## **George Green**

**Question No: 1103 / 2012**

[Roger Evans](#)

Will the Mayor join be in condemning the idea that George Green in Wanstead might become an Olympics Car Park?

### **Written response from the Mayor**

The London Borough of Redbridge has informed me that an informal question was raised by Vision Redbridge Culture and Leisure trust to the George Green landowner, the Corporation of London, regarding George Green being used as a temporary car park under extreme and emergency circumstances.

Redbridge has assured me that George Green will not be utilised on a general basis as a car park and the council has no intention of approaching the Corporation as the landowner to put a Car Park on George Green for the duration of the Olympic Games.

## **Gants Hill**

**Question No: 1104 / 2012**

[Roger Evans](#)

Gants Hill in Redbridge offers a cosmopolitan mix of restaurants and entertainment venues only minutes from Stratford on the Central Line. Will you work with LOCOG to promote Gants Hill as a destination for visitors during the 2012 Games in order to boost the centre’s economy and relieve the crowded venues at Stratford and in the centre of London?

### **Written response from the Mayor**

Yes. The GLA is currently doing a lot of work to promote various Outer London town centres and high streets during the Olympics through the Outer London Fund and other regeneration initiatives. While there is no current investment in Gants Hill, TfL and my Design for London team implemented a package of works to enhance the public realm, pedestrian environment and station access and support businesses in Gants Hill 3 years ago, where the GLA was instrumental in accessing additional funding from the Government’s Growth Area Fund to enable the project. I have also given approval for a £1.9 million major regeneration project in Barkingside (on the central line), which includes funding for events and business support, as well as major cultural activities as part of the London Showcase spanning the Olympic period.

In addition, I launched a series of 2012 SME business Surgeries last September aimed at helping SMEs across the capital to plan and prepare for their operations during Games-time, so that

they are able to maximise the business benefits from the Games. The business surgeries are being held in 2012 'hot-spot' areas, including Stratford.

## **Town centres in outer London**

**Question No: 1105 / 2012**

[Roger Evans](#)

A recent planning inspector's ruling in South Woodford threatens to blur the boundary of the designated town centre and facilitate the spread of dense residential development. Will you review the London Plan to increase protection for suburban residential areas close to town centre boundaries?

### **Written response from the Mayor**

Research has been commissioned on behalf of the Outer London Commission to investigate implementation of housing density policy in different types of location across London including the edge of town centres. I will take account of the Commission's recommendations on this when finalising my Housing Supplementary Planning Guidance and, if necessary, in an alteration to the London Plan.

## **Family Housing**

**Question No: 1108 / 2012**

[Andrew Boff](#)

Under your administration, how have you improved the supply of and policy relating to family housing across the capital? Specifically, how have you improved the supply of family housing in the Olympic Park?

### **Written response from the Mayor**

I have strengthened the priority given to the delivery of family sized housing in my revised London Plan, and my revised London Housing Strategy sets out my long term aim for half of all new affordable homes to have three bedrooms or more. London is now producing more family sized affordable homes than it has for a decade.

The Olympic Park Legacy Company's plans for the Olympic Park, under my Administration, have been adjusted to increase the focus on quality family housing. Up to 8,000 new homes will be provided across five neighbourhoods over the next 20 years, with an indicative quantum of 42 per cent three bedroom plus family homes. The Park's first neighbourhood in Chobham Manor will see approximately 70 per cent of around 800 homes allocated as family sized homes, 40 per cent of which will be houses with gardens. The OPLC is currently in the process of appointing a developer for Chobham Manor and the first family homes will be ready towards the end of 2014.

## **Racially and religiously motivated crimes**

**Question No: 1110 / 2012**

[Andrew Boff](#)

Please give the annual number of racially and religiously motivated crimes from 2000 - 2008.

### **Written response from the Mayor**

Unfortunately, the MPS only holds data from 2004 onwards.

A racist or religious hate offence is any offence which is perceived by the victim or any other person to be racist or due to the victim's religion or beliefs. These offences are identified by flagging crime reports.

- In 2004 there were 10,165 racist & religious flagged hate crime offences recorded by the MPS, in 2005 there were 12,155, in 2006 there were 10,473, in 2007 there were 9,109 and in 2008 there were 9,300.
- A racist or religiously aggravated offence are offences classified as such, (i.e. racially or religiously aggravated GBH, ABH, public fear, harassment or criminal damage offences) and do not rely on flags.
- In 2004 there were 6,633 racist & religious aggravated offences recorded by the MPS, in 2005 there were 8,074, in 2006 there were 7,487, in 2007 there were 6,891 and in 2008 there were 7,022.

## **Homophobic crimes**

### **Question No: 1111 / 2012**

[Andrew Boff](#)

Please give the annual number of homophobic crimes from 2000 - 2008.

#### **Written response from the Mayor**

A Homophobic Incident is any incident that is perceived by the victim, or any other person, to be homophobic or due to a persons sexual orientation. A homophobic crime offence is any homophobic incident that constitutes a criminal offence.

The MPS is only able to supply data from 2004 onwards.

- In 2004 there were 1,021 homophobic flagged hate crime offences recorded by the MPS, in 2005 there were 1,276, in 2006 there were 1,122, in 2007 there were 1,038 and in 2008 there were 1,039.

## **Domestic violence**

### **Question No: 1112 / 2012**

[Andrew Boff](#)

Please give the annual number of domestic violence incidents from 2000 - 2008.

#### **Written response from the Mayor**

Domestic Violence is any incident of threatening behaviour, violence or abuse (psychological, physical, sexual, financial or emotional) between adults, aged 18 and over, who are or have been intimate partners or family members, regardless of gender and sexuality (Family members are defined as mother, father, son, daughter, brother, sister and grandparents, whether directly related, in-laws or step-family.)

The MPS only hold data from 2006 onwards.

- In 2006 there were 103,097 Domestic Violence flagged incidents in the MPS, in 2007 there were 99,531 and in 2008 there were 109,835.



## **Time spent on patrol**

**Question No: 1113 / 2012**

[Andrew Boff](#)

Please give the average proportion of time spent on patrol by MPS officers by year 2000 – 2008.

### **Written response from the Mayor**

Unfortunately, it is not possible to provide statistically comparable data for the period requested due to changes in recording practices.

Of course, due to single patrolling, Operation Herald, and our policies of moving officers from back office functions to the front line, I am quite sure that the amount of time officers spent on patrol has gone up considerably