Appendix 6

**Written Answers to Questions Not Answered at Mayor's Question Time on 23 February 2015**

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| **Croydon Trams**  **Question No: 2015/0422**  Caroline Pidgeon  Will you consider using the £24million from section 106 money from the Westfield development in Croydon on additional and longer trams instead of being wasted on the Dingwall Road Loop?  The Mayor  *Officers are drafting a response which will be sent shortly.* |
| **The Smithsonian in the Olympic Park (1)**  **Question No: 2015/0423**  Caroline Pidgeon  What is the timetable for discussion on the potential opening of an exhibition space by the Smithsonian in the Olympic Park?  The Mayor  The London Legacy Development Corporation is in discussions with the Smithsonian Institution on becoming a part of 'Olympicopolis', the new cultural and educational quarter on Queen Elizabeth Olympic Park. |
| **The Smithsonian in the Olympic Park (2)**  **Question No: 2015/0424**  Caroline Pidgeon  How are you ensuring there will be sufficient public consultation, and cooperation with local heritage projects, in planning for a potential opening of an exhibition space by the Smithsonian in the Olympic Park?  The Mayor  The cultural and higher education institutions planning moves to Queen Elizabeth Olympic Park as part of the Olympicopolis project are committed to working closely with existing, local groups to explore opportunities for engagement and collaboration.  To enable this, a forum comprising local businesses, cultural groups and community organisations is being created.  In addition, the planning process for 'Olympicopolis' will include an extensive consultation period, providing the local community with the opportunity to comment on the proposals. |
| **Maintenance costs of safes at Underground stations**  **Question No: 2015/0425**  Caroline Pidgeon  Please provide details of the total cost of maintenance of float safes and deposit safes at London Underground stations, per year for the years 2012, 2013, and 2014.  The Mayor  *Officers are drafting a response which will be sent shortly.*  **Written response from the Mayor received 13 March 2015**  Float safes are used in LU ticket offices for storing cash such as bulk coin deliveries of change, as well as valuable items of lost property and emergency ticket seller identification cards and forms. Deposit safes are used for storing consolidated cash for collection by security custodians.  I can confirm that the total cost of maintenance of float safes and deposit safes each year was as follows:  2012 - £330,000  2013 - £329,000  2014 - £322,000 |
| **Cheam - Loading bays & parking**  **Question No: 2015/0426**  Caroline Pidgeon  Work by local Councillors has shown that the majority of traders in Cheam Village do not use loading bays on Saturdays. Allowing these bays to be used for parking on Saturdays would help local businesses and shoppers. Will you instruct TfL to look further into the possibility of allowing the bays to be used on Saturdays?  The Mayor  TfL works with a prescribed set of available signs authorised by the Department for Transport. There is no approved sign allowing a combination of parking and loading in a single defined bay.  Such a sign would also conflict with TfL's policy of providing clearly - signed restrictions on bays on the TLRN.  Officers from TfL are happy to discuss the parking and loading restrictions in Cheam more generally to see what can be done and have written to the local ward councillor to this effect. |
| **Elephant Nature Superhighway - St George's Road**  **Question No: 2015/0427**  Caroline Pidgeon  A local campaign group has proposed incorporating a strip of soil instead of concrete segregation on the proposed North-South Superhighway along St George's Road, to enable planting to further improve the area. Will you arrange a meeting between TfL and Richard Reynolds of guerillagardening.org to discuss the idea further?  The Mayor  *Officers are drafting a response which will be sent shortly.*  **Written response from the Mayor received 13 March 2015**  Yes. TfL officers have now met Richard Reynolds and further meetings are planned. |
| **Cycle Superhighway Changes**  **Question No: 2015/0428**  Caroline Pidgeon  While I welcome the ambitious new Cycle Superhighways, following the consultation TfL have proposed narrowing the track at Blackfriars Underpass to 3 metres, and to 2.6 metres at the traffic signals there. Will you ensure that, following construction, this and other narrowed sections of the Cycle Superhighways are properly monitored to ensure they are operating safely for cyclists and other road users?  The Mayor  *Officers are drafting a response which will be sent shortly.*  **Written response from the Mayor received 13 March 2015**  I am delighted to have your support for my ambitious Cycle Superhighways. I can guarantee that TfL will closely monitor all the Cycle Superhighway routes once they are open, including the cycle track through Blackfriars Underpass on the East-West route, to ensure they are operating safely. |
| **Vauxhall Cross improvements**  **Question No: 2015/0429**  Caroline Pidgeon  I understand that local campaigner Martin Worthington has submitted revised plans for Vauxhall Cross to TfL which would meet Lambeth Council's objectives for an improved public realm while retaining the existing bus station. Will you arrange a meeting between Mr Worthington and TfL so these plans can be explored further?  The Mayor  We have received the comments from Mr Worthington and a meeting is being arranged by LB Lambeth to discuss them in more detail. TfL will also attend this meeting.  It is worth noting that the public consultation for improvements to Vauxhall Cross closed on 2 January 2015 and over 2000 responses were received. This included a number of alternative designs and suggestions. TfL are currently analysing all of the responses and will produce a consultation report over the coming month. This report will outline how the design will be progressed in light of the all of the comments received. |
| **Overcrowding on the Barking - Gospel Oak Overground (1)**  **Question No: 2015/0430**  Caroline Pidgeon  The Barking - Gospel Oak Rail User Group (BGORUG) has received many complaints of significant and at times dangerous overcrowding on this route during peak periods. While I appreciate that in the medium term electrification will provide increased capacity, what do you propose to do immediately to relieve the situation?  The Mayor  As with all sections of the London Overground network, demand between Barking and Gospel Oak has grown rapidly in recent years. In order to keep up with this, TfL will be doubling capacity by extending trains on this route from two to four cars in 2018 following the electrification of the line. The procurement process for the new trains is already underway.  In advance of the introduction of new trains, additional peak time services have been added where possible. In the new December 2014 timetable, TfL introduced one extra service during the morning peak and three in the evening peak. Unfortunately due to the limited line speeds available with the current infrastructure, and the number of freight trains using the route, there aren't enough available train paths to run more than four trains per hour.  Safety remains TfL's top priority, and London Overground Rail Operations Ltd drivers and platform staff are trained to ensure that crowded situations are properly managed and passenger safety is not compromised at busier times. |
| **Overcrowding on the Barking - Gospel Oak Overground (2)**  **Question No: 2015/0431**  Caroline Pidgeon  Page 8 of the TfL Commissioner's Report submitted to the TfL Board on 4th February claims "a new timetable on London Overground has introduced four additional services on the Gospel Oak to Barking line".  BGORUG point out that the timetable change has introduced only three extra trains. When will you introduce the fourth train mentioned in the report?  The Mayor  I can confirm that four additional services were introduced in the December 2014 timetable. These were as follows: 06:08 from Barking, 17:19 from South Tottenham, 17:37 from Gospel Oak and 18:58 from Barking. |
| **Overcrowding on the Barking - Gospel Oak Overground (3)**  **Question No: 2015/0432**  Caroline Pidgeon  Does TfL still plan to increase the service frequency on the Barking - Gospel Oak Line from 4 trains per hour (tph) to 6 tph? If so, what is the timescale?  The Mayor  The draft Anglia Route study, produced by Network Rail, suggests that 6 trains per hour will be required over the long term (defined by NR as 2043).  In order to achieve this, signalling improvements will need to be carried out. TfL currently expects these to take place in Control Period 6 (2019 - 2024) as well as other possible improvements such the provision of additional platforms at either Gospel Oak or Barking (or adequate provision at Barking Riverside as part of the line extension).  The study states that the extension of London Overground trains on the line from 2 car to 4 car, as a result of the electrification programme, is expected to provide sufficient peak time capacity to accommodate the anticipated demand up to the end of Control Period 6 (2023/2024). |
| **Overcrowding on the Barking - Gospel Oak Overground (4)**  **Question No: 2015/0433**  Caroline Pidgeon  Has TfL considered using 2 or 3 Vivarail City-rail D-Trains to increase passenger capacity on the Barking - Gospel Oak line pending the arrival of new electric trains?  The Mayor  *Officers are drafting a response which will be sent shortly.*  **Written response from the Mayor received 13 March 2015**  Unfortunately, increasing capacity on the Gospel Oak to Barking line is not simply a case of procuring more rolling stock as number of infrastructure constraints exist on the route.  The limited number of train paths available, which is determined by the Office of Rail Regulation and Network Rail, mean that London Overground are running as many trains per hour at peak as is currently possible. An alternative option of increasing capacity by running longer trains would mean that platforms need to be extended. Given the extensive work this involves, it is not feasible to extend all the necessary platforms and lease additional units prior to electrification work beginning next year. However, I can confirm that longer, 4 car trains and platform lengthening  are planned as part of the electrification programme. |
| **TfL orders of 4-car electric trains**  **Question No: 2015/0434**  Caroline Pidgeon  When does TfL plan to place the order for new 4-car electric trains for:  1.    Barking - Gospel Oak Line  2.    Romford - Upminster  3.    West Anglia (Inner)  The Mayor  Transport for London issued a notice to the Official Journal of the European Union (OJEU) in April 2014 to purchase a new fleet of four car trains to serve the Gospel Oak to Barking, Romford to Upminster, West Anglia Inner Suburban and Watford to Euston Junction routes.  The Invitation to Tender was subsequently issued in August 2014 and a contract is expected to be awarded by summer 2015. |
| **New Routemaster - fare evasion**  **Question No: 2015/0435**  Caroline Pidgeon  How much revenue does TfL estimate is lost through passengers boarding the New Routemaster Bus via the rear entrances to evade fares? What plans does TfL have to target this fare evasion?  The Mayor  The most recent quarterly fare evasion figures (October to December 2014) found that the fare evasion rate for the New Routemasters was broadly the same as other high volume routes on the network. The overall rate for fare evasion on the network remains at an historical low of 1.1 per cent, meaning overall lost revenue on the whole network remains at circa £20m a year.  TfL will continue to keep this under review and will deploy officers on an intelligence-led basis and focus efforts on specific evasion issues as they arise. |
| **Jamaica Road congestion leading to bus delays**  **Question No: 2015/0436**  Caroline Pidgeon  I have been contacted by many constituents concerned that bus services using Jamaica Road - such as the 188 and 47 - are being severely disrupted due to congestion during peak periods. What does TfL plan to do to mitigate this situation for passengers?  The Mayor  Route 47's reliability has been affected by roadworks in Lewisham and at Ludgate, Aldgate and Cannon Street in the City. To mitigate, the service is temporarily curtailed to Liverpool Street from Shoreditch.  Additionally, a new schedule with additional buses and drivers will be in operation from 14 March 2015.  TfL will continue to closely monitor performance following these changes.  A new schedule was also implemented on route 188 on 10 January 2015. As part of the Roads Modernisation Plan it is planned to invest £200 million between now and 2023/24 to maintain and improve the reliability of journey times on key bus routes.  TfL officers plan to commence a study of route 188 by the end of March to inform the development of additional bus priority from 2015/16 onwards. |
| **Destination bookings policy**  **Question No: 2015/0437**  Caroline Pidgeon  Will you direct TfL to reinstate the requirement for private hire drivers and operators to record a destination at the time of booking?  The Mayor  *Officers are drafting a response which will be sent shortly.* |
| **Abandoned and vandalised bicycles on the TLRN**  **Question No: 2015/0438**  Caroline Pidgeon  I have received reports of many abandoned and vandalised bicycles attached to stands on the TLRN, and in some cases there appears to be confusion between TfL and the Boroughs as to who is responsible for their removal. Please provide details of TfL's approach to this issue.  The Mayor  The removal of abandoned bikes is the responsibility of the Local Authority (i.e. the London borough), regardless of whether the road is part of the Transport for London Road Network or not.  They can be removed by the local authority under the provisions of the Refuse Disposal (Amenity) Act 1978 (section 6) <http://www.legislation.gov.uk/ukpga/1978/3>  TfL has had occasion to remove abandoned bicycles in the course of moving or removing bike stands or guard rails.  In these cases reasonable notice of intended removal of the stands is given and any attached bikes are taken into safe storage for a period of time. Owners are able to retrieve bicycles from storage during this period, after which they are destroyed or given to charity. |
| **C10 Bus - early termination**  **Question No: 2015/0439**  Caroline Pidgeon  I have received complaints that the C10 bus frequently terminates before reaching Rotherhithe and Surrey Docks due to severe congestion on Jamaica Road, leaving many passengers some distance from their destination and others waiting a significant length of time for the service. What are TfL doing to improve the reliability of the C10 for these passengers?  The Mayor  TfL introduced a new schedule on route C10 on 30 January 2015 with additional buses and drivers with the aim of improving reliability.  TfL will continue to closely monitor the route's performance following these changes. |
| **Underground Stations lifts out of service**  **Question No: 2015/0440**  Caroline Pidgeon  Please list the dates, length of time of closure, and the name of the Underground Station for which each lift was out of service for reasons other than refurbishment or replacement during 2014.  The Mayor  *Officers are drafting a response which will be sent shortly.* |
| **Water Cannon update**  **Question No: 2015/0441**  Caroline Pidgeon  What is the current status of the water cannon purchased last year?  The Mayor  Water cannon have been tested and officers have been trained on the devices. |
| **Water Cannon training**  **Question No: 2015/0442**  Caroline Pidgeon  How many officers have been trained to use the water cannon? How many officers are projected to need this training and at what cost?  The Mayor  There are currently six officers trained to use the water cannon (1 Water Cannon Commander, 1 Crew Commander and 4 support crew officers).  Future requirements are not known at this time and will be subject to a needs analysis. |
| **Policing Julian Assange**  **Question No: 2015/0443**  Caroline Pidgeon  It has been reported in the press that it has cost the MPS in excess of £10m to police Julian Assange at the Ecuadorian embassy.  Can you give me the figure to date?  Please break down the expenditure month by month since Mr Assange entered the embassy.  The Mayor  *Officers are drafting a response which will be sent shortly.*  **Written response from the Mayor received 09 March 2015**  The estimated total cost of policing the Ecuadorian embassy between June 2012 and January 2015 is £10m, of which £7.8 million is opportunity costs (Police Officer Pay costs that would be incurred in normal duties) and £2.2 million additional costs (estimated additional Police Overtime as a direct result of the deployments at the Ecuadorian embassy).  The table below shows the estimated monthly expenditure. My Deputy Mayor for Policing and Crime, Stephen Greenhalgh, has made formal representations to the Home Office about the funding for this case.   |  |  |  |  | | --- | --- | --- | --- | | Month | Opportunity Costs £k | Additional Costs £k | TOTAL £k | | June 2012 | 24 | 5 | 29 | | July 2012 | 61 | 12 | 73 | | August 2012 | 606 | 109 | 715 | | September 2012 | 784 | 141 | 925 | | October 2012 | 774 | 140 | 914 | | November 2012 | 246 | 47 | 293 | | December 2012 | 254 | 49 | 303 | | January 2013 | 254 | 49 | 303 | | February 2013 | 229 | 44 | 273 | | March 2013 | 254 | 49 | 303 | | April 2013 | 246 | 47 | 293 | | May 2013 | 254 | 49 | 303 | | June 2013 | 200 | 49 | 249 | | July 2013 | 227 | 38 | 265 | | August 2013 | 261 | 28 | 289 | | September 2013 | 258 | 14 | 272 | | October 2013 | 252 | 23 | 275 | | November 2013 | 240 | 25 | 265 | | December 2013 | 247 | 27 | 274 | | January 2014 | 251 | 25 | 276 | | February 2014 | 211 | 32 | 243 | | March 2014 | 245 | 28 | 273 | | April 2014 | 108 | 110 | 218 | | May 2014 | 81 | 133 | 214 | | June 2014 | 109 | 106 | 215 | | July 2014 | 120 | 105 | 225 | | August 2014 | 102 | 118 | 220 | | September 2014 | 107 | 106 | 213 | | October 2014 | 119 | 103 | 225 | | November 2014 | 242 | 129 | 371 | | December 2014 | 230 | 163 | 393 | | January 2015 | 272 | 122 | 394 | | TOTAL | 7,868 | 2,225 | 10,093 | |
| **Imperial College London Hospital Trust, Cardiff Model**  **Question No: 2015/0444**  Caroline Pidgeon  In response to MQ 2015/0021 you told me that you were meeting with Imperial College London Hospital Trust to further discuss the trust establishing an A&E data sharing model such as the Cardiff Model.  Did this meeting take place? What was the outcome?  The Mayor  Yes, the meeting did take place. Imperial College London Hospital Trust recognises the value of effective information sharing and is keen to start sharing data as soon as possible. My Officers are now working with the Trust to make this happen. |
| **Gun Crime Offences**  **Question No: 2015/0445**  Caroline Pidgeon  Given the well-publicised and well documented gun crime offences across the city over the last month and that gun crime offences have risen by 9.4% in the last month alone, do you think it is appropriate that you posed for a photo op with an AK47?  The Mayor  My visit to the Kurdistan region of Iraq was to further the economic links between London and the region and to support the incredible work undertaken by the brave men and women of Her Majesty's Armed Forces to bring peace and stability to this important part of the world. |
| **Knife crime with injury sanction and detection rates**  **Question No: 2015/0446**  Caroline Pidgeon  When can I expect a letter from MOPAC in response to MQ 2015/0015?  The Mayor  This letter was sent on 26 February 2015. |
| **MPS Sanction and detection rates**  **Question No: 2015/0447**  Caroline Pidgeon  MPS sanction and detection rates for victim based crime is as low as 14.5%.  What work are you doing alongside the CPS to improve these figures and improve victim's confidence in the work of the Met?  The Mayor  *Officers are drafting a response which will be sent shortly.* |
| **Hate Crime**  **Question No: 2015/0448**  Caroline Pidgeon  Hate Crime offences have risen across London from December 2013 to December 2014, Anti-Semitic crime by 81%, Islamophobic crime by 61% and Homophobic crime by 42%.  What specific work are you doing to tackle this important issue?  The Mayor  I recently launched London's first Hate Crime Reduction Strategy, which has provided the strategic framework for the MPS's operational response, which is focussed on boosting confidence, preventing hate crimes, and dealing effectively with offenders.  For example, in response to the increase in faith hate crime, the MPS has conducted additional targeted engagement activities with affected communities and has increased patrols in key areas to provide reassurance and deterrence. Community tensions are also being monitored daily to ensure additional resources can be targeted effectively. In addition, my Deputy Mayor for Policing And Crime and I have been engaging numerous organisations representing affected communities to provide additional reassurance, and to consider what more we can do collectively to address the problem. |
| **Roll-out of body worn cameras**  **Question No: 2015/0449**  Caroline Pidgeon  The original timeframe set for the rollout of body worn cameras was 10 years to roll out to 20,000 MPS officers.  Reports now say that 16,000 officers will be equipped by early 2016.  This is good news.  Please can you clarify the timeframe for this rollout?  The Mayor  As part of its wider investment in technology, MOPAC/MPS are reviewing the pilot and the various options for roll out and whilst there is huge support for Body Worn Videos, a decision will be made later this year. |
| **Safer Neighbourhood Team email and phone call responses**  **Question No: 2015/0450**  Caroline Pidgeon  What monitoring does the MPS carry out to check the timeliness and quality of Safer Neighbourhood Team responses to email messages and phone calls and has Safer Neighbourhood Boards involvement in monitoring improved the timeliness and quality of responses?  The Mayor  The MPS recognises the importance of members of the public receiving a timely response from Safer Neighbourhood Teams.  This is not a matter that is routinely checked centrally. However, there is a clear expectation that this will be a matter for local managers.  The MPS in conjunction with MOPAC have, in the past, used "mystery shoppers" to undertake quality checks regarding this matter.  Safer Neighbourhood Boards are not routinely involved in monitoring the timeliness or quality of responses but are welcome to request this information. |
| **Safer Neighbourhood Team response times**  **Question No: 2015/0451**  Caroline Pidgeon  What is the target response time for Safer Neighbourhood Teams to respond to phone calls and emails?  The Mayor  I would expect all Safer Neighbourhood Teams to respond to phone calls and emails as quickly as possible.  The target response time for Safer Neighbourhoods Teams to respond to non-emergency calls or emails is within 96 hours.  All emergency calls should be directed to 999, where they will be dealt with by Emergency Response Policing Teams. |
| **FGM in London**  **Question No: 2015/0452**  Caroline Pidgeon  Last week was the 'International Day of Zero Tolerance of FGM'. One woman was arrested at Heathrow on suspicion of conspiracy to commit FGM. How many cases of FGM have been reported in London in 2013 and 2014 and 2015 to date? How many of these cases were children? How many investigations into FGM (procurement and practice) were started? Please break down the figures by month.  The Mayor  *Officers are drafting a response which will be sent shortly.* |
| **Human Trafficking and Kidnap offences.**  **Question No: 2015/0453**  Caroline Pidgeon  How many arrests have been made by the Human Trafficking and Kidnap Unit since it was set up in 2010? Please break down by month, by borough and by offence.  The Mayor  The Human Trafficking & Kidnap Unit was set up on the 14 May 2014 within SCO7 Organised Crime Command. Prior to this it was the MPS Human Trafficking and Prostitution Unit. There were 1,214 SCO7 Arrests made during January 2010 to January 2015 for the following Arrest Offences: 'Abduction, Blackmail, Immigration, Kidnapping, Prostitution related, Rape, Sexual Offences other.  Please see the spreadsheet attached as Appendix 5. |
| **MPS CSE awareness raising package**  **Question No: 2015/0454**  Caroline Pidgeon  A programme of awareness raising of Child Sexual Exploitation (CSE) for Territorial Policing is currently being rolled out as part of the MPS's Professional Development Day structure at borough level. The CSE awareness raising package has been delivered to 16 of the 32 boroughs so far. When will it be delivered to the remaining 50% of boroughs?  The Mayor  It is planned that the CSE awareness raising package should be delivered to all boroughs by April 2015. |
| **Mis-fuelling MPS patrol cars**  **Question No: 2015/0455**  Caroline Pidgeon  What is the cost of repairs to patrol cars that have been mis-fuelled and how many incidents of mis-fuelling have there been since 2010?  Please break down the incidents and the cost by year and provide totals.  The Mayor  The cost and number of incidents of mis-fuelling for the financial year 2009/2010 to 2013/2014 are provided in the table below:   |  |  |  | | --- | --- | --- | | Year | Number of incidents | Annual cost | | 2009-2010 | 241 | £84,648 | | 2010-2011 | 127 | £36,612 | | 2011-2012 | 90 | £23,601 | | 2012-2013 | 118 | £38,012 | | 2013-2014 | 94 | £29,583 | | Total | 670 | £212,456 | |
| **TfL-Staff Nominee Travel**  **Question No: 2015/0456**  Caroline Pidgeon  When can we expect an answer to Mayor's Question Nos. 2014/4157 and 2014/4158 asked on 19 November 2014?  The Mayor  Please see my response to MQs 4157 and 4158/ 2015. |
| **Loan Scheme for Private Renters**  **Question No: 2015/0457**  Andrew Boff  How will your new loan scheme help improve access to homes in the private rented sector?  The Mayor  For many renters the cost of a deposit (£1,859 on average in London) can be a major stumbling block to securing a rental property. The tenancy deposit loans scheme enables people to borrow the value of a rental deposit from their employer interest free, and repay it in 11 monthly instalments deducted at payroll, much like a season ticket loan. This will mean that renters will not have to dip into savings, borrow from friends and family, or turn to more risky forms of credit in order to secure a home. I am greatly encouraged that London employers and public sector bodies have taken up the scheme, and I am actively encouraging other organisations to do the same. |
| **Big Green Fund**  **Question No: 2015/0458**  James Cleverly  Out of the seven schemes shortlisted for your £900,000 fund, how many do you expect will receive funding grants and when do you expect this will be announced?  The Mayor  The projects short-listed for possible funding are currently subject to a public poll. Decisions about which projects will be funded will be made after the poll closes on 2 March.  An announcement will then be made by the end of March. |
| **London Road Tunnel Schemes (1)**  **Question No: 2015/0459**  Richard Tracey  What benefits do you expect to accrue to Londoners from the five road tunnel schemes that you hope are built in London?  The Mayor  *Officers are drafting a response which will be sent shortly.*  **Written response from the Mayor received 13 March 2015**  Flyunders, mini-tunnels and decking on London's strategic road network have the potential to reduce congestion and severance, improve air quality, unlock space for development and improve conditions for pedestrians and cyclists. |
| **London Road Tunnel Schemes (2)**  **Question No: 2015/0460**  Richard Tracey  How do you envisage TfL funding these schemes?  The Mayor  Funding for such schemes would require new and innovative approaches, including capturing value generated from new development sites in these areas. TfL will work with local boroughs on these five potential schemes to explore their feasibility further, including working up more detailed costs and possible funding options. |
| **London's Electric Vehicle Charging Network (1)**  **Question No: 2015/0461**  Richard Tracey  How satisfied are you with the performance of Bluepoint London since they took control of London's electric vehicle charging network in September?  The Mayor  I am well aware of the issues which IER Bolloré has been experiencing with the operation of the Source London network since September. It is not acceptable that the public charging network in London is not meeting the high performance standards rightly expected by electric vehicle drivers, and I know Bolloré. The Borough and the change point providers agree that the situation needs to be resolved. I understand there are active discussions under way to resolve this and my officers are monitoring the situation closely. |
| **London's Electric Vehicle Charging Network (2)**  **Question No: 2015/0462**  Richard Tracey  Are you confident that London is on track to reach 6000 battery-charging outlets in the capital by 2018?  The Mayor  The target of 6,000 charge points by 2018 has been set by IER Bolloré, the operator of the Source London network. I support the expansion of the public electric vehicle charging network in London, and wish IER Bolloré every success in achieving their target. |
| **Live transmissions of body worn camera footage**  **Question No: 2015/0463**  Roger Evans  City of London Police are trialling a new system which allows its control centre to receive live transmissions from body worn cameras. What assessments have you and the Metropolitan Police Service made of the trial, and will they be considering introducing a similar capability for frontline officers?  The Mayor  Following the pilot, MOPAC can confirm that the MPS have been in consultation with the City of London and other forces examining the options and technical solutions that have been trialled.  The MPS is continuing to examine the use of live transmission of Body Worn Video footage and evaluate whether this technology is a viable and cost effective option. |
| **Bluetooth capable body worn cameras**  **Question No: 2015/0464**  Roger Evans  The Los Angeles Police Department are introducing new models of Taser stun-guns which are linked to police officer's body worn cameras via Bluetooth, so that when the stun-gun is armed, the camera automatically begins to record. What assessments have you and the Metropolitan Police Service made of this technology, and will they be considering introducing a similar capability for frontline officers?  The Mayor  *Officers are drafting a response which will be sent shortly.*  **Written response from the Mayor received 13 March 2015**  At present, the current specification of Body Worn Video (BWV) being 'piloted' within armed policing (SC&O19 Armed Response Vehicle teams) does not include the ability for the automatic activation of the BWV alongside Taser.  The MPS is considering how to roll out the technology following the pilot and will keep this, as well as other options, for activation, design and deployment under review. |
| **Custodian helmets**  **Question No: 2015/0465**  Roger Evans  A number of police forces across the UK are reviewing the requirement for police officers to wear the custodian helmet while on routine patrols. Have you or the Metropolitan Police Service made any such considerations about the continued use of the custodian helmet on the streets of London?  The Mayor  The custodian or "Beat Duty" helmet remains an integral part of MPS uniform. Uniformed officers performing certain specialist posts are exempted from wearing the helmet for practical reasons but the majority of MPS officers performing foot patrols will continue to do so.  The helmet provides a level of protection as well as being arguably one of the most distinctive items of uniform which separates and readily identifies MPS officers to the public.  Keeping pace with advances in uniform design and quality is important, however at this stage I am pleased to say that the traditional image of the service will continue. |
| **Metropolitan Police Service Response to Online Hate Crime (1)**  **Question No: 2015/0466**  Roger Evans  How does the Metropolitan Police Service define cyber-crime?  The Mayor  The MPS uses the SCPO definition of cyber-crime.  ACPO and the College of Policing have adopted the 2014 Home Office and National Cyber Crime Unit (NCCU) Strategic Governance Group (SGG) definition of Cyber Crime:         Cyber Dependent Crimes - Where a digital system is the target as well as the means of attack.  These include attacks on computer systems to disrupt IT infrastructure, and stealing data over a network using malware (the purpose of the data theft is usually to commit further crime).         Cyber Enabled Crimes - Existing crimes that have been transformed in scale or form by their use of the Internet.  The growth of the Internet has allowed these crimes to be carried out on an industrial scale.         The use of the Internet - To facilitate drug dealing, people smuggling and many other 'traditional' crime types. |
| **Metropolitan Police Service Response to Online Hate Crime (2)**  **Question No: 2015/0467**  Roger Evans  Is online hate crime an element of the Metropolitan Police Service's cyber-crime strategy?  The Mayor  With the exponential development of social media, online hate crime is an evolving area of concern and the MPS has recently commissioned a dedicated working group to scope the extent of online hate crime and how best to tackle it within the context of the cyber-crime strategy. This will include how best to apply the law to online hate crime, and how to identify offenders and bring them to justice. |
| **Metropolitan Police Service Response to Online Hate Crime (3)**  **Question No: 2015/0468**  Roger Evans  If so, is there a standalone unit dedicated to tackling online hate crime?  The Mayor  Hate crime is investigated by specialist Community Safety Units based within each of the 32 London boroughs. The officers who work in these units are provided with additional and enhanced training and are specialists in the investigation of hate crime. The Metropolitan Police Cyber Crime Unit (MPCCU) provides advice and guidance in the investigation of online offences.  Hate crime incidents, along with any other crime, can be reported to the police in person, by telephone or online. There is a specific page on the MPS website explaining how to report hate crime which also includes details of organisations which offer a third party reporting facility.  The MPS has recently commissioned a dedicated working group to scope the extent of online hate crime and consider the means of tackling it. |
| **Metropolitan Police Service Response to Online Hate Crime (4)**  **Question No: 2015/0469**  Roger Evans  If is there is no standalone unit dedicated to tackling online hate crime, what is the relevant unit/directorate/department called?  The Mayor  As highlighted in my Hate Crime Strategy for London, online hate crime is an emerging area of concern for the MPS.  All hate crime is investigated by the 32 borough based Community Safety Units within Territorial Policing and the officers who work in these units are provided with specialist training.  In addition, the MPS Cyber Crime Unit (MPCCU) provides advice and guidance on investigating online offences and circulates briefings and best practise to local investigators. |
| **Metropolitan Police Service Response to Online Hate Crime (5)**  **Question No: 2015/0470**  Roger Evans  How much have the Metropolitan Police Service and your office spent on combating online hate crime in the last year for which figures are available?  The Mayor  Unfortunately, it is not possible to quantify the amount specifically spent on combatting online hate crime, which, given the variable nature of crime investigations, would require detailed analysis of all hate crimes. |
| **Overground to Sutton**  **Question No: 2015/0471**  Steve O'Connell  You will know that delivering a tram to Sutton remains my priority. Can the Mayor advise me whether previous requests to extend the Overground to Sutton have been rejected?  The Mayor  TfL has previously considered extending the Overground to Sutton. Such an extension could be technically feasible but doing this in isolation could in fact lead to reduced capacity and longer journey times for existing users of the route.  On this basis, TfL has currently concluded that the benefits of extending services from West Croydon to Sutton are limited. I continue to champion the case for devolving control of the national rail network in London to TfL which would deliver benefits across the whole of south London including higher frequency services, particularly at off peak times as well as the introduction of new connections. |
| **Bus service from South Norwood to Croydon University Hospital**  **Question No: 2015/0472**  Steve O'Connell  Will the Mayor instruct TfL to look in to introducing a direct bus service from South Norwood to Croydon University Hospital, as I believe the South Norwood community is currently disadvantaged.  The Mayor  On 14 February 2015, TfL extended route 130 from South Norwood to Thornton Heath improving local connectivity.  Passengers wishing to travel to Croydon University Hospital can then interchange onto high frequency routes 198 or 250 with a combined number of 14 buses per hour.  Further extending route 130 over the roads used by routes 198 and 250 was considered but was forced to increase the costs of operations significantly. |
| **London Plan Parking Standards**  **Question No: 2015/0473**  Steve O'Connell  What is the timescale for your review of parking standards in outer London?  The Mayor  My Outer London Commission is currently testing options for the review of parking standards. These will inform a minor alteration to the London Plan which will be subject to public consultation for six weeks from early May. It is anticipated that an Examination in Public will be held into the alteration early this autumn, that the Assembly will consider it by February 2016 and that it will be published in March 2016. |
| **Housing Repair Scheme**  **Question No: 2015/0474**  Steve O'Connell  How will your new housing repair scheme ensure that leaseholders' receive a fairer deal compared with previous schemes, following the issues raised in my 'Highly Charged' report? How many homes do you expect will benefit from the scheme and in what timescale?  The Mayor  New regulations will ensure that, where GLA funds Decent Homes works to tenanted stock in blocks or on large estates, any payments by resident leaseholders will capped at £15,000.  I am investing up to £145 million in the 2015/16 Decent Homes Backlog Programme to bring circa 9,500 homes up to the Decent Homes standard. This should put all London borough landlords in a position to resolve their backlog independently. |
| **Smart Phone Theft**  **Question No: 2015/0475**  Steve O'Connell  The Home Office recently noted in their report, "Reducing Mobile Phone Theft and Improving Security" that almost 100,000 mobile thefts took place in London in the year 2012/13. In the period between 1 August 2012 and 5 January 2014, over 50% of all phones stolen in London were Apple iPhones. What steps are you and the Metropolitan Police Service taking to tackle this crime, which remains prevalent?  The Mayor  Tackling the theft and robbery of mobile phones remains a priority, but it is much less prevalent than it was two years ago.  As a shared concern for many global cities, I joined the leadership of the international Secure our Smartphones (S.O.S) Initiative in August 2013 and convened a meeting with senior executives of all phone manufacturers to press them to do more to improve security and protect their customers.  Shortly afterwards several companies, including Apple, introduced a 'kill switch' making stolen mobile phones far less attractive to criminals. These changes have had a dramatic effect, designing out crime and leading to a big drop in thefts in London and other cities like New York.  In addition, targeted activity under the MPS' Operation Ringtone has tackled offences of Theft Person, Robbery and Theft involving smartphones over the last 12 months, with officers working to prevent, detect and reduce phone crime in a sustained way by problem-solving in repeat locations - e.g. licenced premises, at music events and tackling Foreign National Offenders and Organised Criminal Groups.  In the year to the end of September 2013 there were 51,530 thefts and robberies involving a smartphone in London - roughly 140 every day - and the majority of these crimes involved Apple phones. The following year, from October 2013 (the first full month after the release of Apple's 'Activation lock' in the iOS7 software) until October 2014, the number of phones stolen had reduced to 31,297 - or 85 a day, meaning over 20,000 fewer victims that year.  The monthly average for the number of phones stolen in London has more than halved since August 2013. This performance is a tribute to both the hard work of the MPS and the responsible approach taken by smartphone manufacturers. |
| **Missing persons investigations**  **Question No: 2015/0476**  Tony Arbour  The College of Policing has been critical of the number of police hours taken up by dealing with missing persons investigations and called on hospitals and care homes to increase their own security arrangements. What further steps do you think should be taken to reduce the apparent strain on police resources related to missing persons investigations in London?  The Mayor  The MPS investigated over 42,000 incidents of missing persons during 2013/14. This concerned over 25,000 individuals.  In 2014 ACPO widened the definition of a missing person to include an 'absent' category. An 'absent' person is defined as a "person not at a place where they are expected or required to be" and people categorised as such should not be perceived to be at any apparent risk. Cases classified as 'absent' will be monitored by the police and escalated to the missing person category if risk increases.  The aim of the new approach being a more effective response by the police and other agencies, by way of better safeguarding the high volume of people reported missing every year.  The MPS introduced this change and new Missing Persons co-ordinators in July 2014 with an aim to provide the best possible response to those most at risk of harm, working closely with partners to ensure all roles and responsibilities are clear. As a result there has been an 18% reduction of investigated incidents.  The MPS recognises that improved working practices by care agencies and local authority partners are crucial to reduce repeat missing cases and to manage risk and resources. Areas that could improve the system include:         Compliance of the NHS Absent without Leave (AWOL) action plan 2013, by London mental health trusts to minimise absconding         Improved communication and adherence to protocols by social workers, local authorities and care providers to manage 'missing' and 'absent' amongst looked after children and;         Problem solving approach to reduce instances of 'missing' concerning dementia sufferers through technology. |
| **Police officers assaulted while on duty**  **Question No: 2015/0477**  Tony Arbour  Research has indicated that in the previous six months that at least 6,854 officers around the country were assaulted while on duty. However, the Metropolitan Police Service (MPS) has not released the number of their officers who have been attacked. Would you confirm how many MPS officers have been assaulted while on duty in the last six months, and what steps are being taken to decrease the number of attacks taking place?  The Mayor  In the six month period from 1st August 2014 to 31st January 2015 there were 815 Assaults on a Constable (as per Home Office code 104/23).  Steps to minimise assaults on officers are built into modern policing and cover a range of measures from training, proper equipment and risk assessments. New technology such as Body Worn Video (BWV) will also assist. |
| **Burglary Tracker (1)**  **Question No: 2015/0478**  Tony Arbour  The MoneySuperMarket.com's annual Burglary Tracker has indicated that a significant number of the UK's burglary hot spots are in London. What steps are you and the Metropolitan Police Service taking to reduce the prevalence of burglary in certain areas of London?  The Mayor  London is currently enjoying a 40 year low in the number of reported burglaries, with a reduction rate of 22% since 2011(21,000 less crimes). The risk of under reporting is largely removed as Insurance companies always require a police crime reference in order to progress any policy claim. This makes the MPS mapping of crimes and subsequent hotspot identification very accurate.  As you will be aware, burglary is one of the neighbourhood crimes featured within the MOPAC 7 reduction target. This was specifically chosen due to its previously high volume and the impact on victims. The Mayor and Deputy Mayor hold the Commissioner and his team to account both in public (MOPAC Challenge) and in private (Bi-lateral meetings) to ensure that the crime reduction currently being seen is sustained across London.  MOPAC has launched a crime dashboard so local residents can monitor crime including burglary in their area. |
| **Burglary Tracker (2)**  **Question No: 2015/0479**  Tony Arbour  The MoneySuperMarket.com's annual Burglary Tracker has indicated that a large number of burglary hotspots are in London. What contact has taken place between MoneySuperMarket.com, the Metropolitan Police Service and you to validate these statistics, given that in some areas they do not bear any relation to official crime statistics?  The Mayor  London is currently enjoying a 40 year low in the number of reported burglaries, with a reduction of 22% since 2011, meaning 21,000 fewer crimes. The risk of under reporting is largely removed as Insurance companies always require a police crime reference in order to progress any policy claim. This makes the MPS mapping of crimes and subsequent hotspot identification very accurate.  No contact has been made by MoneySuperMarket with the MPS.  Whilst it is accepted that there are some variances in hotspot locations this could simply be down to how the statistics were interpreted. For instance the MPS map hotspots in relation burglaries per 1000 households to allow for levels of population density to be taken into consideration, whereas MoneySuperMarket has mapped hotspots by analysing 2.68 million quotes, identifying those recording "theft of contents" claims, to come up with the burglary hotspots list.  Analysts also review all burglary offences daily to identify both short and long term trends and to monitor performance across all boroughs within the MPS ensuring great accuracy in relation to the number of offences and hotspot identification |
| **Code of Ethics for Special Constables**  **Question No: 2015/0480**  Tony Arbour  British Transport Police has recently asked two Members of Parliament who were Special Constables to resign from the force because of the introduction of the Code of Ethics and its clauses related to political activity. What assessments have you and the Metropolitan Police Service made on the impact of the introduction of the Code of Ethics on the recruitment and retention of Special Constables?  The Mayor  *Officers are drafting a response which will be sent shortly.*  **Written response from the Mayor received 09 March 2015**  With the publication of the College for Policing Code of Ethics, Metropolitan Special Constables (MSCs) will not be able to engage in political activity.  The Metropolitan Police Service (MPS) is currently reviewing its precluded occupation policy and are producing new advice for its staff.  The MPS are not aware of any serving MSCs who are currently involved in political activity. Therefore any impact will be limited to future advice to officers and recruitment sifting. |
| **Special Constables recruitment**  **Question No: 2015/0481**  Tony Arbour  What steps are you and the Metropolitan Police Service taking to continue increasing the recruitment and retention of Special Constables?  The Mayor  *Officers are drafting a response which will be sent shortly.*  **Written response from the Mayor received 13 March 2015**  The MPS continues to recruit Metropolitan Special Constables.  The Metropolitan Special Constables recruitment campaign currently features across online media including Indeed, Reed, Total Jobs, Spotify, The Guardian and Google Search. Promotional material is also provided to officers who are promoting the MSC locally or at recruitment events.  Research is underway to understand how the MSC compares to other volunteering roles on the market and this will be used to inform future recruitment campaigns.  Retention of MSCs has improved over the past year. A significant number of officers leave to become regular Police Constable (PCs) and this wastage should be seen as positive. Over 200 MSCs are expected to become PCs in the next couple of months.  In addition, on the 19 February I confirmed that all serving Special Constables who live in the capital will be eligible for a £150 council tax cut, in accordance with my pledge to reward those uniformed volunteers who support policing. |
| **Preventing the loss of sensitive documents**  **Question No: 2015/0482**  Tony Arbour  It has been reported that a number of computer disks, including one containing details related to the Mark Duggan case, were lost in the postal system after being posted by the Ministry of Justice. What steps are you and the Metropolitan Police Service taking to ensure that when hard copies of sensitive documents are transferred, they are done so in a secure and safe manner?  The Mayor  As you say, the report concerns data handling by the Ministry of Justice.  The MPS Information Management Policy and supporting toolkits provide MPS officers and staff with the instructions on how to securely manage their information. As with all police forces the MPS information security guidance is based on the Government Security Policy Framework.  All information should carry a protective marking which informs the recipient how the information should be protected. The guidance supporting the MPS Protective Marking Scheme gives instruction on how information is to be securely stored, moved and disposed of when no longer required.  In addition, the Government has recently introduced a new information classification system and MOPAC reminded all relevant staff of their personal responsibility to safeguard sensitive data and to ensure that controls and restrictions are enforced. |
| **Prescribing warmer homes**  **Question No: 2015/0483**  Jenny Jones  In a pilot project in Sunderland, GPs were able to 'prescribe' double glazing and loft insulation for patients living in cold, damp homes, which resulted in significant health benefits and financial savings. Will you look at this pilot and raise the possibility of rolling it out in London with the NHS?  The Mayor  *Officers are drafting a response which will be sent shortly.*  **Written response from the Mayor received 13 March 2015**  GLA officers are already looking at its applicability to London and have met with organisers of the pilot to discuss the costs, results and benefits. |
| **Environmental Audit Committee**  **Question No: 2015/0484**  Jenny Jones  Your evidence to the Environmental Audit Committee said that initial analysis by Kings College showed a 12 per cent drop on average in NO2 concentrations. Are you now able to release the completed analysis, and will you use this rather than modelled predictions in your public statements and press releases?  The Mayor  It is important to recognise that modelled emissions and monitored concentrations can be used for different purposes. It is entirely appropriate for me to use a figure based on modelled emissions reductions to assess and communicate the success of the measures I have put in place as the policy levers available to me can only directly address the emissions produced in London.  In order to understand the trends in monitored ambient air quality, I have now asked King's College London to assist my team in preparing further analysis of NO2 concentrations in London. An early output of this was the calculation of the 12% figure for the average fall in Londonwide NO2 concentrations since 2008. More information will be published in due course once this work is complete. |
| **Breathe better together campaign and schools (1)**  **Question No: 2015/0485**  Jenny Jones  Now you have launched your 'Breathe better together campaign' can you guarantee that every school in London will receive a pollution alert whenever there is a 'high' air pollution episode during term time?  The Mayor  Through the Breathe Better Together campaign my team will be signing up schools, businesses and individuals to receive direct alerts when pollution is Moderate or High.  When a High pollution incident is forecast my team will use conventional media, social media and trigger a cascade plan (which includes emails to borough contacts, business improvement districts, etc.) to raise awareness beyond those who have signed up for alerts. |
| **Breathe better together campaign and schools (2)**  **Question No: 2015/0486**  Jenny Jones  How will you guarantee that every school is aware of specific 'high' air pollution episodes? What are the specific action you have taken to ensure this is the case?  The Mayor  Pease see my response to MQ 485/ 2015 |
| **Cameras at traffic lights**  **Question No: 2015/0487**  Jenny Jones  How many traffic lights were previously covered by wet film cameras in London and how many will be covered by the digital camera roll out?  The Mayor  *Officers are drafting a response which will be sent shortly.* |
| **Traffic law enforcement 'report card'**  **Question No: 2015/0488**  Jenny Jones  When will the MPS's annual 'report card' on traffic law enforcement be published? Will it include KPIs for the Roads and Transport Policing Command?  The Mayor  *Officers are drafting a response which will be sent shortly.* |
| **No further action in cases of road death**  **Question No: 2015/0489**  Jenny Jones  How many times in 2014 did the MPS decide to take 'No Further Action' in cases of road deaths without passing the file to the CPS for them to make the charging decision?  The Mayor  *Officers are drafting a response which will be sent shortly.*  **Written response from the Mayor received 13 March 2015**  Of the 142 road deaths investigated during the calendar year 2014 by the Metropolitan Police Service Serious Collision Investigation unit, only 16 were 'No Further Action' - where the MPS did not refer them to the Crown Prosecution Service to consider a charging decision.  On all occasions where investigations reveal grounds to suspect that any criminal offence has been committed, a referral is invariably made to the CPS.  It is only where such grounds are not evident that 'No Further Action' is taken and a referral is not initiated. The decision to take 'No Further Action' and not refer the investigation to the CPS is only taken after the officer has given careful consideration of all the circumstances.  With regard to the investigations completed during 2014.  Of those 16 cases that did not result in referrals to the CPS to consider a charging decision, the majority (9 of 16) related to single vehicle collisions. In each of these cases the deceased was the driver of the vehicle involved. |
| **Cost of different waste treatment options**  **Question No: 2015/0490**  Jenny Jones  In answer to my question 2015/0045 you said that your waste officers  'update cost figures on an annual basis'. Will you provide me with your most recent update of the typical costs of different household waste treatment options?  The Mayor  My officers are in the process of updating our waste model which includes costs. This model will enable one to develop various scenarios based on differing approaches to waste management, for example; Design & Build (DB), Design, Build & Operate (DBO), Design, Build, Finance & Operate (DBFO), with each of these having differing cost implications due to relative shares in risk. Below are the average gate fees being used for a DBFO scenario and the current market price paid for a tonne of clean recyclable materials.  Gate fees - From WRAP annual gate fees report  MRF                                          £-7.0/t  AD / food IVC                            £41.0/t  Composting (garden)              £24.0/t  Residual treatment              £78.0/t  Direct to landfill              £20.0/t + £80/t landfill tax  Average price paid - from [www.letsrecycle.com](http://www.letsrecycle.com) April 2014  Paper and card              £66/t  Glass                            £22/t  Plastics                            £126/t  Metals                            £240/t  Textiles               £481/t |
| **Inconsistencies in position of acceptability of undercover relationships**  **Question No: 2015/0491**  Jenny Jones  Thank you for your answer to my question 2014/3173. However, the Metropolitan Police Service has not been clear on this issue. Why in court did they spend tens of thousands of pounds of public money arguing that they should be permitted to authorise sexual relations if in truth they would not authorise sexual relations? Why in last year's judgment Paragraph 9 of Mr Justice Bean in Dil and others v CPM did the lead counsel for the Commissioner say "that one should never say never" if the real position of the Metropolitan Police is 'never'?  The Mayor  *Officers are drafting a response which will be sent shortly.*  **Written response from the Mayor received 13 March 2015**  The court proceedings on which money has been spent were to establish an important legal point concerning disclosure of sensitive information (the " Neither Confirm nor Deny" issue).  The practical operational position of the MPS has been outlined continuously.  To further assist with the response previously provided, the updated [RIPA Covert Human intelligence Source Code of Practice](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/384976/Covert_Human_Intelligence_web.pdf) published in December 2014 outlines at 2.14. "Any police officer deployed as a 'relevant source' in England and Wales will be required to comply with and uphold the principles and standards of professional behaviour set out in the College of Policing Code of Ethic".  The section of the Code of Ethic that relates to Covert Policing states:-  1.5 To achieve legitimate policing aims, it is sometimes necessary to use covert tactics. This is recognised in law.  1.6 Covert tactics must be appropriately authorised and any deployments must be shown to be proportionate, lawful, accountable, necessary and ethical.  1.7 Officers who authorise or perform covert policing roles must keep in mind at all times the principles and standards set out in the Code of Ethics. |
| **Metropolitan Police use of containment/'kettling'**  **Question No: 2015/0492**  Jenny Jones  Thank you for your answer to my questions 2015/0059 and 2015/0060. If the use of containment or 'kettling' is only recorded in the event Command Teams logs and in the Public Order Evidence and Action Books of the officers who are deployed in such a tactic, how do senior officers and MOPAC have oversight that the tactic is being used in a proportionate way and is used only as a last resort?  The Mayor  The use of the containment tactic is only used very rarely.  Whenever it is used, it is subject to rigorous MPS review by the event Gold Commander and, after the event, by the Head of the Public Order Branch and, if necessary, by the MPS Directorate of Legal services.  Where appropriate operational de-briefs take place.  Lessons learned are fed in to future tactical responses to similar situations.  The Deputy Mayor and I meet regularly with the Commissioner and his top team and issues of public order are discussed as necessary. |
| **Undercover officers who engaged in sexual relationships still employed by MPS**  **Question No: 2015/0493**  Jenny Jones  Is Jim Boyling - who used the alias Jim Sutton while working undercover, and has self-disclosed his identity, whom the Commissioner confirmed on 27 October 2011 was under investigation by the Department of Professional Standards, and whom Mr Justice Bean in Dil and others v CPM said relying on the policy of NCND (Neither Confirming Nor Denying the identity of undercover officers) in the case of Jim Sutton/Boyling is "simply unsustainable" - still employed by the Metropolitan Police Service?  The Mayor  *Officers are drafting a response which will be sent shortly.*  **Written response from the Mayor received 13 March 2015**  A file has now been presented to the MPS with recommendations regarding potential misconduct. As this matter is ongoing, it would not be appropriate to comment further. |
| **Metropolitan Police discrimination complaints**  **Question No: 2015/0494**  Jenny Jones  Has the IPCC- supervised investigation into the conduct of officers in the Carole Howard case, including the recently promoted Assistant Commissioner Pat Gallan, been completed? If so, what was the outcome?  The Mayor  The IPCC supervised investigation into the conduct of officers in the Carol Howard case is on-going and is not yet near conclusion. The investigation is being closely overseen by the IPCC. |
| **Wrap up Parliament protest**  **Question No: 2015/0495**  Jenny Jones  I understand the Campaign for Nuclear Disarmament submitted an application to use Parliament Square for their 24 January 2015 'Wrap up Trident' protest on 24 October 2014, which had agreement from Westminster City Council, the Metropolitan Police and Transport for London. I understand subsequent communications with the GLA did not indicate that there would be a problem in using Parliament Square in principle. However, on 5 January 2015 the GLA refused permission to use Parliament Square. I understand the GLA's justification for withdrawing permission for CND to use Parliament Square referenced another group's actions. I also understand the GLA did not attend a meeting arranged by the Metropolitan Police involving representatives from TfL, CND and Westminster City Council to resolve the problem of using Parliament Square. Please explain why the GLA took such an unhelpful approach to the 24 January 'Wrap up Trident' protest organised by the Campaign for Nuclear Disarmament?  The Mayor  *Officers are drafting a response which will be sent shortly.* |
| **Oversight of Metropolitan Police investigation reports**  **Question No: 2015/0496**  Jenny Jones  Since the publication of the Operation Alice or 'Plebgate' closing report - which showed the Metropolitan Police used RIPA to obtain the phone records of the Sun's political editor and news desk despite laws protecting journalists' sources - you have called for judicial authorisation for RIPA requests for journalists' records. Investigation closing reports are not normally made public. Therefore, does MOPAC ever/have a system for reviewing investigation reports to ensure it is satisfied that the police tactics are appropriate?  The Mayor  The choice of policing tactics is for operational officers to make. MOPAC's role is to have strategic oversight of the MPS.  The current oversight mechanisms in place provide sufficient detailed scrutiny and the Mayor and Deputy Mayor meet regularly with the Commissioner and his top team to discuss prominent issues affecting the performance of the MPS overall.  As you will be aware, the Interception of Communications Commissioner's Office (IOCCO) conduct annual inspections of the MPS use and authorisation processes associated with Communications Data. The Operation Alice investigation was supervised by the Independent Police Complaints Commission with additional legal advice obtained from the Crown Prosecution Service. |
| **Cost of policing Parliament Square (1)**  **Question No: 2015/0497**  Jenny Jones  Thank you for your answer to my question 2015/0055. Will you provide me with the cost analysis of policing Parliament Square as soon as it is available?  The Mayor  Please see my response to MQ55 / 2015. |
| **Cost of policing Parliament Square (2)**  **Question No: 2015/0498**  Jenny Jones  Please could you let me know the number of a) police officers b) GLA wardens deployed to police Parliament Square since it was closed in October 2014?  The Mayor  *Officers are drafting a response which will be sent shortly.*  **Written response from the Mayor received 13 March 2015**  The cost and officer numbers required for policing Parliament Square is a complex policing operation and requires significant work to provide this information. We are working with MPS and GLA to understand this data but it is unavailable at present. |
| **Requests to protest in Parliament Square**  **Question No: 2015/0499**  Jenny Jones  Since October 2014 how many organisers of protests have the GLA or Metropolitan Police been in touch with when the protest didn't go ahead?  The Mayor  The MPS does not record this information. |
| **Interception of Communications Commissioner's Office report (1)**  **Question No: 2015/0500**  Jenny Jones  In light of the Interception of Communications Commissioner's Office (IOCCO) recommendation that police forces should require judicial approval to access journalistic records under the Regulation of Investigatory Powers Act, will the Metropolitan Police be seeking to do this in the coming months, before this becomes law? Please explain how the system will be adapted in light of the recommendation.  The Mayor  I am pleased that the IOCCO has agreed with my call for judicial approval of this kind. It is now for national procedures to be formulated.  The MPS are party to these consideration and will work in tandem with the national ACPO policing lead to ensure this is delivered. |
| **Interception of Communications Commissioner's Office report (2)**  **Question No: 2015/0501**  Jenny Jones  Please provide a copy of the Metropolitan Police's submission to the Interception of Communications Commissioner's Office as part of its inquiry into police use of RIPA to find journalistic sources?  The Mayor  The MPS response to IOCCO contains operationally sensitive material and would not be disseminated in public, the IOCCO Inspection was carried out by Inspectors visiting the force and physically looking at applications and authorities given under RIPA.  The findings contained within the report do take account of the MPS submission. |
| **Operation Alice or 'Plebgate' and journalists' phone records (1)**  **Question No: 2015/0502**  Jenny Jones  How many journalists' phone records were accessed by the Metropolitan Police as part of Operation Alice?  The Mayor  The phone records of three journalists were accessed by the MPS as part of Operation Alice.  There are now complaints being investigated by the Investigatory Powers Tribunal, who will examine in detail these applications.  As such it would be inappropriate to comment further. |
| **Operation Alice or 'Plebgate' and journalists' phone records (2)**  **Question No: 2015/0503**  Jenny Jones  Please confirm that the Metropolitan Police accessed the phone records of the three Sun journalists as reported in the press?  The Mayor  Please see my response to MQ 502 / 2015. |
| **Operation Alice or 'Plebgate' and journalists' phone records (3)**  **Question No: 2015/0504**  Jenny Jones  Was any communications data associated with The Daily Telegraph also obtained as part of Operation Alice?  The Mayor  No. |
| **Operation Alice or 'Plebgate' and journalists' phone records (4)**  **Question No: 2015/0505**  Jenny Jones  If, as part of Operation Alice, the Metropolitan Police Service used RIPA to obtain the phone records of journalists and media organisations beyond those detailed in the investigation report, would you accept that the below statement issued to Press Gazette by the Met press office and through an FOI response, is misleading?  "We do not routinely confirm the individual cases where we make an application under RIPA. As part of Operation Alice the MPS took the unusual step of publicising a summary report of this investigation. That report confirmed where RIPA applications were made to obtain call data from a media organisation. Our use of RIPA as part of Operation Alice is outlined in this report."  The Mayor  No. The MPS does not routinely confirm individual cases where an application is made under RIPA. |
| **Operation Alice or 'Plebgate' and journalists' phone records (5)**  **Question No: 2015/0506**  Jenny Jones  Please confirm whether the Metropolitan Police used satellite technology to track the movements of journalists' phones as part of Operation Alice?  The Mayor  In order to maintain operational effectiveness the MPS will neither confirm nor deny where sensitive police tactics may be used. |
| **Tasers (1)**  **Question No: 2015/0507**  Jenny Jones  How many police officers are currently armed with Taser?  The Mayor  Please see my response MQ640 / 2015. |
| **Tasers (2)**  **Question No: 2015/0508**  Jenny Jones  What is the cost of training per officer and the cost of each Taser?  The Mayor  The cost of training a 'Taser' officer is currently £964.31. This includes instructional and venue costs, but not cost of any Taser related equipment.  The cost of an X26E Taser is currently £1050 per unit. |
| **Crystal Palace Park exclusivity agreement (1)**  **Question No: 2015/0509**  Darren Johnson  Now that the exclusivity agreement between Bromley Council and the ZhongRong Group has expired, will you work with the council to honour the findings of the consultation for the adopted masterplan, which showed overwhelming support for the hill top to be retained as an open green space with no development except something like a small museum or butterfly house?  The Mayor  *Officers are drafting a response which will be sent shortly.*  **Written response from the Mayor received 13 March 2015**  The GLA is committed to helping Bromley Council secure a long term, sustainable future for the park.  Following the recent expiry of the Exclusivity Agreement, we are discussing the next steps with the Council to ensure delivery of this objective. |
| **Crystal Palace Park exclusivity agreement (2)**  **Question No: 2015/0510**  Darren Johnson  Now that the exclusivity agreement between Bromley Council and the ZhongRong Group has expired, will you wait for discussions on the future governance of the park to conclude and any new arrangements to be put in place before entertaining any further exclusivity deals or tender processes for large-scale changes to the park and the masterplan?  The Mayor  *Officers are drafting a response which will be sent shortly.*  **Written response from the Mayor received 13 March 2015**  The GLA is committed to helping Bromley Council secure a long term, sustainable future for the park, and this includes taking part in discussions about the future governance arrangements for the park as part of a wider discussion about next steps. |
| **Crystal Palace NSC - swimming**  **Question No: 2015/0511**  Darren Johnson  Do you believe families around Crystal Palace should lose their only heated area and dedicated family and training swimming pool, and do you think families and children should all share the colder area 50m pool in some way, as proposed in your consultation on the future of the National Sports Centre published last year?  The Mayor  Following the public consultation, further work is being done in conjunction with the swimming/diving community and local community groups to identify specific requirements. This will enable us to review the demands from water based activities and consider how they can be met from the National Sports Centre and other appropriate facilities. |
| **Asset strategy across the GLA Group**  **Question No: 2015/0512**  Darren Johnson  Functional bodies are currently taking a very inconsistent approach to asset management. MOPAC is disposing of buildings to maximise one-off injections of money, you have asked LFEPA to prioritise education over maximising income for some fire station disposals, and TfL is retaining its assets to maximise income for investment and fares. You, as Mayor, are in a unique position to ensure the GLA Group takes a consistent approach to asset management, including balancing considerations such as income, affordable housing and education, by producing a clear plan for the whole Group. Will you do so?  The Mayor  The GLA cannot dispose of land for less than best consideration which can reasonably be obtained without the consent of the Secretary of State.  The Secretary of State has issued a general consent to the GLA to dispose of land at less than best consideration where it considers a disposal on this basis will assist in meeting its principal purposes.  However, in each case the difference between the sale price and the unrestricted value must not exceed £10m or 30% of the unrestricted value.  The GLA and its functional bodies have published Property Asset Strategies which are reviewed on a regular basis.  I have established the Single Property Unit which reviews forthcoming disposals across the GLA group. |
| **TfL and property value windfalls**  **Question No: 2015/0513**  Darren Johnson  In its Strategic Outline Business Case for the Garden Bridge published in May 2014, TfL considers an £84m windfall in residential property values to be a 'large positive'. Given that this implies higher housing and land costs in the area and there is no evidence of further development coming forward as a result, will you ask TfL to consider this a 'large negative' instead?  The Mayor  *Officers are drafting a response which will be sent shortly.* |
| **TfL assessment of costs and benefits**  **Question No: 2015/0514**  Darren Johnson  Will Transport for London change its methodology in assessing the pros and cons of schemes like the cycling superhighways and the changes to Elephant and Castle, to reflect fully the benefits to air pollution, CO2 emissions and the health of people walking/cycling?  The Mayor  *Officers are drafting a response which will be sent shortly.*  **Written response from the Mayor received 13 March 2015**  TfL schemes already assess the health benefits that result from increased physical activity, the impact on CO2 and the impact of air pollution in a way that is broadly consistent with DfT's WebTAG guidance. This approach to appraisal follows the latest thinking in the field and the best available practice in transport investment appraisal.  Major schemes like the cycle superhighways and the changes to Elephant and Castle follow this approach and additionally undertook emissions modelling, using industry approved methodologies such as the Highways Agency's Design Manual for Roads and Bridges and Defra's Local Air Quality Management Technical Guidance, to capture the benefits in more detail.  TfL regularly reviews its methodology and makes changes where there is robust evidence to do so. We are always seeking to improve methodology where there is a robust way of estimating the impact and monetisation. |
| **Updated ONS methodology on rents**  **Question No: 2015/0515**  Darren Johnson  In the past, you have said that the ONS' Index of Private Housing Rental Prices shows rents have fallen in real terms in London. The ONS have improved their methodology, and the latest data now suggests an average annual increase in London of 3.8 per cent over the three years to December 2014, significantly above RPI and CPI for that period. Will you reflect this apparent real terms increase in private rents in your future publicity and policy work?  The Mayor  I welcome the improvements to the ONS index, which continues to suggest rent increases far lower than most other estimates. |
| **Housing covenant funding for planning process**  **Question No: 2015/0516**  Darren Johnson  Innovative housing providers are coming up with new ideas to help resolve London's affordable homes crisis. But I am told there is a key funding block - the difficulties in covering the costs of the planning process up-front. Loan funding from the GLA and HCA has covered these costs in the past, but I am told that the current rules for your Housing Covenant prevent this. Will you remove this barrier by reinstating loan funding for the planning process for innovative affordable housing models?  The Mayor  No. It is important that housing providers have capacity and capability to deliver their projects. To protect public funding first payments are normally made at start on site stage, although funding allocations, subject to delivery, can be made much earlier.  As far as I am aware the HCA has never agreed to such arrangements.  Through the Build your own home - the London way programme we have specific funding for community groups to access funding to develop designs and planning applications. |
| **Advanced Portable Emissions Monitoring System for buses**  **Question No: 2015/0517**  Darren Johnson  Last year, buses in Brighton were fitted with an advanced Portable Emissions Monitoring System (PEMS) equipment and artificially loaded with ballast representing a 70% passenger load. Multiple trips were conducted in normal traffic during business hours, stopping at regular bus stops in a similar manner to the normal passenger service. Why does Transport for London regard it as impractical to do this with a selection of older buses in London, so that we get more reliable real world data?  The Mayor  Brighton does not have its own emissions test cycle. London does and the TfL emissions test replicates real-world driving conditions for the capital and is conducted independently at a proving ground so vehicles can be compared in an identical way. The London Buses emissions test cycle is a more accurate way to measure exhaust emissions of all types and can eliminate outside influences which might distort results.  To assure itself of the efficacy of selective catalytic reduction (SCR) equipment in actual service, TfL also fitted NOx sensors to a vehicle as a secondary check.  This less precise form of measurement of nitrogen oxides can be added to the SCR unit during the retrofit stage but TfL cannot incorporate sensors into new engine systems as these might conflict with the computer management software of manufacturers.  NOx sensors are not the same as externally-fitted portable emissions measurement systems (PEMS) which are quite bulky and protrude from the rear of the exhaust system. These tend to be used in test environments that are free from traffic. TfL regards them as unsuited to the London operating environment. |
| **On the road vehicle emission testing for buses**  **Question No: 2015/0518**  Darren Johnson  In answer to my question MQ4231/2014 you state that whilst you feel it is not practical to fit Portable Emission Testing to buses in service, you have verified emission results from the Millbrook testing ground "with NOx sensors fitted to a vehicle in actual service. This avoided the potential risks mentioned above." When asked in my question MQ0036/2015 about fitting Nox sensors to Euro 6 buses you said 'No, for the reasons stated in my response to MQ4231/2014." Can you explain this contradiction and give me a valid reason why NOx sensors, which you have used previously, can't be now fitted?  The Mayor  Please see my response to MQ517 / 2015. |
| **Parking on Waterloo Bridge**  **Question No: 2015/0519**  Darren Johnson  In a very welcome development, Lambeth council have now installed double yellow lines along the side of Waterloo Bridge under their control. There is still an urgent need for Westminster council to implement these measures on the side of the bridge under their control. Will you make representations to LB Westminster urging them to carry out similar works as a matter of urgency?  The Mayor  TfL has an oversight responsibility to ensure the efficient movement of traffic including pedestrians on the Strategic Road Network.  In this instance the respective local authority is responsible for proposals on Waterloo Bridge. TfL is engaging with both Westminster City Council and the London Borough of Lambeth to seek to ensure that appropriate parking restrictions are introduced on the bridge. |
| **Kingston Mini Holland**  **Question No: 2015/0520**  Darren Johnson  Given the watered-down nature of the Kingston mini-Holland bid and the lack of on-road segregation to protect the safety of cyclists, will you withhold funding for inadequate sections of the proposed scheme until designs for such sections are improved?  The Mayor  *Officers are drafting a response which will be sent shortly.*  **Written response from the Mayor received 13 March 2015**  TfL is working closely with the Royal Borough of Kingston and the other two mini-Holland boroughs (Enfield and Waltham Forest) to ensure emerging schemes reflect the full ambition of the Mayor's Cycling Vision. All Mini-Holland schemes are subject to a review by TfL to ensure they meet quality and design expectations and deliver best value.  Any scheme that falls short of providing the required level of service for cyclists and other users will not receive approval to proceed. |
| **TfL's cycling budget 2014/15**  **Question No: 2015/0521**  Darren Johnson  What is the total budget for spending on cycling in 2014/15?  The Mayor  *Officers are drafting a response which will be sent shortly.*  **Written response from the Mayor received 13 March 2015**  The total budget for cycling in 2014/15 was £107m. This included a £26m over programming estimate for the financial year, so a net expected spend of £81m at the time the budget was set.  In Quarter 2, TfL adjusted its forecast to £82m in 2014/15, including a revised over programming budget of £12m, with an expected net spend of £70m as reported at the Budget Monitoring Sub Committee in October 2014.  A key reason for the reduction is due to successful cost savings made to Cycle Hire, including contractual charges, back office savings and efficiencies made during expansion and intensification. There has also been a re-phasing of expenditure on other programmes, including Cycle Superhighways, to ensure that sufficient time is spent designing and delivering the best possible schemes.  The balance between the original forecast and final spend will be carried forward to future years and remains part of the overall £913m set aside to deliver my vision for cycling. |
| **TfL cycling total expenditure 2014/15**  **Question No: 2015/0522**  Darren Johnson  What would the total expenditure on cycling be in 2014/15 if all of the over-programming was delivered above the budgeted spend?  The Mayor  *Officers are drafting a response which will be sent shortly.*  **Written response from the Mayor received 13 March 2015**  The total budgeted expenditure for Cycling in 2014/15 is now £82m including an estimated £12m of over programming as revised in Quarter 2 and reported at the Budget Monitoring Sub Committee in October 2014. |
| **TfL's total cycling expenditure to date in 2014/15**  **Question No: 2015/0523**  Darren Johnson  What has been the total expenditure to date on cycling in 2014/15 and how was this broken down by spending on the major programs, such as superhighways, cycle hire, central London grid, safer junctions, quietways and boroughs?  The Mayor  *Officers are drafting a response which will be sent shortly.*  **Written response from the Mayor received 13 March 2015**  The total expenditure to date on cycling for 2014/15 is £46m. This is broken down by major programmes below.  The total budgeted expenditure for Cycling in 2014/15 is now £82m including an estimated £12m of over programming as revised in Quarter 2 and reported at the Budget Monitoring Sub Committee in October 2014. This reflects a carry-over of programme delivery into future years, for example on Cycle Superhighways, to ensure that sufficient time is spent designing and delivering the best possible schemes. In addition there have been savings on Cycle Hire, including contractual charges, back office savings and efficiencies made during expansion and intensification.   |  |  | | --- | --- | | Summary Category | YTD Spend (£m) | | Superhighways | 12 | | Cycle Hire | 11 | | Grid | 3 | | Quietways | 0 | | Mini Holland | 2 | | Boroughs (Other) | 1 | | Better Junctions / Improvement Schemes | 5 | | Events | 6 | | Cycle Parking & Hubs | 2 | | Cycle Safety Initiatives | 1 | | Campaigns, Monitoring, Management | 3 | | Sub Total | £46m | |
| **Electric charging points - responsible procurement**  **Question No: 2015/0524**  Darren Johnson  Will IER Bollore comply with the GLA's policy on responsible procurement when creating and maintaining the new network of electric charging points?  The Mayor  IER Bolloré operates the Source London electric vehicle charging network as a private commercial enterprise.  As such, it is not bound by the GLA's Responsible Procurement Policy.  However, I encourage all businesses in London to follow responsible procurement practices. |
| **Electric rapid charging points**  **Question No: 2015/0525**  Darren Johnson  How many of the new charging points created by IER Bollore will be rapid charging and will there be an access fee before a driver can use them?  The Mayor  To date, IER Bolloré have not announced whether it will be installing rapid charge points and the access fees for these points. |
| **Electric charging points - renewables**  **Question No: 2015/0526**  Darren Johnson  What steps are you taking to ensure that the electricity supplied via the charging points created by IER Bollore comes from renewable, non-nuclear sources?  The Mayor  Electricity for charging points created by IER Bollore is supplied by the national grid and therefore under the remit of national policy. I support the government's new nuclear programme, which will deliver zero carbon electricity. |
| **24 Tube and the Night Bus review (1)**  **Question No: 2015/0527**  Darren Johnson  Will you ensure TfL consider the impact the review of night buses could have on women, who often prefer to take night buses rather than tubes so they can sit near the driver?  The Mayor  *Officers are drafting a response which will be sent shortly.* |
| **24 Tube and the Night Bus review (2)**  **Question No: 2015/0528**  Darren Johnson  If somebody used to take a long night bus home, it would cost them £1.50. If they have to take a tube plus a bus, that would cost somebody £4.30. Will you ensure TfL consider the impact that the cutting back on night bus routes could have on shift workers who may have bus passes, and would end up having to pay more to take a night tube?  The Mayor  *Officers are drafting a response which will be sent shortly.* |
| **London City Airport - expansion proposals**  **Question No: 2015/0529**  Darren Johnson  The proposals to expand London City Airport will result in the loss of at least 7.54 Hectares (31%) of King George V Docks and the loss of 1,800m2 of Dock Wall habitat.  What legal, or leasehold agreements are in place between London City Airport and the GLA, or the GLA's body 'Royal Docks Management Authority' (RODMA)?  How much will London City airport pay for nearly 8 hectares of Dock?  The Mayor  *Officers are drafting a response which will be sent shortly.*  **Written response from the Mayor received 13 March 2015**  There are no agreements in place and the proposals are subject to planning. |
| **London City Airport - Land Value Compensation**  **Question No: 2015/0530**  Darren Johnson  London City Airport under its S106 agreement should have a Land Value Compensation (LVC) scheme in place to compensate those who own land in the Public Safety Zone (Crash Zone). As GLAP (GLA Land and Property Ltd) is a major landowner in the area of the airport, can the Mayor confirm what LVC has been agreed?  The Mayor  The Airport is required to prepare and consult on a revised Value Compensation Scheme (VCS) under which GLAP will make negotiations for potential lost land value.  A compensation due to GLAP will need to be updated to reflect the additional changes in the baseline from the last permission granted in 2010. GLAP will make ongoing strategic assessments of the timings of when is best to make a claim. |
| **London City Airport - cost of policing**  **Question No: 2015/0531**  Darren Johnson  In 2012/13 the Metropolitan Police's forecasts costs of policing in London City Airport was £4.0m, with contribution from the airport operator expected to be £1.9m.  Can you a) provide the most recent policing expenditure breakdown, indicating the contribution from the Met Police and London City Airport b) expected expenditure with an expanded London City Airport scenario?  The Mayor  Under the Policing and Crime Act 2009 MOPAC recover the full costs of policing City Airport net of costs met from the Counter Terrorism grant.  In 2014/15 the full cost of policing City Airport is estimated to be £4.2m, and of this £2.2m is met from Counter Terrorism grant with the balance met from City Airport.  It is too early to estimate the expected expenditure for an expanded Airport; however MOPAC would continue to recover the full costs, net of counter terrorism grant, from London City Airport. |
| **Seaside and Country Homes Scheme (1)**  **Question No: 2015/0532**  Stephen Knight  What progress have you made on the commitment set out in your London Housing Strategy to explore the expansion of the Seaside & Country Homes scheme? Given the large volume of applications each year (c.600) relative to the number of annual lettings (c.200) is it now time to consider funding the delivery of homes outside London to meet this demand and free-up much needed family homes for those on borough waiting lists?  The Mayor  Options are still under consideration. |
| **Seaside and Country Homes Scheme (2)**  **Question No: 2015/0533**  Stephen Knight  Further to MQ2009/2138, what was the result of your discussion with the Homes and Communities Agency (HCA) in 2009 about the expansion of the Seaside and Country Homes Scheme?  The Mayor  The Homes out of London scheme resulted in around 100 homes being developed, and since the GLA took over the operation of the Seaside & Country Homes scheme in 2011 over 150 existing properties have been added to the stock. The possibility of further expansion to Seaside & Country Homes is being explored (see MQ0532/2015). |
| **Planning - financial viability assessments**  **Question No: 2015/0534**  Stephen Knight  How many independent viability assessments were commissioned by the GLA's Planning Unit in 2013/14?  The Mayor  My officers commissioned three independent viability assessments, for Convoys Wharf, Mount Pleasant and Southwark Free School. |
| **Housing Benefit**  **Question No: 2015/0535**  Stephen Knight  Total expenditure on Housing Benefit in London has risen from £5.9bn in 2011/12 to £6.2bn in 2013/14. How much of this increase can be attributed to the introduction of the Affordable Rent model, under which landlords can charge up to 80 per cent of the local market rent?  The Mayor  Affordable Rent has supported a reduction in Housing Benefit, in that rents are lower than those households would otherwise have paid in the private rented sector, had these homes not been built. |
| **Funding new affordable housing supply**  **Question No: 2015/0536**  Stephen Knight  Over the course of the current housing investment period (2011-2015) it's expected that c.£25bn will have been spent on Housing Benefit in London. During the same period, just £4.2bn is expected to have been invested in building new affordable homes. Are you happy with the current balance of public spending between subsidising rents and capital investment in London?  The Mayor  A record number of affordable homes are being built over this mayoralty, through a combination of public and private investment. |
| **London Environment Strategy (1)**  **Question No: 2015/0537**  Stephen Knight  Do you support legislation to ban all hunting with dogs, as stated in your current integrated London Environment Strategy?  The Mayor  Hunting with dogs was banned by the Hunting Act 2004. |
| **London Environment Strategy (2)**  **Question No: 2015/0538**  Stephen Knight  Following your recent acknowledgement that an update to the Mayoral Biodiversity Strategy - currently included within the new integrated London Environment Strategy - is necessary to reflect changes in policy and thinking since it was published 12 years ago, when can we expect this update to be published? Please also confirm whether or not it will be subject to public consultation.  The Mayor  A progress report and update to my Biodiversity Strategy will be submitted for discussion by the Environment Committee on 3rd March. The final version will be published by the end of April. The document will not be subject to public consultation as it is a progress report and update, not a formal review. Key stakeholders have been invited to comment and their views will be reflected in the published version. |
| **London Environment Strategy (3)**  **Question No: 2015/0539**  Stephen Knight  Is it now time to update your strategy on ambient noise - currently included within the integrated London Environment Strategy - to reflect changes in policy and thinking that have occurred since it was published over 10 years ago?  The Mayor  The Localism Act 2011 required that the GLA should produce a single Environment Strategy, rather than the current suite of separate environmental strategies. The next time strategic revisions are made will be by the new administration after the 2016 mayoral election. The new Environment Strategy will include an updated strategy for ambient noise. In the meantime, the existing Ambient Noise Strategy has a planning horizon of 2016 and in my view remains suitable for that period. |
| **Car-free days**  **Question No: 2015/0540**  Stephen Knight  Further to MQ2014/5048, what progress have you made on your commitment to look at the potential of introducing further car free days and events in London?  The Mayor  *Officers are drafting a response which will be sent shortly.* |
| **Low Emission Zone (LEZ) - daily charges**  **Question No: 2015/0541**  Stephen Knight  How many 'daily charges' were purchased in 2014 for vehicles which did not meet the Phase 3 emissions standard for vans and mini-buses or the Phase 4 emissions standard for lorries, buses and coaches?  The Mayor  I am pleased to note that 99.2 per cent of Phase 3 vehicles and 96.7 per cent of Phase 4 vehicles already comply with LEZ emissions standards.  Those vehicles which do not meet the required standards must pay a daily charge or risk incurring a Penalty Charge Notice (PCN).  The primary aim of the LEZ is to encourage compliance and improve the health and quality of life of everyone visiting, working and living in London.  This is why operators of vehicles which do not meet the required LEZ standards are sent a letter in the first instance, asking them to take the necessary action to clean up their vehicles and comply with the new standards.  The number of LEZ daily charges, warning letters and PCNs in relation to journeys in the LEZ in 2014 is shown in the table below: |
| **Low Emission Zone (LEZ) - penalty charge notices**  **Question No: 2015/0542**  Stephen Knight  How many Penalty Charge Notices (PCNs) were issued to vehicles seen within the LEZ which did not meet the relevant emissions standards in 2014?  The Mayor  Please see my response to MQ541 / 2015. |
| **Low Emission Zone (LEZ) - warning letters**  **Question No: 2015/0543**  Stephen Knight  How many warning letters were issued to owners of vehicles seen driving within the Low Emission Zone (LEZ) which did not meet the relevant emissions standards in 2014?  The Mayor  Please see my response to MQ541 / 2015. |
| **New Bus for London - vehicle weight**  **Question No: 2015/0544**  Stephen Knight  Has the increasing weight of the new Routemaster buses entering service affected the number of passengers they can carry? Please also outline the effect on tyre and brake wear?  The Mayor  *Officers are drafting a response which will be sent shortly.* |
| **Electric Vehicles in the GLA fleet**  **Question No: 2015/0545**  Stephen Knight  How many electric vehicles are there now operating in the GLA fleet?  The Mayor  *Officers are drafting a response which will be sent shortly.* |
| **Hydrogen fuel cell technology**  **Question No: 2015/0546**  Stephen Knight  What role, if any, do you see hydrogen fuel cell technology playing in helping to meet your requirement for zero emissions taxis and minicabs from 2018? Please also provide an update on the Hydrogen for Innovative Vehicles (HyFIVE) Project which saw 50 hydrogen fuel cell electric vehicles deployed on London's streets last year.  The Mayor  I have set a 60% carbon reduction target (from 1990 levels) by 2025 for the capital and we are actively working to reduce London's nitrogen dioxide levels. Moving from traditional forms of vehicle fuel to low emission vehicles is a key action to help meet these challenges. Through the European funded HYTEC project 5 hydrogen fuel cell taxis have been trialled and deployed on London's roads. This deployment has been a success as development requirements have been identified whilst the taxis have been tested in real life conditions. This technology, amongst others, can be utilised within low emission private taxi fleets.  HyFIVE (Hydrogen for Innovative Vehicles) is a European funded project aiming to deploy up to 110 fuel cell electric vehicles in 3 European Regions (London being one of these with up to 50 vehicles) and 6 new hydrogen refuelling stations (3 of these in London) by autumn 2017. The vehicles deployed in London will be provided mainly by Hyundai, who have already started placing vehicles in customers' hands, followed by Toyota and Honda. The stations will be operational by end of 2015 and work is underway for the vehicle deployment. For more information please visit [www.hyfive.eu](http://www.hyfive.eu). |
| **Hydrogen fuel cell buses**  **Question No: 2015/0547**  Stephen Knight  What plans does TfL have to add any further hydrogen fuel cell buses to its fleet?  The Mayor  TfL plans to introduce a further two hydrogen fuel-cell buses to route RV1 as part of the E3Motion project. This is linked to a European consortium framework agreement and will extend operation of the other eight buses to 2020. Ten buses will enable the RV1, which needs eight vehicles in the travel peak, to operate as a complete zero-emission route. |
| **Air quality - Leaf blowers**  **Question No: 2015/0548**  Stephen Knight  A constituent has contacted me with concerns over the increasing use of leaf blowers across London and their impact on outdoor air quality due to the large amount of dust that can be thrown up into the air during their operation. Will you investigate whether, or how, their use might be restricted in and around schools, care homes or health clinics to protect those most affected by the problems of air pollution?  The Mayor  Unfortunately leaf blowers are not regulated in terms of their emissions or their impact on air quality. Therefore, this would be a matter for the relevant local authority tackling specific cases as noise nuisance.  As you know, I have addressed Non Road Mobile Machinery emissions at construction sites by imposing emission standards via planning conditions required in supplementary guidance to the London Plan. However, outside of construction sites (i.e. where planning permission is not needed) I have limited power.  My officials have flagged this to Defra as a gap in the legislation and have suggested that boroughs be given a 'general competence' to tackle air pollution as part of the revision process to the Clean Air Act. Were such a general competence given boroughs could more proactively tackle issues like this. |
| **London 2036 and the Jobs and Growth Plan**  **Question No: 2015/0549**  Stephen Knight  My question 2015/0103 asked about the relationship between 'London 2036: An Agenda for Jobs and Growth' and the 'Jobs and Growth Plan for London'. Your response did not answer my question. Does 'London 2036' replace the 'Jobs and Growth Plan', for example?  The Mayor  Not at this stage. Further consideration will be given to this matter as part of the implementation phase for 'London 2036'. |
| **London Living Wage Numbers**  **Question No: 2015/0550**  Stephen Knight  Should not the focus, and measure of success, of your contribution to the London Living Wage campaign be the number of employees earning the London Living Wage as a result of employer accreditation, as opposed to the number of accredited employers?  The Mayor  Unfortunately there is no consistent time series on the number of employees benefitting from the London Living Wage as a result of employer accreditation. The Living Wage Foundation, however, recently estimated that, as of November 2014, Living Wage accredited employers have now provided over 20,000 workers in London with the benefits of the living wage since 2011. Going forward, the Living Wage Foundation has put in place measures to monitor these numbers based on survey data, which will hopefully contribute to understanding the London picture. Nevertheless, in line with my manifesto commitment to increase the number of accredited employers in London, I will continue to measure the success of the campaign against this measure, which is not subject to the same constraints or issues as survey data on numbers of employees impacted. |
| **London Living Wage Resources**  **Question No: 2015/0551**  Stephen Knight  My question 2015/0105 asked whether or not you feel you should allocate further resources to your London Living Wage campaign. Can you now answer the question?  The Mayor  I am confident that through agreed resourcing arrangements with the Living Wage Foundation, my manifesto commitment to increase the numbers of Living Wage accredited employers in London can be met. |
| **CITB Launch**  **Question No: 2015/0552**  Stephen Knight  When will you be launching your joint investment with the Construction Industry Training Board?  The Mayor  The Joint Initiative between the LEP and CITB had its official launch at City Hall on 9 February 2015. |
| **London Careers Offer**  **Question No: 2015/0553**  Stephen Knight  What is the timetable for the LEP's development of a new London careers offer?  The Mayor  The LEP's Skills and Employment Working Group (SEWG) held a Career Offer workshop with stakeholders in the autumn.  Following the workshop, the SEWG co-commissioned with London Councils Dr Deirdre Hughes to undertake stakeholder consultation on what an offer for London might include, and a final report on these proposals is due at the end of March 2015. |
| **Digital Growth in London**  **Question No: 2015/0554**  Stephen Knight  While London currently dominates the UK's digital economy, according to Tech Nation growth rates are much higher elsewhere in the country. Against the backdrop of a capital city which is increasingly expensive to live and work in, with various broadband blackspots, and an undersubscribed SME broadband voucher scheme, when will you take firm leadership to secure London's digital connectivity for the long-term?  The Mayor  While 89% of the capital currently has access to superfast broadband, I agree that London's businesses should have access to universal affordable high speed connectivity from a range of providers. Access to superfast connectivity could boost London's economy by around £4bn by 2024.  This is why I've made connectivity a priority in my London Infrastructure Plan 2050. I've also established the Connectivity Advisory Group, which is advising on a comprehensive work plan.  Later this year I will be launching the Connectivity Rating Scheme. This will rate and promote buildings' connectivity levels. I have also identified locations on GLA group property that could be suitable for wireless infrastructure. I will also be shortly publishing a connectivity toolkit for London boroughs. This will include a publically available map that will show levels of connectivity across the capital using Ofcom postcode data, and best practice guide for boroughs and providers. In addition to this, I have a number of projects that will help to stimulate demand in the long term by encouraging take up of superfast services.  To address concerns around workspace I commissioned a study of Incubators, Accelerators and co-working spaces. I used this research to develop an interactive map of over 130 start-up friendly workspaces and 200 artist studios publically available across London. <https://www.london.gov.uk/priorities/business-economy/for-business/business-support/london-workspaces>  In addition, there have been 3,866 Connectivity vouchers issued to SMEs in London to date. |
| **Internships Research**  **Question No: 2015/0555**  Stephen Knight  As per your response to the Economy Committee's work on internships, when will you commission research on internships in London?  The Mayor  A timeline for procuring research is yet to be confirmed and will be considered in the year 2015/16. |
| **Deloitte Report on London & Partners (1)**  **Question No: 2015/0556**  Stephen Knight  Which of the recommendations from Deloitte's 'Benchmarking the effectiveness of London's promotional system' report will you be taking forward?  The Mayor  Deloitte's study showed the breadth of L&Ps remit across all aspects of London's promotion is unique across the cities studied. L&P have a successful track record of attracting investment and visitor spend that creates jobs and growth. L&P receives a substantial GLA grant to enable this work.  The report highlighted the need for L&P to effectively raise more private sector finance and support for its marketing efforts. The GLA will support this and L&Ps aspiration to achieve parity with its GLA grant by 2017. |
| **Deloitte Report on London & Partners (2)**  **Question No: 2015/0557**  Stephen Knight  Will you ensure any changes to London & Partners will go hand in hand with greater transparency?  The Mayor  I will incorporate greater transparency requirements into London & Partners' funding agreement. The London & Partners Board has already agreed to a number of measures including publishing the 2015/16 business plan, publishing key policies and sharing quarterly updates with the Assembly. |
| **Newspapers on TfL network - 1**  **Question No: 2015/0558**  Jennette Arnold  Can you please give me more details about the contract that TfL has with The Metro newspaper, when this contract runs out, and what steps will be taken to ensure that, unlike last time, more than one paper applies during the tendering process, and as wide and diverse a selection of applications are received as possible?  The Mayor  This contract allows The Metro newspaper to distribute its publication across the TfL network, and expires in 2020.  Prior to the contract expiring, TfL will undergo a full procurement process to encourage bids from a range of publications. |
| **Newspapers on TfL network - 2**  **Question No: 2015/0559**  Jennette Arnold  Given that the Evening Standard does not always cover issues that relate to some of the community groups across London, what work does TfL undertake to try to diversify the types of newspapers that are available across the TfL network in the evenings? If it has not already happened, I would urge TfL to reach out to, for instance, media that cater for Black, Asian and Minority Ethnic (BAME) communities. Will you look into what can be done to provide a more diverse selection of newspapers in the evenings across the TfL network?  The Mayor  *Officers are drafting a response which will be sent shortly.*  **Written response from the Mayor received 13 March 2015**  TfL recognises the important service that the media catering for BAME communities provides, and a number of these publications are already distributed nearby to TfL locations throughout the day. If you have further particular suggestions then please contact TfL. |
| **Broadband Speed**  **Question No: 2015/0560**  Jennette Arnold  A survey of broadband speeds released shortly before Christmas ranked London 26 out of 33 other European cities with Bucharest, Paris and Vilnius all beating London. Is this not a shocking indictment of your Mayoralty's failure to deliver a more connected London?  The Mayor  The issue of connectivity is not just about average speeds. 89% of the capital currently has access to superfast broadband, but Londoners and London's businesses should have access to universal affordable high speed connectivity from a range of providers. Access to superfast connectivity could boost London's economy by around £4bn by 2024.  This is why I've made connectivity a priority in my London Infrastructure Plan 2050. I've also established the Connectivity Advisory Group, which is advising on a comprehensive work plan.  Later this year I will be launching the Connectivity Rating Scheme. This will rate and promote buildings' connectivity levels. I have also identified locations on GLA group property that could be suitable for wireless infrastructure. I will also be shortly publishing a connectivity toolkit for London boroughs. This will include a publicly available map that will show levels of connectivity across the capital using Ofcom postcode data, and best practice guide for boroughs and providers. In addition to this, I have a number of projects that will help to stimulate demand in the long term by encouraging take up of superfast services. |
| **Night Tube Noise Pollution**  **Question No: 2015/0561**  Jennette Arnold  In answer to Question No 2014/0133, you state that prior to the introduction of Night Tube, London Underground (LU) will be carrying out a thorough assessment of noise issues and will undertake works to improve the condition of the track. How is this assessment coming along and are there any places where noise has been deemed too high?  The Mayor  Work is progressing to identify potential noise issues across the Night Tube network. Information is being mapped onto a Geographical Information System (GIS) and this will be used to plan and implement works to mitigate any issues should they arise.  There are some sections of track on the Night Tube lines which will benefit from maintenance work to improve the condition of the rails. London Underground (LU) is actively addressing residents' concerns where noise levels are considered unsatisfactory. In these cases LU will reduce noise levels through the current rail grinding and track renewal programmes.  LU has significantly increased investment in effective mitigation measures such as rail grinding and is deploying new and more effective track fixings to target known and potential noise issues. |
| **Bus Stop Accessibility - Hackney**  **Question No: 2015/0562**  Jennette Arnold  What percentage of bus stops in Hackney are accessible? If this figure is below your target of 95 per cent accessibility by 2016-17, what steps do you plan to take to reach your goal?  The Mayor  I am very pleased to be able to report that 95 per cent of bus stops in Hackney are now accessible. This demonstrates my and the borough's commitment to achieving the target I set within the publication 'Your Accessible Transport Network' (Dec 2012).  This really positive achievement not only ensures disabled people have easy access to London's transport system, but helps others with mobility issues such as parents with buggies, while also helping to reduce boarding and alighting times for passengers. |
| **Bus Stop Accessibility - Islington**  **Question No: 2015/0563**  Jennette Arnold  What percentage of bus stops in Islington are accessible? If this figure is below your target of 95 per cent accessibility by 2016-17, what steps do you plan to take to reach your goal?  The Mayor  I am very pleased to report that 97 per cent of bus stops in Islington are now accessible, demonstrating my and the Borough's commitment to not only achieve this target ahead of schedule, but to exceed it whenever possible. This really positive achievement not only ensures disabled people have easy access to London's transport system, but helps others with mobility issues such as parents with buggies, whilst also helping to reduce boarding and alighting times for passengers. |
| **Bus Stop Accessibility - Waltham Forest**  **Question No: 2015/0564**  Jennette Arnold  What percentage of bus stops in Waltham Forest are accessible? If this figure is below your target of 95 per cent accessibility by 2016-17, what steps do you plan to take to reach your goal?  The Mayor  At present 78 per cent of bus stops within LB Waltham Forest are accessible. TfL has identified all those bus stops which are not accessible and LB Waltham Forest is developing improvements such as raising kerb heights and ensuring access is free of impediments. The borough is progressing these enhancements both as independent projects and combined with other schemes, and to meet this 95 per cent accessible target by 2016-2017. |
| **Better Junctions and Bus Terminals**  **Question No: 2015/0565**  Jennette Arnold  During your Better Junctions programme, how will new bus terminal points be agreed where the current bus terminal sits on or near a current gyratory? How much will it cost? And who will pay - TfL, Boroughs, or the bus operating company? And, can you reassure me that TfL will negotiate sensibly with Boroughs and consult with residents where land that is owned by Boroughs needs to be given over to TfL to accommodate any new bus terminals?  The Mayor  Each Better Junction location has unique challenges and requirements including those that relate to costs, which need to be considered, carefully when designing changes to the road layout.  I can assure you that comprehensive stakeholder engagement is carried out for every scheme, including close working with the London Boroughs and London Buses where any proposals affect bus provision. Any proposals are then consulted more widely with local residents and the public.  Although some changes to bus standing arrangements are proposed on several of the recently publicised gyratory removal schemes, including at Archway Gyratory, TfL has ensured that there is adequate provision for all bus routes to stand in the vicinity so that bus passenger journeys are not unduly disrupted. Should TfL proceed with any such proposals they will continue working closely with bus operating companies to ensure a smooth transition to the new arrangements. |
| **Broadband Voucher Scheme**  **Question No: 2015/0566**  Jennette Arnold  Why have you been so slow to spend money allocated to you as part of the Urban Broadband Fund? What have been the main impediments?  The Mayor  When launched early last year, the connection voucher scheme was a brand product and in the early phase of delivery, a combination of scheme design and low levels of supplier engagement meant that uptake was slow. Our data shows that over 40% of voucher recipients are alerted to the scheme by their supplier, evidencing the importance of effective promotion by suppliers.  Changes to the scheme design in mid-2014 made the application process simpler for both businesses and suppliers and since that point, the performance trajectory has been vastly improved. We have now issued 3,866 vouchers to SMEs in London.  In addition to the voucher scheme, £1.75m has been granted to public libraries and museums to install or upgrade free public WiFi provision. This funding will see 81 London institutions go live by end March 2015.  We do project that a significant proportion of the £25m grant will remain unspent by end March 2015. However the Chancellor has confirmed the extension of the voucher scheme to end March 2016. £40million will be made available nationally. Should approval be granted for the GLA's continued delivery, London will be well positioned to lay claim to a proportion of the £40million in 2015/16. |
| **Allotments at Pudding Mill Lane**  **Question No: 2015/0567**  John Biggs  The Manor Gardening Society was displaced by the Olympic Games developments, as you know. The replacement site at Eton Manor has been substituted for by making the Marsh Lane temporary relocation site permanent. This partially satisfies the replacement required under the Olympic Planning approvals. The second site, however, at Pudding Mill Lane still needs to be handed over. According to the Planning Permission this was to have happened by December 2014. The two sites are in addition to be 'greater in quality and quantity' than those lost from the old site. I understand that the partially completed site has been taken into use as a construction site for the double-tracking of the DLR. The failure to provide this second site in the next few weeks will essentially mean that a growing season will be lost to the gardeners. Can you advise on progress and a date by which delivery will be guaranteed, and on any compensation or other proposals that will be made to the gardeners?  The Mayor  The DLR twin tracking work being undertaken at the Pudding Mill Lane site is significant, but the Legacy Corporation and DLR are working together to complete this as quickly as possible. It is expected that these works will be completed by November this year.  I appreciate the delay in the completion of the works is frustrating, but the fact that these were brought forward minimises the overall disruption, as it avoids uprooting relocated allotment holders once settled.  The London Legacy Development Corporation has offered to meet the annual fee of allotment holders, who will not be able to move to the site for this growing season. |
| **Closure of Right Hand Turn from A13 into Renwick Road**  **Question No: 2015/0568**  John Biggs  This signalised turn is about to be lost, as required under the Barking Riverside Planning permission. Can you advise on the timescale for remodelling the Movers Lane/Renwick Road junctions on this road?  The Mayor  Improving safety, reducing congestion and securing better access to the A13 and local connections through Barking Riverside are key priorities for Transport for London (TfL) and the Borough.  The first phase of the Renwick Rd / A13 junction works involves permanent closure of the dedicated right turn into Renwick Road from the A13 eastbound carriageway. This was implemented on Friday 13 February 2015. This work is necessary to improve safety and forms part of the Barking Riverside Development Planning agreement.  Phase 2 follows in spring this year, when TfL will be widening Renwick Road from one to two lanes at its exit onto the A13 with an improved left turn to help reduce queuing.  TfL is also working with LB Barking and Dagenham to identify more comprehensive, longer term options to ease congestion on the A13 and improve access on and off it, as well as reducing impact on the urban area. As part of this work, I recently announced that the A13 Barking Riverside has been identified as a potential location for a fly-under. TfL are currently conducting feasibility work on the site and will complete analysis in May. |
| **Cambridge Heath and Bethnal Green Overground Stations**  **Question No: 2015/0569**  John Biggs  Can you describe the improvement works to these stations and the timescales for them?  The Mayor  *Officers are drafting a response which will be sent shortly.*  **Written response from the Mayor received 13 March 2015**  When TfL takes over West Anglia inner suburban services on 31 May this year it will implement a two year programme of substantial improvements at 24 stations that will come under its control, including Cambridge Heath and Bethnal Green.  Improvements at Cambridge Heath and Bethnal Green will include the following:  - From the date of transfer in May 2015, both stations will be staffed during operating hours and staff accommodation will be provided. We believe these stations have not been staffed for 30 years  - By September 2015, the stations will be deep cleaned and fully branded as London Overground, TfL standard signage will be applied (including line diagrams and the TfL Tube and Rail map) and DDA yellow lines on platforms will be repainted.  - By May 2016, all DDA compliance works will be completed and new ticket vending machines and three Help Points installed at both stations. Customer information systems will also be upgraded and benches replaced with new Woodrow seating.  - By May 2017, Bethnal Green will be gated, the shelter refurbished and the subway repaired, while two shelters at Cambridge Heath will be replaced. A CCTV upgrade will also be completed and retail information systems installed in line with standards on the rest of London Overground. All general repair and improvement works will also be completed by this date.  In additional to these improvements, TfL is also purchasing new trains which will be introduced onto the network from 2018. |
| **Barking Power Station**  **Question No: 2015/0570**  John Biggs  Now that this has closed, what, if any, plans are there for the use or ownership, of the site? Does it make sense for the GLA to consider ownership because of the possibility through this of consolidating ownership in the area to facilitate development of other uses?  The Mayor  The Barking Power Station is in the process of being decommissioned, with the site expected to be cleared within the next two years.  The operating company have appointed property agents to facilitate the disposal of the site.  Given its location, the site could prove attractive to the energy and industrial and logistics sectors.  GLA officers have recently met with the operators of the facility to discuss the future of the site.  The GLA has offered to work with the operator to assist in shaping the future disposal of the site and a meeting with the operator's property agents and the local authority is being arranged to discuss redevelopment options. |
| **Fords Stamping Plant**  **Question No: 2015/0571**  John Biggs  Now this Plant has closed, what if any plans are there for the use or ownership, of the site? Does it make sense for the GLA to consider ownership because of the possibility through this of consolidating ownership in the area to facilitate development of other uses?  The Mayor  The plant is being marketed for sale by Ford.  The site is currently designated for local industrial use; however, the new draft London Riverside Opportunity Planning Framework proposes residential uses to support development at other GLA holdings in the area, including Polar Ford and Beam Park. This is supported by the boroughs.  The Deputy Mayor for Housing, Land and Property is in ongoing discussions with Ford to ensure the Plant's redevelopment provides housing and employment in south Dagenham. Work is underway to investigate if acquiring part of the site which is adjacent to Beam Park is feasible. |
| **Barking-Stratford Service**  **Question No: 2015/0572**  John Biggs  You will be aware that there is a demand for direct rail services between these stations. These do operate in the evenings, and occasionally for trains on diversion. What further thoughts do TfL or City Hall have for facilitating the provision of daytime services?  The Mayor  *Officers are drafting a response which will be sent shortly.*  **Written response from the Mayor received 13 March 2015**  At present this route is already heavily used throughout the day by a combination of London Overground, freight and the Abellio Greater Anglia services that run between Liverpool Street and Shenfield. For this reason TfL is currently not considering the provision of additional direct services between Barking and Stratford during the day. The key issue is that the operation of additional services on the route is likely to have an adverse impact on the reliability of the existing services.  Any future services also need to be considered in the light of Crossrail. Part of this route will be used by Crossrail services, providing direct journeys to central London. It is particularly important that the reliability of Crossrail services on this section of the route is maintained so as not to impact on the service further down the line and guarantee the reliability of the wider Crossrail network.  I understand that TfL is meeting with the London Borough of Barking and Dagenham on 13 March to further discuss the potential for improved rail links between Barking and Stratford in the future. Currently customers can still readily and quickly travel between Barking and Stratford with one interchange at West Ham. |
| **Burdett Road TLRN**  **Question No: 2015/0573**  John Biggs  Has there been further thinking as to why Burdett Road remains a part of the TLRN rather than a local road?  The Mayor  There are no plans to change Burdett Road's status.  The A1205 Burdett Road was designated as TLRN by the GLA Act in 1999. It remains a key public transport corridor and a strategic route in east London, connecting the A11 with the A13. |
| **Outstanding Written Answer - River Crossings**  **Question No: 2015/0574**  John Biggs  Can you give me an explanation as to why you have failed to answer my written question 2014/3219, submitted last September, on the subject of River Crossings?  This is an important issue for my constituents and many other Londoners, when will you provide me with a response?  The Mayor  *Officers are drafting a response which will be sent shortly.*  **Written response from the Mayor received 13 March 2015**  Please see my answer to MQ 2014/3219. This includes a link to TfL's full consultation report on the crossings east of Silvertown, which required analysis of a large number of consultation responses. |
| **Shared ownership schemes (1)**  **Question No: 2015/0575**  Tom Copley  What is the median value of the shared ownership homes that have been funded through the 2011/15 affordable housing programmes? Please break down this data by borough, bedroom size and year.  The Mayor  Please see attached table in Appendix 1 for details regarding expected market values of shared ownership homes completed between 2011-2015.  This information will be added to the annual publication of scheme and unit level data that the GLA publishes on an annual basis, with the next release expected in August 2015. |
| **Shared ownership schemes (2)**  **Question No: 2015/0576**  Tom Copley  What is the median income of households accessing shared ownership housing funded through the 2011/15 affordable housing programmes controlled by the Mayor? Please break down this data by borough, bedroom size and year.  The Mayor  Data on household income of purchasers is available by banded income from the Government's CORE database.  Published key information in relation to First Steps, including median household incomes by Borough, is available on London.gov.uk |
| **Housing Benefit**  **Question No: 2015/0577**  Tom Copley  Can you tell me, based on the level set by Government, what the current average housing benefit payment for claimants in (a) social, (b) affordable rent, and (c) private rented properties in London are?  The Mayor  This data is available on the DWP website. |
| **Stamp Duty**  **Question No: 2015/0578**  Tom Copley  The London Finance Commission, which the Mayor and Assembly supports, called for the devolution to City Hall of the Stamp Duty receipts generated in London. What will be the impact of the Chancellor's recent changes to Stamp Duty on the amount of money raised by Stamp Duty in London?  The Mayor  *Officers are drafting a response which will be sent shortly.*  **Written response from the Mayor received 09 March 2015**  Stamp Duty receipts are collected and analysed by HMT and they should be approached for further information. However, as this reform was only introduced recently it too soon to measure its impact. |
| **Deposit loans**  **Question No: 2015/0579**  Tom Copley  The Mayor's 29th report to the Assembly notes that: "A scheme in London offering workers an interest free loan to pay for their deposit on a rented home is being rolled out across the country. The scheme was pioneered by housing and homelessness charity Shelter and the GLA last year." How many London employers are currently signed up to this scheme?  The Mayor  So far the GLA, Shelter, London First, the CBI, The Cooperative Group and all central government departments are signed up to the scheme. |
| **Land values (1)**  **Question No: 2015/0580**  Tom Copley  Has the GLA undertaken, or are officers aware of, any analysis of average land values across London?  The Mayor  There are no official statistics on current land values in London. Some estimates are made by private sector firms, such as Knight Frank's index of residential development land values in Prime Central London and the country as a whole. |
| **Land values (2)**  **Question No: 2015/0581**  Tom Copley  What proportion of GLA land has sold, or is expected to sell, for more than £600 per square foot?  The Mayor  The GLA's land sales transactions are not expressed in that way. |
| **Decent Homes funding (1)**  **Question No: 2015/0582**  Tom Copley  When was the £145 million of Decent Homes funding, announced in January 2015 but first noted in the November 2013 Draft Housing Strategy, agreed with Government?  The Mayor  An indicative settlement of the national fund was published in the housing strategy but the full and final agreement was not made until 8th August 2014 prior to the publication of the bidding guidance.  The announcement in January confirmed, for the first time, the Boroughs which have been allocated the funding and their respective funding levels. |
| **Decent Homes funding (2)**  **Question No: 2015/0583**  Tom Copley  How many socially let homes in London currently fail to meet the Decent Homes Standard?  The Mayor  There were 79,757 as of April 2014, across both local authority and housing association landlords. |
| **Pop Up Tenancies**  **Question No: 2015/0584**  Tom Copley  Are you aware of a campaign organised by the Cockpit Theatre for "pop up tenancies" in empty commercial property (licensed squatting). Would you support such a scheme?  The Mayor  I am aware of the campaign, which also promotes "pop up tenancies" in empty homes.  Commercial premises aren't always suitable for use as housing and have their own vital role to play in London's economy. |
| **MOPAC Residential Portfolio (1)**  **Question No: 2015/0585**  Tom Copley  Please outline all the residential properties that MOPAC owned in May 2013? Can you provide a breakdown of location, who managed the properties and what kind of tenure residents had?  The Mayor  *Officers are drafting a response which will be sent shortly.*  **Written response from the Mayor received 13 March 2015**  In May 2013, MOPAC held a total of 333 residential units, both flats and houses, on free hold and leasehold bases. In addition to this MOPAC also held 2 section houses. Residential units were located in 24 of the 32 London boroughs.  Except for one house all properties occupied by MPS officers are managed in-house, and from 1 September 1992 police officers entitlement to quarters was time limited and is now a maximum of two years on an assured short-hold basis.  Officers who were in occupation prior to that date occupy on the basis of an unlimited entitlement to quarters until the end of their service.  A further 11 blocks of flats and 11 houses were leased to and managed by Crown Simmons, and the length and type of tenure residents have is a matter for them.  MOPAC will, when disposing of these properties, engage with housing providers, preferably social or appropriate local authorities in such a way to deliver best value to MOPAC whilst providing surety to the tenants.  Below is a table providing the number of properties by location.   |  |  | | --- | --- | | Borough | Number of Residential Units | | Barnet | 56 | | Brent | 2 | | Bromley | 19 | | Camden | 19 | | Croydon | 21 | | Ealing | 2 | | Elmbridge | 1 | | Enfield | 4 | | Epping | 1 | | Epsom | 2 | | Greenwich | 29 | | Haringey | 23 | | Harrow | 2 | | Havering | 5 | | Hertsmere | 4 | | Hillingdon | 4 | | Hounslow | 2 | | Islington | 28 | | Kensington & Chelsea | 3 | | Kingston | 1 | | Lambeth | 8 | | Merton | 11 | | Redbridge | 2 | | Reigate | 2 | | Richmond | 11 | | Spelthorne | 2 | | Waltham Forest | 6 | | Westminster | 62 | | Windsor & Eton | 1 | |
| **MOPAC Residential Portfolio (2)**  **Question No: 2015/0586**  Tom Copley  Please outline all the residential properties that MOPAC currently own. Can you provide a breakdown of location, who manages the properties, and what kind of tenure residents have?  The Mayor  *Officers are drafting a response which will be sent shortly.*  **Written response from the Mayor received 13 March 2015**  MOPAC currently holds a total of 242 residential units, both flats and houses, on freehold and leasehold bases. In addition to this MOPAC also have 2 section houses. Residential units are dispersed over 22 of the 32 London Boroughs.  Except for one house all properties occupied by MPS officers are managed in-house, and from 1 September 1992 police officers entitlement to quarters was time limited and is now a maximum of two years on an assured short-hold basis.  Officers who were in occupation prior to that date occupy on the basis of an unlimited entitlement to quarters until the end of their service.  A further 6 blocks and 6 houses are currently leased to and managed by Crown Simmons, and the length and type of tenure residents have is a matter for them.  MOPAC will, when disposing of these properties, engage with housing providers, preferably social or appropriate local authorities in such a way to deliver best value to MOPAC whilst providing surety to the tenants.  Below is a table providing the number of properties by location.   |  |  | | --- | --- | | Borough | Number of Residential Units | | Barnet | 46 | | Brent | 1 | | Bromley | 2 | | Camden | 19 | | Croydon | 20 | | Ealing | 1 | | Enfield | 3 | | Epping | 1 | | Epsom | 1 | | Greenwich | 15 | | Harrow | 2 | | Havering | 5 | | Hertsmere | 1 | | Hillingdon | 2 | | Hounslow | 2 | | Islington | 28 | | Kensington & Chelsea | 3 | | Kingston | 1 | | Lambeth | 8 | | Merton | 11 | | Reigate | 1 | | Richmond | 4 | | Spelthorne | 1 | | Waltham Forest | 2 | | Westminster | 62 | |
| **MOPAC Residential Portfolio (3)**  **Question No: 2015/0587**  Tom Copley  How many people have had to vacate their homes due to the reductions in the residential portfolio of the MOPAC Estates Strategy 2013-2016?  The Mayor  *Officers are drafting a response which will be sent shortly.*  **Written response from the Mayor received 13 March 2015**  MOPAC was never intended to be a landlord. It has inherited residential property which was initially held for the purposes of providing accommodation to police officers, which as per elsewhere in the public sector, has generally ceased to be considered good value for public money.  There are a few cases where inherited properties are still occupied by police officers and in other cases, they have been let to other tenants.  MOPAC's Residential Estate Strategy 2013/2016 sets out the ambition of MOPAC/MPS to focus on its core business and cease to be a residential landlord.  Wherever possible, where officers are the tenants of properties intended for disposal, they are given the opportunity to purchase the property.  The remainder of the residential estate is managed on behalf of MOPAC by a social housing provider, and the landlord tenant relationship is with that RP.  Following the decision of the Deputy Mayor in November 2014, MOPAC has a clear intention to dispose of those properties to a social landlord. |
| **MOPAC owned properties at Raynesfield and Griffiths Road**  **Question No: 2015/0588**  Tom Copley  Can you provide an update on residents who left the MOPAC owned properties at Raynesfield and Griffiths Road due to the threat of eviction. How many residents have now returned to their properties, what longer term security have they been offered and have any been offered alternative accommodation?  The Mayor  As I have explained previously, while MOPAC owns these properties, Crown Simmons is the landlord and the proper relationship is between the tenants and them. As such, any decision would be a matter for them. |
| **Sales of TfL land**  **Question No: 2015/0589**  Andrew Dismore  Sales of TfL land have just been announced: why is there secrecy about the sites?  The Mayor  There is no secrecy about these sites: Information about our Property partnerships opportunities is available online at tfl.gov.uk/property-partnerships. This webpage includes a brochure which lists five potential initial sites, as well as a map setting out indicative sites, and a description of the types of sites that are included.  I understand that TfL's Director of Commercial Development, and his senior team, are due to brief Assembly Members about its commercial activity, including the property strategy, next month. |
| **Holborn and Camden Town tube**  **Question No: 2015/0590**  Andrew Dismore  Holborn and Camden Town tube stations are massively overcrowded and not fit for purpose. Both stations are in the TfL business plan for upgrade in the years ahead (finishing in the 2020s I think) but I understand that there are funding and design problems that are unresolved. These upgrades are very important to local people and visitors - the stations are regularly closed due to overcrowding. What guarantees will you give  that the funding and design issues are resolved and can the changes be brought forward in light of the urgency?  The Mayor  *Officers are drafting a response which will be sent shortly.* |
| **Euston Road**  **Question No: 2015/0591**  Andrew Dismore  Addressing the awful transport and environmental problems on Euston Road and at Kings Cross gyratory is a priority for Camden. TfL has historically prioritised the 'inner ring road' over local people - several lanes of traffic, high profile fatalities and one of the worst air pollution records in Europe is the result. The local Knowledge Quarter institutions back Camden Council in its demands for a transformation of the area: better pedestrian crossings, less traffic dominance, safer cycling, more trees and cleaner air, improved public realm to deal with the thousands of extra pedestrians in the area as the Kings Cross  regeneration proceeds. It is welcome that a Board was established with GLA, LBC and LBI but progress has been painfully slow. As Camden has now agreed its West End Project, will you now pull your finger out and bring forward real proposals for change on this key road?  The Mayor  *Officers are drafting a response which will be sent shortly.* |
| **Camden Council's West End Project**  **Question No: 2015/0592**  Andrew Dismore  Will you give full support to  Camden Council's West End Project: <http://www.bbc.co.uk/news/uk-england-london-30947651>.  The Mayor  I am supportive of Camden's plans to transform and regenerate Tottenham Court Road and Gower Street.  Transport for London (TfL) supports the scheme and so far has awarded £1.1m LIP funding towards its development. A further contribution towards the implementation costs is planned, subject to a satisfactory business case and other relevant approvals being granted. The remainder of the funding is being raised by Camden Council and the private sector. |
| **Russell Square station**  **Question No: 2015/0593**  Andrew Dismore  Russell Square station is crazily busy much of the time, especially in the summer especially due to tourists and other visitors who need a proper, legible system for them to engage with i.e. ticket booths and a clear place to queue.  Will you review the planned ticket office in light of this demand ?  The Mayor  The plans to modernise the Tube meet the needs of both Londoners and visitors to London. Sales at ticket office windows have fallen by 28% between 2010 and 2013, a drop of 13M across the network. Ticket machine sales have risen by a fifth over the same period. Staff will be more visible and available in ticket halls to help customers.  At Russell Square we have already upgraded the ticket machines to provide more functionality in 17 languages, including English, for regularly used tourist transactions such as Oyster refunds. Later in the year we will be providing two additional ticket machines and will be reviewing station management arrangements as part of wider changes to the ticket hall. |
| **Aerodrome Road Colindale**  **Question No: 2015/0594**  Andrew Dismore  The promised Aerodrome Road Colindale pedestrian crossing still hasn't happened: what is the hold up?  The Mayor  *Officers are drafting a response which will be sent shortly.* |
| **Colindeep Lane pedestrian crossing**  **Question No: 2015/0595**  Andrew Dismore  Colindeep Lane pedestrian crossing is still not operational: why?  The Mayor  The pedestrian crossing on Colindeep Lane was made operational on 13 February 2015. |
| **Kingsbury Road A5 junction**  **Question No: 2015/0596**  Andrew Dismore  Red light timing is too short for pedestrians to use the crossing at Kingsbury Road A5 junction: will you look into this?  The Mayor  *Officers are drafting a response which will be sent shortly.* |
| **263 service**  **Question No: 2015/0597**  Andrew Dismore  Several residents have raised the inadequate frequency of 263 service and the lack of night bus along East Finchley High Road. Will you improve the service accordingly?  The Mayor  East Finchley is served at night by route N20 providing direct links to Camden and Central London and 24-hour route 102 providing links to Edmonton Green and Golders Green.  Route N13 and 24-hour route 134 also serve North Finchley.  These are the areas with the highest levels of demand.  TfL have investigated providing an additional night service via route 263.  This service starts at 05:51 in the morning and finishes at 00:45.  Unfortunately the cost of additional buses overnight could not be justified by the likely levels of demand.  TfL will continue to monitor the position following the implementation of Night Tube later this year. |
| **Stamford Hill to Golders Green bus**  **Question No: 2015/0598**  Andrew Dismore  Your promised Stamford Hill to Golders Green bus- what, if anything, is happening about it?  The Mayor  *Officers are drafting a response which will be sent shortly.*  **Written response from the Mayor received 13 March 2015**  Please see my response to MQ 0157/ 2015. |
| **Stirling Corner traffic lights**  **Question No: 2015/0599**  Andrew Dismore  Will the 24/7 Stirling Corner traffic  lights now be made permanent; and what is happening re the pedestrian and cycling improvements?  The Mayor  Following the trial period a decision has now been taken to operate the existing signals at Stirling Corner on a full time basis.  TfL has also been assessing the scope for pedestrian and cycling facilities serving the arms of the junction where a significant demand exists. TfL officers have offered to meet you to discuss this work and this offer remains open.  Junction of A41  Hendon Way and  the Burroughs |
| **Junction of A41 Hendon Way and the Burroughs**  **Question No: 2015/0600**  Andrew Dismore  The traffic lights at the junction of A41 Hendon Way and the Burroughs timing has been altered.   What changes were made to the lights, and why?  The Mayor  I can confirm that no changes have been made to the signal timings at the A41 Hendon Way / The Burroughs junction since summer 2013.  There are currently no outstanding or known signal equipment faults that could be causing delays. The junction is operating under "SCOOT" control which enables TfL to maintain optimum traffic flow through the junction. |
| **A41/Broadfields Avenue junction**  **Question No: 2015/0601**  Andrew Dismore  New traffic lights have been installed on the A41/Broadfields Avenue junction.  After you replaced the traffic lights, crossing the A41 from Broadfields Avenue, Edgware, there are no facing traffic lights on the other side of the road.  Therefore, when travelling from Broadfields Avenue, when turning, once the traffic lights are passed   it is not apparent that the traffic lights have changed from green to red.  Why was this done, and will you put this right?  The Mayor  The signals at the A41/Broadfields Avenue junction have recently been modified. To conform with current legislation a minimum of two signals are required for each vehicular approach, one of which must be a 'primary' signal. For traffic approaching from Broadfields Avenue the second signal on the far side, past the stop line, has been replaced with a signal just beyond the stop line. This has been so that drivers, once in the junction, look at traffic rather than signals, before making a turning manoeuvre. This is considered a much safer approach.  Etz Chaim primary  school |
| **Etz Chaim primary school**  **Question No: 2015/0602**  Andrew Dismore  Etz Chaim primary  school in Dawes Lane Mill Hill needs a pedestrian crossing across the road: will you provide this?  The Mayor  The London Borough of Barnet is the Highway and Traffic Authority for Daws Lane. Therefore any change here would need to be undertaken by LB Barnet. |
| **Shakespeare Road stop for the 240 bus**  **Question No: 2015/0603**  Andrew Dismore  On Hammers Lane in Mill Hill, the Shakespeare Road stop for the 240 bus towards Edgware is currently suspended, but there is no temporary bus stop nearby. This means that bus users must either walk about 400 yards down Hammers Lane and into Dawes Lane for the next stop (Wise Lane) or back up a steep hill to the previous stop (The Three Hammers), which is a similar distance.  The lack of a temporary bus stop is particularly important because the normal bus stop is right outside the Marshall Estate, where many retired people live in sheltered accommodation provided by the Retail Trust charity. Will you provide a  temporary bus stop urgently?  The Mayor  TfL has reviewed the temporary bus stop provisions for route 240 during these roadworks (which are due to complete on 20 February). A temporary stop was installed at the location you suggested on 13 February.  Primrose  Hill |
| **Primrose Hill**  **Question No: 2015/0604**  Andrew Dismore  As a result of the restrictions placed by you on crowds for  the New Year's  fireworks there was considerable displacement  of crowds to  Primrose  Hill with consequent large amounts of refuse being dumped. Will you compensate the council for the clean up from your proceeds from ticket sales?  The Mayor  I reject the assertion that there was considerable displacement of crowds at Primrose Hill.  Post event the Royal Parks reported that the size of the crowds, approximately 7,000, were as expected and not anywhere near those reported through the media.  Extra bins were placed around the park and people were requested via posters, social media and websites, to be considerate with their litter.  During the planning of the New Year's Eve fireworks, which fully involves the Royal Parks, my team specifically discussed Primrose Hill. The Royal Parks confirmed that they expected, as in previous years, that Primrose Hill would be busy, but that they would keep the park open until 01:00 on the 1 January, which they published on their website.  To minimise attendance at Primrose Hill my Events team worked hard to prevent online and printed coverage of alternative unticketed viewing areas.  There are no proceeds from ticket sales as we are not making a profit from the ticket fee. The ticket fee just covers the associated costs of the ticketing system; the printing and distribution of tickets, ticket checks on the ground and associated support and safety. |
| **Light rail across North London**  **Question No: 2015/0605**  Andrew Dismore  Further to Question No 2015/0252  Do you acknowledge that you continually assert that you have 'considered' light-rail as a transport solution across outer north London, yet you have always been unable to document that fact, when you have been challenged to do so? How therefore have you 'considered' it?  your answer being  Officers are drafting a response which will be sent shortly.  when will I get a substantive reply?  The Mayor  Please see my response to MQ 252 / 2015. |
| **Step free access**  **Question No: 2015/0606**  Andrew Dismore  Further Question No 2015/0246  What was the cost of the installation of step free access at each tube station where this was installed in each of the last 3 years?  your answer being  Officers are drafting a response which will be sent shortly.  when will I get a substantive reply?  The Mayor  Please see my response to MQ 246 / 2015. |
| **Thameslink performance**  **Question No: 2015/0607**  Andrew Dismore  Further to Question No 2015/0161  Are you satisfied with the performance of Thameslink under the new contractor, Govia, and if not what are you doing about it?  your answer being  Officers are drafting a response which will be sent shortly.  when will I get a substantive reply?  The Mayor  Please see my response to MQ 161 / 2015. |
| **CABWISE cinema adverts**  **Question No: 2015/0608**  Andrew Dismore  Further to Question No 2015/0162  CABWISE has produced advertisements for projection in cinemas advising women against getting into unlicensed cabs.  One of the unlicensed cab drivers shown is of Asian origin and the other Afro-caribbean. I have received complaints from constituents who are offended about the commercial's apparent racial stereo-typing.  What are your comments on the issue and what are you going to do about it?  your answer being  Officers are drafting a response which will be sent shortly.  when will I get a substantive reply?  The Mayor |
| **Northern Line**  **Question No: 2015/0609**  Andrew Dismore  Further to Question No 2015/0253  My constituents have commented on the rough ride of the newly-signalled and controlled trains, compared to the previous much smoother control by drivers. Did you specify acceleration and deceleration limits in the specification of the new system, as the trains hunt around their correct speed? Can the new system be fine-tuned?  your answer being  Officers are drafting a response which will be sent shortly.  when will I get a substantive reply?  The Mayor  Please see my response to MQ 253 / 2015. |
| **Cycling Infrastructure 1**  **Question No: 2015/0610**  Andrew Dismore  Further to Question No 2015/0254  Are your planning teams now sufficiently well staffed, to be able to study the cycling infrastructure of all large London planning applications, and are you able and willing to oppose what you consider to be sub-standard schemes?  your answer being  Officers are drafting a response which will be sent shortly.  when will I get a substantive reply?  The Mayor  Please see my response to MQ 254 / 2015. |
| **Cycling Infrastructure 2**  **Question No: 2015/0611**  Andrew Dismore  Further to Question No 2015/0255  Are you willing to reassess your opinion of earlier major planning frameworks that may still stretch a decade or more into the future, but which clearly fail to uphold your current cycling infrastructure standards?  your answer being  Officers are drafting a response which will be sent shortly.  when will I get a substantive reply?  The Mayor  Please see my response to MQ 255 / 2015. |
| **daytime bus service serving Colindale**  **Question No: 2015/0612**  Andrew Dismore  Further to Question No 2014/5169  With the ever-growing increase in the local population in Colindale adding a huge burden to the only direct transport link to central London, namely the tube and as there is  no foreseeable prospect of the tube station capacity being increased,  will  TFL introduce a daytime bus service serving Colindale that links directly to central London?  your response being  TfL is in regular contact with Barnet Council about developments in the area, including the major regeneration of Grahame Park.  There are plans to support this in a range of ways, including increasing bus capacity and connectivity.  A review of potential requirements is taking place and will be discussed with the council in early 2015.  Has the discussion with the council taken place yet; if not for when is it scheduled; and when will the review be completed?  The Mayor  TfL is due to meet with council officers in March to discuss requirements for the area. Officers will then compile a report setting out ways the network might develop to address these requirements which should be completed by mid-2015.  The report will then be used to support further discussion with stakeholders. |
| **Bridge over the A1**  **Question No: 2015/0613**  Andrew Dismore  Further to Question No 2015/0152  Further to Question No 2014/5178  Further to question 2014/4444  Further to question 2014/3236  The roads and land around and over the bridge over the A1 which brings the Southbound A1 traffic in and out of Borehamwood, the first junction north of Stirling Corner belong to a combination of 4 authorities including TfL and as a result no-one is taking any responsibility  for the maintenance and repair of the bridge. The footpath has almost disappeared and pedestrians are forced to walk in the road and is being increasingly used by children and adults to access the golf range and youngsters walking to the London Maccabi training ground. The protective fence along the edge of the bridge over the road itself is in disrepair and dangerous. Will you take action to ensure the bridge and path are urgently and properly maintained? your response  being:  As you correctly advise, the maintenance arrangements at this particular location are complex with the Highways Agency, Hertsmere Borough Council, London Borough of Barnet and TfL all having elements of responsibility.  The bridge and bridge parapets are TfL's responsibility and have been inspected following your question and TfL confirm that these are safe and in good condition.  The footpath leading from the residential area east of the A1 (off Paddock lane) to the footbridge is solely the responsibility of Hertsmere Borough Council. There is no designated footpath from the footbridge to the golf centre, and this is not a pedestrian movement I would encourage as this is a slip road for a motorway junction. TfL will arrange a meeting with the adjoining highway authorities to confirm maintenance responsibilities in the area and identify how pedestrian provision can be improved.  Further to your response to Q2014-2967 above, could you provide an update on this matter?  your response being  TfL confirms adequate maintenance regimes are in place for the sections which fall under its responsibility. Access changes to the golf club are the responsibility of Hertsmere Borough Council.  I am aware that a meeting was arranged for 16 October between the Highways Agency, Hertsmere Borough Council, the London Borough of Barnet and TfL to identify how pedestrian provisions may be improved in the area. I have asked TfL to provide you with an update on this meeting.  As I have not received the report from TfL you promised will you now provide an update on the meeting on 16th October?  your written response being  Officers are drafting a response which will be sent shortly.  when will I get a substantive reply?  your answer being  Officers are drafting a response which will be sent shortly.  when will I receive a substantive reply ?  your answer being  Officers are drafting a response which will be sent shortly.  when will I get a substantive reply?  The Mayor  Please see my response to MQ 4444 / 2014. |
| **Stirling Corner - Cycling Round the Junction**  **Question No: 2015/0614**  Andrew Dismore  Further to Question No 2015/0153  Further to Question No 2014/5265, further to question 2014-4346, Further to question 2014-3747 Further to question 2014-3331: "Further to question 2014-1999:"Further to Question 2014-1459:"Further to your answer to Question 2014-1015, further to your answer to Question 2014-0258 and further to your answer to Question 4161-2012: "I cycle the whole of London. When I next do Stirling Corner I will give you a report"; And your answers to questions 261-2013, 522-2013, 1041-2013, 1464-2013 and Question 2039-2013 and Question 2497 - 2013  referring back to your non-answers to my invitation to you to attempt to go round Stirling Corner on your bike, and your repeated answer "I have nothing to add to MQ 4161-2012", and your answer to Question 3083-2013, "I cycle the whole of London and when I next pass through Stirling Corner I will be sure to give you a report"; and your answer to Question 2013-3698: "Since my last response to you on this matter "I cycle the whole of London and when I next pass through Stirling Corner I will be sure to give you a report", I have not cycled through Stirling Corner. However, when I next pass through Stirling Corner, I will be sure to give you a report." And further to Question 2013-5236: "Have you ever cycled round Stirling Corner? Have you cycled round Stirling Corner since you promised to do so; if not why not; and if not when do you expect to cycle round Stirling Corner? Or is it that you have no intention of doing so in the foreseeable future and just want to pretend you are a keen cyclist with cyclists' concerns at heart and have no intention of honouring your commitment to do so, so that your original answer can be seen as nothing more than a fobbing off exercise? Or are you frightened of doing so, as it is too dangerous? Why do you have nothing to add? Aren't you embarrassed by your non responses when reminded of your promise? And to Question 2013-4184 "I have nothing further to add to my previous answers to this question. It costs around £70 to respond to each Mayor's Question and this question has now been asked 10 times." "Why have you nothing to add? Are you not ashamed of your continual failure to honour this commitment? Why are you trying to avoid legitimate scrutiny of your work by suggesting that questions such as this that you find difficult and embarrassing should not be repeatedly asked until you provide a proper reply?" Your answer being: "This is the 11th time you have asked this question. I have not cycled through Stirling Corner. However, when I next cycle through Stirling Corner, I will be sure to give you a report." Did you pass by Sterling Corner on your recent visit to Hendon?  Have you cycled round the roundabout yet? If not, why not?" Your written response being: "This is the 12th time you have asked this question. Please see my response to MQ5236-2013". "Isn't it about time you honoured your commitment to ride round the junction on your bike, assuming you have yet to do so, so you don't have to keep answering this question which reveals your failure to honour your pledge? Your answer being: Your question could have simply read "Have you cycled around Stirling Corner?" and my response to that question is "Please see my response to MQ 4161-2012". Have you ridden round String corner yet on your bike; if not why not; and is your answer above an indication of the embarrassment you feel about being reminded about yet another broken pledge?" Your response being: "Officers are drafting a response which will be sent shortly. "Have you still not cycled round Stirling Corner, and if not, why not? your  response being: My response to MQ 2014-1459 was "I have not broken any pledge on this issue."  bearing in mind that this junction serves Hertsmere as well as Barnet, will we see you honouring your pledge now, to cycle round the junction; and as we have just seen the welcome announcement of a 50 mph limit, can we expect shortly also to see the permanent 24-7 traffic lights local people want, and swift action on the need for pedestrian and cyclist improvements? Your  response  being "The findings of the trial to operate traffic signals on a full time basis will be made available shortly.  At the same time, TfL will bring forward information on the potential for any further improvement works at the roundabout." Have you cycled round the junction yet? your response being: "Andrew, you are repeatedly asking the same question and I am repeatedly giving you the same answer. We also discussed this recently during the TfL Plenary on Wednesday 10 September. To reiterate the answer I gave then, "as soon as I have cycled round Stirling Corner you will be among the first to know". Boris, as you seem to be getting tetchy having repeatedly to answer this question, is not the answer for you ask yourself why I keep asking this question, which is because it is very dangerous to cycle round the junction until you get your finger out and do something to make it safer; and is the answer also for you to honour your pledge to cycle round the junction so you can see for yourself; and have you cycled round Stirling Corner yet? your response being Please see my response to MQ 2012- 4161 at: [http:--questions.london.gov.uk-QuestionSearch-searchclient-questions-question\_45351?findQuestionsByQuestionSequenceId=MQ%204161-2012](http://questions.london.gov.uk/QuestionSearch/searchclient/questions/question_45351?findQuestionsByQuestionSequenceId=MQ%204161/2012) As it is now almost 3 years since you made your promise to cycle round the junction do you ever intend to honour it?  your response being Please see my response to MQ 2012 - 4161 at:[http:--questions.london.gov.uk-QuestionSearch-searchclient-questions-question\_45351?findQuestionsByQuestionSequenceId=MQ%204161-2012](http://questions.london.gov.uk/QuestionSearch/searchclient/questions/question_45351?findQuestionsByQuestionSequenceId=MQ%204161/2012)  when will I receive a substantive reply ?  your response being  Please see my response to MQ 2012 - 4161 at: [http:--questions.london.gov.uk-QuestionSearch-searchclient-questions-question\_45351?findQuestionsByQuestionSequenceId=MQ%204161-2012](http://questions.london.gov.uk/QuestionSearch/searchclient/questions/question_45351?findQuestionsByQuestionSequenceId=MQ%204161/2012)  Will you now give a substantive reply to confirm you have honoured your promise?  The Mayor  Please see my response to MQ 2012 - 4161 at: [http:--questions.london.gov.uk-QuestionSearch-searchclieHYPERLINK "http://questions.london.gov.uk/QuestionSearch/searchclient/questions/question\_45351?findQuestionsByQuestionSequenceId=MQ%204161/2012"nt-questions-question\_45351?findQuestionsByQuestionSequenceId=MQ%204161-2012](http://questions.london.gov.uk/QuestionSearch/searchclient/questions/question_45351?findQuestionsByQuestionSequenceId=MQ%204161/2012) |
| **Tourist levy**  **Question No: 2015/0615**  Andrew Dismore  Camden council is looking at adopting the charge used in European cities including Paris, Berlin and Barcelona to raise £5m a year, which it would spend on extra street cleaning in popular tourist areas, including Camden Lock. The council has been forced to consider a tourist levy because government cuts have left its finances badly depleted. Local authorities do not currently have the power to tax hotel stays, which would require national legislation or a local voluntary agreement. Will you join Camden in lobbying for such levy raising powers for local councils?  The Mayor  I agree with the London Finance Commission which recommended London government should be able to introduce smaller taxes, as part of greater fiscal devolution to the capital. A hotel bedroom tax is one such tax and is operational in a number of other cities. I believe, however, any discussion should be, in the first instance, by agreeing a framework at the pan-London or national level. This will need to ensure the views of all stakeholders are included, fairness across London boroughs and consider the potential of hypothecating funding to cultural attractions, such as our great museums and galleries. |
| **'I'call responses in Barnet borough**  **Question No: 2015/0616**  Andrew Dismore  For each of the last 6 months, please list and give details of the 3 longest ' I ' call responses in Barnet borough ?  The Mayor  *Officers are drafting a response which will be sent shortly.* |
| **Stop and searches Barnet**  **Question No: 2015/0617**  Andrew Dismore  For each of the last  6  months , for Barnet borough , how many stop and searches resulted in an arrest for a public order offence?  The Mayor  Public order is not recorded as a specific outcome category for stop and search. |
| **Stop and searches Camden**  **Question No: 2015/0618**  Andrew Dismore  For each of the last  6  months , for Camden  borough , how many stop and searches resulted in an arrest for a public order offence?  The Mayor  Public order is not recorded as a specific outcome category for stop and search. |
| **Policing football matches**  **Question No: 2015/0619**  Andrew Dismore  How much a) has been spent so far on policing football matches this season; b) what is the total estimated cost of policing football matches for the whole season; c) how much has been recovered from football clubs so far this season; and d) what is the total estimated amount likely to be recovered from football clubs for the policing of football matches for the whole season?  The Mayor  *Officers are drafting a response which will be sent shortly.* |
| **consultation with Camden SNB over the Local Policing Model**  **Question No: 2015/0620**  Andrew Dismore  What consultation will you now hold with Camden SNB over the Local Policing Model,  bearing  in mind that MOPAC told them recently that  the MOPAC road show public meeting they held in Camden Town Hall with the Deputy Mayor at the beginning of last year was their  'consultation', which the SNB had not been told at the time, and which meeting was organised without consulting with the SNB, on  either the day before or day after their  (long standing) planned public meeting which had to be cancelled as a result?  The Mayor  The first official meeting of the Camden SNB (23 April 2014) took place after the MOPAC town hall event which was held on 6 March 2014. The preceding body, Camden CCPCG, actively publicised the town hall events on MOPAC's behalf and was well represented at the event and had the opportunity to express any views alongside other members of the public.  The Camden SNB is routinely attended by the Camden Borough Commander. The SNB has the opportunity to make any observations or reflect their views regarding the Local Policing Model or any other local policing issues directly with the Borough Commander at these meetings; and to make those views known to the Deputy Mayor and MOPAC. |
| **violent crime**  **Question No: 2015/0621**  Andrew Dismore  It's clear that violence is rising in the Met area. To what extent does this reflect the cutting back of the SNT programme which saw officers based in each neighbourhood?  The Mayor  Please see my reply to MQ 249 /2015. |
| **higher-value acquisitive crime**  **Question No: 2015/0622**  Andrew Dismore  To what extent is any claimed downward trend in crime offset by higher-value acquisitive  crime?  The Mayor  Please see my response to MQ 250/2015. |
| **Former police station in Stockwell**  **Question No: 2015/0623**  Andrew Dismore  Are you aware that a recent death at an illegal all-night rave took place within a former police station in Stockwell? Are you concerned that leaving former police premises empty opens the way to squatters (as in Hampstead) and illegal all-nighters?  The Mayor  Please see my response to MQ 251/2015. |
| **designing out crime and anti-social behaviour**  **Question No: 2015/0624**  Andrew Dismore  What successful examples can you give of support given by you to London councils in designing out crime and anti-social behaviour from council estates?  The Mayor  *Officers are drafting a response which will be sent shortly.*  **Written response from the Mayor received 13 March 2015**  The MPS is actively supporting London councils on 115 new developments, each containing over 500 residential units. They provide advice on designing out crime and anti-social behaviour using the principles of Secured By Design. Recent examples of success include the Rayners Lane Estate, Graeme Park Estate and LeFevre Walk, where reductions of over 75% in Burglary, Motor Vehicle Crime and Robbery were recorded.  MOPAC also funds a number of projects through the London Crime Prevention Fund. |
| **nightly anti-social behaviour**  **Question No: 2015/0625**  Andrew Dismore  How do you propose to address nightly anti-social behaviour -- including violence, drunkenness, public urination and defecation --  associated with so-called Night Time Economies in areas such as Camden Town and Covent Garden?  The Mayor  Anti-Social Behaviour (ASB) is always best tackled in partnership and that is why it has been identified as a priority for the London Crime Reduction Board (LCRB), which I chair. The LCRB ASB Working Group is looking at how information from relevant agencies can better be shared to help with case management and ensure best possible use of the new powers to tackle ASB which were introduced in October 2014 in the Anti-social Behaviour, Crime and Policing Act. I have previously highlighted the useful Home Office guidance in this regard.  In the specific areas mentioned the greatest challenge is the high footfall to Night Time Economy areas, the majority of victims and suspects are not known to each other and are often not residents.  The MPS has recently introduced officer plinths in Camden as per the Westminster model which has maximized visibility. There is a dispersal zone in place in Camden from 6pm on Friday to Sunday morning.  In addition, the new Local Policing Model, which has delivered an extra 105 officers in Camden means officers will be working late into the evenings and at weekends when the night time economy is most active.  MOPAC will also be visiting the five boroughs most affected by this type of crime. |
| **inward aid Barnet**  **Question No: 2015/0626**  Andrew Dismore  For the last 6 months of 2014, on how many occasions and for how many officer shifts did Barnet benefit from inward aid from other boroughs?  The Mayor  From July to December 2014, Barnet received aid on one occasion - comprising of 2 shifts.  An occasion is one incident where an officer/officers are abstracted. |
| **inward aid Camden**  **Question No: 2015/0627**  Andrew Dismore  For the last 6 months of 2014, on how many occasions and for how many officer shifts did Camden benefit from inward aid from other boroughs?  The Mayor  From July to December 2014, Camden received aid on four occasions - comprising 188 shifts.  An occasion is one incident where an officer/ officers are abstracted. |
| **Hampstead contact point**  **Question No: 2015/0628**  Andrew Dismore  Further to Question No 2015/0172  Is the Hampstead police contact point still allowed to use  the old Hampstead Town Hall for the full duration of all its sessions?  your answer being  Officers are drafting a response which will be sent shortly.  When will I get a substantive reply?  The Mayor  Please see my response to MQ 172 / 2015. |
| **Lewisham Station: Platform 4 Gate**  **Question No: 2015/0629**  Len Duvall  Will the Mayor join efforts by Heidi Alexander MP and myself to lobby Southeastern to open the Platform 4 gate at Lewisham Station? Commuters from Greenwich and eastern Lewisham have not only lost their direct connection to Charing Cross, but the Lewisham Gateway works mean many buses are not calling at the station and pedestrians must walk around the site, adding at least 10 minutes to journeys. Will the Mayor and TfL work to encourage Southeastern to ameliorate these inconveniences?  The Mayor  *Officers are drafting a response which will be sent shortly.*  **Written response from the Mayor received 13 March 2015**  I understand that the exit was closed by Southeastern when ticket gates were installed at the station in 2009, which due to space constraints could not be installed at platform 4.  I will ask Southeastern to review the situation and consider re-opening the exit to ease the inconvenience being experienced by passengers. |
| **Abbey Tower Advertisements in Hong Kong**  **Question No: 2015/0630**  Len Duvall  The Abbey Tower development in Royal Greenwich has attracted attention for its 'No Social Housing' advertisements in Hong Kong. Would you care to comment on this advertising strategy?  The Mayor  I firmly believe developments should contain a mix of all types of housing. That is why I insisted this development include low cost, more affordable homes for Londoners.  I believe the language used in the marketing campaign this developer has chosen for the Abbey Tower part of their scheme is unacceptable. |
| **Abbey Tower Advertisements in Hong Kong**  **Question No: 2015/0631**  Len Duvall  The Abbey Tower development in Royal Greenwich has attracted attention for its 'No Social Housing' advertisements in Hong Kong. Given your voluntary code to advertise new homes to Londoners first, is this story not evidence your code is completely ineffective and this reasonable request needs to be codified in planning conditions?  The Mayor  Developers signed up to my concordat agree to market homes to Londoners before or at the same as abroad, as this did. |
| **London Overground to Barking Riverside**  **Question No: 2015/0632**  Len Duvall  Will the second public consultation on the London Overground extension include options to extend the route to Thamesmead and Bexley Riverside open to public comment?  The Mayor  *Officers are drafting a response which will be sent shortly.*  **Written response from the Mayor received 13 March 2015**  The next stage of consultation planned for the Overground extension to Barking Riverside is seeking specific views on the proposal for this extension, including the location of the new railway and the station at Barking Riverside.  The extension will be delivered in late 2019.  The design of the railway is being developed on the basis such a future connection to Thamesmead and Bexley Riverside would not be precluded but this consultation will not be seeking views on this proposal. |
| **Campaigning outside London**  **Question No: 2015/0633**  Len Duvall  Given the considerable amount of time you are currently campaigning for the Conservative Party and promoting your book outside of London, would it not be fair to taxpayers to donate a similar proportion of your Mayoral salary to charities that work in London?  The Mayor  Any campaigning is carried out in my own personal time. |
| **London Plan**  **Question No: 2015/0634**  Nicky Gavron  Deputy Mayor for Planning, Sir Edward Lister, told the Assembly that preliminary work on the next London Plan has already begun. Can you please outline the different work streams that have begun?  The Mayor  In general terms, the workstreams have been divided into two parts: those which depend on information which is particularly 'time sensitive' eg population and employment trends which need as long as possible to 'bed down' and provide the most robust indication of future 'directions of travel', and those which can be done more immediately.  The latter group of projects currently include assessment of approaches taken to growth in other major cities; arrangements for more effective coordination of strategic policy and investment across the wider south east of England; supply side assessments including industrial land and town centre renewal; baseline inputs to a new strategic housing land availability assessment; an overview of the implications of an aging population and work on more specific issues such as the night-time economy and wholesale markets. |
| **Vacant building credit 1**  **Question No: 2015/0635**  Nicky Gavron  Do you agree that the vacant building credit provides a perverse incentive for developers to evict tenants?  The Mayor  Encouraging development on brownfield land and incentivising much needed housing development on sites with vacant buildings is to be welcomed. The vacant building credit is a national policy proposal and we are working with boroughs and Government to address any unintended consequences that arise from it in the distinct circumstances of London. |
| **Vacant building credit 2**  **Question No: 2015/0636**  Nicky Gavron  Do you agree with the planning minister that the vacant building credit addresses a "stealth tax"?  The Mayor  The Vacant Building Credit is intended to incentivise sites with vacant buildings coming forward for reuse or redevelopment. This is a key objective in addressing London's pressing housing need while continuing to protect London's green spaces. However, securing affordable housing through section 106 agreements will remain an important and legitimate mechanism for delivering affordable housing in London. |
| **Vacant building credit 3**  **Question No: 2015/0637**  Nicky Gavron  Is the vacant building credit necessary to get development moving, or are viability assessments sufficient to ensure that section 106 agreements do not make affordable housing contributions unviable?  The Mayor  Viability assessments are intended to ensure that S106 requirements do not make proposals unviable. However, such is London's housing need that incentivising development on sites with vacant buildings can provide additional impetus in tackling this pressing issue. |
| **Transparency in viability discussions**  **Question No: 2015/0638**  Nicky Gavron  Do you believe that the Information Commission's report accompanying the decision that the Royal Borough of Greenwich should disclose information relating to the reduction in affordable housing provision in North Greenwich (tribunal number EA/2014/0122) makes a case for increasing transparency in all such negotiations?  The Mayor  My officers are currently investigating the wider implications of this decision and the Information Commission's report. |
| **Violent Crime in London**  **Question No: 2015/0639**  Joanne McCartney  Please provide a breakdown of all Violence against the Person offences for January 2015 by Borough and by gender of the victim.  Please provide this information in an excel format.  The Mayor  Please see my response to MQ 270 / 2015. |
| **Taser Use (1)**  **Question No: 2015/0640**  Joanne McCartney  It has been recently reported that the MPS will be deploying '100 more' officers armed with Tasers. How many officers are actually armed with taser today (12th February 2015)?  The Mayor  Within the Metropolitan Police Service, there are 3830 officers authorised to carry Taser; these officers are based in the following areas:  a) Authorised Firearm Officers 2132  b) Specially Trained Units (STU's):         Borough Operational Command Unit (BOCU) officers: 1320         Territorial Support Group (TSG) officers: 378  The current baseline number of MPS Territorial Policing (TP) Taser trained officers permitted to be deployed per shift is 4 officers. This equates to 128 Taser trained officer's across TP at any one time. There will also be additional numbers of Taser trained officer's from armed commands and the Territorial Support Group on patrol and available.  Since the increased threat level to police officers, authority has been given for MPS Boroughs to deploy any additional Taser trained officers they have on duty, from 4 Taser trained officers to 8 based on local counter terrorism threat assessments. |
| **Taser Use (2)**  **Question No: 2015/0641**  Joanne McCartney  It has been recently reported that the MPS will be deploying '100 more' officers armed with Tasers. What baseline are you using to calculate these '100 more' officers?  The Mayor  Please see my response to MQ 640 / 2015. |
| **Taser Use (3)**  **Question No: 2015/0642**  Joanne McCartney  It has been recently reported that the MPS will be deploying '100 more' officers armed with Tasers. Where will these officers be based? What unit will they belong to?  The Mayor  Please see my response to MQ 640 / 2015.  Any additional Taser trained officers will be deployed from the Territorial Policing (TP) Borough Operational Command Units in which they serve. |
| **Taser Use (4)**  **Question No: 2015/0643**  Joanne McCartney  It has been recently reported that the MPS will be deploying '100 more' officers armed with Tasers. What discussions did the MPS have with MOPAC regarding the '100 more' officers before the announcement?  The Mayor  *Officers are drafting a response which will be sent shortly.*  **Written response from the Mayor received 13 March 2015**  Since the increased threat level to police officers, authority has been given for MPS boroughs to deploy any additional Taser trained officers they have on duty from minimum 4 Taser trained officers to 8, based on counter terrorism assessment. The MPS have said that where boroughs decide to go above the current minimum then local consultation will take place. However, there is no overall increase in Taser trained officers.  MOPAC keeps track of data on the use and deployment of Taser as part of its stated oversight of intrusive tactics and this is discussed regularly with the Commissioner and Deputy Commissioner within this context. |
| **Taser Use (5)**  **Question No: 2015/0644**  Joanne McCartney  It has been recently reported that the MPS will be deploying '100 more' officers armed with Tasers. Please share any correspondence between the MPS and MOPAC regarding the '100 more' officers, before and after the announcement?  The Mayor  Please see my response to MQ 643 / 2015.  There has been no correspondence shared between the MPS and MOPAC before and after the announcement. |
| **Public Voice Survey**  **Question No: 2015/0645**  Joanne McCartney  Please provide a copy of the Public Voice Survey 2012-13, 2013-14 and 2014-15 from which MOPAC's confidence statistics are derived.  The Mayor  These can be found on the University of Essex's website [www.data-archive.ac.uk](http://www.data-archive.ac.uk) |
| **Domestic Violence Figures**  **Question No: 2015/0646**  Joanne McCartney  Please give the figures for Domestic Violence broken down by London borough for the month of January. Please provide this information in an excel format.  The Mayor  Please see the spreadsheet attached as Appendix 2 with Domestic Violence figures broken down by London borough for the month of January.  Please be aware any change in Domestic Violence offences may be due to increased reporting.  Sergeants in temporary promotions |
| **Title: Sergeants in temporary promotions**  **Question No: 2015/0647**  Joanne McCartney  How many sergeants are in temporary promotions to inspector level across the MPS?  Please provide a breakdown by borough and by directorate. Please provide the most up to date information regarding this. Please provide the information in an excel format.  The Mayor  As of the end of January 2015 the Metropolitan Police Service (MPS) had 15 sergeants who were in temporary promotions to inspector.  A breakdown of Business Groups is shown in the table attached as Appendix 3. |
| **Title: PCs Acting up**  **Question No: 2015/0648**  Joanne McCartney  How many PCs are in temporary promotions to sergeant level across the MPS?  Please provide a breakdown by borough and by directorate.  Please provide the most up to date information regarding this. Please provide the information in an excel format.  The Mayor  As of the end of January 2015 the Metropolitan Police Service (MPS) had 8 Constables who were in temporary promotions to Sergeant.  A breakdown of Business Groups is shown in the table attached as Appendix 4. |
| **Assessing the risk of fracking in London**  **Question No: 2015/0649**  Murad Qureshi  New York has banned fracking citing a public health risk. Have you assessed the public health risk of fracking in London?  The Mayor  There are already comprehensive planning and environmental regulations in place to cover any mineral extraction, including onshore oil and gas, throughout the UK.  These were designed to ensure that when mineral extraction takes place it does not have an unacceptable adverse impact on either the natural or historic environment or on human health.  The main regulators involved in the process of consenting hydrocarbon extraction, including fracking, in the UK are: Department of Energy and Climate Change; Minerals Planning Authorities (in London these are the London Boroughs); Environment Agency; and the Health and Safety Executive. |
| **The cost of protesting in London**  **Question No: 2015/0650**  Murad Qureshi  Please provide details about how and when it was decided by the Met & local councils that organisers of legitimate demonstrations should pay for road closures and hire private traffic management companies to manage them?  The Mayor  *Officers are drafting a response which will be sent shortly.*  **Written response from the Mayor received 09 March 2015**  The MPS does not charge, and has no intention of charging for the policing of protest or any other activity relating to core policing responsibilities. It has been working closely with key partners, including TfL and Westminster City Council, for a considerable period of time to ensure that the activity of each respective organisation is better and correctly aligned to their statutory responsibilities. |
| **London Living Wage for bus drivers**  **Question No: 2015/0651**  Murad Qureshi  Do bus drivers at the start of their careers deserve to earn the London Living Wage?  The Mayor  TfL contracts private bus operators to run around 675 bus routes on its behalf across London. It is a contractual requirement that all staff employed or engaged in providing these bus services in the capital are paid no less than the London Living Wage. In practice, the private companies involved pay drivers higher rates than the London Living Wage. |
| **Transport for London Bill**  **Question No: 2015/0652**  Murad Qureshi  How much did TfL spend on lawyers in its recent defence of the Transport for London Bill at the Opposed Bill Committee?  The Mayor  It is anticipated that the increased flexibility TfL will have to manage its financial affairs and operations as a result of the bill has the potential to save TfL tens of millions of pounds in the short to medium term.  TfL is yet to be invoiced for all of the legal fees associated with the Opposed Bill Committee. |
| **Protection for Foreign Politicians**  **Question No: 2015/0653**  Murad Qureshi  Further to question 2015/0289, how much did the Met spend on providing protection to foreign politicians based in London for the year 2013/14? How many countries did it provide protection for?  The Mayor  Please see my response to MQ289 / 2015. As a matter of practice, we do not publish details of resources employed on protective security arrangements. |
| **Heathrow expansion campaign on the tube network**  **Question No: 2015/0654**  Murad Qureshi  Further to question 2014/5794, how much has the Heathrow expansion campaign spent on advertising its plans for increased capacity on the tube system in January and February 2015?  The Mayor  During January and February 2015, £262,000 was spent. |
| **Gatwick expansion campaign on the tube network**  **Question No: 2015/0655**  Murad Qureshi  Further to question 2014/5795, how much has the Gatwick expansion campaign spent on advertising its plans for increased capacity on the tube system in January and February 2015?  The Mayor  During January and February 2015, £98,398 was spent. |
| **Inviting Qatari investment**  **Question No: 2015/0656**  Murad Qureshi  Given well-publicised accusations that the Qatari Government is exploiting construction workers building stadia for the 2022 World Cup, should the Mayor not take more care when inviting investment for London's regeneration projects?  The Mayor  Qatari organisations have been and are a major source of inward investment into London, supporting economic growth, employment and housing development. I continue to encourage them and other investors to look at opportunities to support major regeneration projects across the capital. |
| **Breath Better**  **Question No: 2015/0657**  Murad Qureshi  Kings College recorded high levels of particle pollution on 10 January 2015. Why did the Breath Better service fail to issue an alert?  The Mayor  Breathe Better Together launched on 30th January 2015 so no alerts would have been issued before that time. However, even had Breathe Better Together been in place on the 10th January no High pollution levels were recorded at any monitoring sites on the London Air Quality Network (LAQN).  The Breathe Better Together campaign will use forecasts for central London (using the Met Office, Kings College forecasts and airTEXT forecasts), to issue notifications of High pollution forecasts. King's College London and airTEXT do not issue alerts for individual sites, but only when significant parts of London will be Moderate or High. |
| **24-hour casinos**  **Question No: 2015/0658**  Murad Qureshi  What will your Supplementary Planning Guidance (SPG) on Central Activities Zone (CAZ) say about 24-hour casinos in Central London?  The Mayor  I am currently consulting with stakeholders on the scope of the Central Activities Zone Supplementary Planning Guidance (SPG). With regard to casinos I will look at any representations received and consider whether further guidance should be provided on policies already in the London Plan that deal with entertainment uses. |
| **Shared ownership (1) - staircasing levels**  **Question No: 2015/0659**  Murad Qureshi  Now that your officers have access to HCA data (and as a result RSL annual returns) can you answer my question 2014/5798 on the rate of staircasing for shared -ownership properties in London?  The Mayor  During 2013/14, 1,558 shared ownership owners 'staircased' to 100% home ownership in London. In 2012/13 there were 979 staircasing sales and in 2011/12 there were 782. No data on staircasing sales is available for earlier years. |
| **Why no LPG in London? (1)**  **Question No: 2015/0660**  Murad Qureshi  Why is it that LPG is used extensively in other cities around the world but not in London?  The Mayor  *Officers are drafting a response which will be sent shortly.* |
| **Why no LPG in London? (2)**  **Question No: 2015/0661**  Murad Qureshi  Other British cities like Birmingham use LPG vehicles in its transport infrastructure, for example LPG black cabs. Why does London not do the same?  The Mayor  *Officers are drafting a response which will be sent shortly.* |
| **Baker Street two-way proposal (1)**  **Question No: 2015/0662**  Murad Qureshi  Who will be paying for the two-way Baker Street proposal put forward by TfL? For example, will the Portman Estate be making a financial contribution?  The Mayor  *Officers are drafting a response which will be sent shortly.* |
| **Baker Street two-way proposal (2)**  **Question No: 2015/0663**  Murad Qureshi  During the consultation on the Baker Street two-way proposal, how much weight will you be giving to local views and concerns on issues like rat-runs through the neighbourhood, particularly on the roads off Baker Street & Gloucester Place in Marylebone?  The Mayor  *Officers are drafting a response which will be sent shortly.* |
| **Baker Street two-way proposal (3)**  **Question No: 2015/0664**  Murad Qureshi  How much weight will you give to business concerns on the two-way proposal along Baker Street?  The Mayor  *Officers are drafting a response which will be sent shortly.* |
| **Baker Street two-way proposal (4)**  **Question No: 2015/0665**  Murad Qureshi  Is the intention of the Baker Street two-way proposal to reduce through-traffic on the Marylebone Road rather than ensure it flows freely?  The Mayor  *Officers are drafting a response which will be sent shortly.* |
| **Baker Street two-way proposal (5)**  **Question No: 2015/0666**  Murad Qureshi  The two way proposal for Baker Street is likely to cause slower, more congested traffic and increase pollution in the largely residential area of North Marylebone which already suffers from illegally high levels of air emissions.   Will you continue to proceed with the scheme if it were shown to be likely to cause more air pollution, especially in light of the recent ruling on the European Directive on Air Emissions now being referred to the Supreme Court?  The Mayor  *Officers are drafting a response which will be sent shortly.* |
| **Electric buses**  **Question No: 2015/0667**  Murad Qureshi  How many fully electric buses will be operating in London for each year from 2015 until the end of 2020?  The Mayor  I expect the current all-electric bus fleet to grow from eight to 15 vehicles with the conversion of route 312 towards the end of 2015. As part of my Ultra Low Emission Zone proposals all single deck buses in central London will have to be zeo emission at tailpipe by 2020. This means I expect to see the number of vehicles steadily grow between now and 2020, and exceed 300 by 2020. |
| **TfL use of low carbon and high-thermal efficiency power**  **Question No: 2015/0668**  Murad Qureshi  Transport for London's website states it will "make use of low carbon and/or high-thermal efficiency power for direct delivery to our power network". How is this commitment currently being served?  The Mayor  *Officers are drafting a response which will be sent shortly.*  **Written response from the Mayor received 13 March 2015**  TfL is implementing a range of energy efficiency measures under the Climate Change Strategy. A current focus is on energy sourcing and TfL is implementing a diversified sourcing strategy to deliver low and zero carbon energy directly to the Underground's energy network. This work includes redeveloping Greenwich Power Station to enable a greater percentage of the Tube's power to come from lower carbon sources in London, and potentially using surplus heat from the Power Station to supply hot water and heating for nearby schools and homes.  TfL is also currently in commercial negotiations with a low carbon generator in London, and is working with the GLA on the Licence Lite initiative. Under these plans the GLA would purchase excess electricity produced by London's boroughs and public bodies before selling it on, at cost price, to other public sector organisations including TfL. |
| **TfL use of Light Emitting Diodes**  **Question No: 2015/0669**  Murad Qureshi  A Transport for London press release of 2 December 2013 sets out a target to replace "conventional lighting with Light Emitting Diodes (LED). This will initially see 35,000 street lights updated through both targeted investment and TfL's regular streetlight maintenance by 2016. The new LED technology will be rolled out across the majority of TfL street lights during the next ten years". How many LEDs have now been installed? Where in London have these LEDs been installed? How many LEDs will be in operation in London at the end of each of the following years - 2017, 2018, 2019 and 2020?  The Mayor  *Officers are drafting a response which will be sent shortly.*  **Written response from the Mayor received 13 March 2015**  By February 2015 over 4,000 LED units have been installed and this will rise to around 7,000 by the end of March.  These are primarily on the Transport for London Road Network in north-west London, such as on the A41 Hendon Way, A406 North Circular, A10 Great Cambridge Road and A4 Bath Road.  The 2013 press release contained an error as the business plan target is 25,000 LED replacements by 2016, with 35,000 being the total for 2022.  We are currently on target to achieve these figures.  This plan is under constant review and accommodates lessons learnt in the first year and to allow TfL to take advantage of developments in LED technology.  The rapidly evolving LED market may enable even greater energy efficiency savings than those originally envisaged. |
| **Contract with Crown Commercial Service**  **Question No: 2015/0670**  Murad Qureshi  In response to MQ [2014/5817](http://questions.london.gov.uk/QuestionSearch/searchclient/questions/question_280098) you state that Transport for London has signed with Crown Commercial Service a contract to purchase electricity to the value of £123,060,867. What requirements are set in this contract to source low and renewable forms of carbon electricity? Please reproduce the specific clauses in this contract related to this.  The Mayor  *Officers are drafting a response which will be sent shortly.*  **Written response from the Mayor received 13 March 2015**  Under the Crown Commercial Services Framework there is a specific requirement for sourcing low and renewable energy (Schedule 4). The specifics of the agreement are marked 'commercial in confidence' by the Crown Commercial Service and cannot therefore be shared. |
| **Retrofitting**  **Question No: 2015/0671**  Murad Qureshi  You have a target for 40% of public sector buildings in London to be retrofitted by 2025 - retrofitting 11 million m2, and realising a reduction in carbon emissions of over 2.5 million tonnes per annum. What percentage of public sector buildings in London will have been retrofitted over your two Mayoral terms? How many m2 of public sector building space does this represent?  The Mayor  As at 1 February 2015, RE:FIT had retrofitted, or was in the process of retrofitting, over 1.5 million m2 across 400 public sector buildings in London.  This means that RE:FIT has already achieved 97% of its target to retrofit 1.6 million m2 of public sector building floorspace by the end of 2015. |
| **Garden Bridge (1)**  **Question No: 2015/0672**  Murad Qureshi  What consideration was given in your December 2014 planning report on the Garden Bridge to the use of low embodied energy materials in its construction, including those that can be re-used intact or recycled, as set out in our April 2014 Sustainable Design & Construction SPG, which refer to London Plan policies 5.3, 5.20, 7.6, 7.14?  The Mayor  The materials to be used for the bridge were not explicitly set out in my report. However, the applicant did submit a Sustainability Statement as part of its application documents.  This notes that the detailed design and specific details in relation to the embodied impacts of materials have not yet been specified and would be explored in further detailed design stages, in line with BREEAM goals and responsible sourcing certification.  The applicant has also set out that the materials to be used in the structural support of the bridge have been specified for a design life of 120 years, and are designed to enable components and materials to be efficiently dismantled at end of life for salvage, re-use or reassembly. |
| **Garden Bridge (2)**  **Question No: 2015/0673**  Murad Qureshi  What requirements were set out in your December 2014 planning decision for the Garden Bridge to procure and use sustainable low carbon concrete, as was used for the construction of the Olympic Park developments?  The Mayor  I have not set out requirements regarding procurement as part of my planning decision.  The procurement aspect is a separate process to be carried out by the Garden Bridge Trust as part of the detailed design and construction process. |
| **London Sustainable Development Commission**  **Question No: 2015/0674**  Murad Qureshi  Following your January 2015 meeting with the new Chair of the London Sustainable Development Commission, can you set out what your working priorities with the LSDC will be this year?  The Mayor  To keep London's place as the world's leading city we must ensure we continue to grow sustainably while delivering the necessary infrastructure that makes the capital the best city to live, work and invest in. I would like the LSDC to play a vital role in delivering the London Infrastructure Plan 2050 and have invited the new Chair to join my Infrastructure Delivery Board.  London is also a renowned financial and cultural centre and is increasingly building a reputation as a technology and medical innovation centre. The capital already has a large and growing low carbon goods and services sector, therefore I would like to see the LSDC work to accelerate its growth and help to raise London's international reputation as a clean tech centre too. |
| **Meeting with Energy Minister**  **Question No: 2015/0675**  Murad Qureshi  Can you set out the outcomes from you recent meeting with Energy Minister Matt Hancock MP?  The Mayor  We discussed the current regulations governing strategic investment in electricity distribution infrastructure arising from my High Level Electricity Working Group and how they are in danger of holding back development. The Government has now asked Ofgem to look into how these barriers can be overcome while protecting consumers.  We discussed Allowable Solutions and our respective officers are now looking the possibility of funds generated in London from new development being used to support off-setting projects in London which alleviate fuel poverty. |
| **London Affordable Warmth and Health Action Plan**  **Question No: 2015/0676**  Murad Qureshi  How have you been supporting work being undertaken by London councils through the London Affordable Warmth and Health Action Plan?  The Mayor  We are exploring with boroughs how referral systems, which offer affordable warmth and seasonal health interventions, can be rolled out more widely in London. |
| **Biodiesel**  **Question No: 2015/0677**  Murad Qureshi  What targets have you set in relation to the use of biodiesel and how are you monitoring progress?  The Mayor  My Senior Advisor for Energy and the Environment has agreed the following targets with TfL;         10 per cent of TFL bus fleet (5 of 50 garages) running on an 80:20 mix of fossil diesel and biodiesel (B20) by March 2015.         Subject to supply, work with all of London's bus fleet contracted to TFL to run on B20 by 2020. Running all TFL buses on B20 today would save 65,000 tonnes of CO2 a year compared with using standard diesel - a 10 per cent reduction.         15 local authorities using biodiesel in their fleet achieving at least 10 per cent CO2 reduction (assuming a B20 blend) by March 2016 (5 boroughs by March 2015). LBs of Hackney and Sutton are using biodiesel now.         At least one new medium-large scale UCO/FOG processing or biodiesel production plant built in London by March 2016.  These targets are set out in 'The Mayor's Biodiesel Programme Business Plan 2014-2016' which is monitored by the Mayor's Biodiesel Programme Steering Group, which is made up of senior GLA & TfL representatives, and delivered through the Mayor's Biodiesel Programme Working Group which represents TfL, GLA & Local Authority Fleet Managers. |
| **More than Minutes**  **Question No: 2015/0678**  Murad Qureshi  How much did the GLA Environment Team spend in engaging "More than Minutes" at the Mayor's Biodiesel Conference on 7th January?  The Mayor  The total cost was: £975.20  Above and beyond their value of creatively capturing the discussions taking place during The Mayor's Biodiesel Programme conference, these visual minutes are also being used to support public and stakeholder communications. They are currently viewable online at:  <http://www.london.gov.uk/priorities/environment/putting-waste-good-use/making-the-most-of-waste>. |
| **Carbon Reduction Targets**  **Question No: 2015/0679**  Murad Qureshi  From 2016 will you have to in fact reduce the London Plan's carbon and energy requirements to comply the Government's watered down zero carbon target? How will this help achieve your carbon reduction targets?  The Mayor  Current London Plan energy targets go beyond the Code Level 4 requirements, requiring a 40 per cent reduction in carbon dioxide emissions (beyond Part L 2010 of the Building Regulations) compared to a 25 per cent reduction under Code Level 4. Although the total CO2 reductions under Zero Carbon will be greater than current London Plan targets, the minimum on-site requirement is lower, being broadly equivalent to Code Level 4. The use of Allowable Solutions will ensure the additional carbon savings can be achieved offsite. |
| **Fuel Poverty Study**  **Question No: 2015/0680**  Murad Qureshi  Can the GLA Economics team update its November 2011 fuel poverty study?  The Mayor  The 2011 fuel poverty study remains fit for purpose. I am driving a number of policies to alleviate fuel poverty such as through my RE:NEW programme and the Know Your Rights campaign. |
| **Climate Change Adaptation Strategy**  **Question No: 2015/0681**  Murad Qureshi  Will your Climate Change Adaptation Strategy update be published this year?  The Mayor  Yes. |
| **Children and Fuel Poverty**  **Question No: 2015/0682**  Murad Qureshi  You have stated that you are "fully committed to reducing fuel poverty and addressing the impacts on children". Could you ensure that your officials note the findings of the Association for the Conservation of Energy's analysis for the Children's Society, published in January of this year, and meet with them to better understand the extent of this serious problem in London?  The Mayor  My officers have noted the findings of the report and have scheduled a discussion with policy advisors at the Children's Society. |
| **RE:NEW (1)**  **Question No: 2015/0683**  Murad Qureshi  MQ 2014/3393 states that: "The Assembly will receive the first quarterly RE:NEW phase 3 progress report in October 2014, covering August and September. Quarterly reports will then be provided each January, April and July and October for the duration of the project." Is the January report for the Assembly now available?  The Mayor  The January RE:NEW phase III report is available here:  <http://www.london.gov.uk/moderngov/documents/s43191/09a_Project%20Performance_Appendix%201.pdf>  The chair of the Environment Committee will be notified of publication of each future report. |
| **RE:NEW (2)**  **Question No: 2015/0684**  Murad Qureshi  Why did your 'RE:NEW Interim Support Team - Project Close Report' August 2014 not mention the £150,000 underspend, as referenced in MQ 2015/0298?  The Mayor  The £150,000 was not detailed in the RE:NEW Interim Support Team - Project Close Report as it was not in relation to this element of the RE:NEW programme. |
| **RE:NEW (3)**  **Question No: 2015/0685**  Murad Qureshi  MQ 2015/0298 suggests that your RE:NEW £150,000 underspend has rolled over to the next phase of RE:NEW, but DD 1291 states the money was reallocated to the RE:FIT programme. Which is it?  The Mayor  The £150,000 was reallocated to RE:FIT as RE:NEW Phase III is fully funded for three years to provide the services of the RE:NEW Support Team. |
| **Parliamentary Select Committee Inquiries (2)**  **Question No: 2015/0686**  Murad Qureshi  Could you ensure that your monthly Mayoral reports to the Assembly include reference to any select committee submissions that are made that month?  The Mayor  *Officers are drafting a response which will be sent shortly.*  **Written response from the Mayor received 09 March 2015**  Yes. I will ensure that my monthly report to the Assembly includes references to any parliamentary select committee submissions I have responded to. |
| **Parliamentary Select Committee Inquiries (3)**  **Question No: 2015/0687**  Murad Qureshi  Your response to 2015/0304 states that "Officers are working with policy team leads to ensure that those government consultation responses that are not already on the GLA website are published as soon as possible". Similar commitments have been made in July 2013 in response to MQ 2013/2596 and December 2012 in MQ 2012/4248. Can you commit to a plan being in place for greater transparency on GLA responses to government within the next two months?  The Mayor  *Officers are drafting a response which will be sent shortly.*  **Written response from the Mayor received 09 March 2015**  Yes. I will write to you directly on this issue. |
| **Recycling in London**  **Question No: 2015/0688**  Murad Qureshi  Further to question 2015/0287, given that the rates of recycling in some London Boroughs are historically some of the worst in the country is the Mayor not particularly concerned about the levelling off of recycling rates in London?  The Mayor  As I stated in my answer to question 0287 the levelling off of recycling rates is a trend we are seeing across the whole country and not just London. London's current recycling rates are a concern, however, and through the London Waste and Recycling Board I am providing significant investment via a new partnership with WRAP called Resource London.  Resource London will provide a range of support to London waste authorities helping them to save money whilst continuing to maintain high service standards.  It will also help the city move towards my 50 per cent local authority waste recycling target by 2020. |
| **Nolan Principles & TfL Board**  **Question No: 2015/0689**  Onkar Sahota  Does the Mayor believe that the Nolan Principles of Public Life should apply to those whom he appoints to the TfL board? If so, does he believe it unacceptable in any circumstance for a TfL Board appointee to use rude and aggressive language such as "rude lying cow", as his appointee Brian Cooke did on the 7th of January, and does he believe that such behaviour is contrary to the second principle of integrity in public life?  The Mayor  *Officers are drafting a response which will be sent shortly.*  **Written response from the Mayor received 13 March 2015**  I support the application of the Nolan Principles to the work of all Mayoral appointees. Brian Cooke's comments were made in a personal capacity. Nevertheless, he has agreed to change the tone of future responses on Twitter. |
| **Compulsory Registration and Insurance for Cyclists**  **Question No: 2015/0690**  Onkar Sahota  Does the Mayor agree with his TfL Board appointee, Brian Cooke, that cyclists should be subject to compulsory registration and insurance, and if not, will he publically disassociate himself from those remarks?  The Mayor  *Officers are drafting a response which will be sent shortly.*  **Written response from the Mayor received 13 March 2015**  Like any TfL Board Member, Brian Cooke is entitled to express his views on any issue in a personal capacity, whether I agree with them or not.  Personally, I do not support compulsory registration or measures which could disincentivise people from taking up cycling. The risks posed by cyclists are low and cyclists are covered by a lot of household contents insurance policies and within the Membership benefits of organisations such as the CTC and London Cycling Campaign. |
| **Sacking of TfL Board Members**  **Question No: 2015/0691**  Onkar Sahota  Under what circumstances would the Mayor seek to remove a member of the TfL Board?  The Mayor  *Officers are drafting a response which will be sent shortly.*  **Written response from the Mayor received 09 March 2015**  The terms of appointment of TfL's Members are available at [tfl.gov.uk](http://tfl.gov.uk/). |
| **London Pension Funds Authority Ethical Investment (1)**  **Question No: 2015/0692**  Onkar Sahota  Will the Mayor outline what steps he has taken during both his Mayoral administrations ensure that the London Pension Funds Authority maintains ethical investments?  The Mayor  I have strongly supported the LPFA's long standing commitment to responsible investment.  I have urged the LPFA to use its influence as a large institutional investor to encourage long-term behaviour in the companies in which they invest and through the mandates it gives to its fund managers. As a member of the Local Authority Pension Fund Forum, I have supported the LPFA asking that fund managers vote consistently within the LAPFF's guidelines. |
| **London Pension Funds Authority Ethical Investment (2)**  **Question No: 2015/0693**  Onkar Sahota  Does the Mayor consider investment by the LPFA in fossil-fuel related industries are a prudent use of pension fund monies?  The Mayor  The LPFA Board must ensure that investments they make are in accordance with their fiduciary duty and not made for any other purpose. Responsible investment factors, such as low carbon, may be relevant as an additional consideration. However, screening out stocks on ethical grounds only is in conflict with the Board's fiduciary duty and limits the scope for investment returns. |
| **Operation Solon & Khat**  **Question No: 2015/0694**  Onkar Sahota  Will the Mayor join me in congratulating the Metropolitan Police for the recent action in Chignell Place, West Ealing - which resulted in the arrests and seizure of substantial quantities of Khat and other drugs? Will he also confirm how many arrests have been made within each London Borough for Khat related offenses since the ban on Khat came in to effect?  The Mayor  Yes, any enforcement activity that takes drugs off our streets is to be commended. The Metropolitan Police Service has undertaken preventative work and community engagement to prepare and support communities across London for the ban on khat. Despite this, there remains the need for enforcement where khat is still being imported and sold. Between 24 June 2014 and 24 December 2014 (the 1st 6 months of the ban), there were 36 people arrested for khat related offences in London. A breakdown of arrests per borough can be found below:  Hounslow - 1  Lambeth - 2  Brent - 11  Camden - 1  Ealing - 8  Tower Hamlets - 1  Barking and Dagenham - 4  Enfield - 1  Hillingdon - 6  Wandsworth - 1 |
| **Old Oak Common MDC Residents**  **Question No: 2015/0695**  Onkar Sahota  Will the Mayor list both the number of residential properties, and the number of residents within the confirmed boundaries of the Old Oak Common Mayoral Development Corporation?  The Mayor  There are approximately 1,400 homes within the red line of the proposed Mayoral Development Area and this equates to roughly 2,900 residents. These people live at:         Island Triangle         Wells House Road         Shaftesbury Avenue         Midland Terrace         North Acton         Scrubs Lane         First Central         Newark Cresent         Park Royal Road |
| **Mayoral Engagements in Hillingdon in 2014**  **Question No: 2015/0696**  Onkar Sahota  Will the Mayor list the number of engagements he has had in the London Borough of Hillingdon in 2014, or would he prefer me to lodge a Freedom of Information request?  The Mayor  As you are already aware, my meetings and engagements as Mayor are listed in the Mayor's Report to the Assembly which can be found at: <https://www.london.gov.uk/mayor-assembly/mayor/publications/mayors-reports-to-assembly>. |
| **Mayoral Engagements in Hillingdon in 2013**  **Question No: 2015/0697**  Onkar Sahota  Will the Mayor list the number of engagements he has had in the London Borough of Hillingdon in 2013, or would he prefer me to lodge a Freedom of Information request?  The Mayor  Please see my response to MQ 696 / 2015. |
| **Mayoral Engagements in Hillingdon in 2012**  **Question No: 2015/0698**  Onkar Sahota  Will the Mayor list the number of engagements he has had in the London Borough of Hillingdon in 2012, or would he prefer me to lodge a Freedom of Information request?  The Mayor  Please see my response to MQ 696 / 2015. |
| **Mayoral Engagements in Hillingdon in 2011**  **Question No: 2015/0699**  Onkar Sahota  Will the Mayor list the number of engagements he has had in the London Borough of Hillingdon in 2011, or would he prefer me to lodge a Freedom of Information request?  The Mayor  Please see my response to MQ 696 / 2015. |
| **Mayoral Engagements in Hillingdon in 2010**  **Question No: 2015/0700**  Onkar Sahota  Will the Mayor list the number of engagements he has had in the London Borough of Hillingdon in 2010, or would he prefer me to lodge a Freedom of Information request?  The Mayor  Please see my response to MQ 696 / 2015. |
| **Mayoral Engagements in Hillingdon in 2009**  **Question No: 2015/0701**  Onkar Sahota  Will the Mayor list the number of engagements he has had in the London Borough of Hillingdon in 2009, or would he prefer me to lodge a Freedom of Information request?  The Mayor  Please see my response to MQ 696 / 2015. |
| **Mayoral Engagements in Hillingdon in 2008**  **Question No: 2015/0702**  Onkar Sahota  Will the Mayor list the number of engagements he has had in the London Borough of Hillingdon in 2008, or would he prefer me to lodge a Freedom of Information request?  The Mayor  Please see my response to MQ 696 / 2015. |
| **Refusal to Release LAS Documents**  **Question No: 2015/0703**  Onkar Sahota  Why is the Mayor, in my view, covering up his correspondence with the Secretary of State on the issue of the London Ambulance Service, given his answer to MQT 2014/5824  The Mayor  I am not covering up any such correspondence. I do not release Ministerial correspondence into the public domain as a matter of course. |
| **Boston Manor Underground Station Zoning (2)**  **Question No: 2015/0704**  Onkar Sahota  Further to the Mayor's answer to MQT 2014/5846, given the relatively low number of season tickets purchased at Boston Manor, in proportion to the number of journeys made from the station compared to Northfields, would the Mayor agree with me that it is high time that Boston Manor's zone status is reviewed?  The Mayor  No. |
| **London Ambulance Service**  **Question No: 2015/0705**  Onkar Sahota  LAS response times are achieving their target of reaching the most serious incidents in 8 minutes less than half the time. How bad do ambulance response times have to get until you personally intervene by publically calling for the Secretary of State for Health to step in and help the overstretched LAS directly?  The Mayor  I am aware of the challenges the LAS is facing and my officers have been working with LAS and the Department of Health to secure additional support for the ambulance service.  I am pleased that response times to immediately life-threatening calls improved in January, with 59.9 per cent receiving a response within 8 minutes.  I am keen that LAS makes every effort to recover the 75 per cent target as quickly as possible; I shall be monitoring this closely and seeking ongoing assurances concerning progress towards this target at my quarterly meetings with Dr Anne Rainsberry during 2015. |
| **Health Inequalities**  **Question No: 2015/0706**  Onkar Sahota  What do you consider to be the biggest single intervention within your power which could reduce the gap in health inequalities across London?  The Mayor  Both my Health Inequalities Strategy (2010) and the recent London Health Commission report Better Health for London (2014) detail the complex public health challenges and gaps in health inequalities in this city, and explain how they cannot be reduced with a single intervention.  Action from the last few years to address some of these key health issues is outlined at <http://www.london.gov.uk/priorities/health/focus-issues>. I will be responding to the London Health Commission report and publishing the new Delivery Plan for my Health Inequalities Strategy in 2015.  Both reports outline key interventions I will support to reduce health inequalities. |
| **London Health Commission**  **Question No: 2015/0707**  Onkar Sahota  Recommendation 15 calls on the GLA to work with Public Health England and the Boroughs to work with Ofsted to ensure more data is published on school health and wellbeing. How far has the Mayor got with working towards this recommendation?  The Mayor  My Health Team has been liaising with Public Health England, which has met with senior Ofsted leaders and is exploring a collaboration opportunity on schools’ health and wellbeing as well as the role of Ofsted and its inspection framework. We shall continue to monitor this work as it develops. |
| **Public Health**  **Question No: 2015/0708**  Onkar Sahota  What have you done to combat TB in London? What more does he wish to do over the next year?  The Mayor  I am committed to raising awareness of TB, challenging stigma and encouraging people to be tested and treated. I was delighted to announce in January that Emma Thompson had agreed to be my TB Ambassador; her personal understanding of the issues will help focus attention on tackling this problem  The Deputy Mayor recently launched the new TB 'Find and Treat' service for London. The GLA-led London Strategic Migration Partnership has identified TB as one of its leading health concerns for 2015.  My Rough Sleeping group will be looking at the health needs of this group in the year ahead which will support better access to TB screening and treatment.  My Health Advisor, Dr Yvonne Doyle, chairs the London TB Control Board, which is implementing the national strategy across London. |
| **London North West Hospital Trust**  **Question No: 2015/0709**  Onkar Sahota  Have you completed a submission for the inquiry being conducted into the failure of the 'Shaping a Healthier Future' and the collapse of the Accident and Emergency care in the trust?  The Mayor  I do not intend to submit a formal response to this local health service issue.  However I shall be meeting Anne Rainsberry, Regional Director, NHS England (London) in March, and quarterly thereafter, to seek assurances on NHS performance in London, including at London North West Healthcare NHS Trust. |
| **Thresholds for eligibility for shared ownership**  **Question No: 2015/0710**  Navin Shah  As you may know, it seems that the HCA's practice is to update the income thresholds for eligibility for shared ownership an annual basis at the beginning of each April with immediate effect (when the Affordable Housing Capital Funding Guide is published). I understand that the GLA publishes London variations to this from time to time.  What consideration has been given to ensuring that advance notice is given to the public of planned changes to the income eligibility thresholds that apply for shared ownership in London?  The Mayor  The HCA does not update their thresholds annually. The GLA has committed in the London Plan to update the income thresholds for London on an annual basis through the Annual Monitoring Report (AMR). The next AMR is due to be published at the end of March 2015.  Any changes to the income thresholds will apply from 1st April 2015.   All partners will be informed on the updated income thresholds and all public information on shared ownership will be updated accordingly. |
| **Countdown signs**  **Question No: 2015/0711**  Navin Shah  How many countdown signs have been funded by TfL in London?  The Mayor  The project to upgrade on-street Countdown signs, funded by TfL, has seen 2,552 signs installed across London.  This figure includes 29 Countdown signs that have been installed at piers for the provision of live River Bus arrival information. |
| **A406/A5 Staples Corner 1**  **Question No: 2015/0712**  Navin Shah  In any rebuild of Staples Corner, what is your technical assessment about whether southbound A5 traffic can directly turn right there, to go west on the A406?  The Mayor  *Officers are drafting a response which will be sent shortly.*  **Written response from the Mayor received 13 March 2015**  Please see my response to MQ 4209 / 2014. |
| **A406/A5 Staples Corner 2**  **Question No: 2015/0713**  Navin Shah  In any rebuild of Staples Corner, will there be bus/cycle lanes, as shown in early published plans?  The Mayor  *Officers are drafting a response which will be sent shortly.*  **Written response from the Mayor received 13 March 2015**  The planned improvements at Staples Corner form part of the wider Brent Cross Cricklewood regeneration project. This will introduce a number of measures to improve the bus network and make cycling easier and safer in the local area.  TfL and the GLA are working closely with LB Barnet, LB Brent and the developer to maximise bus priority measures and opportunities for safe walking and cycling in the detailed design stages. Specific requirements for bus and cycle lanes at Staples Corner will be reviewed as part of this. |
| **A406/A5 Staples Corner 3**  **Question No: 2015/0714**  Navin Shah  How much public money are you considering spending, regarding any rebuild of Staples Corner?  The Mayor  *Officers are drafting a response which will be sent shortly.*  **Written response from the Mayor received 13 March 2015**  Currently the improvements at Staples Corner, along with the other infrastructure improvements associated with the Brent Cross Cricklewood regeneration, will be fully funded by the developer. The developer has committed to maximising opportunities for safe walking and cycling in the detailed design stage, which could result in revised scheme costs. |
| **A406/A5 Staples Corner 4**  **Question No: 2015/0715**  Navin Shah  Given the phases of your new roads policies, since there are two fly-overs at Staples Corner for through-traffic, can it be rebuilt with a sense of place in the urban fabric, rather than just for movement?  The Mayor  *Officers are drafting a response which will be sent shortly.*  **Written response from the Mayor received 13 March 2015**  Much of the public transport improvements are provided as part of the first phase of development and include a new and expanded bus station, enhanced bus services, bus lanes and other bus priority measures. Later phases include a new National Rail train station and step free access at Brent Cross LU station.  The developer is committed to area-wide walking and cycling improvements, including subway improvements, new footbridges and cycle lanes, so as to improve the sense of place, reduce segregation caused by the North Circular and knit the development into the surrounding area. |
| **A406/A5 Staples Corner 5**  **Question No: 2015/0716**  Navin Shah  Given the many intended traffic light stop lines, can pedestrians and cyclists cross a redesigned Staples Corner at ground level?  The Mayor  *Officers are drafting a response which will be sent shortly.*  **Written response from the Mayor received 13 March 2015**  TfL and the GLA are working closely with both Barnet Council and the Developer to maximise opportunities for safe walking and cycling in the detailed design, including at grade crossings at key junctions. |
| **A406/A5 Staples Corner 6**  **Question No: 2015/0717**  Navin Shah  Do you consider the public is a stakeholder in the redesign of Staples Corner, and will there be public consultation?  The Mayor  *Officers are drafting a response which will be sent shortly.*  **Written response from the Mayor received 13 March 2015**  Yes. Proposed improvements to the road network and junctions for the benefits of motorists, pedestrian and cyclists have been presented by the developers at a series of public events in October 2014. Detailed plans will also be made available through the formal public consultation process at a later stage. |
| **Increase of Assaults on LU Employees**  **Question No: 2015/0718**  Valerie Shawcross  There has been a 20% increase in assaults on London Underground employees this year from last year. What are the categories of assaults recorded? Please provide a list of the categories of assaults, and the number of these assaults on LU employees that have occurred over the last two years.  The Mayor  *Officers are drafting a response which will be sent shortly.* |
| **Place of Assaults on LU Employees**  **Question No: 2015/0719**  Valerie Shawcross  Please provide a list organised by Tube line, with the number of assaults on LU employees that have occurred on these Tube lines in the last two years.  The Mayor  *Officers are drafting a response which will be sent shortly.* |
| **Place of Assaults on LU Employees**  **Question No: 2015/0720**  Valerie Shawcross  Please provide a list of tube stations with the number of assaults on LU employees that have occurred there in the last year.  The Mayor  *Officers are drafting a response which will be sent shortly.* |
| **Time of Assaults on LU Employees**  **Question No: 2015/0721**  Valerie Shawcross  Please provide a list with the time of day that assaults on LU employees occurred, and the nature of the employee assaults that occurred, in the last year.  The Mayor  *Officers are drafting a response which will be sent shortly.* |
| **Reason for Increase of Assaults on LU Employees**  **Question No: 2015/0722**  Valerie Shawcross  What information and analysis do you have to explain the increase on LU employee's assaults?  What other contributing factors may have been involved?  The Mayor  *Officers are drafting a response which will be sent shortly.* |
| **Prosecution rates for Assaults on LU Employees**  **Question No: 2015/0723**  Valerie Shawcross  According to your latest available data what are the rates of prosecution for assaults on LU employees over the last 2 years?  The Mayor  *Officers are drafting a response which will be sent shortly.* |
| **Arrest Rates for Assaults on LU Employees**  **Question No: 2015/0724**  Valerie Shawcross  According to your latest available data what are the rates of arrest for assaults on LU employees over the last 2 years?  The Mayor  *Officers are drafting a response which will be sent shortly.* |
| **Night Bus/ Night Tube Crime**  **Question No: 2015/0725**  Valerie Shawcross  Around 20% of all bus-related crime is committed between the hours of midnight and 07:00. How many British Transport Police officers will be designated to ensuring the safety of staff and passengers on the Night Tube per station?  The Mayor  *Officers are drafting a response which will be sent shortly.*  **Written response from the Mayor received 13 March 2015**  Crime on the Underground is at its lowest ever level, having decreased by over 14 per cent in the last year alone. When Night Tube services begin in September 2015, trains will run on average every 10 minutes. With additional British Transport Police (BTP) officers, CCTV cameras and Help Points available, I am confident that Tube stations will be as safe at night as they are during the day.  TfL will be paying for BTP to recruit additional officers specifically to support Night Tube. Numbers have not yet been finalised, but TfL is working closely with BTP to consider how best to deploy extra officers, or redeploy existing staff, to support the overnight operation of London Underground. Ensuring the safety and security of our staff and customers remains TfL's number one priority. |
| **Night Tube Staffing**  **Question No: 2015/0726**  Valerie Shawcross  With Night Tube Staff being predominantly part-time roles with anti-social hours, how will TfL ensure those with child care needs are able to have a sustainable work/life balance?  The Mayor  As an equal opportunities employer TfL is committed to helping its employees achieve a good balance between work and home life.  All current work-life policies in place which apply to both full-time and part-time staff will also apply to staff employed part-time in stations to support Night Tube. This includes leave entitlement for a variety of reasons relating to family and domestic commitments, including maternity and paternity leave, adoption leave, parental leave and time off for dependents. |
| **Part-time Staffing on LU**  **Question No: 2015/0727**  Valerie Shawcross  It is proposed that 490 members of London Underground roles will now be part time at around 16 hours a week and 897 full-time roles are to be cut. What are TfL going to do to protect the positions of current full-time employees to ensure they are not forced into part-time hours?  The Mayor  *Officers are drafting a response which will be sent shortly.*  **Written response from the Mayor received 13 March 2015**  The proposals to modernise the Tube include guarantees to staff that there will be no compulsory redundancies, pay and hours will be protected, and nobody will have to move more than 30 minutes from their current area unless they choose to do so.  Staff can request a change to part-time hours or new roles to staff Night Tube, if they wish, but nobody will be forced into these roles. |
| **Sexual Offences on the Bus Network**  **Question No: 2015/0728**  Valerie Shawcross  This year Sexual Offences have risen 47.6% on the Bus network. What analysis and information do you have to explain why sexual offences on the bus network have seen such an increase?  The Mayor  The latest official bus-related crime figures from the Metropolitan Police Service show that there has been a 26.3 per cent increase (132 additional offences, 634 compared with 502) in reported sexual offences on the bus network over the past 12 months [January - December 2014 compared with January - December 2013].  Increases in the number of recorded offences were anticipated and are considered a positive result of Project Guardian, launched in July 2013 to reduce unwanted sexual behaviour on public transport in London, which was historically significantly underreported.  A key objective of the campaign has been to engage with our passengers and encourage them to report instances of unwanted sexual behaviour. TfL has handed out over 150,000 leaflets and engaged with the public both face to face and on social media platforms such as Twitter and Facebook.  Building on this, TfL - in partnership with London policing agencies - will launch a new Project Guardian advertising campaign in Spring 2015. The campaign will focus on encouraging victims to report, and reassuring them that their report will always be taken seriously.  As part of this campaign, TfL will be undertaking campaign evaluation and analysis to understand the impacts of the campaign on levels of reporting. |
| **Sexual Offences on the Bus Network - Time of Day**  **Question No: 2015/0729**  Valerie Shawcross  Please provide a breakdown of sexual offences occurring on the bus network by time of day over the last two years.  The Mayor  Analysis of bus-related crime data held by TfL shows that there were 1,133\* bus-related sexual offences committed between 1 January 2013 and 31 December 2014.  The table below provides a breakdown of bus-related sexual offences by the time of day they were committed.  You will see from the table that more offences are committing during morning and afternoon rush hours than at any other time.  \*Please note that there is a slight difference between these figures and official bus-related sexual offence figures reported elsewhere. Official crime figures are based on the recorded date of an offence and not when the offence was committed.   |  |  |  | | --- | --- | --- | | Hour | Number of offences | % of Total | | Midnight | 42 | 3.7% | | 01:00 | 51 | 4.5% | | 02:00 | 41 | 3.6% | | 03:00 | 44 | 3.9% | | 04:00 | 18 | 1.6% | | 05:00 | 22 | 1.9% | | 06:00 | 26 | 2.3% | | 07:00 | 72 | 6.4% | | 08:00 | 70 | 6.2% | | 09:00 | 35 | 3.1% | | 10:00 | 27 | 2.4% | | 11:00 | 40 | 3.5% | | 12:00 | 40 | 3.5% | | 13:00 | 47 | 4.1% | | 14:00 | 45 | 4.0% | | 15:00 | 89 | 7.9% | | 16:00 | 81 | 7.1% | | 17:00 | 89 | 7.9% | | 18:00 | 59 | 5.2% | | 19:00 | 52 | 4.6% | | 20:00 | 49 | 4.3% | | 21:00 | 37 | 3.3% | | 22:00 | 28 | 2.5% | | 23:00 | 29 | 2.6% | | Total | 1,133 | 100.0% | |
| **Staffing Numbers per station after 'Fit for the Future'**  **Question No: 2015/0730**  Valerie Shawcross  In June of 2014, when asked to provide the exact number of staff on each station after the 'Fit for the Future' plan has been implemented, you replied: "Discussions on the details are still taking place, and TfL hopes to complete this process over the next few weeks". 7 Months on from this - can you please provide the exact number of staff members on duty per station, including the number of staff members who will be on duty per station for the Night Tube service.  The Mayor  *Officers are drafting a response which will be sent shortly.*  **Written response from the Mayor received 13 March 2015**  The exact number of staff at each station will not be confirmed until after the completion of local consultation with staff and their Trade Union representatives, which is continuing. We anticipate this will be concluded later in the spring. TfL will then provide this information to you. |
| **Staffing Numbers per station after 'Fit for the Future'**  **Question No: 2015/0731**  Valerie Shawcross  Since 2008 there has been over 500 hours of lift closures due to staff shortages. With cuts to 897 London Underground staff, what is being done to ensure that lifts remain running throughout the day and during the Night Tube service, given that they are vital in terms of access needs for passengers with disabilities?  The Mayor  London Underground is recruiting for the Night Tube service to ensure station staff numbers meet both safety standards and customer service requirements. |
| **Meeting points after 'Fit for the Future'**  **Question No: 2015/0732**  Valerie Shawcross  The closing of ticket offices across the London Underground began this month. For passengers with sight impairments, hearing impairments or for those with physical disabilities, what is being put in place to ensure that there is a designated meeting point for the 'turn up and go service'?  The Mayor  As part of the proposals to modernise the Tube, staff will be bought out into ticket halls and will be more visible and available to assist customers than at present. Staff are receiving additional training to help them support customers with disabilities. This includes identifying and approaching customers who may require additional assistance, such as those requiring the 'turn up and go' service.  Help Points are being installed in every ticket hall to ensure customers can contact a member of staff for assistance, if for example they have been called away for operational reasons. When staff are in the ticket hall, they will proactively approach customers at Help Points and offer assistance. |
| **Meeting points after 'Fit for the Future'**  **Question No: 2015/0733**  Valerie Shawcross  What will replace the ticket offices in smaller stations that will not gain a Visitor Information Centre, as a signalled and designated area where customers know they can locate staff to assist them?  The Mayor  Staff in the station ticket hall will be located at either of two designated areas - by the ticket machines or at the Customer Information Points. The Customer Information Points have been redesigned and will be clearly signed with high contrast "Information" or large "i" signs. All staff are being trained to proactively seek out customers in need of assistance. |
| **Loop systems for deaf passengers after 'Fit for the Future'**  **Question No: 2015/0734**  Valerie Shawcross  Ticket offices used Loop systems to assist deaf passengers, without this busy stations can be a noisy environment inaccessible to deaf users. With the elimination of ticket offices rolling out this year there will no longer be loop systems. What is being put in place to assist deaf passengers?  The Mayor  *Officers are drafting a response which will be sent shortly.* |
| **Funding for the 22 mile Ring Road Tunnel**  **Question No: 2015/0735**  Valerie Shawcross  Where would TfL acquire the £33 billion cited cost of the 22 mile ring road project endorsed earlier this month?  The Mayor  Rebuilding some of our complex and ageing road network underneath our city could help maintain the function of London's vital road system while unlocking precious surface space, reducing the impact of noise and pollution on local communities and providing more space for pedestrians and cyclists.  Funding for such schemes would require new and innovative approaches, including capturing value generated from new development sites in these areas and road user charging. TfL is undertaking further feasibility studies in order to work up more detailed costs and possible funding options. |
| **Pedi-Cabs Licencing**  **Question No: 2015/0736**  Valerie Shawcross  Since taking office, what progress has the Mayor made on the process of regulating Pedicabs in London? How will current regulatory changes being discussed in Parliament affect TfL's ability to make the operation of Pedicabs safer in London?  The Mayor  *Officers are drafting a response which will be sent shortly.*  **Written response from the Mayor received 13 March 2015**  TfL does not currently have the necessary powers to regulate dangerous pedicabs and I have long called on the Government to make the necessary changes to the legislation which would allow us to effectively ban them. I have recently raised this again in writing with the Secretary of State for Transport.  In May last year a draft bill was prepared by the Law Commission which would bring Pedicabs within the scope of TfL's regulatory powers and I fully support those proposals. The Government is yet to respond to the Law Commission's report and I will continue to lobby the Government on this issue.  TfL has been considering whether there are other legislative means by which it might obtain new powers, but has confirmed that it must be for Parliament to enact the changes required.  While we continue to press for these important legal changes, TfL, the MPS and Westminster City Council, run operations to tackle dangerous and antisocial behaviour from Pedicab drivers. Without proper regulatory powers, this is an unsatisfactory position.  With regards to the Electrically Assisted Pedal Cycles Deregulation proposals which are currently being discussed, I am concerned the changes would have a detrimental effect on TfL's ability to enforce the laws currently applicable to pedicabs.  I responded to the Government's consultation on this matter to set out my concerns and I am continuing to press to ensure the regulatory changes they propose do not further undermine our efforts to regulate pedicabs. |
| **100 Better Junctions**  **Question No: 2015/0737**  Valerie Shawcross  Please provide an update on the development of proposals to improve each of the junctions on your 100 Better Junctions list.  The Mayor  *Officers are drafting a response which will be sent shortly.*  **Written response from the Mayor received 13 March 2015**  As I am sure you are aware, in accordance with my vision for cycling in London, TfL have revised the Better Junctions programme to concentrate on the 33 highest profile and worst performing junctions and gyratories across London.  TfL has already consulted on proposals at 15 of these locations, including Archway Gyratory, Old Street Roundabout, Stockwell Cross and Vauxhall Cross. Works have already started at Oval Triangle and works will begin later this spring to remove the northern roundabout at Elephant & Castle. There are also a number of Better Junctions being improved as part of the recently-approved Cycle Superhighways Programme and works begin later this year.  I remain committed to TfL reviewing all of the original 100 junctions and making improvements at any locations where recommendations are made. To date, 86 junctions have been reviewed and the process will be completed later in 2015. |
| **National Sports Centre**  **Question No: 2015/0738**  Valerie Shawcross  Please give an update on the recent consultation on the future of the National Sports Centre in Crystal Palace Park and outline the next steps, including how the project team intend to ensure all local stakeholders and local councillors are engaged in the process.  The Mayor  Following the public consultation, discussions are continuing with key sporting organisations/stakeholders, political bodies and local community groups. These discussions will help define the potential long term solution to deliver a long term sustainable future for the NSC. |
| **Crystal Palace Park 1**  **Question No: 2015/0739**  Valerie Shawcross  If a 'deal' with ZRG should fail to materialise, what further thoughts do you have on developing a realistic and practical approach to improving the park?  The Mayor  *Officers are drafting a response which will be sent shortly.*  **Written response from the Mayor received 13 March 2015**  The GLA is committed to helping Bromley Council secure a long term, sustainable future for the park.  Following the recent expiry of the Exclusivity Agreement, we are discussing the next steps with the Council to ensure delivery of this objective. |
| **Crystal Palace Park 2**  **Question No: 2015/0740**  Valerie Shawcross  What consideration has been/will be given to development of a cross-borough/stakeholders partnership governance structure to ensure that the future of the park remains as a key local issue to be taken forward positively, particularly should a deal with ZRG prove unfeasible?  The Mayor  *Officers are drafting a response which will be sent shortly.*  **Written response from the Mayor received 13 March 2015**  There is a five borough governance structure in place currently, with both Leader and officer meetings.  However, consideration is currently being given as to how this might be developed, in the context of future sustainable governance arrangements for the park. |
| **415 bus extension**  **Question No: 2015/0741**  Valerie Shawcross  Please give an update on plans to extend bus route 415 to Tesco on the Old Kent Road, following the recent consultation.  The Mayor  *Officers are drafting a response which will be sent shortly.* |
| **Pedestrian safety on Clapham Road**  **Question No: 2015/0742**  Valerie Shawcross  A local councillor has been in correspondence with me regarding local residents' wish for a light controlled pedestrian crossing at the junction of Clapham Road and Albert Square in Stockwell. What measures are TfL taking to ensure that the informal crossing at this point is providing adequately safe crossing facilities for local people?  The Mayor  *Officers are drafting a response which will be sent shortly.* |
| **Junction of Southwark Street and Redcross Way, SE1**  **Question No: 2015/0743**  Valerie Shawcross  An issue has been raised with me regarding the need for improved pedestrian facilities at this junction by local parents, who cite that, in particular, parents from new residential developments taking their children to and from the numerous primary schools in the area need a safer crossing. Correspondence with TfL has indicated that consideration is being given to providing an informal pedestrian refuge on Southwark Street, but parents' preference is for a light controlled crossing. What consideration has been given to this option please?  The Mayor  This request has recently been passed to TfL officers, and I am pleased to say an initial site visit has already been carried out. A formal light controlled crossing will be considered alongside other possible options for this location and work will be carried out during the forthcoming financial year. |
| **Improvements at Kennington Oval**  **Question No: 2015/0744**  Valerie Shawcross  TfL recently undertook a consultation about mitigation measures to reduce the effects of traffic using residential roads as a result of the improvements at Kennington Oval. Please provide an update on the outcome of this consultation and when the resulting measures will be implemented.  The Mayor  TfL has listened to the concerns raised by local residents and are currently reviewing all comments received during the recent local public consultation. In conjunction with the London Borough of Lambeth, TfL intends to announce a way forward in March. |
| **Pay**  **Question No: 2015/0745**  Fiona Twycross  With regards to your responses to questions 2015/0380 and 2014/5918, would you accept that both the number and proportion of jobs paid less than the London Living Wage has increased in recent years, while real terms pay is also lower than when you took office?  The Mayor  *Officers are drafting a response which will be sent shortly.*  **Written response from the Mayor received 09 March 2015**  The number of organisations paying the LLW has risen from less than 30 at the beginning of 2008 to over 500 accredited employers by February 2015. I continue to champion London's Living Wage and I want it to be the norm in London by 2020.  In addition to promoting the LLW, I have also introduced a number of measures to help Londoners cope with a rise in the cost of living. These include:         Reducing my share of the Council Tax;         Retrofitting a total of 103,000 homes with energy efficiency measures through RE:NEW, thus saving on energy bills;         Freezing fares in real terms for 2015 - TfL have also reviewed the daily fares cap, giving flexible and part-time workers, including those with unpredictable hours, access to lower fares;         Allowing the Freedom Pass to be used on all TfL services in the morning peak;         Protecting the Freedom Pass for Londoners over 60;         Introducing concessions for apprentices; and         Introducing free travel for disabled war veterans and armed forces personnel in uniform.  Unemployment in London has also reduced in London over the course of my mayoralty and by Q3 in 2014, the number of jobs in London rose by 693,000 to reach an all-time high of 5.58 million. I believe it is right that people have the opportunity to find work in the capital, but those who are employed should be paid the LLW. |
| **Childcare (1)**  **Question No: 2015/0746**  Fiona Twycross  What steps do you think need to be taken to improve childcare provision in London?  The Mayor  The GLA hosted a roundtable event in December for stakeholders to highlight challenges and opportunities to improving the childcare and early years offer in London. Feedback gathered was concentrated on 'quality', including Ofsted ratings, high quality staff and clear information for parents; 'access', including an increased number of early years places, particularly in inner London; and 'sustainability', given London's different funding challenges to the rest of the UK and how some smaller providers struggle to offer care to two year olds within current national funding. These issues form the basis of our work to identify how the GLA can further support parents, boroughs and early year providers. |
| **Childcare (2)**  **Question No: 2015/0747**  Fiona Twycross  How many childcare schemes have been included as part of the social infrastructure obligations in planning application approvals in London in financial years since 2008/09?  The Mayor  The responsibility for securing social infrastructure provision through planning S106 agreements rests with the Boroughs and my officers do not keep records of the Boroughs completed agreements. |
| **Parental employment**  **Question No: 2015/0748**  Fiona Twycross  Please provide data for (a) parental and (b) single parent employment rates in London in each year since 2008.  The Mayor  The requested information is contained in the table below.   |  |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | --- | |  | Employment rate, London, working age population\* | | | | | 95% CI attached to level (%) \*\* | |  | Q2 2008 | Q2 2009 | Q2 2010 | Q2 2011 | Q2 2012 | Q2 2013 | Q2 2014 | | Q2 2014 | | | Single parents | 40.6% | 40.8% | 42.5% | 40.8% | 42.9% | 47.7% | 47.7% | | ±3.7 | | | All parents | 62.6% | 60.2% | 61.3% | 61.6% | 62.0% | 65.8% | 64.2% | | ±1.6 | | | All people | 70.5% | 67.1% | 67.0% | 67.6% | 67.6% | 68.9% | 70.8% | | ±.1.0 | | | Source: ONS Labour Force Survey (LFS), Household datasets | | | | |  |  |  | |  | |  |  |  |  |  |  |  |  | |  | | | \* the working age population is composed of people aged 16 to 64 | | | | |  |  |  | | \*\* the data in the table comes from the LFS which is a sample survey. As such, the data is subject to sampling variability and should be interpreted with some caution. As an indication to the extent of the sampling variability the table also provides estimates of the 95 confidence interval (CI) for the employment rates in Q2 2014. These suggest that, for example, if the survey was rerun 20 times then in 19 of those times (i.e. 95% of the time) the estimates for single parents employment rate in Q2 2014 would be between 44.0% (47.7% - 3.7%) and 51.4% (47.7% + 3.7%). | | | | | | | |
| **Free school meals**  **Question No: 2015/0749**  Fiona Twycross  As a supporter of universal free school meals, will you consider offering part-funding (in partnership with the London boroughs) for rolling out this policy across London?  The Mayor  Over the last year my food team has been setting up two flagship boroughs in London, a two-year project jointly funded by the GLA and the Department for Education. An important element of this is the implementation of the School Food Plan, which includes measures to work with councils, caterers and head teachers to increase the uptake of universal free school meals. There are of course a number of boroughs in London who have already committed to this and I fully commend them for doing so and urge others to follow. |
| **Debt**  **Question No: 2015/0750**  Fiona Twycross  What do you see as the key challenges currently facing London in relation to problem debt?  The Mayor  *Officers are drafting a response which will be sent shortly.* |
| **Apprenticeships starts figure in your second term**  **Question No: 2015/0751**  Fiona Twycross  Can you provide me with the number of apprenticeship starts since May 2012? Can you also provide a breakdown of this information by quarter, per academic year?  The Mayor  In the period April 2012-June 2014, 96,500 apprentice starts have been reported in London. The table below details the total number of apprentice starts achieved over this timeframe, broken down by quarter and academic year.   |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | |  | Q1 | Q2 | Q3 | Q4 | Total | | 2012/13 | 12370 | 9400 | 10420 | 12880 | 45070 | | 2013/14 | 11080 | 8280 | 9380 | 11310 | 40050 | | 2014/15 | 11380 |  |  |  | 11380 | | Total |  |  |  |  | 96500 |   Note: Apprenticeship starts are not reported on a monthly basis so Q1 2012/13 includes starts reported in April 2012.  Note: Q1 2014/15 data is provisional and cannot be verified until Q1 2015/16.  Note: Q2 2014/15 data is expected late March 2015. |
| **Careers guidance in London**  **Question No: 2015/0752**  Fiona Twycross  Can you provide me with an update on your work to introduce a pan-London careers guidance service which you called for in 2012?  The Mayor  Since early 2013, LEP officers have worked with the Skills Funding Agency (SFA) on the design and procurement of the new National Careers Service for London.  The LEP welcomed this opportunity for joint working and will continue to work with the SFA in monitoring performance of the new service which commenced in October 2014.  In line with the launch of the new service, the LEP's Skills and Employment Working Group (SEWG) held a London Careers Offer workshop with stakeholders in the autumn.  Following the workshop, the SEWG co-commissioned with London Councils stakeholder consultation on what an offer for London might include, and a final report on these proposals is due at the end of March 2015. |
| **Head Start**  **Question No: 2015/0753**  Fiona Twycross  Can you provide me with an update on the progress of the Team London initiative, Head Start? How many young people have volunteered? How many young people have gone on to part-time and full-time employment as a result?  The Mayor  Since HeadStart London launched in June 2014 800 young people have started to volunteer, compared to our target for this year of 500 young people. They have contributed over 14,000 volunteering hours to their local community. The programme aims to improve young people's employability and ultimately ensure young people are work-ready.  Of the 163 young people who have been interviewed to date this year 90 were confirmed as work-ready and 50 of these secured part-time or seasonal roles with partner businesses. |
| **Tax Evasion**  **Question No: 2015/0756**  Fiona Twycross  What steps are you taking to support London SMEs that pay all their taxes in the UK, compete with larger firms involved in tax evasion?  The Mayor  I believe businesses should pay the tax that they owe in the UK. Enforcement is a matter for the Government. |
| **Late Payments to SMEs (1)**  **Question No: 2015/0757**  Fiona Twycross  What are you doing to encourage London firms to pay SMEs on time?  The Mayor  *Officers are drafting a response which will be sent shortly.* |
| **Late Payments to SMEs (2)**  **Question No: 2015/0758**  Fiona Twycross  Has the LEP commissioned any research into the problems caused by late payments for SMEs and if not will it consider doing so?  The Mayor  *Officers are drafting a response which will be sent shortly.* |
| **Late Payments to SMEs (3)**  **Question No: 2015/0759**  Fiona Twycross  Would you support a proposal that following a period of non-payment, interest should be charged on accounts owing to SMEs?  The Mayor  *Officers are drafting a response which will be sent shortly.* |
| **Fair Tax Mark**  **Question No: 2015/0760**  Fiona Twycross  What steps will the LEP take to promote "the Fair Tax Mark" as a standard of honesty and accountability in tax affairs?  The Mayor  I do not see this as a specific issue for the LEP given its role in promoting jobs and growth in London. I continue to encourage all businesses to pay their taxes. |
| **Broadband (1)**  **Question No: 2015/0761**  Fiona Twycross  Following BTs recent announcement of a trial of "fibre to the basement" in two buildings in Central London, what steps will you take to encourage BT to extend this trial to other locations?  The Mayor  BT's 'Fibre to the Basement' is one of many solutions that London's wide variety of over 500 providers are trialling across the capital.  My officers are developing a connectivity toolkit for London boroughs and providers. This will include a publicly available map that will show levels of connectivity across the capital using Ofcom postcode data, and best practice guide for boroughs and providers.  Pending the results of this trial my officers will be happy to include it as one potential solution.  My officers are also running seminars that introduce local authorities to a variety of solutions from London's providers and again, pending the results of this trial, my officers will be happy to invite them to present this solution, alongside other providers, at a future seminar  The proposed OPDC would be happy to work with BT to expand its trial of 'fibre to the basement' and also with Virgin Media's recently announced intention to deliver optic fibre during the transformative regeneration of Old Oak. |
| **Broadband (2)**  **Question No: 2015/0762**  Fiona Twycross  Do you accept that unless the problem of  London's slow and inadequate broadband speeds are effectively tackled London businesses will be at a major competitive disadvantage, not only to firms abroad but also others based in the UK?  The Mayor  While 89% of the capital currently has access to superfast broadband, I agree that London's businesses should have access to universal affordable high speed connectivity from a range of providers. Access to superfast connectivity could boost London's economy by around £4bn by 2024.  This is why I've made connectivity a priority in my London Infrastructure Plan 2050. I've also established the Connectivity Advisory Group, which is advising on a comprehensive work plan. |
| **London Overground (1)**  **Question No: 2015/0763**  Fiona Twycross  Will your branding of the rail lines in north-east London that you are taking over be 'London Overground' from day one, or only when new rolling stock is introduced?  The Mayor  Yes. The West Anglia services which are being taken over by TfL from 31 May 2015 will be branded London Overground.  All stations being managed by TfL will display the London Overground roundel from the first day of service and the current trains will also undergo a refresh which will include branding as London Overground.  TfL will implement a programme of improvements over the next two years. Some, such as providing staff at all stations during operating hours will be implemented from day one. Other improvements including better customer information, cleaner, brighter stations and new ticket vending machines will be rolled out over the course of the programme. |
| **London Overground (2)**  **Question No: 2015/0764**  Fiona Twycross  Will the Euston-Watford Junction and the Gospel Oak-Barking lines be getting new London Overground trains in the same purchase as north-east London? How many cars will the trains have on each line, and will any new trains have partial transverse seating?  The Mayor  An Invitation to Tender was issued by TfL in August 2014 for new four car trains to serve the West Anglia, Romford to Upminster, Gospel Oak to Barking and Watford to Euston Junction lines. Trains on the Gospel Oak to Barking line will be increased from two cars to four cars once the new trains arrive and the line is electrified.  Trains on the West Anglia routes will be configured as eight cars during peak periods and four cars during less busy times of the day. On the Watford to Euston line, the design process for the train lengthening programme has identified the need to upgrade the power supply on this route. The programme for this work is currently under discussion with Network Rail, which owns the infrastructure, so TfL is unable to provide further details at present. TfL will update you once more information becomes available.  Consideration is being given to including some transverse seating in the overall seating layout for the new trains. This will not be finalised until after TfL award the contract for them later this year. |
| **London Overground (3)**  **Question No: 2015/0765**  Fiona Twycross  Are you taking over the stations, as well as new services when London Overground takes over new lines? Where is step-free access being considered?  The Mayor  On 31 May 2015, London Overground will take over management of all stations on the West Anglia routes except Liverpool Street and Cheshunt, and will also manage Emerson Park on the Romford to Upminster line.  Edmonton Green has recently had lifts installed to make it step-free, this is in addition to Enfield Town, Chingford and Walthamstow Central which already have step-free access. Seven Sisters will also be made step-free under the DfT's Access for All scheme.  Works are also planned to install Disability Discrimination Act compliant ramps at Highams Park, Walthamstow Central and Bush Hill Park. All stations served by London Overground will have staff who are able to provide assistance to passengers with mobility or visual impairments.  TfL will also take over the operation of stopping services between Liverpool Street mainline station and Shenfield station on 31 May 2015 as TfL Rail. All stations along the route, except Liverpool Street and Shenfield, will be managed by the appointed operator MTR Crossrail.  All stations ahead of Crossrail fully opening in 2019 will be step-free from street to platform with level access from platform to Crossrail trains at all Crossrail's central London Underground stations and at Heathrow. |
| **Step Free Access Projects**  **Question No: 2015/0766**  Fiona Twycross  Are any of your cancelled step-free access projects at tube stations still being actively considered, such as at Shepherd's Bush and Baker Street?  The Mayor  *Officers are drafting a response which will be sent shortly.* |
| **Bus route maps**  **Question No: 2015/0767**  Fiona Twycross  A constituent has contacted me to ask whether you will you be rolling out the full-colour 'bus route maps' shown on some central London bus stops, that show where each bus service runs to more widely?  The Mayor  TfL provides bus route maps in two formats; 'multi route panels' which are located on bus stop posts and also contain timetable information, and posters known as 'spider maps' which are located in bus shelters.  Multi route maps are primarily found in central London or busy town centres where the number of routes serving the stop exceeds the timetable capacity and where more than one route may serve a destination.  'Spider Maps' are available in most bus shelters served by multiple routes.  A review is presently underway of the type of information being provided both in terms of content and where it is provided with a view to improving visibility across London. This review will incorporate changes to existing information arising from the planned conversion to 24 hour operation of some Tube services in September 2015.  The review will be complete at the end of May 2015 and I have asked TfL to provide you with an update then. |
| **Hackbridge**  **Question No: 2015/0768**  Fiona Twycross  What progress has there been at TfL to approve a traffic lit crossing at the Felnex scheme, Hackbridge?  The Mayor  TfL is working up design options for this new signal controlled crossing of London Road that will provide safe and direct access between Hackbridge Station and the Felnex site. This scheme will be implemented and funded as part of the wider package of traffic and transport improvements associated with the redevelopment of the Felnex Trading Estate, which is due to complete in 2016. |
| **London Bridge Station (1)**  **Question No: 2015/0769**  Fiona Twycross  What discussions have you recently held with Network Rail and relevant rail operators and TfL about the disruption caused by the work at London Bridge Station? What was the outcome of these discussions?  The Mayor  The disruption caused by Network Rail's work at London Bridge station is unacceptable. Fewer trains than had been expected are running and this is having knock-on effects on transport in the whole of south east London.  Network Rail is responsible for the work to transform London Bridge. I have met with Mark Carne, Chief Executive of Network Rail, to demand better management of these works; and TfL officials continue to have discussions with Network Rial and train operators.  As a result they have made changes to the station layout to reduce crowding and given undertakings. I will continue to monitor the situation very closely to improve the reliability of train services, particularly those operated by Southern. |
| **London Bridge Station (2)**  **Question No: 2015/0770**  Fiona Twycross  Given Londoners expect you to take a leadership role in this matter, what reassurances can you give passengers about the length of time there will continue to be disruption on services in and out of London Bridge?  The Mayor  Please see my response to MQ 769 / 2015. |
| **London Bridge Station (3)**  **Question No: 2015/0771**  Fiona Twycross  Have you had discussions with Network Rail about ensuring that lessons are learnt from the development of London Bridge so that other rail projects don't cause inconvenience, unnecessary stress and delays to passengers?  The Mayor  Please see my response to MQ 769 / 2015. |
| **Food banks in London**  **Question No: 2015/0772**  Fiona Twycross  Visits to food banks in London have risen by 23,341% from 2009/10 to 2013/14. Will you visit a food bank to see first-hand why increasing numbers of Londoners - both in and out of work - are resorting to charity to feed themselves and their families?  The Mayor  As we discussed in January's MQT, I am planning to visit London's first social supermarket, 'Community Shop' in West Norwood, which aims to provide people on low incomes with access to cheaper food. |
| **Bus Drivers in London**  **Question No: 2015/0773**  Fiona Twycross  Why do you consider it unreasonable for bus drivers to be given the opportunity to have Londonwide negotiations on pay?  The Mayor  It is up to the private bus operators and their own staff representatives to determine how they negotiate pay and conditions.  Only 16% of bus drivers voted in favour of the recent industrial disputes. Thirty per cent of the services across London ran on the first day and 50% ran on the second day. Unite called off the action because they found many of their members and non-members were attending work. |
| **Fulfilling role of Mayor of London while being an MP**  **Question No: 2015/0774**  Fiona Twycross  How do you plan to manage your time once you are both an MP and Mayor? If you were to take up a senior role on the Government front benches, would you still continue as Mayor and if so how would you justify this to Londoners?  The Mayor  As I have repeatedly made clear, whatever the outcome of the election in May 2015, I will continue to serve all Londoners as Mayor until 2016. |
| **FGM**  **Question No: 2015/0775**  Fiona Twycross  Have you had any discussions with the Commissioner of the Metropolitan Police about ensuring we see successful prosecutions in London?  The Mayor  This is something I have discussed with the Commissioner.  I am determined to eliminate and prevent female genital mutilation (FGM) in London. This is a key part of my refreshed violence against women and girls (VAWG) strategy and I am keen to ensure we maintain pressure until we see the practice eradicated.  MOPAC has recently launched my Harmful Practice pilot.  This has a clear focus on enforcement and prosecution coupled with early identification and prevention, safeguarding and access to support and community engagement.  This work was devised and will be overseen by my Harmful Practices taskforce and the MPS are key members of this group.  This two year programme of work will allow us to truly get to grips with preventing this abhorrent practice. |
| **Part-Time jobs**  **Question No: 2015/0776**  Fiona Twycross  Although the gap has narrowed somewhat in recent history, the share of jobs which are part-time in London is lower than in the UK. What steps are you taking to address this?  The Mayor  While London has more part-time jobs than 2012 it has a persistently lower share of these jobs than the UK. Recent GLA Economics research suggests this may reflect a combination of London's sectoral and occupational mix, transport and living costs, and possible negative perceptions of employers towards offering high quality flexible working opportunities.  We will be working to better understand perceived barriers to flexible working and promote the benefits of these practices to employers. |
| **Social security reform (1)**  **Question No: 2015/0777**  Fiona Twycross  Further to your response to question 2015/0383, what specifically is the London Enterprise Panel doing to monitor, and react to, the implications of social security reform on the London Economy?  The Mayor  Please see my response to MQ 383 / 2015, the LEP and London Councils' officers are working closely with colleagues in DWP on welfare reform proposals as part of the Growth Deal settlement for London.  For instance, London Government and the LEP are engaging with Central Government to influence future Work Programme provision.  The LEP is also leading the development of activities to be delivered under the new round of European Social Funds which includes supporting the hardest to help into sustainable jobs. |
| **Social security reform (2)**  **Question No: 2015/0778**  Fiona Twycross  Further to your response to question 2015/0385, do you support the initial decision by the government to stop providing specific funding for local welfare schemes?  The Mayor  *Officers are drafting a response which will be sent shortly.* |
| **Social security reform (3)**  **Question No: 2015/0779**  Fiona Twycross  Further to your response to question 2015/0385, were you requested by any organisations to produce a response to the government consultation?  The Mayor  *Officers are drafting a response which will be sent shortly.* |
| **Great Northern line**  **Question No: 2015/0781**  Joanne McCartney  Local residents have contacted me to complain about the poor service on the Great Northern line since Govia took over the franchise from First Capital Connect in September 2014. I have previously lobbied for this line to be devolved to TFL. What discussions are TfL having with Govia, Network Rail and/or the Department of a Transport about the service on this line? Will TfL press the case for this line to be devolved to them?  The Mayor  I am not satisfied with the performance on the Great Northern route, which has met the franchise target in only one of the five four-week reporting periods since Govia took over.  I urge both Govia and Network Rail to work together to improve performance and give passengers on both the Great Northern and Thameslink routes the level of service they deserve. I have raised my concerns at the highest level with Network Rail and the Department for Transport.  As you know I am continuing to make the case for more of London's railways to be devolved to TfL, which allows TfL to impose much tougher performance targets and incentives. This is one of the reasons for the excellent performance seen on London Overground, one of the most reliable railways in the UK. |
| **W3 bus route overcrowding**  **Question No: 2015/0782**  Joanne McCartney  I have received numerous reports of severe overcrowding on the W3 bus route in Haringey. There are complaints of waits of 20 minutes plus when the service is supposed to be every 6-8 minutes, and queues longer than the buses can cope with, so not all passengers are able to board. Will you conduct a review into this service and take actions to improve the service for commuters?  The Mayor  TfL is aware of reliability issues on the W3.  A new schedule to address this is expected to be introduced in May, when extra buses and drivers become available. |
| **Freedom pass**  **Question No: 2015/0783**  Joanne McCartney  I have received complaints regarding the durability of freedom passes which are easily broken and cost £10 to replace. What action has TfL taken, with London Councils, to ensure that Freedom passes and oyster cards are not easily broken?  The Mayor  The number of cards that London Councils asks to be replaced as a result of breakages and failures is small and has been stable for many years.  Nonetheless TfL has raised the issue with London Councils. Its view is that there are no general problems with durability.  I would suggest that you pass on the complaints you have received to London Councils for further review. |
| **Muswell Hill Front Counter**  **Question No: 2015/0784**  Joanne McCartney  When you closed police stations in London, you said they will be replaced with better or equivalent services. Do you believe that a contact point, in an organic food shop, open for 4 hours a week is a suitable place for people to report crimes or seek advice?  The Mayor  The majority of people want to contact the police on the telephone, online, or by taking advantage of the MPS' commitment to visit people at a time and place convenient to them. Victims' opinion of the ease of contact with the police has risen to its highest level.  There are 73 front counters across London, with 33 open 24 hours a day for those who wish to use traditional forms of public access. Contact points are another way for the public to engage with officers at regular times and places. By putting contact points in places the public visit we can support this interaction. The review of contact points shows that, while their use is variable, they are popular with those who use them. |
| **Quietways in Haringey**  **Question No: 2015/0785**  Joanne McCartney  Can you provide me with an update on the Quietways scheme in Haringey? When will this be implemented and will there be any consultation with local cycling groups and residents?  The Mayor  *Officers are drafting a response which will be sent shortly.*  **Written response from the Mayor received 13 March 2015**  TfL is currently working with officers from Haringey and the Cycling Commissioner on the development of the next phase of the Quietways programme, with the potential for some routes to be delivered by 2016.  TfL is to confirm routes to be progressed under the next phase of the Quietways programme to boroughs shortly. Borough officers from Haringey have already been working closely with local cycling groups on the development of potential routes. All proposals will of course be subject to public consultation where required, an activity that will be led at a local level by Haringey for its roads and TfL for the Transport for London Road Network.  Stamford Hill to Golders Green bus route |
| **Fuel poverty**  **Question No: 2015/0786**  Joanne McCartney  What action are you taking to prevent deaths in London associated with fuel poverty? How are you communicating advice, particularly to elderly or vulnerable people during this cold weather period?  The Mayor  I am supporting the retrofit of homes through my RE:NEW programme, introducing a new London Rental Standard to ensure Landlords meet their energy efficiency obligations to tenants, and boosting the income of Londoners by increasing the London Living Wage. In particular, my annual Know Your Rights campaign works closely with Age UK to help raise awareness and communicate advice to older vulnerable people, to promote the uptake of benefits to increase their income such as Pension Credit. This can make them eligible to claim further support to keep their homes warm during the winter and obtain other assistance including switching energy provider or free energy efficiency measures. |
| **Smoking at TfL bus shelters (1)**  **Question No: 2015/0797**  Caroline Pidgeon  Further to the answer you provided to Question 2013/0888 please state how many new and refurbished bus shelters have 'no smoking' signs installed by TfL under its byelaw provisions?  The Mayor  There are 'no smoking' signs installed in 2700 bus shelters. I have requested that TfL officers put a programme in place to install 'no smoking' stickers at the remaining 9800 bus shelters across London.  This is expected to be completed by 30 April 2015. |
| **Smoking at TfL bus shelters (2)**  **Question No: 2015/0798**  Caroline Pidgeon  Will you ensure that all bus shelters have 'no smoking' signs installed using TfL's byelaw provisions to implement this policy?  The Mayor  Please see my response to MQ797 / 2015. |
| **Report of the Mayor**  **Question No: 2015/0815**  Roger Evans  Mr Mayor, you have ten minutes to present your budget.  The Mayor  **Boris Johnson (Mayor of London):**  Just focusing on the changes, the Assembly proposed an amendment to reinstate the off-peak Pay-As-You-Go daily cap for outer London by getting rid of or interfering with what we are proposing to do with council tax.  I have looked at that amendment and I have decided that that is not the way forward.  What I do want to do is slightly to vary the fares package in the light of the discussions that we have had.  As I promised to do; I said I would look at it and we have explored the problem.  As everybody knows, the overwhelming balance of the effect of these measures is positive.  Huge numbers of people across London benefit from the daily cap, which we considerably reduced.  For many people, that amounts to a saving of several hundred pounds a year.  About 200,000 people in London benefit from that change, which was intended to help part-time workers.  I thank Members of the Assembly who have campaigned on that from all Groups, particularly, of course, GLA Conservatives, who have been at the forefront of this argument.  Nonetheless, there were a small group, as has been pointed out, who did see their off-peak daily caps go up.  The question was how we could address that problem.  We have come up with a solution, which is that from April all part-time workers will benefit from fares reductions introduced in 2015 when a new automated refund will be provided to any customers who incur a higher fare than Transport for London’s (TfL) former Pay-As-You-Go daily off-peak caps in Zones 4 to 6 twice or more in one week or eight times or more in a four-week period.  What we are trying to do is to help those people who are part-time workers.  That is the objective of the policy;  it is to help those in part-time work.  They will get a refund, including for the period from 2 January 2015.  That refund will appear at least once every four weeks and will be delivered automatically by TfL in the sense that it will go on their Oyster card balance, meaning customers are not required to take any action.  I hope that that does allay some of the anxieties that are being brought to me by Members from across the city.  There are, as I say, a small number of people who did see their off-peak cap go up.  We have gone a long way to address that problem.  This is designed to address particularly the needs of part-time workers.  I would further point out that the impact of the borough returns on council tax and business rates has been unexpectedly favourable.  Members of the Assembly should know that there is now £66 million more than had been assumed in the last version of the budget coming in from the council tax and the business rates.  You will remember, Members of the Assembly, that we have been in this position before.  We have been in a position where it looks as though we are flush with cash and then actually those receipts that appear to be promised diminish and dwindle away.  Therefore, we need to be very cautious about this apparent good news.  What I can say is that if and when it becomes clear that these sums really are going to be in our accounts, as it were, and really are available, we will be looking at a number of possibilities for expenditure such as renewing the Outer London Fund, for instance.  I know that that has been one of the most popular projects we have engaged in in London.  We will certainly be looking at another big round of the Outer London Fund.  We will obviously be looking at the new national music centre that Sir Simon Rattle [British conductor] and I have discussed with the Chancellor.  In the short term, we are proposing to pass on £2.4 million to the Mayor’s Office for Policing and Crime (MOPAC), with £1 million earmarked to pay for the cost of the council tax discounts for special constables.  I am sure the measure will be appreciated by special constables across the city.  That is where we are at the moment.  The balance of the extra we are proposing to add to the Mayor’s Resilience Reserve for the time being.  I would just say with respect to other amendments that the Assembly has passed and proposed that I have listened to what has been said about street markets and we will ensure that a minimum of five street markets will collectively receive £1 million.  We will encourage bids to deliver affordable housing on infill development for at least £5 million of Greater London Authority (GLA) grant funding.  On the proposal - I think it was from the Green Group - that there should be a special solar unit, I would just point out that the RE:FIT and RE:NEW programmes already have delivery units to support solar and so we do not see any particular requirement for a new unit, I am afraid to say.  On the cycling budget, TfL is proposing to spend already 4% of its net expenditure, excluding Crossrail, on cycling in 2015/16 and so I see no reason to vary that.  It is a good sum to be spending.  Just to conclude, Roger, in spite of the caterwauling you heard earlier, this is a budget that will continue our delivery of a record number of affordable homes for Londoners of all income groups.  It will help us to continue with what has been an unprecedented programme of investment in transport infrastructure and to continue to take forward the successful and sustainable development of the greatest city on Earth.  I commend this budget to the Assembly.  Thank you. |
| **Questions to the Mayor on his Final Draft Consolidated Budget**  **Question No: 2015/0816**  Jenny Jones  **Jenny Jones AM:**  Mr Mayor, since the last Budget meeting the Metropolitan Police Service (MPS) has announced that now it will not facilitate certain protests.  I am just curious whether or not you think that your budget is so tight that you cannot afford to facilitate the democratic process.  The Mayor  **Boris Johnson (Mayor of London):**  I understand.  You are talking about the recent communications from the MPS about not policing certain protests.  I am in discussion with the MPS about that.  Just for your guidance and the Assembly’s guidance, obviously I am very much of the view that the police do a fantastic job of looking after and managing about 5,000 protests of one kind or another in our city every year.  It is important that they should continue to do so.  One of the factors is that if you say that it is going to be a peaceful protest and you decide to leave it just to TfL to manage or whatever, the risk is that by withdrawing police support and police presence you might encourage the opposite result.  I am concerned that that should not be the way forward.  I am probably at one with you, Jenny, in wanting to see the MPS continue to police protests in London.  **Jenny Jones AM:**  That is fantastic because in fact the effect of what the MPS is suggesting is that peaceful protests would have to pay to happen, whereas if you say you are going to a violent protest the police will be there for free.  It is illogical.  **Boris Johnson (Mayor of London):**  It is a serious point and it is well made.  I understand that argument.  We have a great, vibrant democracy in London.  People are allowed to come and protest and they are allowed to shout things whenever they want and are allowed to shout back, too.  However, in the end, the police have to be there and that is my position.  **Jenny Jones AM:**  I am really pleased you are saying that and I am just curious that the MPS did not run this idea past you.  Did they really not tell you?  **Boris Johnson (Mayor of London):**  We are in discussion with them.  **Jenny Jones AM:**  Thank you. |