

Questions to the Mayor

18 JANUARY 2024

WRITTEN ANSWER REPORT

Subject: MQT on 18/01/2024 between 10:00 and 13:00

Report of: Executive Director of Assembly Secretariat

Development in London

Question No: 2024/0235

Lord Bailey of Paddington

What are you doing to attract and retain developers in London?

Development in London

The Mayor

Last updated: 23 January 2024

It's important that development in London delivers good quality, affordable homes and supports a diverse range of uses and employment to support our city's ongoing success.

My London Plan sets out the framework for this, delivering good growth that is sustainable and inclusive for all Londoners. Developers have welcomed this stability and are delivering for Londoners.

We do a huge amount of work to attract inward investment to London, including promoting London at MIPIM each year, and funding London & Partners' Opportunity London project.

My planning team engage pro-actively with developers, giving strategic advice on potential schemes in London. This provides a degree of certainty and confidence that's important for the development sector.

Where appropriate, I will use my planning powers of call in for both housing and commercial proposals and will approve those schemes that are in accordance with my London Plan and provide the right benefits for Londoners.

This process regularly delivers improved levels of affordable housing, more affordable workspace or other public benefits.

Fatal Bus Collisions

Question No: 2024/0196

Neil Garratt

What progress has been made to date on publishing a "statement of facts" promptly after a fatal bus collision, with the basic facts of the incident known at that time?

Fatal Bus Collisions**The Mayor**

Last updated: 23 January 2024

TfL regularly reports on safety incidents and is always working to improve its reporting arrangements.

TfL now publishes a quarterly Bus Safety Data release, and has made improvements to this reporting system since it was introduced.

Short summaries of all fatal incidents involving buses are posted on the TfL website, as well as research reports into bus safety improvements that have informed TfL's policy decisions.

The Commissioner's report to TfL Board now includes the same level of information about fatal incidents involving buses as it does about fatal incidents on the Tube.

There is normally some time delay between an incident occurring on the bus network and the full facts being established from an investigation.

There is also the need to consider the sensitivities of the victims and their families in public reporting on the nature of collisions and injuries.

Some investigation information will also be subject to police investigation and other regulatory investigations.

Losing Land

Question No: [2024/0305](#)

Tony Devenish

Can you assure Londoners that, unlike with Camden Council, there is no GLA land or property in danger of being taken from public ownership by a long-term squatter?

Losing Land**The Mayor**

Last updated: 23 January 2024

GLA Land and Property Limited (GLAP) Estate is managed in conjunction with TfL Estates. The management of the GLAP Estate, including tenanted and vacant land, is outsourced to a Third-Party Managing Agent who have robust security measures in place and regularly inspect sites.

GLAP adhere to all insurance requirements for vacant land and take appropriate steps to resolve any unlawful occupation swiftly, so the land and property we oversee can be put to the best use for all Londoners.

There have not been any incidents of squatting across the GLAP estate since 2016.

It remains the landowner's responsibility to resolve any long-term squatting. Local authorities in London also have a legal duty to prevent or relieve homelessness, and to provide interim, temporary or long-term accommodation.

I've called on the government to help local authorities put empty properties to good use, and allow them to increase council tax on those properties.

Streatham Bus Delays

Question No: 2024/0197*Neil Garratt*

Since our last discussion in December, what actions have you taken regarding bus delays through Streatham?

Streatham Bus Delays**The Mayor**

Last updated: 23 January 2024

I understand TfL has shared recent bus performance data with officers from the London Borough of Lambeth and is working with them and bus operators to explore opportunities to improve bus movements.

TfL has amended traffic signals in the area to help improve bus journey times. Other mitigations could be implemented in collaboration with the borough.

Across London, 80 per cent of delays to buses are caused by roadworks. In Streatham, local bus performance has been impacted by works to repair gas infrastructure on Streatham High Road in December, as well as further emergency works at the end of 2023.

TfL and I remain fully committed to improving bus journey times across London. That's why TfL is working with boroughs to create new and improved bus priority across London.

This includes preparation for multiple new bus lane schemes as part of the programme to introduce 25km of new bus lanes by 2025.

TfL conducts hundreds of signal timing reviews a year to improve journey times. Two thirds of buses in London now get priority, across around 1,800 bus priority enabled traffic signals junctions.

I know some people are concerned that the Streatham Wells LTN may be having an impact on traffic flows in this area.

TfL does not manage the introduction of LTNs and in this case the delivery is the responsibility of the London Borough of Lambeth.

The Streatham Wells LTN is still relatively new, having been in place for less than three months.

Schemes like this can take time to bed in – for behaviours to change and for new traffic patterns to settle. This scheme has been implemented on a trial basis to monitor the benefits and impacts, and gain feedback.

During February, TfL and borough officers will review the initial data and feedback from the scheme, and changes may be made if required. This analysis will look to account for the disruption causes by the unrelated emergency street works that have also taken place in the area.

New Year's Eve Fireworks Shambles**Question No: 2024/0313***Emma Best*

Will you apologise to those who had their New Year's Eve ruined as they could not enter the zones to watch the fireworks due to poor egress and access?

New Year's Eve Fireworks Shambles

The Mayor

Last updated: 23 January 2024

This issue was covered in the MQT meeting on 18 January 2024 - please see my response to MQ 2024/0275.

London's economy

Question No: 2024/0001

Marina Ahmad

How did London's economy fare over the festive period?

London's economy

The Mayor

Last updated: 23 January 2024

Officers are drafting a response.

Brexit

Question No: 2024/0002

Marina Ahmad

Four years on, what is the current economic impact of Brexit on London's economy?

Brexit

The Mayor

Last updated: 23 January 2024

Officers are drafting a response.

Universal Free School Meals

Question No: 2024/0003

Marina Ahmad

How many children have received Universal Free School Meals so far this year thanks to your Universal Free School Meals programme?

Universal Free School Meals

The Mayor

Last updated: 23 January 2024

It has been fantastic to hear how much parents and their children have benefited this academic year from free school meals. Delivering free school meals has been my proudest moment as Mayor and I'm thrilled that our unprecedented funding has helped up to 287,000 children each day since the start of September. Our funding assumes a 90 per cent uptake across schools – which would mean an estimated 1.4million are funded each week.

Minimum income threshold

Question No: 2024/0004*Marina Ahmad*

What would be the economic impact on London's economy of the increase to the minimum income threshold to at least £38,700?

Minimum income threshold**The Mayor**

Last updated: 23 January 2024

Officers are drafting a response.

RAAC and London's Schools (1)**Question No: 2024/0006***Marina Ahmad*

Please provide an update on the number of schools in London with Reinforced Autoclaved Aerated Concrete (RAAC) present. Please provide a borough by borough breakdown.

RAAC and London's Schools (1)**The Mayor**

Last updated: 23 January 2024

According to the latest Department of Education (DfE) data, there are 29 education settings in London with confirmed cases of RAAC. This data, published on 6 December 2023, shows the situation as of 27 November 2023 and states that, at this point, all pupils across the 29 settings were in face-to-face education. The 29 settings are spread across 17 boroughs, with 5 clustered in Haringey and 4 in Enfield – a full breakdown by borough is given in the table below. Please refer to the published DfE data for further details.

Borough	Number of settings with confirmed cases of RAAC
Barnet	1
Bexley	1
Brent	2
Ealing	2
Enfield	4
Greenwich	1
Hammersmith and Fulham	2
Haringey	5
Havering	1
Islington	1
Lambeth	1
Lewisham	1
Newham	1
Redbridge	1
Sutton	1

Tower Hamlets	3
Westminster	1

RAAC and London's Schools (2)

Question No: 2024/0007

Marina Ahmad

How much of the funding available for remediation of Reinforced Autoclaved Aerated Concrete (RAAC) in schools has been dispersed to schools in London?

RAAC and London's Schools (2)

The Mayor

Last updated: 23 January 2024

The GLA does not hold information about how much funding has been dispersed to London schools affected by RAAC as the government is working directly with those affected.

RAAC and London's Schools (3)

Question No: 2024/0008

Marina Ahmad

How many of London's schools have been successfully remediated and all Reinforced Autoclaved Aerated Concrete (RAAC) removed since 1 September 2023?

RAAC and London's Schools (3)

The Mayor

Last updated: 23 January 2024

The GLA doesn't hold this data as the government is working directly with affected schools and their responsible bodies.

The latest DfE data shows that, as of 27 November 2023, 29 education settings in London had confirmed cases of RAAC - with this number having risen from 17, in August 2023. I am pleased that these settings are now all offering face-to-face education to their pupils; however, it is now for the government to support them with long-term solutions to ensure that RAAC is removed.

I support calls for the government to urgently set a deadline to rid schools of RAAC, not just here in London but across the country.

RAAC and London's Schools (4)

Question No: 2024/0009

Marina Ahmad

What support is the Government offering to London's schools to address the remediation of Reinforced Autoclaved Aerated Concrete (RAAC)?

RAAC and London's Schools (4)

The Mayor

Last updated: 23 January 2024

All education settings in England known to contain RAAC will be assigned a dedicated DfE caseworker. Alongside regional directors, these caseworkers will work with the responsible body to assess the setting's needs and help them put individual solutions in place. The government

has confirmed that this support is already in place for settings on its most recent list of those affected by RAAC, which includes 29 in London.

The government has committed to spend whatever it takes to keep children safe - including funding emergency mitigation work needed to make buildings safe, as well as reasonable addition revenue costs and longer-term refurbishment or rebuilding projects.

It has also published guidance for schools and colleges on identifying and managing RAAC.

While I support these commitments, I'm concerned that the government has not announced a new funding package to help mitigate the RAAC crisis, instead relying on existing budgets.

RAAC and London's Schools (5)

Question No: 2024/0010

Marina Ahmad

What conversations have you had with the Secretary of State for Education regarding Reinforced Autoclaved Aerated Concrete (RAAC) in London's schools?

RAAC and London's Schools (5)

The Mayor

Last updated: 23 January 2024

I wrote to the Secretary of State for Education, the Rt Hon Gillian Keegan MP, in September, raising concerns about the government's chaotic response to RAAC and the major risk and disruption this was posing to London schools. Prompted by the sudden closure of Stepney All Saints Church of England Secondary School in East London, I urged her to update the DfE's list of settings affected by RAAC (and to continue to do so regularly), and to issue clear and consistent guidance to schools.

The Secretary of State responded in November, giving an update on Stepney All Saints Church of England School, and outlining the government's response to the crisis.

My Children and Young Londoners Team have also met with officers at the DfE, to monitor how the crisis is unfolding in London.

RAAC and London's Schools (6)

Question No: 2024/0011

Marina Ahmad

How have you been working with London Councils to bring a resolution to the Reinforced Autoclaved Aerated Concrete (RAAC) crisis in London?

RAAC and London's Schools (6)

The Mayor

Last updated: 23 January 2024

Although I will do everything in my power to support London schools, responsibility for bringing a resolution to the RAAC crisis lies firmly with national government.

The DfE has committed to working directly with affected education settings and boroughs, with each setting to be allocated a caseworker to assess their needs and help put solutions in place.

I will continue to work with regional partner to monitor the situation and support London schools as it unfolds in London.

RAAC and London's Schools (7)**Question No:** 2024/0012*Marina Ahmad*

How are you using your convening powers to address and resolve the issue of Reinforced Autoclaved Aerated Concrete (RAAC) in London's schools?

RAAC and London's Schools (7)**The Mayor**

Last updated: 23 January 2024

Responsibility for bringing a resolution to the RAAC crisis lies firmly with the national government.

This said, I will do everything in my power to support London schools.

I wrote to the Secretary of State for Education in September, raising concerns about the government's inadequate and chaotic response to RAAC and the major risk and disruption this was posing to London schools.

Officers in my Children and Young Londoners Team have met with colleagues at the DfE, and continue to attend meetings with regional partners, helping us to monitor the crisis as it unfolds in London and raise any particular concerns.

RAAC and London's Schools (8)**Question No:** 2024/0013*Marina Ahmad*

What support is available to schools in London that have not received funding for remediation?

RAAC and London's Schools (8)**The Mayor**

Last updated: 23 January 2024

The government has confirmed that all education settings known to contain RAAC, including those in London, will be assigned a dedicated DfE caseworker - part of a national team of 80. Caseworkers will work with the responsible body to assess the setting's needs and help them put individual solutions in place. This support is already in place for settings on the DfE's most recent list of settings affected by RAAC.

The government has also committed to spend whatever it takes to keep children safe - including funding emergency mitigation work needed to make buildings safe, as well as reasonable addition revenue costs and longer-term refurbishment or rebuilding projects.

While I support these commitments, I'm concerned that the government has not announced a new funding package to help mitigate the RAAC crisis, instead relying on existing budgets.

RAAC and London's Schools (9)**Question No:** 2024/0014*Marina Ahmad*

Corpus Christi Primary School in Brixton Hill has had to close classrooms due to Reinforced Autoclaved Aerated Concrete (RAAC). They have a short term solution in place, but will not have space for all pupils after September without immediate action. In the absence of action by Government, what help can you offer to London's schools who are in this and similar situations?

RAAC and London's Schools (9)**The Mayor**

Last updated: 23 January 2024

All pupils in the 29 London schools known to be affected by RAAC are now receiving face-to-education, according to the government's most recent update. I fully appreciate, however, that this doesn't mean these schools aren't still facing disruption due to RAAC, nor does it negate the need for longer-term solutions.

As Corpus Christi Catholic Primary School features on the government's published list of schools affected by RAAC, it should already have been assigned a DfE caseworker. As promised by the government, this caseworker should be working with the responsible body to assess the school's needs and help them put solutions in place.

My officers will continue to monitor the situation to support London schools and families.

Elizabeth Line Timetable and Pricing

Question No: 2024/0015

Marina Ahmad

A constituent has written to me to complain about the lack of transparency in pricing for services to Heathrow using the Elizabeth line. They are asking why the different price of the Heathrow trains is not advertised on the timetable so that customers are not charged more than they expect for journeys. Please explain why this is not the case.

Elizabeth Line Timetable and Pricing**The Mayor**

Last updated: 23 January 2024

Fares are traditionally not shown on timetables, which are designed to show train times in a simple and clear way. However, fares are shown on the Journey Planner tool on Transport for London's (TfL) website and TfL Go.

Customers can also check the fare for a journey using TfL's single fare finder

<https://tfl.gov.uk/fares/find-fares/tube-and-rail-fares/single-fare-finder>.

TfL also shows prices to Heathrow in some advertising posters and it will be updating the Elizabeth line car diagrams this year to specifically state that special fares apply for Elizabeth line services to Heathrow.

TfL FOIs

Question No: 2024/0017

Elly Baker

TfL publishes details on their FOI performance at <https://tfl.gov.uk/corporate/transparency/freedom-of-information/foi-performance>. For 2022/23 can you confirm a) how many requests were received; b) how many requests were accepted; c) how many requests were refused? For those refused requests can you break down by reason for refusal?

TfL FOIs**The Mayor**

Last updated: 23 January 2024

Transport for London (TfL) is committed to transparency and in 2022/23 received and answered 3,376 requests made under the Freedom of Information (FOI) Act or the Environmental Information Regulations (EIR). 3,374 of these were responded to within the statutory deadline (99.94 per cent). 71.5 per cent of all FOI and EIR requests were responded to in full, with 10.9 per cent of responses relying in part on an exemption in the applicable legislation and 17.6 per cent being refused in full due to an applicable exemption. The most common reasons for refusals are because the information is or will be published (27.2 per cent of all exemptions) or because the time needed to respond to the request exceeds the applicable limit under the FOI Act of 18 hours (26.6 per cent of all exemptions). A further 8.8 per cent of all exemptions apply to protect the personal data of individuals.

A full breakdown of these figures is provided below. TfL also reports annually on its FOI performance to the Audit and Assurance Committee of the TfL Board.

2022/23		% of Caseload
Partial exemption	367	10.9
Full exemption	593	17.6
Answered in full	2,416	71.5
Total FOI/EIR cases answered	3,376	100

Exemption/Exception Applied			
(To note: More than one may apply per case)			
FOI		EIR	
Section 12	265	Regulation 12(4)(b)	38
Section 14	51	Regulation 12(4)(d)	3
Section 21	235	Regulation 12(5)(a)	3
Section 22	36	Regulation 12(5)(e)	2
Section 24	9	Regulation 12(5)(g)	23
Section 31	67	Regulation 13	9
Section 37	1		
Section 38	38		
Section 40	79		
Section 41	9		
Section 42	3		
Section 43	124		
Total FOI exemptions	917		Total EIR exceptions

London's safety camera network (1)

Question No: 2024/0018*Elly Baker*

In MQ 2023/3024 you say that "In London's Vision Zero Action Plan, TfL committed to expanding London's safety camera network as part of its efforts to reduce speed and speed-related collisions in the capital. TfL is undertaking the essential preparatory work for this, before rolling out new fixed safety camera sites". Can you provide more detail on what the preparatory work involves and when you expect new cameras to be deployed?

London's safety camera network (1)**The Mayor**

Last updated: 23 January 2024

Officers are drafting a response.

London's safety camera network (2)**Question No: 2024/0019***Elly Baker*

How many a) fixed and b) mobile safety cameras were there in London in i) July 2018 and ii) January 2024?

London's safety camera network (2)**The Mayor**

Last updated: 23 January 2024

Officers are drafting a response.

Tomorrow's TfL**Question No: 2024/0020***Elly Baker*

On 24 October 2023 Transport for London's Youth Panel launched its new independent report, Tomorrow's TfL: The Youth Panel's Vision for the Future, which sets out nine recommendations for how TfL should make London's transport network more equitable, inclusive and environmentally sustainable. Please publish TfL's response to the recommendations.

Tomorrow's TfL**The Mayor**

Last updated: 23 January 2024

I am very thankful to Transport for London's (TfL's) Youth Panel for the incredible work they put into developing and publishing their "Tomorrow's TfL" report last October. As their first ever policy recommendation report, the exciting and impactful ideas will contribute to TfL's vision to be the strong, green, heartbeat for London, keeping our capital moving safely, sustainably and inclusively.

TfL is finalising its response to the Youth Panel's recommendations, which it will present to the TfL Board and to the public at an upcoming Safety, Sustainability and Human Resources Panel (SSHRP) meeting in February. In response to one of the key recommendations in the report,

TfL will also start welcoming Youth Panel members as participants in these SSHRP meetings, starting in February. TfL will also begin welcoming Youth Panel members to participate in its quarterly Customer Service and Operational Performance Panel meetings starting in March. By taking these steps, TfL is giving young Londoners more of a voice at the highest level of TfL's governance, allowing them to scrutinise TfL's work.

TfL Capital Funding

Question No: *2024/0021*

Elly Baker

TfL requested £500m in capital funding for 2024-25 from the Government but received £250m. What changes does TfL have to make to its 2024-25 capital programme given the £250m funding gap?

TfL Capital Funding

The Mayor

Last updated: 23 January 2024

The Government has consistently recognised that Transport for London (TfL) is not expected to fund major renewals and enhancements through its own operating incomes.

As the Government has only provided half of the £500m of capital funding that TfL needs in 2024/25, TfL has had to make difficult decisions about its business plan to ensure it can continue to make vital upgrades to London's transport network.

The shortfall in Government capital investment has only been mitigated in the near term and will reduce the amount of valuable investment TfL can make in future years, unless further funding is agreed.

That's why it is still vitally important that TfL agrees a sustainable long-term funding settlement from the Government that allows it to plan and invest for the infrastructure London will need over the coming decades.

As well as rephasing the timing of payments under the contract with Siemens Mobility, who are delivering the new Piccadilly line trains that are currently under construction, TfL has reduced its planned capital expenditure for 2026-27 and cumulatively increased its borrowing requirement by £83m by 2026/27, to offset the deferred costs from the changes to the Piccadilly Line Upgrade programme. The impact of this will be considered in future capital funding submissions to Government.

The full paper setting out all the adjustments required to the draft 2024 TfL Business Plan and approved by the TfL Finance Committee is available here:

<https://board.tfl.gov.uk/documents/g815/Public%20reports%20pack%20Friday%202022-Dec-2023%2011.30%20Finance%20Committee.pdf?T=10>

TfL Operating Costs (1)

Question No: 2024/0022

Elly Baker

What is TfL's actual, forecast and planned like-for-like operating costs (£m) for 2016/17 to 2026/27? Please break down by financial year and provide in excel format.

TfL Operating Costs (1)

The Mayor

Last updated: 23 January 2024

Officers are drafting a response.

TfL Operating Costs (2)

Question No: 2024/0023

Elly Baker

What is TfL's actual, forecast and planned like-for-like operating costs (real terms 2021/22 prices £m) for 2016/17 to 2026/27? Please break down by financial year and provide in excel format.

TfL Operating Costs (2)

The Mayor

Last updated: 23 January 2024

Officers are drafting a response.

TfL's Net cost of operations (1)

Question No: 2024/0024

Elly Baker

What is TfL's actual, forecast and planned net cost of operations (£m) for 2016/17 to 2026/27? Please break down by financial year and provide in excel format.

TfL's Net cost of operations (1)

The Mayor

Last updated: 23 January 2024

Officers are drafting a response.

TfL's Net cost of operations (2)

Question No: 2024/0025

Elly Baker

What is TfL's actual, forecast and planned net cost of operations (real terms 2021/22 prices £m) for 2016/17 to 2026/27? Please break down by financial year and provide in excel format.

TfL's Net cost of operations (2)

The Mayor

Last updated: 23 January 2024

Officers are drafting a response.

TfL operating cost

Question No: [2024/0026](#)

Elly Baker

Please provide details of TfL's actual, forecast and planned operating cost per km (£) for 2016/17 to 2026/27? Please provide figures for a) London Underground, b) Buses, c) Streets, d) DLR, e) London Overground, e) Trams, f) Elizabeth line. Please break down by financial year and provide in excel format.

TfL operating cost

The Mayor

Last updated: 23 January 2024

Officers are drafting a response.

TfL Recovery Ratio

Question No: [2024/0027](#)

Elly Baker

Please provide details of the recovery ratio (proportion of operating costs covered by revenue) on a) London Underground b) DLR, c) Buses for 2016/17 to 2026/27? Please break down by financial year and provide in excel format.

TfL Recovery Ratio

The Mayor

Last updated: 23 January 2024

Officers are drafting a response.

TfL Income statement

Question No: [2024/0028](#)

Elly Baker

TfL's 2024 Business Plan contains an income statement on page 23. Please provide a copy of that table in excel format and include figures for the financial years 2016/17 – 2021/22.

TfL Income statement

The Mayor

Last updated: 23 January 2024

Officers are drafting a response.

TfL Travel concessions

Question No: [2024/0029](#)

Elly Baker

Please provide an estimate of the revenue foregone for every travel concession for 2016/17 to 2026/27. Please break down by financial year and provide in excel format.

TfL Travel concessions

The Mayor

Last updated: 23 January 2024

Calendar Year	Estimated revenue foregone (£m)					
	Free children (half fares)	16-18	Students and Apprentices	Bus & Tram Discount	Job Centre Plus	60+
2016	85	75	30	25	3	50
2017	85	75	30	25	3	60
2018	90	75	30	25	3	75
2019	95	75	35	30	3	90
2020	40	30	10	10	1	30
2021	70	55	20	20	2	65
2022	90	75	30	25	3	90
2023	105	85	35	30	4	110
2024	115	100	40	35	4	125
2025	120	110	40	35	4	135
2026	130	120	45	40	5	155
2027	135	130	50	40	5	185

Estimates and forecasts of the notional fares revenue foregone in relation to each main concession type are given in the table above. These are listed in calendar years due to the way the data is recorded.

It is assumed that free children (under 16 on buses and under 11 on rail) would be charged half adult fares in the absence of a free travel concession. Under 5s are assumed to remain free.

In the absence of a free travel concession for school age children there would be a statutory obligation for each London borough to provide free travel to and from school to around half of London's schoolchildren. This has not been accounted for in these calculations.

TfL Capital expenditure**Question No:** 2024/0030*Elly Baker*

TfL's 2024 Business Plan contains a table on capital expenditure on page 25. Please provide a copy of that table in excel format and include figures for the financial years 2016/17 – 2021/22.

TfL Capital expenditure**The Mayor**

Last updated: 23 January 2024

Please find enclosed the requested excel spreadsheet. Please note that due to accounting policy changes over time the figures may not be 100% like for like year on year. Please also note that the figures in the table are capital spend only – there may be additional amounts in the operating account towards some of the headings shown in the table.

TfL Borrowing**Question No:** [2024/0031](#)*Elly Baker*

What is TfL's actual, forecast and planned nominal value of borrowing (£m) for 2016/17 to 2026/27. Please break down by financial year and provide in excel format.

TfL Borrowing**The Mayor**

Last updated: 23 January 2024

Officers are drafting a response.

TfL Passenger Journeys**Question No:** [2024/0032](#)*Elly Baker*

What is TfL's actual, forecast and planned passenger journeys (millions) for 2016/17 to 2026/27. Please provide figures for walking, cycling and public transport modes. Please break down by travel mode, financial year and provide in excel format.

TfL Passenger Journeys**The Mayor**

Last updated: 23 January 2024

Officers are drafting a response.

TfL Carbon Emissions**Question No:** [2024/0033](#)*Elly Baker*

What is TfL's actual, forecast and planned total carbon emissions (kilotonnes CO2) for 2016/17 to 2026/27. Please break down by financial year and provide in excel format.

TfL Carbon Emissions**The Mayor**

Last updated: 23 January 2024

Please find the requested details attached.

TfL Carbon Emissions**The Mayor**

Last updated: 23 January 2024

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Bus excess wait time**Question No:** [2024/0034](#)*Elly Baker*

What is TfL's actual, forecast and planned bus excess wait time (minutes) for 2016/17 to 2026/27. Please break down by financial year and provide in excel format.

Bus excess wait time**The Mayor**

Last updated: 23 January 2024

Officers are drafting a response.

Crimes on TfL Services**Question No: 2024/0035**

Elly Baker

What is TfL's actual, forecast and planned recorded crimes per million passenger journeys for 2016/17 to 2026/27. Please provide figures for a) Buses, b) London Underground, c) London Overground, d) DLR e) Trams. Please break down by financial year and provide in excel format.

Crimes on TfL Services**The Mayor**

Last updated: 23 January 2024

Officers are drafting a response.

Bus Service volumes**Question No: 2024/0036**

Elly Baker

What is TfL's actual, forecast and planned bus service volumes (million km operated) for 2016/17 to 2026/27. Please provide figures for a) Inner London, b) Outer London and c) Sections of routes outside the GLA boundary. Please break down by financial year and provide in excel format.

Bus Service volumes**The Mayor**

Last updated: 23 January 2024

Transport for London's (TfL's) actual and forecast bus service volumes are shown in the attachment. TfL does not have a breakdown of inner, outer and outside London mileage for 2016/17, so the network level total is shown for that year.

The number of operated kilometres is determined by scheduled kilometres and lost mileage. Scheduled kilometres have reduced in 2023/24 as a result of changes to more closely match demand and supply, especially in central London. Lost mileage was also high in 2022/23, partly as a result of lower staff availability. There has been a marked improvement in this regard in 2023/24.

Dial-a-Ride trip requests**Question No: 2024/0037**

Elly Baker

What is TfL's actual, forecast and planned Dial-a-Ride trip requests scheduled (%) for 2016/17 to 2026/27. Please break down by financial year and provide in excel format

Dial-a-Ride trip requests**The Mayor**

Last updated: 23 January 2024

Please see the information requested in the attached table. Dial-a-Ride (DaR) is a free, member shared service intended to offer trips within a member's local area. Transport for London must manage peaks and troughs in demand along with maintaining the financial sustainability of DaR, and therefore has set a target of meeting 90 per cent of all trip requests made.

Dial-a-Ride trip requests**The Mayor**

Last updated: 23 January 2024

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Dial-a-Ride trip requests**The Mayor**

Last updated: 23 January 2024

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Dial-a-Ride trip requests**The Mayor**

Last updated: 23 January 2024

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TfL Projects**Question No: 2024/0038**

Elly Baker

The Transport for London Business Plan 2020/21 to 2024/25 has a list of projects and costs on pages 160-163. Please provide a similar list covering the projects contained in the TfL Business Plan 2023/24 to 2026/27.

TfL Projects**The Mayor**

Last updated: 23 January 2024

Please find attached the requested information. The capital spend set out in the 2024 Transport for London (TfL) Business Plan is subject to future funding discussions with Government.

Waking Watches and London's Boroughs**Question No: 2024/0039**

Anne Clarke

Please provide a borough-by-borough breakdown of the number of buildings operating waking watches in London. Please also break down the numbers for buildings over 18m and under 18m in each borough.

Waking Watches and London's Boroughs**The Mayor**

Last updated: 23 January 2024

London Fire Brigade (LFB) collects data for buildings with a temporary suspension of 'stay put' where an interim simultaneous evacuation strategy has been put in place. This includes, but is not limited to, waking watches, which the National Fire Chiefs Council guidance defines as a

system where 'suitably trained persons continually patrol all floors and the exterior perimeter of the building in order to detect a fire, raise the alarm, and carry out the role of evacuation management'. Residential buildings with an interim simultaneous evacuation strategy in place could have personnel on site or a remote monitoring system, but this is determined by the Responsible Person with guidance from a competent fire safety professional.

The figures can change on a daily basis when interim measures are required, or a building is remediated and no longer requires the interim measures. The number of buildings where an interim simultaneous evacuation strategy has been put in place, as of 15 December 2023 are presented by borough and by height in the table below.

Please note that the following reflects the new height requirement of 7+ storeys or 18m and above, as stated in the new Fire Safety (England) regulations 2022.

Local Authority	Total blocks	Over 18 metres	Under 18 metres
Barking and Dagenham	31	20	11
Barnet	51	21	30
Bexley	3	0	3
Brent	43	20	23
Bromley	6	4	2
Camden	52	38	14
City of London	3	1	2
Croydon	40	15	25
Ealing	23	13	10
Enfield	13	5	8
Greenwich	77	62	15
Hackney	108	58	50
Hammersmith and Fulham	15	3	12
Haringey	25	17	8
Harrow	8	7	1
Havering	24	8	16
Hillingdon	14	9	5
Hounslow	24	11	13
Islington	94	48	46
Kensington and Chelsea	28	15	13
Kingston upon Thames	4	4	0
Lambeth	50	30	20
Lewisham	48	24	24
Merton	3	2	1
Newham	80	73	7
Redbridge	22	14	8
Richmond	3	1	2
Southwark	132	82	50
Sutton	7	5	2
Tower Hamlets	156	132	24
Waltham Forest	22	21	1
Wandsworth	21	12	9
Westminster	49	45	4

Total	1,279	820	459
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Waking Watch Relief Fund

Question No: 2024/0041

Anne Clarke

How many grants have been made from this fund to date? Please provide a breakdown since the funds began, showing the size of the grant and the date of the grant award.

Waking Watch Relief Fund

The Mayor

Last updated: 23 January 2024

As of 10 January 2024, 92 grant payments have been authorised from the Waking Watch Relief Fund totalling £8,226,132. Please note, we are only providing data where the GLA has been responsible for dispersing funds. DLUHC also disperses funds and the GLA do not receive a London breakdown for these payments.

Payment amount (£)	Date of payment authorisation
£277,888	Aug 25, 2021
£82,368	Sep 10, 2021
£17,040	Sep 10, 2021
£68,782	Sep 22, 2021
£103,040	Sep 24, 2021
£82,658	Sep 24, 2021
£37,883	Sep 24, 2021
£25,328	Oct 4, 2021
£124,399	Oct 11, 2021
£50,890	Oct 19, 2021
£118,103	Oct 21, 2021
£327,600	Oct 22, 2021
£161,280	Oct 27, 2021
£201,462	Oct 28, 2021
£111,240	Nov 1, 2021
£99,836	Nov 1, 2021
£291,301	Nov 3, 2021
£39,294	Nov 3, 2021

£20,665	Nov 4, 2021
£133,527	Nov 4, 2021
£68,577	Nov 3, 2021
£145,718	Nov 8, 2021
£103,631	Nov 9, 2021
£69,600	Nov 10, 2021
£143,040	Nov 15, 2021
£27,810	Nov 18, 2021
£45,665	Nov 25, 2021
£121,125	Nov 25, 2021
£25,760	Dec 8, 2021
£20,592	Dec 8, 2021
£67,547	Dec 7, 2021
£153,335	Dec 7, 2021
£38,334	Dec 8, 2021
£91,096	Dec 9, 2021
£90,058	Dec 9, 2021
£81,949	Dec 9, 2021
£73,901	Dec 9, 2021
£115,425	Dec 9, 2021
£83,717	Dec 10, 2021
£129,003	Dec 10, 2021
£9,471	Dec 13, 2021
£134,330	Dec 15, 2021
£44,062	Dec 15, 2021
£97,875	Dec 16, 2021
£47,769	Dec 17, 2021
£361,219	Dec 17, 2021
£80,651	Dec 17, 2021
£119,100	Dec 17, 2021
£28,857	Dec 21, 2021
£28,702	Dec 21, 2021
£20,487	Dec 21, 2021
£22,775	Dec 21, 2021
£18,476	Dec 21, 2021
£6,332	Dec 23, 2021
£98,031	Jan 6, 2022
£143,023	Jan 11, 2022
£65,815	Jan 11, 2022
£67,547	Jan 12, 2022
£53,692	Jan 12, 2022
£151,366	Jan 13, 2022
£53,692	Jan 17, 2022
£114,848	Jan 26, 2022
£90,312	Feb 1, 2022
£56,843	Feb 1, 2022

£56,541	Feb 1, 2022
£11,016	Feb 2, 2022
£46,872	Feb 4, 2022
£165,288	Feb 9, 2022
£50,365	Feb 16, 2022
£40,320	Mar 1, 2022
£22,680	Mar 4, 2022
£36,360	Mar 4, 2022
£128,761	Mar 4, 2022
£309,845	Mar 8, 2022
£140,008	Mar 9, 2022
£55,707	Mar 23, 2022
£30,282	Mar 23, 2022
£33,583	Mar 28, 2022
£99,728	Apr 12, 2022
£169,810	Apr 13, 2022
£146,909	Mar 15, 2022
£121,116	Apr 26, 2022
£72,825	May 18, 2022
£141,974	Jun 1, 2022
£20,929	Jun 16, 2022
£119,100	Jun 22, 2022
£81,900	Jul 5, 2022
£69,472	Jul 8, 2022
£35,494	Nov 8, 2022
£32,191	Nov 25, 2022
£77,462	Dec 22, 2022
£24,508	Jun 12, 2023

Social and Private Sector ACM Cladding Remediation Fund

Question No: 2024/0042

Anne Clarke

How many grants have been made from these funds to date? Please provide a breakdown since the funds began, showing the size of the grant; social or private residential; and the month of the grant award.

Social and Private Sector ACM Cladding Remediation Fund

The Mayor

Last updated: 23 January 2024

As of 10 January 2024, 124 grant payments have been made from the Social Sector ACM Cladding Remediation Fund. In total, £212,840,843 has been paid out to date. It should be noted that grant is paid in two tranches for this programme – 80 per cent and 20 per cent.

As of 10 January 2024, 501 grant payments have been made from the Private Sector ACM Cladding Remediation Fund. In total, £150,336,200 has been paid out to date. It should be noted that most buildings under this programme follow a monthly payment structure.

Please see table below for a breakdown of grant paid.

Social Sector ACM Cladding Remediation Fund	
Payment amount (£)	Date of authorisation
£277,842	29/01/2019
£1,967,170	08/02/2019
£7,610,557	14/02/2019
£5,556,092	14/02/2019
£1,265,600	25/02/2019
£1,533,820	15/03/2019
£663,718	15/03/2019
£663,718	15/03/2019
£13,091,657	18/03/2019
£1,794,918	28/03/2019
£324,543	28/03/2019
£633,606	29/03/2019
£276,242	10/05/2019
£3,028,886	18/04/2019
£359,650	29/05/2019
£678,305	08/05/2019
£513,030	08/05/2019
£785,957	15/05/2019
£1,841,562	07/06/2019
£844,872	20/12/2019

£1,124,949	19/12/2019
£4,847,856	18/12/2019
£89,912	13/12/2019
£826,553	27/11/2019
£2,046,413	12/11/2019
£242,894	07/11/2019
£332,181	01/11/2019
£332,181	01/11/2019
£8,985,065	29/10/2019
£332,181	16/10/2019
£1,328,722	16/10/2019
£1,328,722	15/10/2019
£1,328,722	15/10/2019
£141,837	09/10/2019
£2,399,994	04/10/2019
£2,399,994	04/10/2019
£2,399,993	04/10/2019
£388,993	01/10/2019
£266,266	11/03/2020
£4,740,146	06/03/2020
£826,553	05/03/2020
£837,066	05/02/2020
£826,553	05/02/2020
£505,514	23/01/2020
£730,991	23/01/2020
£128,258	23/01/2020
£1,944,327	14/08/2019
£2,619,090	05/07/2019
£567,350	05/07/2019
£1,378,865	18/07/2019
£93,584	18/07/2019
£491,793	19/07/2019
£382,284	23/04/2020
£85,525	03/06/2020
£328,221	03/06/2020
£308,583	08/06/2020
£1,726,003	30/09/2020
£84,634	23/09/2020
£393,546	08/09/2020
£987,501	18/08/2020
£1,010,044	18/08/2020
£10,169	06/08/2020
£45,618	23/07/2020
£2,294,445	02/07/2020

£580,576	23/12/2020
£517,709	23/12/2020
£2,380,000	16/02/2021
£1,002,458	10/03/2021
£155,089	24/03/2021
£588,396	26/03/2021
£144,044	26/03/2021
£3,588,224	30/03/2021
£165,930	30/03/2021
£383,455	30/03/2021
£165,930	30/03/2021
£103,440	15/04/2021
£588,396	28/04/2021
£144,044	28/04/2021
£459,841	18/06/2021
£8,657,574	10/09/2021
£356,052	30/09/2021
£316,403	20/09/2021
£145,406	17/11/2021
£163,527	17/11/2021
£2,185,646	16/12/2021
£1,731,448	16/12/2021
£893,187	21/12/2021
£211,218	04/02/2022
£206,638	04/02/2022
£206,638	04/02/2022
£206,638	04/02/2022
£244,318	11/03/2022
£347,598	12/03/2022
£426,712	12/03/2022
£1,933,417	12/03/2022
£12,739,389	17/03/2022
£13,112,546	17/03/2022
£13,326,775	17/03/2022
£14,004,582	17/03/2022
£420,935	07/05/2022
£558,790	07/05/2022
£69,501	12/05/2022
£2,055,881	17/05/2022
£2,055,881	17/05/2022
£2,055,882	17/05/2022
£1,113,696	17/05/2022
£1,113,696	17/05/2022

£1,113,696	17/05/2022
£138,472	25/05/2022
£2,263,641	08/06/2022
£1,139,325	01/11/2022
£11,311,014	01/04/2023
£472,734	26/04/2023
£327,450	29/06/2023
£846,866	21/9/2023
£806,716	13/11/2023
£930,295	18/12/2023

Private Sector ACM Cladding Remediation Fund	
Payment amount (£)	Date of authorisation
£49,496	03-Feb-2020
£200,631	14-Apr-2020
£25,104	16-Apr-2020
£211,821	22-May-2020
£60,000	24-Jun-2020
£409,384	01-Jul-2020
£12,563	03-Jul-2020
£209,382	03-Jul-2020
£160,000	16-Jul-2020
£19,000	20-Jul-2020
£274,822	27-Jul-2020
£202,574	26-Aug-2020
£141,400	15-Sep-2020
£194,841	28-Sep-2020
£87,973	27-Oct-2020
£313,654	28-Oct-2020
£606,704	11-Nov-2020
£429,000	11-Nov-2020
£154,978	27-Nov-2020
£140,530	11-Dec-2020
£429,780	17-Dec-2020
£119,920	21-Dec-2020
£393,143	23-Dec-2020
£400,000	06-Jan-2021
£773,872	06-Jan-2021
£78,004	07-Jan-2021
£48,717	19-Jan-2021
£569,928	20-Jan-2021
£76,721	02-Feb-2021
£16,645	05-Feb-2021

£42,364	10-Feb-2021
£50,122	11-Feb-2021
£296,996	11-Feb-2021
£104,911	12-Feb-2021
£491,348	18-Feb-2021
£181,811	18-Feb-2021
£71,731	23-Feb-2021
£128,737	25-Feb-2021
£28,061	02-Mar-2021
£119,802	19-Mar-2021
£229,933	19-Mar-2021
£110,557	19-Mar-2021
£113,315	23-Mar-2021
£57,718	24-Mar-2021
£486,220	26-Mar-2021
£408,133	30-Mar-2021
£411,243	30-Mar-2021
£238,772	09-Apr-2021
£87,823	21-Apr-2021
£524,280	22-Apr-2021
£49,061	26-Apr-2021
£37,477	28-Apr-2021
£147,108	29-Apr-2021
£195,903	05-May-2021
£171,394	06-May-2021
£57,800	06-May-2021
£439,000	10-May-2021
£160,957	12-May-2021
£3,054,706	14-May-2021
£234,719	20-May-2021
£640,155	20-May-2021
£45,100	20-May-2021
£270,742	21-May-2021
£55,400	24-May-2021
£160,189	26-May-2021
£109,596	03-Jun-2021
£29,142	03-Jun-2021
£151,808	03-Jun-2021
£104,057	08-Jun-2021
£242,312	10-Jun-2021
£217,896	10-Jun-2021
£214,509	15-Jun-2021
£540,752	15-Jun-2021
£187,336	17-Jun-2021
£184,050	21-Jun-2021

£88,000	21-Jun-2021
£971,835	23-Jun-2021
£36,540	23-Jun-2021
£295,500	23-Jun-2021
£189,704	23-Jun-2021
£280,000	23-Jun-2021
£103,889	25-Jun-2021
£173,869	08-Jul-2021
£29,443	08-Jul-2021
£156,612	14-Jul-2021
£250,560	19-Jul-2021
£557,934	21-Jul-2021
£112,461	21-Jul-2021
£99,144	21-Jul-2021
£104,251	21-Jul-2021
£301,750	21-Jul-2021
£51,411	21-Jul-2021
£74,093	21-Jul-2021
£52,045	21-Jul-2021
£47,339	21-Jul-2021
£200,939	22-Jul-2021
£76,445	22-Jul-2021
£268,384	23-Jul-2021
£225,152	23-Jul-2021
£98,336	29-Jul-2021
£157,345	02-Aug-2021
£39,042	09-Aug-2021
£118,254	09-Aug-2021
£44,340	19-Aug-2021
£1,478,152	20-Aug-2021
£504,627	20-Aug-2021
£625,538	24-Aug-2021
£1,007,969	24-Aug-2021
£104,896	26-Aug-2021
£316,107	27-Aug-2021
£53,697	03-Sep-2021
£103,114	07-Sep-2021
£79,367	08-Sep-2021
£348,000	10-Sep-2021
£118,574	15-Sep-2021
£326,796	15-Sep-2021
£28,035	17-Sep-2021
£631,964	17-Sep-2021
£496,415	24-Sep-2021
£372,572	27-Sep-2021

£59,827	27-Sep-2021
£538,554	27-Sep-2021
£65,955	27-Sep-2021
£1,425,239	12-Oct-2021
£598,835	12-Oct-2021
£457,867	13-Oct-2021
£33,954	13-Oct-2021
£90,905	13-Oct-2021
£231,154	14-Oct-2021
£292,717	26-Oct-2021
£473,140	26-Oct-2021
£98,446	28-Oct-2021
£296,609	29-Oct-2021
£3,726,434	02-Nov-2021
£66,911	08-Nov-2021
£893,811	11-Nov-2021
£55,221	17-Nov-2021
£140,578	18-Nov-2021
£245,888	23-Nov-2021
£226,637	25-Nov-2021
£1,097,986	25-Nov-2021
£48,340	30-Nov-2021
£45,442	30-Nov-2021
£135,254	02-Dec-2021
£363,071	03-Dec-2021
£1,759,156	07-Dec-2021
£77,037	07-Dec-2021
£155,508	10-Dec-2021
£24,574	15-Dec-2021
£165,379	15-Dec-2021
£14,731	16-Dec-2021
£25,572	16-Dec-2021
£36,958	16-Dec-2021
£13,370	16-Dec-2021
£14,039	16-Dec-2021
£467,265	16-Dec-2021
£93,366	17-Dec-2021
£239,206	17-Dec-2021
£1,035,283	17-Dec-2021
£620,348	17-Dec-2021
£312,799	17-Dec-2021
£19,895	17-Dec-2021
£99,609	17-Dec-2021
£99,388	17-Dec-2021
£48,030	17-Dec-2021

£1,234,974	17-Dec-2021
£20,800	17-Dec-2021
£333,854	17-Dec-2021
£201,121	21-Dec-2021
£33,157	22-Dec-2021
£1,160,204	23-Dec-2021
£623,806	11-Jan-2022
£135,156	13-Jan-2022
£1,060,598	19-Jan-2022
£249,545	21-Jan-2022
£290,184	25-Jan-2022
£324,124	25-Jan-2022
£186,435	02-Feb-2022
£78,952	02-Feb-2022
£175,678	11-Feb-2022
£16,133	11-Feb-2022
£38,298	11-Feb-2022
£47,767	11-Feb-2022
£7,117	11-Feb-2022
£17,219	11-Feb-2022
£60,260	15-Feb-2022
£167,426	17-Feb-2022
£59,475	18-Feb-2022
£407,692	18-Feb-2022
£602,647	24-Feb-2022
£389,708	24-Feb-2022
£143,017	28-Feb-2022
£770,726	28-Feb-2022
£173,368	04-Mar-2022
£1,529,898	07-Mar-2022
£172,340	09-Mar-2022
£368,783	09-Mar-2022
£752,481	10-Mar-2022
£25,247	10-Mar-2022
£152,083	14-Mar-2022
£30,294	14-Mar-2022
£155,586	18-Mar-2022
£565,757	18-Mar-2022
£73,486	22-Mar-2022
£570,276	23-Mar-2022
£137,462	23-Mar-2022
£140,962	23-Mar-2022
£72,600	24-Mar-2022
£315,166	25-Mar-2022
£115,278	28-Mar-2022

£1,294,694	30-Mar-2022
£258,296	05-Apr-2022
£122,071	06-Apr-2022
£896,737	14-Apr-2022
£191,748	14-Apr-2022
£406,845	20-Apr-2022
£223,983	20-Apr-2022
£600,447	20-Apr-2022
£165,235	21-Apr-2022
£233,957	22-Apr-2022
£1,173,858	22-Apr-2022
£112,830	22-Apr-2022
£180,562	25-Apr-2022
£111,338	25-Apr-2022
£473,678	11-May-2022
£363,179	11-May-2022
£149,255	11-May-2022
£63,671	11-May-2022
£285,264	12-May-2022
£91,468	16-May-2022
£114,878	17-May-2022
£153,589	18-May-2022
£327,795	20-May-2022
£119,687	24-May-2022
£81,869	24-May-2022
£389,755	27-May-2022
£101,153	30-May-2022
£955,543	01-Jun-2022
£88,385	08-Jun-2022
£56,116	09-Jun-2022
£171,398	09-Jun-2022
£653,892	10-Jun-2022
£722,234	10-Jun-2022
£500,593	15-Jun-2022
£423,526	15-Jun-2022
£291,038	15-Jun-2022
£360,460	16-Jun-2022
£509,587	17-Jun-2022
£282,262	22-Jun-2022
£100,797	23-Jun-2022
£76,350	24-Jun-2022
£359,241	24-Jun-2022
£426,962	24-Jun-2022
£245,231	06-Jul-2022
£36,396	06-Jul-2022

£126,472	06-Jul-2022
£310,294	07-Jul-2022
£189,215	11-Jul-2022
£565,737	12-Jul-2022
£128,940	13-Jul-2022
£20,940	15-Jul-2022
£18,620	15-Jul-2022
£258,091	19-Jul-2022
£1,036,566	19-Jul-2022
£402,174	19-Jul-2022
£188,742	20-Jul-2022
£361,162	20-Jul-2022
£429,602	28-Jul-2022
£126,391	28-Jul-2022
£108,227	01-Aug-2022
£351,656	02-Aug-2022
£11,811	03-Aug-2022
£277,906	05-Aug-2022
£221,046	05-Aug-2022
£577,697	08-Aug-2022
£206,590	10-Aug-2022
£167,202	10-Aug-2022
£265,118	10-Aug-2022
£1,125,294	11-Aug-2022
£654,455	15-Aug-2022
£184,502	19-Aug-2022
£286,427	19-Aug-2022
£50,225	19-Aug-2022
£175,990	22-Aug-2022
£388,020	24-Aug-2022
£2,838,804	24-Aug-2022
£161,551	24-Aug-2022
£102,540	25-Aug-2022
£104,255	26-Aug-2022
£26,088	26-Aug-2022
£281,146	30-Aug-2022
£347,752	01-Sep-2022
£95,020	05-Sep-2022
£84,715	07-Sep-2022
£139,998	08-Sep-2022
£352,085	12-Sep-2022
£173,333	13-Sep-2022
£346,318	13-Sep-2022
£197,181	13-Sep-2022
£173,302	13-Sep-2022

£1,072,485	16-Sep-2022
£520,060	20-Sep-2022
£260,493	20-Sep-2022
£92,862	21-Sep-2022
£377,606	21-Sep-2022
£452,936	23-Sep-2022
£253,925	26-Sep-2022
£1,033,763	01-Oct-2022
£203,087	04-Oct-2022
£125,902	12-Oct-2022
£349,484	13-Oct-2022
£328,145	13-Oct-2022
£1,055,665	14-Oct-2022
£338,836	17-Oct-2022
£72,647	17-Oct-2022
£218,225	20-Oct-2022
£220,272	20-Oct-2022
£510,010	24-Oct-2022
£4,907	28-Oct-2022
£215,829	04-Nov-2022
£114,559	07-Nov-2022
£372,063	15-Nov-2022
£90,013	18-Nov-2022
£312,740	23-Nov-2022
£427,295	23-Nov-2022
£349,422	24-Nov-2022
£479,481	24-Nov-2022
£57,490	24-Nov-2022
£358,200	25-Nov-2022
£467,072	27-Nov-2022
£142,929	01-Dec-2022
£49,209	01-Dec-2022
£71,075	01-Dec-2022
£651,245	05-Dec-2022
£53,432	05-Dec-2022
£329,247	06-Dec-2022
£5,800	09-Dec-2022
£189,582	13-Dec-2022
£23,870	14-Dec-2022
£23,870	14-Dec-2022
£582,252	15-Dec-2022
£206,579	15-Dec-2022
£325,915	15-Dec-2022
£97,469	16-Dec-2022
£17,538	16-Dec-2022

£105,833	16-Dec-2022
£24,516	16-Dec-2022
£198,462	16-Dec-2022
£149,306	16-Dec-2022
£210,587	16-Dec-2022
£245,107	16-Dec-2022
£735,190	20-Dec-2022
£115,880	20-Dec-2022
£62,185	20-Dec-2022
£100,474	20-Dec-2022
£251,881	20-Dec-2022
£623,062	21-Dec-2022
£430,416	21-Dec-2022
£24,523	09-Jan-2023
£229,739	17-Jan-2023
£505,741	19-Jan-2023
£1,092,221	19-Jan-2023
£177,304	19-Jan-2023
£251,186	01-Feb-2023
£27,766	02-Feb-2023
£162,540	03-Feb-2023
£104,841	07-Feb-2023
£420,421	09-Feb-2023
£25,889	09-Feb-2023
£383,883	09-Feb-2023
£371,475	14-Feb-2023
£469,188	16-Feb-2023
£344,443	16-Feb-2023
£124,282	16-Feb-2023
£287,885	20-Feb-2023
£111,838	20-Feb-2023
£837,461	21-Feb-2023
£41,455	09-Mar-2023
£140,762	09-Mar-2023
£152,593	09-Mar-2023
£354,061	14-Mar-2023
£579,572	15-Mar-2023
£74,344	15-Mar-2023
£151,052	15-Mar-2023
£124,395	16-Mar-2023
£157,400	16-Mar-2023
£184,293	16-Mar-2023
£17,538	23-Mar-2023
£24,516	23-Mar-2023
£345,008	23-Mar-2023

£41,826	23-Mar-2023
£641,441	29-Mar-2023
£116,693	31-Mar-2023
£226,886	04-Apr-2023
£37,987	04-Apr-2023
£1,837,166	04-Apr-2023
£164,541	04-Apr-2023
£50,487	06-Apr-2023
£526,687	11-Apr-2023
£70,634	11-Apr-2023
£477,715	13-Apr-2023
£16,014	20-Apr-2023
£43,447	20-Apr-2023
£37,267	20-Apr-2023
£17,173	20-Apr-2023
£3,061,944	20-Apr-2023
£339,554	20-Apr-2023
£88,130	28-Apr-2023
£731,925	02-May-2023
£30,932	03-May-2023
£756,835	04-May-2023
£108,600	05-May-2023
£288,548	10-May-2023
£41,455	15-May-2023
£376,480	18-May-2023
£15,000	19-May-2023
£146,303	19-May-2023
£263,490	25-May-2023
£176,404	26-May-2023
£53,728	26-May-2023
£608,820	01-Jun-2023
£140,698	01-Jun-2023
£24,416	08-Jun-2023
£45,442	14-Jun-2023
£446,974	20-Jun-2023
£428,569	20-Jun-2023
£295,023	20-Jun-2023
£76,144	21-Jun-2023
£50,000	23-Jun-2023
£132,707	26-Jun-2023
£582,364	04-Jul-2023
£89,830	06-Jul-2023
£529,061	10-Jul-2023
£319,737	11-Jul-2023
£843,189	17-Jul-2023

£30,035	18-Jul-2023
£1,214,835	19-Jul-2023
£113,503	19-Jul-2023
£1,736,037	19-Jul-2023
£15,790	20-Jul-2023
£6,229	20-Jul-2023
£15,790	20-Jul-2023
£222,568	25-Jul-2023
£294,691	25-Jul-2023
£96,655	02-Aug-2023
£343,079	02-Aug-2023
£28,883	04-Aug-2023
£454,984	08-Aug-2023
£374,983	16-Aug-2023
£331,761	20-Aug-2023
£4,314	22-Aug-2023
£30,094	22-Aug-2023
£338,816	23-Aug-2023
£596,305	25-Aug-2023
£131,590	12-Sep-2023
£52,921	18-Sep-2023
£519,547	21-Sep-2023
£207,205	21-Sep-2023
£446,678	27-Sep-2023
£60,567	29-Sep-2023
£4,906	29-Sep-2023
£57,564	04-Oct-2023
£340,740	09-Oct-2023
£109,199	16-Oct-2023
£10,007	16-Oct-2023
£12,188	16-Oct-2023
£533,509	18-Oct-2023
£109,072	23-Oct-2023
£142,901	25-Oct-2023
£2,469,341	26-Oct-2023
£425,078	31-Oct-2023
£343,942	01-Nov-2023
£73,793	03-Nov-2023
£299,269	03-Nov-2023
£259,507	07-Nov-2023
£200,893	07-Nov-2023
£227,634	09-Nov-2023
£182,048	09-Nov-2023
£1,207,405	14-Nov-2023
£100,934	15-Nov-2023

£25,889	15-Nov-2023
£2,921	15-Nov-2023
£173,424	16-Nov-2023
£233,900	22-Nov-2023
£41,154	28-Nov-2023
£68,849	30-Nov-2023
£138,182	30-Nov-2023
£246,486	30-Nov-2023
£73,793	01-Dec-2023
£671,731	07-Dec-2023
£30,649	07-Dec-2023
£272,157	14-Dec-2023
£445,020	14-Dec-2023
£58,395	18-Dec-2023
£93,170	18-Dec-2023
£104,234	19-Dec-2023
£32,237	19-Dec-2023
£486,421	20-Dec-2023
£20,030	20-Dec-2023
£371,475	20-Dec-2023
£211,473	27-Dec-2023

Building Safety Fund

Question No: [2024/0043](#)

Anne Clarke

How many grants have been made from this fund to date? Please provide a breakdown since the funds began, showing the size of the grant and the date of the grant award.

Building Safety Fund

The Mayor

Last updated: 23 January 2024

As of 10 January 2024, 394 grant payments have been made from the Building Safety Fund totalling £557,936,426.

Please see table below for a breakdown.

Payment amount (£)	Date of payment authorisation
£167,267	15-Oct-2020

£515,104	09-Dec-2020
£571,988	07-Jan-2021
£219,898	11-Jan-2021
£1,764,874	13-Jan-2021
£463,175	22-Jan-2021
£455,989	27-Jan-2021
£131,519	04-Feb-2021
£628,330	12-Feb-2021
£60,301	24-Feb-2021
£323,825	24-Feb-2021
£1,801,940	25-Feb-2021
£465,657	25-Feb-2021
£227,348	25-Feb-2021
£274,178	25-Feb-2021
£230,728	08-Mar-2021
£479,823	10-Mar-2021
£372,809	11-Mar-2021
£398,934	17-Mar-2021
£728,716	17-Mar-2021
£88,023	30-Mar-2021
£460,607	30-Mar-2021
£347,273	06-Apr-2021
£916,157	07-Apr-2021
£207,214	08-Apr-2021
£1,105,267	08-Apr-2021
£944,089	14-Apr-2021
£720,162	14-Apr-2021
£235,571	16-Apr-2021
£2,220,132	16-Apr-2021
£1,083,674	19-Apr-2021
£470,328	21-Apr-2021
£292,957	21-Apr-2021
£212,888	05-May-2021
£80,956	07-May-2021
£1,388,588	14-May-2021
£1,798,652	19-May-2021
£157,071	19-May-2021
£246,495	24-May-2021
£1,003,815	04-Jun-2021
£228,782	08-Jun-2021
£783,091	11-Jun-2021
£91,918	15-Jun-2021
£335,660	16-Jun-2021
£170,400	21-Jun-2021

£628,113	28-Jun-2021
£162,337	28-Jun-2021
£142,199	30-Jun-2021
£1,132,684	08-Jul-2021
£110,111	15-Jul-2021
£375,402	23-Jul-2021
£393,939	23-Jul-2021
£267,276	27-Jul-2021
£497,725	28-Jul-2021
£495,864	28-Jul-2021
£215,192	28-Jul-2021
£472,520	28-Jul-2021
£425,443	28-Jul-2021
£100,000	04-Aug-2021
£311,927	10-Aug-2021
£314,659	11-Aug-2021
£279,364	12-Aug-2021
£1,427,461	17-Aug-2021
£889,482	24-Aug-2021
£606,617	24-Aug-2021
£4,613,623	24-Aug-2021
£2,369,705	15-Sep-2021
£558,041	15-Sep-2021
£288,281	20-Sep-2021
£154,202	20-Sep-2021
£1,051,044	23-Sep-2021
£224,842	23-Sep-2021
£159,707	24-Sep-2021
£1,335,694	24-Sep-2021
£655,880	29-Sep-2021
£308,483	30-Sep-2021
£1,458,594	30-Sep-2021
£195,232	07-Oct-2021
£407,506	11-Oct-2021
£1,018,784	12-Oct-2021
£200,867	19-Oct-2021
£239,337	25-Oct-2021
£513,355	25-Oct-2021
£593,917	25-Oct-2021
£691,702	28-Oct-2021
£164,345	12-Nov-2021
£439,053	16-Nov-2021
£1,320,246	24-Nov-2021
£1,575,865	30-Nov-2021

£185,844	16-Dec-2021
£1,551,058	17-Dec-2021
£295,420	21-Dec-2021
£739,070	21-Dec-2021
£59,622	22-Dec-2021
£1,569,995	05-Jan-2022
£146,749	13-Jan-2022
£97,038	20-Jan-2022
£160,000	25-Jan-2022
£521,530	27-Jan-2022
£3,642,884	27-Jan-2022
£86,666	28-Jan-2022
£80,898	28-Jan-2022
£7,864,134	31-Jan-2022
£1,290,314	01-Feb-2022
£3,702,761	04-Feb-2022
£243,181	08-Feb-2022
£35,000	09-Feb-2022
£422,398	10-Feb-2022
£5,496,083	11-Feb-2022
£177,146	11-Feb-2022
£1,106,062	11-Feb-2022
£7,325,314	14-Feb-2022
£1,325,606	17-Feb-2022
£505,037	17-Feb-2022
£3,006,012	23-Feb-2022
£578,823	01-Mar-2022
£154,053	01-Mar-2022
£5,167,453	08-Mar-2022
£285,828	08-Mar-2022
£4,403,624	08-Mar-2022
£1,532,694	28-Mar-2022
£498,783	28-Mar-2022
£385,473	29-Mar-2022
£3,201,986	30-Mar-2022
£225,061	30-Mar-2022
£5,687,706	08-Apr-2022
£1,074,558	26-Apr-2022
£1,524,468	26-Apr-2022
£3,551,666	04-May-2022
£292,736	04-May-2022
£5,651,558	04-May-2022
£114,058	11-May-2022
£588,418	12-May-2022

£1,102,141	12-May-2022
£3,123,299	17-May-2022
£504,395	17-May-2022
£268,920	17-May-2022
£4,607,221	18-May-2022
£137,312	18-May-2022
£661,695	19-May-2022
£611,340	23-May-2022
£577,368	30-May-2022
£161,991	30-May-2022
£117,582	31-May-2022
£213,871	06-Jun-2022
£1,719,826	07-Jun-2022
£88,767	07-Jun-2022
£2,520,620	09-Jun-2022
£415,505	14-Jun-2022
£80,000	14-Jun-2022
£207,395	15-Jun-2022
£5,822,974	20-Jun-2022
£978,652	20-Jun-2022
£149,876	29-Jun-2022
£18,912,220	29-Jun-2022
£36,730	30-Jun-2022
£1,211,522	04-Jul-2022
£2,019,202	04-Jul-2022
£4,841,238	06-Jul-2022
£577,123	18-Jul-2022
£1,625,783	27-Jul-2022
£670,615	27-Jul-2022
£200,936	04-Aug-2022
£1,474,525	11-Aug-2022
£5,880,049	11-Aug-2022
£8,710,136	11-Aug-2022
£58,851	11-Aug-2022
£1,330,323	17-Aug-2022
£258,075	17-Aug-2022
£782,407	24-Aug-2022
£1,415,167	26-Aug-2022
£967,057	31-Aug-2022
£103,861	31-Aug-2022
£2,807,347	06-Sep-2022
£16,004	12-Sep-2022
£1,184,606	12-Sep-2022
£6,848,322	22-Sep-2022

£1,304,011	22-Sep-2022
£486,204	22-Sep-2022
£167,618	22-Sep-2022
£62,370	26-Sep-2022
£720,456	10-Oct-2022
£12,929,480	10-Oct-2022
£214,032	10-Oct-2022
£189,384	10-Oct-2022
£614,184	11-Oct-2022
£179,490	12-Oct-2022
£93,526	20-Oct-2022
£1,555,358	21-Oct-2022
£2,212,880	21-Oct-2022
£303,280	21-Oct-2022
£1,326,417	25-Oct-2022
£333,309	25-Oct-2022
£307,155	25-Oct-2022
£227,829	25-Oct-2022
£625,995	27-Oct-2022
£196,124	27-Oct-2022
£382,320	27-Oct-2022
£96,470	27-Oct-2022
£514,507	27-Oct-2022
£3,358,431	27-Oct-2022
£3,721,210	02-Nov-2022
£176,114	03-Nov-2022
£6,021,877	14-Nov-2022
£145,293	15-Nov-2022
£600,372	18-Nov-2022
£3,845,442	24-Nov-2022
£305,505	29-Nov-2022
£2,571,462	30-Nov-2022
£178,866	07-Dec-2022
£442,479	12-Dec-2022
£2,251,992	13-Dec-2022
£1,513,295	14-Dec-2022
£1,539,892	15-Dec-2022
£828,265	16-Dec-2022
£378,339	19-Dec-2022
£375,773	19-Dec-2022
£183,404	19-Dec-2022
£236,009	21-Dec-2022
£536,553	21-Dec-2022
£254,563	21-Dec-2022

£114,105	22-Dec-2022
£768,539	23-Dec-2022
£4,678,912	23-Dec-2022
£537,279	29-Dec-2022
£3,380,346	12-Jan-2023
£292,264	16-Jan-2023
£2,213,038	20-Jan-2023
£715,610	20-Jan-2023
£192,291	20-Jan-2023
£61,132	24-Jan-2023
£3,500,000	25-Jan-2023
£4,900,627	27-Jan-2023
£165,501	03-Feb-2023
£247,532	03-Feb-2023
£972,212	06-Feb-2023
£2,210,695	08-Feb-2023
£185,924	09-Feb-2023
£1,846,628	09-Feb-2023
£2,508,001	14-Feb-2023
£86,370	15-Feb-2023
£1,523,856	22-Feb-2023
£694,909	23-Feb-2023
£11,016,894	27-Feb-2023
£3,972,822	27-Feb-2023
£77,997	28-Feb-2023
£1,260,310	02-Mar-2023
£393,349	02-Mar-2023
£401,613	02-Mar-2023
£327,844	06-Mar-2023
£274,903	06-Mar-2023
£977,634	08-Mar-2023
£451,078	08-Mar-2023
£208,473	10-Mar-2023
£28,813	15-Mar-2023
£2,303,610	16-Mar-2023
£26,013,778	21-Mar-2023
£493,052	21-Mar-2023
£1,352,168	23-Mar-2023
£144,506	23-Mar-2023
£690,540	30-Mar-2023
£236,441	30-Mar-2023
£295,148	03-Apr-2023
£3,149,980	06-Apr-2023
£54,153	14-Apr-2023

£151,027	17-Apr-2023
£384,056	18-Apr-2023
£579,635	19-Apr-2023
£265,780	21-Apr-2023
£308,606	21-Apr-2023
£301,714	25-Apr-2023
£627,311	27-Apr-2023
£4,385,812	03-May-2023
£231,556	03-May-2023
£708,606	09-May-2023
£2,231,495	10-May-2023
£3,527,662	10-May-2023
£5,608,301	12-May-2023
£587,138	12-May-2023
£218,345	12-May-2023
£374,505	16-May-2023
£345,133	24-May-2023
£102,186	24-May-2023
£329,077	26-May-2023
£945,406	30-May-2023
£7,853,052	31-May-2023
£718,722	01-Jun-2023
£602,460	01-Jun-2023
£263,754	09-Jun-2023
£2,303,985	14-Jun-2023
£1,429,672	15-Jun-2023
£84,577	15-Jun-2023
£5,260,766	19-Jun-2023
£283,743	20-Jun-2023
£7,370,863	21-Jun-2023
£1,236,363	26-Jun-2023
£3,858,917	28-Jun-2023
£176,513	30-Jun-2023
£3,712,819	06-Jul-2023
£260,238	07-Jul-2023
£106,009	10-Jul-2023
£41,918	11-Jul-2023
£22,237	11-Jul-2023
£7,860	11-Jul-2023
£663,209	12-Jul-2023
£362,920	14-Jul-2023
£513,365	17-Jul-2023
£394,132	28-Jul-2023
£835,552	28-Jul-2023

£1,394,783	31-Jul-2023
£24,639	01-Aug-2023
£4,620	01-Aug-2023
£22,542,494	09-Aug-2023
£3,578,291	10-Aug-2023
£159,179	10-Aug-2023
£1,403,673	18-Aug-2023
£142,369	18-Aug-2023
£4,485,270	23-Aug-2023
£442,045	04-Sep-2023
£1,009,283	05-Sep-2023
£803,422	07-Sep-2023
£519,821	07-Sep-2023
£357,866	07-Sep-2023
£2,935,961	09-Sep-2023
£211,391	11-Sep-2023
£96,120	11-Sep-2023
£3,157,296	12-Sep-2023
£2,934,329	12-Sep-2023
£3,339,491	12-Sep-2023
£99,862	12-Sep-2023
£399,446	12-Sep-2023
£1,321,351	14-Sep-2023
£1,420,695	19-Sep-2023
£1,319,813	25-Sep-2023
£196,690	25-Sep-2023
£2,473,860	28-Sep-2023
£282,794	29-Sep-2023
£223,422	02-Oct-2023
£212,930	02-Oct-2023
167,211.00	13-Oct-2023
513,501.00	13 Oct-2023
478,001.00	13 Oct 2023
266,897.00	18 Oct 2023
1,057,907.00	19 Oct 2023
654,037.00	19 Oct 2023
1,415,470.00	23 Oct 2023
1,341,752.00	01 Nov 2023
1,113,481.00	03 Nov 2023
19,595.00	03 Nov 2023
1,339,590.00	07 Nov 2023
5,293,858.00	07 Nov 2023
6,453,661.00	07 Nov 2023
1,030,516.00	09 Nov 2023
4,776,226.00	09 Nov 2023

1,689,040.00	09 Nov 2023
490,777.00	09 Nov 2023
900,260.00	09 Nov 2023
1,281,549.00	09 Nov 2023
1,090,062.00	10 Nov 2023
212,147.00	10 Nov 2023
1,521,960.00	10 Nov 2023
934,514.00	10 Nov 2023
509,558.00	14 Nov 2023
1,317,661.00	15 Nov 2023
42,960.00	16 Nov 2023
188,096.00	17 Nov 2023
1,354,181.00	23 Nov 2023
1,343,341.00	24 Nov 2023
683,948.00	24 Nov 2023
2,236,647.00	28 Nov 2023
234,693.00	01 Dec 2023
472,703.00	04 Dec 2023
28,192.00	06 Dec 2023
1,765,596.00	07 Dec 2023
3,117,543.00	08 Dec 2023
2,420,220.00	08 Dec 2023
1,608,000.00	11 Dec 2023
1,275,209.00	13 Dec 2023
721,020.00	13 Dec 2023
615,281.00	14 Dec 2023
1,051,158.00	15 Dec 2023
238,865.00	18 Dec 2023
1,665,145.00	20 Dec 2023
312,214.00	20 Dec 2023
2,137,478.00	21 Dec 2023
2,490,083.00	21 Dec 2023
1,029,382.00	21 Dec 2023
348,219.00	21 Dec 2023
2,515,604.00	21 Dec 2023
3,932,879.00	22 Dec 2023
10,071,892.00	22 Dec 2023
603,680.00	28 Dec 2023
244,368.00	9 Jan 2024
603,573	9 Jan 2024

Ultra Low Emissions Zone (1)Question No: *2024/0045*

Leonie Cooper

Please can you provide an update on the ULEZ compliance rate for cars up to 31 December 2023?

Ultra Low Emissions Zone (1)

The Mayor

Last updated: 23 January 2024

The London-wide ULEZ First Month Report showed that in the first month following the expansion 96.4 per cent of cars seen driving in the zone met the standards, up from 93 per cent in June 2023 and 44 per cent in February 2017. This is the latest published data and it clearly demonstrates the positive impact the ULEZ expansion is already having for Londoners.

The scheme will continue to be monitored and compliance levels are regularly reported as part of the quarterly ULEZ factsheets, which are published on TfL's website.

Ultra Low Emissions Zone (2)

Question No: *2024/0046*

Leonie Cooper

Please can you provide an update on the ULEZ compliance rate for vans up to 31 December 2023?

Ultra Low Emissions Zone (2)

The Mayor

Last updated: 23 January 2024

The London-wide ULEZ First Month report showed that in the first month following the expansion, 86.2 per cent of vans seen driving in the zone met the standards, up from 80.2 per cent in June 2023 and 12 per cent in February 2017. This is the latest published data, and it clearly demonstrates the positive impact the ULEZ expansion is already having for Londoners.

The scheme will continue to be monitored and compliance levels are regularly reported as part of the quarterly ULEZ factsheets, which are published on TfL's website.

Ultra Low Emissions Zone (3)

Question No: *2024/0047*

Leonie Cooper

Please can you provide an update on the average reduction in the number of non-compliant vehicles detected in the London-wide ULEZ up to 31 December 2023?

Ultra Low Emissions Zone (3)

The Mayor

Last updated: 23 January 2024

Following my decision to expand ULEZ London-wide in August 2023, there has been a reduction in older, more polluting vehicles seen driving in the zone. The London-wide ULEZ First Month Report showed that in the first month following the expansion, there were 77,000 fewer unique non-compliant vehicles (i.e., individual vehicles detected travelling in the zone at least once) seen on an average day compared to June 2023. This is a 45 per cent reduction in

non-compliant vehicles. This is the latest published data and clearly demonstrates the positive impact the ULEZ expansion is already having for Londoners.

The scheme will continue to be monitored and further reporting on the number of non-compliant vehicles being driven in the zone will be published in due course.

Ultra Low Emissions Zone (4)

Question No: *2024/0048*

Leonie Cooper

Please can you provide an update on the reduction in roadside NO₂ between the launch of the inner London ULEZ and 31 December 2023?

Ultra Low Emissions Zone (4)

The Mayor

Last updated: 23 January 2024

Following my decision to expand ULEZ London-wide in August 2023, there has been a reduction in older, more polluting vehicles seen driving in the zone.

As with the first month evaluation reports for the previous iterations of the ULEZ, the London-wide ULEZ First Month Report does not cover the impacts of the scheme on air pollutant emissions and concentrations, as a longer period is needed to accurately measure these. An assessment of measured pollutant concentrations, including roadside NO₂, will be included as part of the Six Month and One Year reports, which will allow sufficient time for robust monitoring and analysis.

Ultra Low Emissions Zone (5)

Question No: *2024/0049*

Leonie Cooper

Please can you provide an update on the number of car owners who have received support through the ULEZ scrappage scheme?

Ultra Low Emissions Zone (5)

The Mayor

Last updated: 23 January 2024

Transport for London regularly publishes this information. The latest factsheet is available on its website at: <https://content.tfl.gov.uk/scrappage-scheme-factsheet-nov2023.pdf>

Ultra Low Emissions Zone (6)

Question No: *2024/0050*

Leonie Cooper

Please can you provide an update on the number of businesses that have received support through the ULEZ scrappage scheme?

Ultra Low Emissions Zone (6)

The Mayor

Last updated: 23 January 2024

Transport for London regularly publishes this information. The latest factsheet is available on its website at: <https://content.tfl.gov.uk/scrappage-scheme-factsheet-nov2023.pdf>

Ultra Low Emissions Zone (7)

Question No: 2024/0051

Leonie Cooper

How much take up has there been of ULEZ support offers (including the hiring of e-bikes or joining of a car club) provided through the scrappage scheme?

Ultra Low Emissions Zone (7)

The Mayor

Last updated: 23 January 2024

To support my ambition to help clear London's air and support Londoners through the Ultra Low Emission Zone (ULEZ) expansion, Transport for London (TfL) has secured a range of great deals that can help Londoners to save money and use greener, cleaner forms of transport.

Options include receiving money off hire and subscription services for bikes, e-bikes, cargo bikes and e-scooters, discounts on car clubs and many other great deals.

At the end of 2023, there had been over 2,000 redemptions across all types of support offer. An evaluation report with a detailed breakdown of uptake of the offers will be published following the closure of the scrappage scheme.

Accelerated Green Pathway (1)

Question No: 2024/0052

Leonie Cooper

Please can you provide an update on the number of rapid electric charging points now available across London?

Accelerated Green Pathway (1)

The Mayor

Last updated: 23 January 2024

Officers are drafting a response.

Accelerated Green Pathway (2)

Question No: 2024/0053

Leonie Cooper

Please can you provide an update on progress made towards reaching a zero-emissions bus fleet in London?

Accelerated Green Pathway (2)

The Mayor

Last updated: 23 January 2024

Officers are drafting a response.

Accelerated Green Pathway (3)

Question No: 2024/0054

Leonie Cooper

The 2022 report by Element Energy on Pathways to Net Zero estimated that the Accelerated Green scenario would require at least £75bn of investment between now and 2030 in infrastructure. What progress has been made towards reaching this investment goal?

Accelerated Green Pathway (3)

The Mayor

Last updated: 23 January 2024

Significant investment is needed to achieve net zero by 2030 and this will need to come from a number of sources including private finance. In June 2023 I launched the London Climate Finance Facility (LCFF) which aims to unlock billions of long term, flexible, private finance to support the decarbonisation of London's buildings, energy and transport systems. The LCFF in its current form consists of the £500m Green Finance Fund (GFF) and the Mayor's Energy Efficiency Fund (MEEF).

So far £186m of projects are being supported through the Green Finance Fund with more under consideration. In December I announced the London Edge Fund, offering a further £100 million of funds (£50 million GLA and £50 million from SDCL) via an alternative business model. Through these funds I have made £1.1 billion of finance available to decarbonisation projects since 2018. And my green finance team are actively considering other opportunities to unlock private sector finance.

Accelerated Green Pathway (4)

Question No: 2024/0055

Leonie Cooper

The 2022 report by Element Energy on Pathways to Net Zero estimated that the Accelerated Green scenario would require at least £75bn of investment between now and 2030 in infrastructure. What additional support is required to reach this investment goal to fund the transition?

Accelerated Green Pathway (4)

The Mayor

Last updated: 23 January 2024

The London Climate Finance Facility in its current form consists of the recently launched £500m Green Finance Fund (GFF), the Mayor's Energy Efficiency Fund (MEEF), which will continue to May 2025, and pipeline development support through its accelerator programmes.

The GFF, although a welcome mechanism to accelerate climate action in the city, relies on using public funds to attract private sector finance. TSo far £186m of projects have already been supported with announcements on new projects forthcoming.

However, to mobilise this scale of activity Government should establish long-term and stable policy, regulation and funding programmes that mitigate risk and create markets where low carbon options are the most cost effective and increasingly provide a return on investment. For example, by providing cities with long-term funding awards, such as Greater Manchester and West Midlands Combined Authorities, we would be able to plan a long-term programme of work which would then give confidence in investors to provide finance.

Energy Efficiency Fund (1)

Question No: 2024/0056

Leonie Cooper

Please can you provide an update on the number of projects supported by your Energy Efficiency Fund (The Mayor of London's Energy Efficiency Fund)?

Energy Efficiency Fund (1)

The Mayor

Last updated: 23 January 2024

Twenty-one investments have been made to date across eighteen projects. Please see the attached table.

MQ 2024/0056 Mayor of London's Energy Efficiency Fund: investments as of December 2023

Investment	Delivery
Epsom & St Helier Hospital - Tranche 1	Energy Performance Contract, upgrading and retrofitting energy efficiency measures.
Epsom & St Helier Hospital - Tranche 2	Energy Performance Contract, including installation of an NO2 efficient CHP to replace existing gas boilers.
<i>Extension:</i> Epsom & St Helier Hospital - Tranche 2 B	Extension to the above to include roof insulation
<i>Extension:</i> Epsom & St Helier Hospital - Tranche 2 C	Extension to the above to include façade insulation
LB Richmond	Streetlighting upgrade including LED replacement and automated controls and sensors.
LB Enfield	District heating network at Meridian Water.
Zenobe Energy	Electric Vehicle charging infrastructure solution at a bus depot

LB Southwark	Three water source heat pumps to replace gas boilers on three council estates
RB Greenwich	Streetlighting upgrade including LED replacement and automated controls and sensors.
LB Waltham Forest	A loan for the refurbishment of EMD cinema in Walthamstow
Zenobe	A loan to part-fund the electric bus charging infrastructure at a bus depot in Lambeth
Colt Cabs (Zeti)	Pay per mile finance solution for 30 zero emission black cabs
Breathe EV SLN (Shareholder Loan Note)	Part purchase of 100 Tesla vehicles to lease / hire to Uber drivers in London.
Breathe EV CLN (Convertible Loan Note)	Part purchase of 100 Tesla vehicles to lease / hire to Uber drivers in London. The Convertible facility is a MEEF Equity investment.
Rock Road Senior Debt	30 electric e-buses to be leased to Abellio TfL route 111
Rock Road Shareholder Loan	Part financing of equity for 30 electric e-buses to be leased to Abellio TfL route 111
Rock Road Equity	Part financing of equity for 30 electric e-buses to be leased to Abellio TfL route 111
LB Enfield	Pipework extensions for future connections to the Lee Valley Heat Network
Westminster City Council	To finance 21 electric refuse collection vehicles and associated charging infrastructure.
Westminster City Council	A loan to part fund the upgrading of the council's Street cleaning fleet
Westminster City Council	A loan to part fund the LED street lighting upgrade across the borough.

Energy Efficiency Fund (2)

Question No: 2024/0057

Leonie Cooper

How much of the initial £500m investment under the Energy Efficiency Fund has been spent so far on delivering projects to develop the low-carbon, sustainable infrastructure London requires?

Energy Efficiency Fund (2)

The Mayor

Last updated: 23 January 2024

The £500m investment fund was established as a resource for matching and augmenting the original £43m European Regional Development Fund (ERDF) investment in MEEF. The entirety of the original £43m ERDF funding has now been invested, along with a further £20m ERDF which the GLA was successful in securing – a total of £73.8m. Over £130m of the investment fund has been accessed to date to match and augment the ERDF funding.

Energy Efficiency Fund (3)

Question No: [2024/0058](#)

Leonie Cooper

What impact has your Mayor of London Energy Efficiency Fund had on supporting London to reach your Net Zero by 2030 target?

Energy Efficiency Fund (3)

The Mayor

Last updated: 23 January 2024

Since its launch in 2018, the Mayor of London's Energy Efficiency Fund (MEEF) has made twenty-one energy efficiency investments across London as of December 2023. The fund will continue to invest until May 2025; thereafter the fund will continue portfolio managing its investments until 2038.

While further long-term impacts will be delivered over time, some of the key deliverables to date include delivering annual carbon dioxide savings of c.32,000 tonnes and an annual energy saving of over 40GWhs in London's public buildings.

London's emissions are currently 37% below 1990 levels and 44% below their peak in 2000. London's per capita emissions have halved since 1990 and are the lowest of any UK region. Including MEEF, through my green financing programme alone I have secured more than £1 billion of funds to support climate action since 2018.

Oceandiva Boat (1)

Question No: [2024/0059](#)

Leonie Cooper

Are you worried about the impact the OceanDiva boat would have on biodiversity living in and on the River Thames if the boat were to become operational?

Oceandiva Boat (1)

The Mayor

Last updated: 23 January 2024

Safety and environmental standards for the operation of vessels are assessed by the UK's Maritime and Coastguard Agency, who are responsible for providing certification to vessels, including the relevant environmental requirements on pollution for UK ships. The Port of London Authority (PLA) is the custodian of the tidal Thames, with its own Environment and Sustainability Policy. It is the PLA's responsibility to ensure any planned vessel manoeuvres, including the proposed movements of the Oceandiva, are managed to prevent pollution and protect the biodiversity of the Thames.

Oceandiva Boat (2)

Question No: [2024/0060](#)

Leonie Cooper

Are you worried about the impact the OceanDiva boat would have on water quality in the River Thames if the boat were to become operational?

Oceandiva Boat (2)

The Mayor

Last updated: 23 January 2024

Please see MQ0059

Oceandiva Boat (3)

Question No: 2024/0061

Leonie Cooper

Are you worried about the impact the OceanDiva boat would have on air quality in London if the boat were to become operational?

Oceandiva Boat (3)

The Mayor

Last updated: 23 January 2024

Please see MQ0059

Zero Emissions Ferry Service (1)

Question No: 2024/0062

Leonie Cooper

What impact do you think the development of the UK's first fully electric ferry service operating between Canary Wharf and Rotherhithe could have for Londoners?

Zero Emissions Ferry Service (1)

The Mayor

Last updated: 23 January 2024

Officers are drafting a response.

Green Finance Fund Round 2 (1)

Question No: 2024/0063

Leonie Cooper

Are you pleased with the expressions of interest received for Round 2 of the Green Finance Fund?

Green Finance Fund Round 2 (1)

The Mayor

Last updated: 23 January 2024

The second round for Expressions of Interest (EoI) to the Mayor's Green Finance Fund ran from 15 November 2023 to 5 January 2023.

Seven organisations, including from the GLA group, local authorities and anchor institutions, submitted an Eol in this window, covering at least 12 projects. My officers are currently reviewing the Eols, which will be considered for strategic fit with the Green Finance Fund's objectives by the Green Finance Steering Committee before they can progress to more detailed discussions on loan agreements.

I am grateful to all organisations who have engaged with the Green Finance Fund to date, and to those that continue to explore finance to fund decarbonisation activity in London.

Air Quality - London Schools (1)

Question No: 2024/0064

Leonie Cooper

Are there any London schools still located in areas which exceed legal levels of nitrogen dioxide?

Air Quality - London Schools (1)

The Mayor

Last updated: 23 January 2024

The London Atmospheric Emissions Inventory (LAEI) provides modelled ground level concentrations of nitrogen dioxide (NO₂) across London for 2019, the latest base year available. This allows concentrations at schools across London to be estimated.

Analysis of this data shows that in 2019, of the total 3,255 education establishments assessed, 50 (1.5%) were in areas exceeding legal limits for NO₂. Out of the 2,262 establishments classified as state primary and secondary schools, 19 (0.8%) were in areas exceeding legal limits for NO₂. There has been progress in meeting the UK Government-set legal limits, with the LAEI forecasts showing that no educational establishments are expected to exceed the limit in 2025.

Whilst significant progress has been made, I am determined to go beyond legal minimum requirements and achieve the stricter World Health Organization recommended air quality limits, which are based on the best available health evidence.

Air Quality - London Schools (2)

Question No: 2024/0065

Leonie Cooper

How many School Streets have been implemented in London since 2016?

Air Quality - London Schools (2)

The Mayor

Last updated: 23 January 2024

Based on the best available data, there are approximately 590 schools and nurseries in London with currently operational School Streets, all implemented after 2016. I made funding available that enabled 372 of these schools to have School Streets. To further support more schools to enjoy the benefits of School Streets, the GLA has commissioned and published a study showing the impact of School Streets on air quality, and TfL has published case studies that demonstrate a range of other benefits.

Air Quality - London Schools (3)

Question No: 2024/0066

Leonie Cooper

How many School Streets were operating in London before 2016?

Air Quality - London Schools (3)

The Mayor

Last updated: 23 January 2024

According to TfL's best available data, London's first School Street was implemented in 2017. By 2019, fewer than 90 schools in London had School Streets. As part of our response to the pandemic, I made funding available to implement School Streets at 372 schools across 24 boroughs in 2020-21. Since then, to further support more schools to enjoy the benefits of School Streets, the GLA has commissioned and published a study showing the impact of School Streets on air quality, and TfL has published case studies that demonstrate a range of other benefits.

Air Quality - London Schools (4)

Question No: 2024/0067

Leonie Cooper

What impact have School Streets had on air quality in London?

Air Quality - London Schools (4)

The Mayor

Last updated: 23 January 2024

School Streets provide additional space outside of the school to encourage active journeys and provide a safer, healthier and more pleasant environment for parents and children at drop off and pick up times.

A 2020 air quality study found that School Streets had reduced polluting nitrogen dioxide levels at those locations by up to 23 per cent. Further details of the study can be found at: <https://www.london.gov.uk/programmes-and-strategies/environment-and-climate-change/environment-publications/school-streets-air-quality-study>

20 mph Roads

Question No: 2024/0068

Leonie Cooper

How many kilometres worth of roads in London have been converted to 20 miles per hour speed limits since 2016?

20 mph Roads

The Mayor

Last updated: 23 January 2024

Officers are drafting a response.

Accessibility of the River Thames

Question No: 2024/0069

Leonie Cooper

How can organisations be supported to make the River Thames a place that Londoners from all backgrounds can enjoy?

Accessibility of the River Thames

The Mayor

Last updated: 23 January 2024

Transport for London (TfL) works closely with the Port of London Authority (PLA), supporting their Vision 2050. A key theme of the vision is 'Destination Thames', aiming to ensure the river is accessible, with more visitors drawn to the river as the best way to enjoy London and the Thames Estuary, and more people from diverse backgrounds enjoying sport and leisure opportunities on the Thames.

To achieve this, the PLA has committed to an Active Thames partnership focus supporting improved access, diversity and inclusion. TfL will continue to work with key stakeholders to improve inclusion on the river.

Leisure activities on the River Thames

Question No: 2024/0070

Leonie Cooper

I have young constituents that participate in water activities on the River Thames, but are concerned about how pollution in the river has negative effects on their health. Are you hopeful that the Thames Tideway Tunnel will increase the safety of these activities?

Leisure activities on the River Thames

The Mayor

Last updated: 23 January 2024

Whilst water quality on the river Thames has improved since the 1950s there are still regular and pollution incidents (see MQ2024/0072). The main cause is a result of regular and totally unacceptable sewage discharges. Wider diffuse pollution from surface and road run-off and misconnected pipes is also a contributor to poor river water quality.

The Thames Tideway Tunnel when it opens next year will significantly reduce pollution and improve water quality. It will capture sewage currently released through combined sewer overflows (CSOs) when it rains. But Tideway will not capture every CSO on the Thames however, and nor does it capture CSOs and other sources of pollution on London's tributary rivers that ultimately flow into the Thames.

Poor water company performance, is a major contributor to there being no healthy rivers in London as of last year. investment is needed in ageing drainage and sewage infrastructure and better maintenance, more sustainable drainage, and new programmes to tackle plumbing misconnections and road run-off. I expect Thames Water to fulfil its environment obligations including cleaning up our rivers and tackling pollution.

London's water crisis

Question No: [2024/0071](#)

Leonie Cooper

My constituents have raised concerns about the water crisis in our city. As climate change continues to intensify, how can we ensure that we have sufficient water for drinking and bathing?

London's water crisis

The Mayor

Last updated: 23 January 2024

The Environment Agency warns that within 25 years London could run out of water. A severe drought to London's economy is estimated by Thames Water to cost £330m per day.

The London Climate Resilience Review, which I commissioned and which has just published its interim report, highlights the work already underway in London on climate impacts. My London Plan policy makes clear the need to minimise water usage, it requires new development to achieve water mains consumption of 105 litres or less per person per day and BREEAM excellent standard for water consumption in commercial development, to implement measures like smart metering, water saving and recycling, including retrofitting.

My officers have been closely involved in the Water Resources Southeast Plan. A long-term plan to ensure resilient future water supplies, it includes a new reservoir to supply the area, new water resources schemes and demand management measures.

I continue to send a clear message to London water companies to take urgent action to stop leaks wasting millions of gallons of water every day and to upgrade the ageing water supply infrastructure.

My Climate Resilient Schools Programme is working directly with 100 London schools to deliver water saving measures and advice.

Thames Water's Financial Issues

Question No: 2024/0072

Leonie Cooper

Are you worried that Thames Water's Holding Company has admitted that it does not currently have the ability to repay a loan due in spring?

Thames Water's Financial Issues

The Mayor

Last updated: 23 January 2024

I am very concerned about Thames Water's financial situation, as well as their performance and prospects for improvement. Their new Chief Executive has a huge challenge ahead following decades of underinvestment by the company. This has led to London having no healthy rivers as of last year. London's water infrastructure is creaking and needs massive investment to reduce leakage, tackle supply resilience and meet the challenges of climate change and risk of water shortages in future.

With debts nearing £15bn, nearly 35 years since privatisation and following £7bn of dividend payments to shareholders, the recent history of Thames Water is a scandal. I will not accept Londoners picking up the tab to reverse past underinvestment. Shareholders must find a way to work with Thames Water's leadership to support the company out of this crisis without recourse to Londoners or taxpayers.

London's most dangerous junctions for cyclists**Question No:** [2024/0073](#)*Leonie Cooper*

Last month, the London Cycling Campaign released a list of the city's most dangerous junctions for cyclists. Upper Tooting Road came out on top, which residents have been writing to me about for a long time. Can TfL urgently make further adjustments?

London's most dangerous junctions for cyclists**The Mayor**

Last updated: 23 January 2024

Officers are drafting a response.

Domestic Violence**Question No:** [2024/0075](#)*Unmesh Desai*

Can you provide the data for the number of domestic violence victims that have been referred to immigration enforcement by the Met in 2023?

Domestic Violence**The Mayor**

Last updated: 23 January 2024

Please refer to [2023/4552](#).

Mental Health Call Outs (1)**Question No:** [2024/0076](#)*Unmesh Desai*

Can you provide the hours spent by the Metropolitan Police on mental health call outs broken down by month since January 2022?

Mental Health Call Outs (1)**The Mayor**

Last updated: 23 January 2024

The Metropolitan Police Service (MPS) have informed me that their data systems only contain detailed information on officer hours spent on those detained under s136. For all mental health related calls, their data systems do not easily permit the extraction of this information. To obtain this information significant investigation and analysis of individual records would need to be undertaken.

In order to monitor the implementation of Right Care Right Person which went live in November 2023, MPS have conducted detailed analysis which found 70,000 officer hours were saved from 1st November 2023 to 31st December 2023. In addition to this, a further 8,000 officer hours have been saved from a reduction in s136 detainments and improved handover time to medical professionals.

Mental Health Call Outs (2)

Question No: [2024/0077](#)

Unmesh Desai

Can you provide the amount of mental health call outs that the Metropolitan Police did respond to and the amount that it did not respond to in November and December 2023?

Mental Health Call Outs (2)

[The Mayor](#)

Last updated: 23 January 2024

The Metropolitan Police Service (MPS) has stated that between the 1st of November and the 31st of December 2023 there were 20,889 incidents with a Mental Health Opening Code, of which 2,758 (13%) were graded for deployment (Immediate, Significant or Extended) and 18,131 (87%) were resolved at the Met Contact Centre in the Call Handling Service (CHS).

It is worth noting that Right Care Right Person covers 4 opening codes in addition to mental health. These are vulnerability, concern for welfare, collapse/illness/check and welfare check. The above data is specific to mental health opening codes.

Car Theft (1)

Question No: [2024/0078](#)

Unmesh Desai

Can you provide data on the number of car thefts in London in 2023?

Car Theft (1)

[The Mayor](#)

Last updated: 23 January 2024

The Metropolitan Police Service (MPS) publishes this information as part of its Crime dashboard:

<https://public.tableau.com/app/profile/metropolitan.police.service/viz/MonthlyCrimeDataNewCats/Coversheet>

The underlying data is published on the London DataStore:

<https://data.london.gov.uk/dataset/mps-monthly-crime-dahboard-data>

Car Theft (2)

Question No: 2024/0079

Unmesh Desai

What is the positive outcome rate for recorded car thefts in 2023?

Car Theft (2)

The Mayor

Last updated: 23 January 2024

The Metropolitan Police Service (MPS) publishes this information as part of its Crime dashboard:

<https://public.tableau.com/app/profile/metropolitan.police.service/viz/MonthlyCrimeDataNewCats/Coversheet>

The underlying data is published on the London DataStore:

<https://data.london.gov.uk/dataset/mps-monthly-crime-dahboard-data>

Cannabis (1)

Question No: 2024/0080

Unmesh Desai

Can you provide data on how many people were arrested for cannabis-related offences in 2023? Please break this down by borough and ethnicity.

Cannabis (1)

The Mayor

Last updated: 23 January 2024

Officers are drafting a response.

Cannabis (2)

Question No: 2024/0081

Unmesh Desai

Can you provide data on how many people were issued cautions for cannabis-related offences by the Met in 2023? Please break this down by borough and ethnicity.

Cannabis (2)

The Mayor

Last updated: 23 January 2024

Officers are drafting a response.

Moped Crime**Question No:** 2024/0082

Unmesh Desai

Can you provide data on the number of moped crimes in London in 2023? Please break the data down by borough and by month.

Moped Crime**The Mayor**

Last updated: 23 January 2024

The Metropolitan Police Service (MPS) has provided the attached information in response to this question.

Please ensure that the notes page is read in conjunction with the data to aid interpretation.

Bike Theft (1)**Question No:** 2024/0083

Unmesh Desai

Can you provide data on the number of bike thefts in London in 2023?

Bike Theft (1)**The Mayor**

Last updated: 23 January 2024

The Metropolitan Police Service (MPS) publishes this information as part of its Crime dashboard:

<https://public.tableau.com/app/profile/metropolitan.police.service/viz/MonthlyCrimeDataNewCats/Coversheet>

The underlying data is published on the London DataStore:

<https://data.london.gov.uk/dataset/mps-monthly-crime-dahboard-data>

Bike Theft (2)**Question No:** 2024/0084

Unmesh Desai

What is the positive outcome rate for bike thefts in London in 2023?

Bike Theft (2)**The Mayor**

Last updated: 23 January 2024

The Metropolitan Police Service (MPS) publishes this information as part of its Crime dashboard:

<https://public.tableau.com/app/profile/metropolitan.police.service/viz/MonthlyCrimeDataNewCats/Coversheet>

The underlying data is published on the London DataStore:

<https://data.london.gov.uk/dataset/mps-monthly-crime-dahboard-data>

MPS Complaints

Question No: 2024/0085

Unmesh Desai

Can you provide data on the number of complaints made against the Metropolitan Police in 2023? Please break the data down by a) borough b) unit c) type of complaint d) outcome of complaint.

MPS Complaints

The Mayor

Last updated: 23 January 2024

Officers are drafting a response.

MPS Recruitment

Question No: 2024/0086

Unmesh Desai

How many officers joined the Metropolitan Police in 2023? Please break the data down by month.

MPS Recruitment

The Mayor

Last updated: 23 January 2024

This information is available in the Metropolitan Police Service (MPS) monthly workforce reports. The reports can be found here: [Workforce data report | Metropolitan Police.](#)

MPS Retention

Question No: 2024/0087

Unmesh Desai

How many officers left the Metropolitan Police in 2023? Please break the data down by month.

MPS Retention

The Mayor

Last updated: 23 January 2024

This information is available in the Metropolitan Police Service (MPS) monthly workforce reports. The reports can be found here: [Workforce data report | Metropolitan Police.](#)

Policing Protests (1)

Question No: 2024/0088

Unmesh Desai

Can you provide the data on arrests made by the Metropolitan Police at protests since October 2023? Please break the data down by a) week b) offence c) outcome.

Policing Protests (1)

The Mayor

Last updated: 23 January 2024

The Metropolitan Police Service (MPS) have a publication scheme in place which will release data on policing costs, arrests and resourcing. The first release is due by 31st January 2024 and will cover data from 7th October to 31st December 2023.

Policing Protests (2)

Question No: 2024/0089

Unmesh Desai

How many Metropolitan Police officers were assigned to police protests since October 2023? Please breakdown the data by a) week b) unit.

Policing Protests (2)

The Mayor

Last updated: 23 January 2024

The Metropolitan Police Service (MPS) is implementing a publication scheme which will release policing costs/arrests/resourcing associated with protests.

The 1st release of this is due by 31st January 2024, this will cover data from 7th Oct-31st December inclusive.

Government Funding London

Question No: 2024/0091

Krupesh Hirani

Your consultation budget says, "The government is also still refusing to properly fund London's public services, particularly the Metropolitan Police Service, the London Fire Brigade and Transport for London." Are you able to provide details of all outstanding funding requests you have with the Government?

Government Funding London

The Mayor

Last updated: 23 January 2024

Officers are drafting a response.

Police Funding

Question No: 2024/0092

Krupesh Hirani

You say in your consultation budget that, "Historically, more than 80 per cent of funding for the police in London comes from national government and less than 20 per cent from regional government. It was 19 per cent in 2016 when I first came to office. But due to an increase in funding from City Hall and inadequate funding from national government, the percentage of funding from City Hall for the police is now close to a quarter." What additional funding would Government need to provide to ensure the historical 80/20 split?

Police Funding**The Mayor**

Last updated: 23 January 2024

As detailed within the draft budget submission 2024/25 funding for MOPAC/MPS is £4,363.7m of which national Government sources is assumed to be £3,111.7m (71%).

To reinstate this to 80% of the current funding requirement, an increase of £379.3m would be required.

Please note the budget submission does not include the impact of the recently announced provisional police funding settlement 2024/25.

Transport Services Funding reserve**Question No: 2024/0093**

Krupesh Hirani

When do you expect to make a decision on how to allocate the remaining £100 million in the Transport Services Funding reserve?

Transport Services Funding reserve**The Mayor**

Last updated: 23 January 2024

Officers are drafting a response.

Environmental Improvement reserve**Question No: 2024/0094**

Krupesh Hirani

When do you expect to make a decision on how to allocate the remaining £84.4 million in the Environmental Improvement reserve?

Environmental Improvement reserve**The Mayor**

Last updated: 23 January 2024

Officers are drafting a response.

Improved environment on TfL-owned roads**Question No: 2024/0096**

Joanne McCartney

What plans does TfL have to improve the environment along TfL-owned roads, especially in Enfield and Haringey?

Improved environment on TfL-owned roads**The Mayor**

Last updated: 23 January 2024

In relation to green space, the environment in Enfield and Haringey has improved thanks to the one per cent net increase in street trees every year across London since 2016, as set out within

my Transport Strategy. Both boroughs will also benefit from the rapid increase in wildflower verges on Transport for London (TfL) roads within the boroughs, with a total expansion reaching 260,000sqm across London in 2024.

Furthermore, the London-wide expansion of the Ultra Low Emission Zone in August 2023 will result in air quality improvements for residents in outer London. We are already seeing very high levels of compliance, reflecting a reduction in older, more polluting vehicles being driven in London.

TfL will continue to take a proactive approach to maintaining the network in Haringey and Enfield. Examples of environmental improvements recently delivered include: more energy efficient lighting, addressing flooding hotspots, reducing the impact of vandalism, and extending or improving existing cycle infrastructure. TfL will continue undertaking similar activities in 2024.

144 bus route

Question No: *2024/0097*

Joanne McCartney

Can TfL explore extending bus route 144 to Highgate station so that local residents have direct access to the Northern line?

144 bus route

The Mayor

Last updated: 23 January 2024

Route 144, which runs between Edmonton Green and Muswell Hill at 7 buses per hour, currently provides direct access to the London Underground network at Turnpike Lane and Wood Green stations on the Piccadilly Line, allowing customers to interchange with the Northern line at King's Cross St. Pancras and Leicester Square stations.

Transport for London (TfL) provides a frequent service of 7.5 buses per hour on both route 43 and 134 between Muswell Hill and Highgate station, a total of 15 buses per hour. Passengers on route 144 wishing to travel onward to Highgate can interchange at Muswell Hill Broadway to either route 43 or 134; passengers travelling from Highgate wishing to travel eastward along the 144 routeing can do so by interchanging at Muswell Hill Broadway.

Additionally, customers can interchange at Turnpike Lane or the east end of Hornsey High Street with route 41 which provides a direct link to Archway station on the Northern Line.

While TfL continually reviews the bus network to help ensure that it provides an appropriate level of service, given the coverage provided by the existing bus network, it has no current plans to extend route 144 to Highgate station.

Increased capacity on London Overground

Question No: [2024/0098](#)

Joanne McCartney

Further to my previous Mayor's Questions 2020/3503 and 2020/4504, can London Overground look again at increasing capacity on this line?

Increased capacity on London Overground

The Mayor

Last updated: 23 January 2024

Transport for London (TfL) is planning to amend the timetable in December 2024 to provide a more even service interval through Seven Sisters during peak periods. This will enable a more even spread of usage between each service, reducing the crowding level currently experienced on the most heavily loaded services. TfL believes this will be a sustainable solution but will keep the situation under review. This amendment cannot be made before December 2024 as it is dependent on other changes to the timetable on the affected routes that will not be implemented until that date.

The provision of additional off-peak services between Enfield Town / Cheshunt and Liverpool Street remains an objective for TfL. Further work is required to determine how these can be included in the new timetable structure that will apply from December 2024. This will include consideration of platforming arrangements at Liverpool Street with our industry partners in accordance with the Network Code.

Rough Sleeping Charter (1)

Question No: [2024/0100](#)

Sem Moema

Following your launch of London's first Rough Sleeping Charter on 7 December 2023, how many organisations have now signed up to the Charter?

Rough Sleeping Charter (1)

The Mayor

Last updated: 23 January 2024

I am proud to have launched the Charter last month, which has been developed by charities, faith groups, businesses and people with lived experience, and I will continue to support its goal of creating a shared vision for tackling the challenge of rough sleeping in London.

To date, 77 different organisations have formally signed-up to the charter, as well as hundreds of individual Londoners. I encourage any and all organisations that care about our city, and want to support some of the most vulnerable Londoners, to visit the Charter website and sign-up.

Rough Sleeping Charter (2)

Question No: *2024/0101*

Sem Moema

What plans do you have in place to monitor actions taken / progress made against the six principles set out in the Rough Sleeping Charter by signatory organisations?

Rough Sleeping Charter (2)

The Mayor

Last updated: 23 January 2024

I am proud to have signed the Rough Sleeping Charter, and to continue to support its work. The Charter has been developed by organisations and individuals working in this area, and it continues to be led by them. The progress of this group is reported to the Life Off The Streets Executive Board, chaired by my Deputy Mayor for Housing alongside London Councils' Executive Chair for Housing, it is this Board that provides ongoing support and oversight of the Charter's work.

Additionally, the Charter's progress against its goals will be reported on the website and by direct newsletter for all those who have signed-up to receive it.

Refugee Homelessness (1)

Question No: *2024/0102*

Sem Moema

Data from London Councils shows that in October 2023 alone 846 homelessness presentations were made from refugees and asylum seekers evicted from Home Office accommodation. This is a rise of 39% on September 2023. What more can you do to support refugees and asylum seekers sleeping rough this winter?

Refugee Homelessness (1)

The Mayor

Last updated: 23 January 2024

It is unacceptable that anyone should be evicted from asylum accommodation to the street. The Deputy Mayor for Housing and Residential Development has highlighted my concerns in letters to the government, including a joint letter with the Metro Mayors, and in meetings with the Minister for Housing and Homelessness. My team continues to work closely

with partners across London's homelessness and migration sectors, convening several specialist forums regularly attended by Home Office representatives, including the Homeless Migrants Advisory Panel and the London Asylum Oversight Group. These platforms provide a dedicated space to co-ordinate a London-wide approach and to put forward collective policy asks to central government to alleviate rough sleeping and destitution risks.

My team's representations have contributed to significant policy changes including the Home Office agreeing to pause evictions for a 3-day period once my Severe Weather Emergency Protocol is triggered.

I have also recently secured £330,840 to deliver specialist support for newly-recognised refugees at risk of sleeping rough to support people off the streets and into stable accommodation.

Refugee Homelessness (2)

Question No: *2024/0103*

Sem Moema

London Councils has called on the Government to ensure asylum seekers are given a minimum 28-day notice period between receiving both their asylum decision and Biometric Residence permit and being required to leave Home Office Accommodation. Do you support this call?

Refugee Homelessness (2)

The Mayor

Last updated: 23 January 2024

I support this call from London Councils. I have long argued that 28 days is itself insufficient time to enable the successful move-on of newly recognised refugees. If newly recognised refugees do not receive a Biometric Residence Permit at the beginning of the 28 days, they have even less time to open a bank account, find work and/or claim Universal Credit before their eviction. This leaves them at risk of homelessness and destitution.

The issue was discussed at LSMP Board, chaired by Deputy Mayor Debbie Weekes-Bernard on both 28 September 2024 and 7 December 2024. Deputy Mayor Tom Copley wrote to the Minister for Housing and Homelessness in October on this matter.

I note that, as reported in the media, the Home Office appear to have changed their practice again and individuals who are granted leave should currently be receiving a minimum of 28 days on asylum support after they have been issued a Biometric Residence Permit.

My officers will continue to monitor the situation closely.

Refugee Homelessness (3)

Question No: 2024/0104

Sem Moema

London Councils has called on the Government to extend the move-on period to 56 days to align with the Homelessness Reduction Act and give local authorities a meaningful period to mitigate homelessness risks. Do you support this call?

Refugee Homelessness (3)

The Mayor

Last updated: 23 January 2024

I support this call from London Councils.

I first drew attention to this issue in my *All of Us* strategy for social integration in 2018. The strategy noted that once refugee status has been granted, newly-recognised refugees are given 28 days before asylum support, including housing and basic living expenses, ends. This move-on period has been well evidenced to be too short, leaving insufficient time for refugees to receive their documentation, find somewhere to live and find work.

Over the last year, both Deputy Mayor Debbie Weekes-Bernard and Deputy Mayor Tom-Copley have written to Government ministers, recommending that the 28-day move on period be extended to 56 days.

My officers continue to work closely with boroughs and VCS organisations to monitor the situation and mitigate homelessness risks.

Severe Weather Emergency Protocol Update (1)

Question No: 2024/0105

Sem Moema

Since the severe weather emergency protocol (SWEP) was activated on 29 November 2023 for the first time this winter, how many nights has SWEP been active so far this winter?

Severe Weather Emergency Protocol Update (1)

The Mayor

Last updated: 23 January 2024

As of 10th January 2024, the Severe Weather Emergency Protocol (SWEP) has been active for seven nights this winter. The nights which SWEP has been active are 29th November to 3rd December 2023 and 8th and 9th January 2024.

Severe Weather Emergency Protocol Update (2)

Question No: 2024/0106

Sem Moema

Over the period that the severe weather emergency protocol has been active so far this winter, how many rough sleepers have been brought in off the streets?

Severe Weather Emergency Protocol Update (2)

The Mayor

Last updated: 23 January 2024

In the period which the Severe Weather Emergency Protocol (SWEP) was activate between 29th November and 4th December 2023, there were 560 stays in SWEP accommodation recorded on the Combined Homelessness and Information Network (CHAIN) system. Whilst this total should include the majority of people accommodated during this SWEP period, there will likely have been some stays which were not recorded on CHAIN.

Data on SWEP accommodation stays is only reported once a period of SWEP has ended. Therefore, as 10th January 2024, the number of people accommodated in the SWEP period which commenced 8th January is currently unknown.

Specialist and Supported Housing (2)

Question No: 2024/0107

Sem Moema

Under the Affordable Homes Programme 2021-2026 how many funding bids have you received for the provision of specialist housing so far?

Specialist and Supported Housing (2)

The Mayor

Last updated: 23 January 2024

Officers are drafting a response.

Specialist and Supported Housing (3)

Question No: 2024/0108

Sem Moema

Under the Affordable Homes Programme 2021-2026 how many funding bids have you received for the provision of supported housing so far?

Specialist and Supported Housing (3)

The Mayor

Last updated: 23 January 2024

Under the AHP 2021-26 schemes are submitted with combined reference to supported and specialist housing. To date we have approved four SSH schemes and a further three schemes are submitted for review.

Specialist and Supported Housing (4)

Question No: 2024/0109

Sem Moema

Of the funding bids received so far regarding specialist and supported housing under the Affordable Homes Programme 2021-2026, please provide a breakdown of which priority groups the schemes are primarily targeting.

Specialist and Supported Housing (4)

The Mayor

Last updated: 23 January 2024

The GLA has approved four supported and specialist housing schemes via the AHP 2021-26. Three of these schemes are designated for older people priority groups and one scheme is for people with learning difficulties.

Renters Reform Bill (1)

Question No: 2024/0110

Sem Moema

At the committee stage, the Government voted down an amendment to abolish Section 21 no-fault evictions as soon as the Bill entered law. With an indefinite delay on the abolition until the court system is reformed reports suggest that under the current Government, the abolition of Section 21 no-fault evictions may not come into force until October 2025 at the earliest. If this were to be the case, how many Londoners do you estimate will face no-fault evictions by October 2025?

Renters Reform Bill (1)

The Mayor

Last updated: 23 January 2024

Renters have already waited far too long for the Renters (Reform) Bill and I am deeply concerned that Government has introduced further delay to its promise to end section 21. City Hall analysis published in October showed 290 Londoners a week have faced a no-fault eviction since the Government promised to end them in 2019. At this rate, and based on typical

household sizes, another 26,970 Londoners could face eviction before 2025. Government's delay to bring in the ban until court reform is achieved is very concerning. There is currently no road map to court reform, potentially delaying the introduction of the ban till far later than October 2025.

Renters Reform Bill (2)

Question No: [2024/0111](#)

Sem Moema

Despite concerns raised at the committee stage that broadening the definition in the Renters Reform Bill from "likely to cause" to "capable of causing" nuisance may have negative implications on domestic abuse victims and other vulnerable renters, the Government has stuck with this wording in the Bill. Are you worried about the impact this will have on vulnerable Londoners?

Renters Reform Bill (2)

The Mayor

Last updated: 23 January 2024

I am worried about the Government's decision to retain the broader definition of 'capable of causing' nuisance in the Renters (Reform) Bill and the impact that this will have on domestic abuse survivors and other vulnerable Londoners. It is ambiguous and open to exploitation and varying interpretations, which may lead to this ground being applied inconsistently. Further, given this bill does not provide a minimum notice period for this ground, renters will be left with little time to contest false allegations, which could lead to further unjustified evictions. I urge the Government to adopt an approach to anti-social behaviour that focuses on homelessness prevention, early intervention and access to specialist support services.

Renters Reform Bill (3)

Question No: [2024/0112](#)

Sem Moema

Following evidence at the committee stage of the Renters Reform Bill the Government amended the Bill to apply the Decent Homes Standard to the private sector. Do you think this amendment goes far enough in improving the quality of homes for Londoners in the private rented sector?

Renters Reform Bill (3)

The Mayor

Last updated: 23 January 2024

The Government is still reviewing the Decent Homes Standard, to be published this year. I have called for the Standard to be raised and to be revised so that it is suitable for application to the private rented sector. Local authorities will need additional tools, skills and resources to enable them to enforce the Standard on behalf of renters. I am concerned about the ability and willingness of some landlords to fund the improvements that will be needed for homes to meet the new Standard and about rents being increased to make tenants pay for it.

Renters Reform Bill (4)

Question No: [2024/0113](#)

Sem Moema

What additional support do local authorities require to be able to effectively implement the Decent Homes Standard?

Renters Reform Bill (4)

The Mayor

Last updated: 23 January 2024

As set out in my response to the government consultation on this issue in October 2022, local authorities will need new funding to set up, grow and retain enforcement teams. English councils need a national strategy to increase the number of workers with the skills and qualifications required to enforce all private rented sector regulations, including the Decent Homes Standard. Local authorities also require intelligence and enforcement tools, such as selective licensing schemes and the Property Portal. The government is currently revising the Decent Homes Standard, and its revision must take into account its new application to the private rented sector.

Temporary Accommodation (1)

Question No: 2024/0114

Sem Moema

Government data suggests that more than 82,000 children in London spent Christmas living in temporary accommodation. What can we do this year to ensure this pattern is not repeated next Christmas?

Temporary Accommodation (1)

The Mayor

Last updated: 23 January 2024

The creation of more genuinely affordable homes is the long-term solution to the worsening crisis in temporary accommodation and delivering this is one of my top priorities as Mayor. To this end I launched my Council Homes Acquisition Programme (CHAP) in November 2023. Building on my Right to Buy Back and Refugee Housing Programmes, CHAP will enable councils to purchase properties and convert these homes into social rented housing or temporary accommodation for homeless households. My Affordable Homes Programme 21-26 will build on the record-breaking delivery secured through the 2016-23 programme and continue to fund the genuinely affordable homes needed. I could go further if Government met my calls to immediately release £2.2bn to secure my Affordable Homes Programme's original target. This would support delivery of 35,000 affordable homes by March 2026. Government also needs to make an early commitment to its long-term support for affordable housing post 2026 to enable local authorities and housing associations to achieve their strategic targets for affordable housing as set out in the London Plan.

Accessibility of Buses on 43 Route

Question No: 2024/0115

Sem Moema

My constituents are expressing concerns about the accessibility of buses for people who require accessible seating, particularly on the bus 43 route. Can the Mayor detail how the GLA is continuing to work with TfL to look into potential design improvements for bus services?

Accessibility of Buses on 43 Route

The Mayor

Last updated: 23 January 2024

Transport for London (TfL) is committed to providing an accessible transport network and all its buses comply with the appropriate equality legislation.

There is some variation in seating layouts across the network, as there are different makes and models of bus in use. However, all buses have two rows of priority seats for passengers who need them, including those who may have greater accessibility needs such as older people and others less able to stand. These seats are normally located between the front and middle doors for convenience. TfL encourages operators to have as many step-free seats as possible in the low floor area of the vehicle, as this is the most accessible part of the bus and makes boarding and alighting easier.

TfL continues to work with bus manufacturers to encourage them to continue to improve the overall design of buses, reflecting the transition to Zero Emission buses, TfL's Bus Safety Programme, and customer experience.

Over 60s Oyster Cards and Freedom Passes

Question No: 2024/0116

Sem Moema

Can the Mayor describe what efforts are being made in conjunction with transport services to address the challenges faced by individuals lacking traditional proofs of address in obtaining Over 60s Oyster cards or Freedom Passes?

Over 60s Oyster Cards and Freedom Passes

The Mayor

Last updated: 23 January 2024

Applications for a 60+ Oyster card must be made online. Where applications cannot be completed online, they can usually be completed at a post office. Some customers lack the usual proof of age / residency documentation and in these cases, they should contact Transport for London (TfL) to discuss what documentation they have. TfL will do all it can, on a case-by-case basis, to support completion of applications.

Entrance Closure on Pentonville Road, Islington

Question No: 2024/0117

Sem Moema

Regarding the permanent closure of the entrance to the Victoria and Piccadilly lines on Pentonville Road, how will the GLA be working in collaboration with TfL to actively address concerns raised by residents, (including reports of graffiti on the closed entrance and ensuring the equal spreading of the passenger load across train carriages despite this closure), to ensure that community feedback is considered in decision-making processes?

Entrance Closure on Pentonville Road, Islington

The Mayor

Last updated: 23 January 2024

The Pentonville Road entrance at Kings Cross Underground station has been closed since 23 March 2020. This decision was made jointly by Transport for London (TfL) and Network Rail.

Network Rail owns the building and TfL is responsible for the operation of the entrance, including the maintenance of the building's exterior.

Feedback from customers is reviewed daily and passed to TfL's local teams to take appropriate action. In the instance of graffiti, upon identification by station staff or upon receiving reports, TfL's local team arranges for its removal. I understand that the building was graffitied last year. Following this, TfL removed the graffiti and added a protective film to the building surface to make the building exterior easier to clear going forward.

As for congestion and spreading of passenger loads, station staff are present on platforms during busy times to ensure customers are spread across the platform, minimising congestion.

School Closures in Hackney

Question No: 2024/0118

Sem Moema

Given the recent closure of four primary schools in Hackney due to a significant decline in the number of school-aged children, can the Mayor detail what measures the GLA is taking to address the impact on the affected students and the broader community?

School Closures in Hackney

The Mayor

Last updated: 23 January 2024

I believe every child in London should have the best possible chance for success, making the most of our city's great opportunities. We know that education is crucial in making this happen, especially for young Londoners who need extra support.

While I have no statutory duty over education, I am concerned about the impact on the local community, children and London families.

I remain committed to working with partners to support schools across London as well as addressing the broader issues of these closures, such as the impact on school budgets by continuing my Universal Free School Meals programme next year and continuing to advocate for stronger school funding from the Government.

Free School Meals for Muslim Schools (1)

Question No: 2024/0119

Sem Moema

Can the Mayor please detail what progress has been made with funding for free school meals for Muslim schools in Hackney, Islington and Waltham Forest boroughs?

Free School Meals for Muslim Schools (1)

The Mayor

Last updated: 23 January 2024

Since last year's announcement to fund Universal Free School Meals in London, my team has been working closely with schools, councils and partners to inform the implementation of this unprecedented policy.

The offer of grant funding for free schools meals in state primary schools has been made to every London borough.

All boroughs signed their grant agreements to receive the funding and we are not aware of any state school that has not taken up the offer.

Free School Meals for Jewish Schools (2)

Question No: *2024/0120*

Sem Moema

Can the Mayor please detail what progress has been made with funding for free school meals for Jewish schools in Hackney, Islington and Waltham Forest boroughs?

Free School Meals for Jewish Schools (2)

The Mayor

Last updated: 23 January 2024

Since last year's announcement to fund Universal Free School Meals in London, my team has been working closely with schools, councils and partners to inform the implementation of this unprecedented policy.

The offer of grant funding for free schools meals in London's state primary schools has been made to every London borough. Additionally, an equalities impact assessment (EqIA) was undertaken and found that the cost for kosher meals in London is higher than non-kosher meals. In line with these findings, we increased the amount of funding offered to Jewish schools to £3.50 per meal (a top up of 85p).

All boroughs signed their grant agreements to receive the funding and we are not aware of any state school that has not taken up the offer.

Persistent Vandalism of School Street Signs

Question No: *2024/0121*

Sem Moema

Considering the repeated vandalism of School Street signs outside of a primary school in Stamford Hill, what steps is the Mayor taking to deter the vandalism of school street signs?

Persistent Vandalism of School Street Signs

The Mayor

Last updated: 23 January 2024

Officers are drafting a response.

Physical Activity Among Children in Waltham Forest (1)

Question No: *2024/0122*

Sem Moema

In light of recent figures showing that just over two in five children in Waltham Forest met the Chief Medical Officers' guidelines for physical activity, can the Mayor detail what initiatives are being explored to continue to improve access to physical activities for children in the borough?

Physical Activity Among Children in Waltham Forest (1)

The Mayor

Last updated: 23 January 2024

I strongly believe that every child has the right to grow up in a city that provides opportunities to be healthy, happy and reach their full potential.

My Healthy Schools London programme, which includes 72 schools in Waltham Forest with the award, promotes physical activity through physical education, sport in and out of the curriculum and active travel to and from school. My School Superzones programme also making it easier for children and young people to be more active, including in Waltham Forest, through interventions that improve the environment around the school and promote walking and cycling to school.

Additionally, my Sport Unites programme has provided nearly £15m funding for sport with around £125k to projects in Waltham Forest. Phase 2 includes my flagship Go! London collaborative fund with Sport England and London Marathon Foundation. Two projects in Waltham Forest have received over £70k to increase young people's access to physical activity, promote social inclusion and reduce anti-social behaviour.

Finally, Waltham Forest's young people are represented on my Young People Affected by Violence steering group. This is a group of community sport organisations and young people that come together to support positive and healthy life choices through sport and physical activity. They're also represented on my Sport Leadership Academy programme.

Physical Activity Among Children in Waltham Forest (2)

Question No: [2024/0123](#)

Sem Moema

What steps will the GLA take to address the broader challenge highlighted by Sport England regarding the low percentage of children across London meeting recommended levels of exercise?

Physical Activity Among Children in Waltham Forest (2)

The Mayor

Last updated: 23 January 2024

Through my Healthy Schools London programme, I am working with boroughs and schools to support children's health and wellbeing. The programme promotes active through physical education, sport in and out of the curriculum and active travel - which includes walking, cycling and using public transport.

My School Superzones programme, which has been expanded across London, also promotes active travel to and from school. TfL supports this by providing free public transport for children and young people.

Through my Sport Unites programme and Go! London fund I have invested nearly £15m into community sport projects, alongside partnerships and funding from large sporting organisations such as Sport England, London Marathon Foundation, National Football League (NFL), and National Basketball Association (NBA). Phase 1 of Sport Unites supported over 80,000 Londoners to reduce inactivity, improve mental health and well-being, bring people together

and support young people affected by violence. Phase 2 is ongoing with the focus specifically on children and young people aged 4 – 24.

The TfL Travel for Life programme also supports schools across the capital to encourage children to walk, cycle and scoot to school, reduce road danger and prepare young people for using public transport on their own. Nearly half of the 3,313 schools in London have been accredited with Bronze, Silver or Gold and work is underway to encourage the remaining schools to sign up to the programme.

Abstraction of Officers from Wards

Question No: [2024/0124](#)

Sem Moema

Can you provide a monthly breakdown for all of 2023 on the number of abstractions of officers to other locations, including policing of protests in Central London, by ward for Hackney, Islington and Waltham Forest boroughs?

Abstraction of Officers from Wards

The Mayor

Last updated: 23 January 2024

Ward based abstraction data is published on the London

Datastore: [MPS Dedicated Ward Officer Abstractions and](#)

[Strengths - London Datastore](#)

Suspended Officers Ranks Breakdown

Question No: [2024/0125](#)

Sem Moema

Recent reports suggest that there are just over 200 Metropolitan Police officers currently suspended, and over 850 on restricted duties. Can you provide a grade breakdown of the ranks of these officers?

Suspended Officers Ranks Breakdown

The Mayor

Last updated: 23 January 2024

Officers are drafting a response.

In-carriage tube noise

Question No: [2024/0126](#)

Sem Moema

Does TfL monitor the noise levels inside tube carriages, and what has this monitoring revealed in recent months?

In-carriage tube noise

The Mayor

Last updated: 23 January 2024

Tackling Tube noise for staff and customers is a priority for both Transport for London (TfL) and me.

TfL regularly carries out occupational noise exposure measurements from within the train operators' cabs, and also conducts measurements within the passenger carriages.

The spread of data from the measurements vary significantly and there is no simple way to display the data, however areas where noise levels are shown to be high, are managed through rail grinding, which helps to bring down the levels.

Temporary Nursing Staff (1)

Question No: 2024/0127

Onkar Sahota

With the NHS spending increasing amounts on temporary nursing staff, what support can City Hall provide to help the NHS ensure it has the staff it needs?

Temporary Nursing Staff (1)

The Mayor

Last updated: 23 January 2024

I will continue to call on the Government to fully fund its NHS Long Term Workforce Plan – to increase recruitment, improve staff retention, and boost productivity. I am working with partners to support recruitment into the NHS, including through hosting access to the Capital Nurse programme's website.

Through my Health Academy hubs, I am bringing together NHS partners, training providers, London boroughs and community organisations to support new entrants into the healthcare sector through entry level roles. For the purposes of the Health Academy hubs, an entry level role is defined as one requiring a Level 2 qualification (e.g. a GCSE qualification) and includes roles such as health care support worker. Nursing is not included as it requires a degree level qualification.

As of September 2023, the health hubs had supported just over 3,300 Londoners into work, including 1,404 apprenticeships. Some may progress into nursing or other clinical roles as they develop their career.

Temporary Nursing Staff (2)

Question No: 2024/0128

Onkar Sahota

Are there any further education and training opportunities that London can provide to help supply the NHS with new staff?

Temporary Nursing Staff (2)

The Mayor

Last updated: 23 January 2024

Through my Adult Education Budget (AEB), I funded just under 31,000 enrolments on health and social care learning aims in the 2022/23 academic year. My health Academy hubs have developed joint working between NHS employers, boroughs, skills providers and community

organisations. The hubs are designing pathways so learners can see how initial training, funded mainly through the AEB, and entry level roles in healthcare can be part of medium and longer-term routes into clinical roles, such as nursing. As of September 2023, around 3,300 were supported into work, including apprenticeships.

City Hall will also shortly be launching the procurement for the next round of Skills Bootcamps for Londoners. This provides intensive higher level training opportunities for Londoners to meet employer skills shortages, including in health and social care and life sciences. To date, a total of 292 Londoners have completed skills bootcamps within these sectors with 70 achieving job outcomes.

Temporary Nursing Staff (3)

Question No: 2024/0129

Onkar Sahota

How should the Government be working to ensure that the NHS is properly staffed so we can reduce the dependency on agency staff?

Temporary Nursing Staff (3)

The Mayor

Last updated: 23 January 2024

After repeated Government delays, NHS England finally published its long-awaited NHS Workforce Long Term Plan last year. It reflected a 10.5% drop in the number of applicants accepted onto nursing courses in England in 2023/24, which means the Plan is already off-track.

Increases in training places – a key plank of the Plan – take a long time to come to fruition. In London Trusts, NHS spending on agency nurses alone increased by 57% between 2020 and 2022 and cost a staggering £630million. It's vital that the Government step up and rapidly increase recruitment and improve retention of existing staff. That's why I continue to call on the Government to fully fund and rapidly implement its Plan.

I'm also playing my part to support retention and recruitment of NHS staff by promoting the London Living Wage in the NHS, funding health academies, and adding healthcare staff to my priority list for affordable housing.

London Plan Guidance Documents

Question No: 2024/0131

Sakina Sheikh

Can you please update me on the status of the London Plan Guidance documents that have been: (a) Consulted upon but unpublished; and (b) yet to be consulted upon? When can we expect them to be published/consulted on?

London Plan Guidance Documents

The Mayor

Last updated: 23 January 2024

Officers are drafting a response.

Industrial Land LPG (1)

Question No: [2024/0132](#)

Sakina Sheikh

How will your draft Industrial Land London Plan Guidance document (LPG) help boroughs plan for how they meet the demand for industrial land?

Industrial Land LPG (1)

The Mayor

Last updated: 23 January 2024

Officers are drafting a response.

Industrial Land LPG (2)

Question No: [2024/0133](#)

Sakina Sheikh

How will your draft Industrial Land LPG help boroughs to minimise the loss of industrial land through conversion under Use Class E Permitted Development Rights?

Industrial Land LPG (2)

The Mayor

Last updated: 23 January 2024

Officers are drafting a response.

Industrial Land LPG (3)

Question No: [2024/0134](#)

Sakina Sheikh

How will your draft Industrial Land LPG help boroughs intensify their existing industrial land?

Industrial Land LPG (3)

The Mayor

Last updated: 23 January 2024

Officers are drafting a response.

Industrial Land LPG (4)

Question No: [2024/0135](#)

Sakina Sheikh

How does London protect its industrial land in the face of competing demands?

Industrial Land LPG (4)

The Mayor

Last updated: 23 January 2024

Officers are drafting a response.

National Planning Policy Framework Update

Question No: [2024/0136](#)

Sakina Sheikh

What impact does the updated NPPF have on London?

National Planning Policy Framework Update

The Mayor

Last updated: 23 January 2024

Officers are drafting a response.

Engagement of Women and Girls in the Planning System (1)

Question No: [2024/0137](#)

Sakina Sheikh

What steps can the GLA take to increase the engagement that women and girls have with the planning system both at the regional and borough levels?

Engagement of Women and Girls in the Planning System (1)

The Mayor

Last updated: 23 January 2024

Officers are drafting a response.

Engagement of Women and Girls in the Planning System (2)

Question No: [2024/0138](#)

Sakina Sheikh

How can the GLA encourage boroughs to re-design their outdoor spaces such as parks to ensure that they are welcoming to girls?

Engagement of Women and Girls in the Planning System (2)

The Mayor

Last updated: 23 January 2024

Officers are drafting a response.

Engagement of Women and Girls in the Planning System (3)

Question No: [2024/0139](#)

Sakina Sheikh

How can the GLA work with boroughs to ensure that new and re-designed outdoor spaces are co-designed with women and girls?

Engagement of Women and Girls in the Planning System (3)

The Mayor

Last updated: 23 January 2024

Officers are drafting a response.

Levelling Up & Regeneration Act**Question No:** 2024/0140*Sakina Sheikh*

What impact will the Levelling Up & Regeneration Act have on London's planning powers?

Levelling Up & Regeneration Act**The Mayor**

Last updated: 23 January 2024

Officers are drafting a response.

Accessibility of Hammersmith & Fulham Support Services**Question No:** 2024/0141*Sakina Sheikh*

Given recent statistics in Hammersmith and Fulham showing longer waiting times in accessing support services, including a case where it took a year to claim pension credits, how can the Mayor use his convening powers to encourage councils to improve the efficiency of customer support services for residents facing financial hardships?

Accessibility of Hammersmith & Fulham Support Services**The Mayor**

Last updated: 23 January 2024

It is extremely disappointing that a Pension Credit claim has taken 12 months to process. The administration of Pension Credit claims is a DWP rather than local authority responsibility. Whilst I am aware that historically, there have been times when DWP has been slow to process Pension Credit claims, the results of the first Pension Credit campaign that ran January to April last year appeared to show that DWP was processing new claims relatively quickly.

The new campaign, working with more than twenty-five boroughs, is just about to move into formal delivery and a meeting is due to take part with boroughs very soon. Officers will ask boroughs to report any issues around processing of claims over the next few months. We have contacts at DWP we can be in touch with to raise any concerns about processing.

Homelessness in Hammersmith & Fulham**Question No:** 2024/0142*Sakina Sheikh*

Can the Mayor outline how he is continuing to work with Hammersmith & Fulham Council, as well as wider organisations, to ensure adequate support for those currently experiencing homelessness, particularly during the winter season?

Homelessness in Hammersmith & Fulham**The Mayor**

Last updated: 23 January 2024

I and my team continue to work with all London Boroughs, including Hammersmith & Fulham, to provide support for people sleeping rough. In addition to the suite of pan-London rough

sleeping services provided by City Hall – from street outreach, to long-term accommodation and support – during the coldest months I also ensure that there is a comprehensive and consistent severe weather offer, by coordinating the work of local boroughs, and providing additional pan-London ‘overflow’ spaces for when local systems are at capacity.

In the past year City Hall services have supported more people sleeping rough than ever before, and whilst this is a momentous achievement it is sadly related to the fact that more people than ever before need our help. That is why I continue to call on government to implement the systemic and policy changes needed to halt the flow of people onto the street.

Access to Acute Mental Health Beds in Westminster

Question No: [2024/0143](#)

Sakina Sheikh

After hearing concerns over the potential reduction of access to acute mental health beds in Westminster, can the Mayor detail what actions he is taking in conjunction with the council and the NHS to ensure that residents continue to have access to appropriate local care?

Access to Acute Mental Health Beds in Westminster

The Mayor

Last updated: 23 January 2024

I am aware of proposals to reconfigure acute adult mental health services in North West London, which have the potential to reduce acute adult mental health beds in Westminster.

I am currently applying my six tests to these proposals. This involves assessing whether the proposed changes are in the best interests of local residents, based on an independent evidence-based review. I will share this review with local councils through the Inner West London Mental Health Services Reconfiguration Joint Health Overview and Scrutiny Committee.

One of my six tests concerns bed capacity. This will examine whether proposals to reduce the number of acute mental health beds involve sufficient alternative provision, to ensure that all residents continue to have access to appropriate local care. I will be publishing the independent review and my response to the ongoing public consultation on the proposals.

Kensington and Chelsea Cycleway Project (1)

Question No: [2024/0144](#)

Sakina Sheikh

With the postponement of the delivery of the Shepherd’s Bush to Notting Hill cycleway by the Royal Borough of Kensington and Chelsea, what steps is the Mayor taking with the council to support the implementation of safe and efficient cycling infrastructure in the borough?

Kensington and Chelsea Cycleway Project (1)

The Mayor

Last updated: 23 January 2024

Officers are drafting a response.

Kensington and Chelsea Cycleway Project (2)

Question No: [2024/0145](#)

Sakina Sheikh

Considering the impact on cycling safety, how is the Mayor working with the council to address concerns raised by cycling campaigners and the wider community in Kensington and Chelsea?

Kensington and Chelsea Cycleway Project (2)

The Mayor

Last updated: 23 January 2024

Officers are drafting a response.

TfL Advertising

Question No: 2024/0146

Andrew Boff

Will you use advertising on the tube to promote the WHO's view that undetectable HIV has zero risk of transmission?

TfL Advertising

The Mayor

Last updated: 23 January 2024

I have been pleased to see that the 32 London Councils who commission "Do It London" have previously used the TfL network to share their important message about HIV prevention, which includes the fact that people on effective treatment cannot pass the virus on (Undetectable = Untransmissible).

Anyone seeking more information about how to advertise or reach audiences on TfL, can get in touch with them directly.

For my part, I continue to promote vital public health messaging across other channels and platforms that help keep Londoners safe and healthy. This includes working with partners to combat HIV stigma. Tackling HIV stigma is fundamental to getting London to zero HIV transmissions. In November 2023 I signed City Hall up as a founding member of the HIV Confident Charter in order to tackle the misinformation and discrimination that stops people from getting tested, treated and living well.

Anyone seeking more information about how to advertise or reach audiences on TfL, can get in touch with them directly [via their website](#).

Risk From Measles

Question No: 2024/0147

Andrew Boff

Given that London's uptake of the measles vaccine is lower than the national average, and that the UK Health Security Agency warned last year that the capital was at risk of a major measles outbreak, what steps are you taking to encourage parents to get their children vaccinated?

Risk From Measles**The Mayor**

Last updated: 23 January 2024

I remain concerned about the risk of measles outbreaks due to lower levels of measles vaccine uptake in London.

In November 2023, London partners, including NHSE London, UKHSA, and London Directors of Public Health presented at the London Health Board, setting out the scale of the issue as well as identifying specific areas of focus for system leaders. This included delivery of the London Immunisation Strategy, a focus on vaccine equity, and championing a new pan-London campaign for immunisations across the capital.

The responsibility for the delivery and promotion of 'measles vaccination sits with the NHS and UKHSA, but I am doing everything I can to support their efforts to increase uptake in London.

This include using relevant health and community communications channels to encourage eligible Londoners to take up vaccines, so their family and friends are protected.

Flu Vaccine Uptake

Question No: *2024/0148*

Andrew Boff

Uptake of the free flu vaccine has been lower in London than the national average over Winter 2023 – what further steps are you taking to encourage Londoners to receive their flu vaccine?

Flu Vaccine Uptake**The Mayor**

Last updated: 23 January 2024

As of 7th January, 1.8m of the eligible GP registered population in London had received their flu vaccine. This remains an important milestone, and it's a testament to the hard work of healthcare workers across the city, but there is no room for complacency, especially during winter.

The responsibility for the delivery and promotion of 'flu vaccination sits with the NHS and UKHSA, and they continue to encourage eligible people to come forward

for the vaccine, with a particular focus on London boroughs with a lower uptake.

I am doing everything I can to support public health efforts in London to increase awareness and uptake.

This includes using my communications channels to encourage eligible Londoners to take up vaccines, so they are protected, stay well this winter, and help relieve pressures on a busy NHS.

Reducing Smoking Rates

Question No: 2024/0149

Andrew Boff

The NHS has launched a new smokefree campaign to encourage all smokers in England to make a quit attempt this January – what steps are you taking to reduce levels of smoking in London?

Reducing Smoking Rates

The Mayor

Last updated: 23 January 2024

I recognise smoking both drives and reinforces health inequalities. It also directly impacts the physical health and life chances of Londoners. That's why tackling tobacco use is included in the London Health Inequalities Strategy and why I - as stated in the London Health Board in July 2023 - support action on illegal tobacco. It's also why I support partners' efforts to make London a smokefree city as part of the current and the future London Health and Care Vision.

My health officers have worked with partners, such as the NHS, to support the development of the new London Tobacco Control Alliance, a regional partnership working to amplify efforts around smoking cessation. The Alliance works with range of stakeholders to address smoking rates, with a focus on those with poor mental health, suffering cost of living pressures, or experiencing homelessness.

I encourage any Londoner who wants to reduce their smoking or quit to visit the Stop Smoking London [website](#) which provides detailed information on local support services. I will also ensure this information is shared through our health channels.

Illegal Drug Usage

Question No: 2024/0150

Andrew Boff

What is the most recently available figure for the rate of illegal drug usage in London?

Illegal Drug Usage

The Mayor

Last updated: 23 January 2024

Officers are drafting a response.

Face To Face Appointments

Question No: 2024/0151

Andrew Boff

What recent actions have you taken to encourage GP surgeries to provide face-to-face appointments?

Face To Face Appointments

The Mayor

Last updated: 23 January 2024

Timely access to appointments in general practice is a priority for Londoners, and I understand the frustrations of those who feel they have been unable to access face-to-face appointments when they needed them.

I understand that the NHS is working to address Londoners' concerns about access challenges through their Primary Care Access Recovery Plan which, amongst other things, aims to improve the availability of face-to-face appointments and reduce inconsistencies between practices on their offer.

My Senior Health Advisor regularly meets with the London Regional Medical Director for Primary Care to explore progress being made and my officers will also continue to brief me on the progress of this work. I will also continue to discuss this important issue with the Regional Director for the NHS in London.

Baker Street Station Help Points (1)

Question No: 2024/0152

Andrew Boff

Out of the 10 platforms at Baker Street Station how many have Help Points?

Baker Street Station Help Points (1)

The Mayor

Last updated: 23 January 2024

At Baker Street station, there are help points in the ticket hall, but no help points on platforms. There are currently no plans to install additional help points at this station. This station is staffed at all times, with station staff typically present in the ticket hall and on platforms at busy times of the day. CCTV across the station is monitored from the on-site control room.

Station staff are also able to provide additional assistance to customers, such as help navigating through the station or boarding trains, through Transport for London's Turn Up and Go service.

Customers using the London Underground network are helped and supported in several ways. Station staff are on hand at all stations to answer questions and respond to emergencies, all

stations are monitored by CCTV, train carriages have emergency alarms, and there are help points in many ticket halls, platforms and adjacent to lifts. The exact support arrangements vary from station to station.

Baker Street Station Help Points (2)

Question No: [2024/0153](#)

Andrew Boff

What plans do you have to increase the number of Help Points at Baker Street Station?

Baker Street Station Help Points (2)

The Mayor

Last updated: 23 January 2024

There are no plans in place to increase the number of Help points at Baker Street station as there is no budget allocation currently. Help point provision on stations is only being increased where a station is being upgraded in an enhancement project or there is a Step Free Access scheme and the installation of new help points have been included in scope and funded by the respective project.

New Year's Eve fireworks (1)

Question No: [2024/0154](#)

Andrew Boff

How much did the London New Year's Eve fireworks cost and what was the revenue generated from ticket sales?

New Year's Eve fireworks (1)

The Mayor

Last updated: 23 January 2024

Across all events programmes, costs have increased significantly in recent years caused by the significant rates of inflation in the sector and the need to enhance security and infrastructure provision.

The budget available for the event was £3.85m, with additional costs being supported by ticket revenue of £1.75m. Final costs will be published when confirmed, as is usual.

New Year's Eve fireworks (2)

Question No: [2024/0155](#)

Andrew Boff

How much did the 'Mayor of London' display specifically cost?

New Year's Eve fireworks (2)

The Mayor

Last updated: 23 January 2024

The impressive drone fleet was included within the creative elements for the overall show. The pre-show display referencing the office of the Mayor of London was delivered with no additional cost.

New Year's Eve fireworks (3)

Question No: 2024/0156

Andrew Boff

How many tickets were sold in total for watching the display and at what price?

New Year's Eve fireworks (3)

The Mayor

Last updated: 23 January 2024

A total of 106,696 tickets were sold for the display, reflecting the total event capacity agreed with the relevant agencies and responsible authorities. Each ticket was sold for £20, which covered all VAT and booking fees to avoid unexpected extras being added on for ticketholders.

New Year's Eve fireworks (4)

Question No: 2024/0157

Andrew Boff

What was the cost of all of the drones?

New Year's Eve fireworks (4)

The Mayor

Last updated: 23 January 2024

Providing the precise figure purely for one element of the show would be commercially sensitive and as such will not be provided in this format.

London Fireworks Emissions

Question No: 2024/0159

Emma Best

What are the estimated carbon emissions for the London Fireworks for each year since 2016?

London Fireworks Emissions

The Mayor

Last updated: 23 January 2024

The CO2 emissions from the fireworks display have gradually reduced over the years since 2016.

Display	CO2 output
2016-17	425 kg
2017-18	443 kg
2018-19	414 kg
2019-20	377 kg
2020-21 (Reduced display)	205 kg
2021-22 (Reduced display)	170 kg
2022-23	333 kg
2023-24	312 kg

Offsetting London Fireworks Emissions

Question No: 2024/0160

Emma Best

Have the carbon emissions of the London Fireworks been offset and if so how?

Offsetting London Fireworks Emissions

The Mayor

Last updated: 23 January 2024

City Hall has worked with production partners to reduce the emissions from the display overall and has made a marked reduction over the last decade.

As a secondary measure, the contracted fireworks provider has subscribed to an offsetting programme since 2017/18 and pays annually based on the number and size of the displays delivered.

Government Childcare Expansion

Question No: 2024/0161

Emma Best

With registration now open for the largest Government expansion of childcare in history, with the majority of families eligible for 15 hours of free childcare for two-year-olds from April 2024, how will you promote this amongst Londoners?

Government Childcare Expansion

The Mayor

Last updated: 23 January 2024

I will continue to promote all childcare support offers and entitlements through my Cost of Living Hub – which is itself being widely promoted to Londoners through a current campaign. The Hub signposts users to the government's Childcare Choices website, where they can find information about the expanded entitlements for two-year-olds and under, alongside the full range of offers available.

My officers are working closely with the London Anchor Institutions' Network (LAIN), which is exploring opportunities to address issues relating to childcare in London, and specifically the barriers this presents to participation in the labour market.

Resources from my most recent London Early Years Campaign (which ran from December 2021 to August 2022) remain available on london.gov. These include a toolkit, created in collaboration with a group of Good Work Standard accredited organisations, which helps London employers to better understand and promote childcare support offers to their employees.

Free Childcare Uptake

Question No: 2024/0162

Emma Best

Given that uptake of Government funded childcare is lower in London than the national average, what steps are you taking to promote support with childcare across London?

Free Childcare Uptake

The Mayor

Last updated: 23 January 2024

Resources from my most recent London Early Years Campaign (which ran from December 2021 to August 2022) remain available on london.gov. These include a toolkit, created in collaboration with a group of Good Work Standard accredited organisations, which helps London employers to better understand and promote childcare support offers to their employees.

I continue to promote childcare support offers and entitlements through my Cost of Living Hub – which is itself being widely promoted to Londoners through a current campaign. The Hub signposts users to the government’s Childcare Choices website, where they can find information on the full range of offers available.

My officers are working closely with the London Anchor Institutions’ Network (LAIN), which is exploring opportunities to address issues relating to childcare in London, and specifically the barriers this presents to participation in the labour market.

Swimming Uptake

Question No: 2024/0163

Emma Best

What steps are you taking to encourage uptake of swimming amongst children across London?

Swimming Uptake

The Mayor

Last updated: 23 January 2024

Officers are drafting a response.

Encouraging Cycling

Question No: 2024/0164

Emma Best

What steps are you taking to encourage cycling and cycling safely amongst children across London?

Encouraging Cycling

The Mayor

Last updated: 23 January 2024

Officers are drafting a response.

Record NHS Investment

Question No: 2024/0165

Emma Best

Are you supportive of the Government’s decision to increase NHS spending to its highest ever level?

Record NHS Investment**The Mayor**

Last updated: 23 January 2024

Given the huge pressures the NHS is facing, I am alarmed that analysis by the Health Foundation shows that the NHS budget in England is worth £3.5bn less this financial year than last, once inflation is taken into account. Their analysis demonstrated that the budget would fall by a further £1bn in real terms between this financial year and next. Once population growth is taken into account, real terms NHS spending per person will fall even further next year.

I was therefore disappointed to see that the government decided not to allocate extra funding for NHS England in the Autumn statement, particularly in the context of the current winter pressures on services, persistently unacceptable waiting lists for care and the urgent need for repairs and improvements to the NHS estate. I continue to urge the government to step up and give the NHS the funding it so desperately needs.

Childhood Obesity Rates**Question No: 2024/0166***Emma Best*

What are the most recently available childhood obesity rates for London?

Childhood Obesity Rates**The Mayor**

Last updated: 23 January 2024

The National Child Measurement Programme collects annual measurements of the height and weight of over one million children in Reception (age 4 to 5 years) and Year 6 (age 10 to 11 years) in primary schools across England. Data for the school year 2022/23 is held by the [Office for Health Improvement and Disparities](#) is publicly available to access.

The data shows that the prevalence of obesity (including severe obesity) for Reception age children is 9.3 per cent in London compared to 9.2 per cent in England. For Year 6 children the prevalence is 24.8 per cent compared to 22.7 per cent in England.

In London, in 2022/23 the prevalence of overweight, including obesity, in Reception age children was 20 per cent and for Year 6 children it was 38.8 per cent.

London Underground Air Quality**Question No: 2024/0167***Emma Best*

What steps have you taken since becoming Mayor in 2016 to increase air quality on the London Underground?

London Underground Air Quality

The Mayor

Last updated: 23 January 2024

Since becoming Mayor, I have worked closely with Transport for London (TfL) to develop meaningful plans to improve air quality on the London Underground (LU).

TfL has increased the annual dust cleaning budget on the LU by a third, to £2 million and is exploring the latest innovations to improve air quality, including trialling air filtration and bespoke track cleaning. New modern trains on the Piccadilly line will also help reduce dust levels thanks to their state-of-the-art braking systems.

Independent research by Imperial College London has been commissioned to ensure that London has the latest and most in-depth understanding of air quality on the LU. TfL expects the first of these studies to be published later this year.

In the longer-term, significant improvements in air quality will require intensive capital investment in new trains and other track infrastructure.

Encouraging Physical Exercise

Question No: *2024/0168*

Emma Best

What steps are you taking to encourage physical activity amongst all Londoners?

Encouraging Physical Exercise

The Mayor

Last updated: 23 January 2024

I am encouraging Londoners to build physical activity into everyday life by making active travel - walking, cycling and public transport use - accessible and appealing to all.

I've been working with TfL and the boroughs to triple the size of the Cycleway network from 90km to over 350km since 2016 and we're making junctions and crossings safer and easier to use. We're also improving and expanding our public transport network, allowing active travel to be integrated into longer journeys.

Through my Sport Unites programme and Go! London fund I have invested nearly £15m into community sport across London, which supported over 80,000 Londoners in Phase 1 to reduce inactivity, improve mental health and well-being, bring people together and support young people affected by violence. This work is being amplified through long-standing partnerships and by leveraging funds from large sporting organisations such as Sport England and London Marathon Foundation.

Offsetting Travel Emissions**Question No:** 2024/0169*Emma Best*

Please can you provide an update on how you have offset your travel emissions and which specific schemes you have used to do this?

Offsetting Travel Emissions**The Mayor**

Last updated: 23 January 2024

The Authority's carbon emissions have been offset using Gold Standard Certified Emission Reduction (CER) carbon credits.

Each year, the Authority advises Carbon Footprint Limited of the amount of carbon emissions available for offset based on activity in the previous financial year (April to March). Carbon Footprint Limited then provides a selection of gold certified schemes, one of which is selected by the Environment team for carbon offsetting.

Community Infrastructure Levy**Question No:** 2024/0170*Keith Prince*

Residents in Wennington in Havering, whose homes were destroyed in a fire last year, face being charged up to £10,000 in Community Infrastructure Levy (CIL) to rebuild their homes, including around £3,000 from the Mayor of London CIL, unless they can commit to living in the home for three years after it is rebuilt. Could you please investigate this and use whatever exemptions are possible, such as discretionary relief, to waive the requirement for Mayoral CIL entirely for these properties, and encourage Havering Council to do the same with their local CIL?

Community Infrastructure Levy**The Mayor**

Last updated: 23 January 2024

Officers are drafting a response.

Tripartite Meeting Minutes: Fourth 2022 Meeting**Question No:** 2024/0173*Keith Prince*

TfL's 18 December 2023 email about the information I requested in question 2023/3636, mentions that in 2022, in addition to the three meetings in April, May and November 2022, there was a fourth tripartite meeting in 2022 where "minutes were not taken".

For this fourth tripartite meeting, please will you provide me with the (a) date (b) location (c) agenda (d) decisions or actions agreed as well as the names of accountable persons and (e) text of the decision providing a reason why the parties agreed that minutes should not be taken?

Tripartite Meeting Minutes: Fourth 2022 Meeting

The Mayor

Last updated: 23 January 2024

The follow up Tripartite meeting took place on the 13 June 2022 between 3-4pm via Microsoft Teams.

Agenda: London Bus Consultation

In addition to representatives from the Trade Unions and Bus Operating Companies, the following Transport for London representatives attended this meeting:

Tom Cunnington
Marlon Osborne
Geoff Hobbs
Bob Blitz
Charles Baker
Anand Mistry

No decisions were made in the meeting and the same content was covered as the Tripartite meeting on 31 May 2023, Unite was asked to submit a formal response to the London Bus Consultation.

Un-minuted Tripartite Meetings in 2023

Question No: [2024/0174](#)

Keith Prince

How many tripartite meetings took place in 2023? Please will you provide me with the (a) date (b) location (c) agenda (d) decisions or actions agreed as well as the names of accountable persons and (e) any text of a decision providing a reason why the parties agreed that minutes should not be taken?

Un-minuted Tripartite Meetings in 2023**The Mayor**

Last updated: 23 January 2024

Transport for London has undertaken 1 Tripartite Meeting in 2023, this took place on the 17 November 2023 in person at Palestra House.

Refer to Mayor's Question [2024/0175](#) for details of the meeting.

Tripartite Meeting: 17 November 2023 Meeting Minutes

Question No: [2024/0175](#)

Keith Prince

Please will you provide me with a copy of the 17 November 2023 tripartite meeting minutes?

Tripartite Meeting: 17 November 2023 Meeting Minutes**The Mayor**

Last updated: 23 January 2024

Please find attached a copy of the 17 November 2023 tripartite meeting minutes.

Vision Zero: Publishing Tripartite Meeting Minutes

Question No: 2024/0176

Keith Prince

Given that key safety-critical matters are discussed, minuted and actioned at the tripartite meetings between TfL, its bus contractors and Unite the Union, will you agree to publish all past and future tripartite meeting minutes on TfL's website?

Vision Zero: Publishing Tripartite Meeting Minutes

The Mayor

Last updated: 23 January 2024

Officers are drafting a response.

Winning Bus Tenders by Degrading Bus Driver Working Conditions

Question No: 2024/0177

Keith Prince

It has come to my attention that after a recent bus route tender, the bus operator that TfL selected as the winner has reduced the meal break times and stand time offered by the previous incumbent to bus drivers by, respectively, 20 and 50 percent. In making its decisions about bus tenders, does TfL consider how the winning bids may extract costs from operations and how these plans may degrade working conditions that have a direct impact on long-standing and well-evidenced safety problems like driver fatigue and distracted driving?

Winning Bus Tenders by Degrading Bus Driver Working Conditions

The Mayor

Last updated: 23 January 2024

Maximum driving time and minimum break times are determined by the appropriate National Regulations which all bus operators must adhere to. This is alongside local agreements between employers and their staff which cover a wider range of scheduling protocols.

The purpose of stand time is to provide drivers with an opportunity for bathroom breaks checking the bus and stretching their legs. In addition, time is allowed to ensure that sufficient 'recovery time' exists within the schedule to allow for variable traffic conditions and to enable them to depart on time for the next trip. The appropriate total level of stand / recovery time will therefore vary by the route and location, and Transport for London requires operators to take account of this.

Vision Zero: Updating TfL's Bus Safety Reporting System to include Crossing Types

Question No: 2024/0178

Keith Prince

Given the facts that a) your Vision Zero programme was announced in 2018 and (b) a 2014 London Assembly Investigation reported that "an astonishing 25 per cent of pedestrian deaths and serious injuries occur at pedestrian crossings", I was astounded to discover in your response to question 2023/2811 that TfL's 'centralised reporting system' to which all "bus operators are required to report all safety-related incidents that occur on the bus network...does not specifically record crossing types". Will you immediately commit TfL to updating its 'Bus Safety Reporting System' to include crossing types?

Vision Zero: Updating TfL's Bus Safety Reporting System to include Crossing Types
The Mayor

Last updated: 23 January 2024

Transport for London (TfL) is in the process of developing a new incident reporting system which will record all incident information in a single database across all modes.

While this will initially focus on replacing the existing reporting functionality from the various existing systems, TfL is also exploring opportunities to collect further information including information on crossing types.

Bus Drivers prosecuted for Critically Injuring Pedestrians in Zebra Crossings, 1 Jan 2016 - 11 July 2023

Question No: [2024/0179](#)

Keith Prince

In September 2023, I asked you question 2023/3338 "For the 110 incidents of TfL bus drivers critically injuring pedestrians on zebra crossings during the period 1 January 2016 to 11 July 2023, how many were prosecuted and how many were convicted?"

When will you respond with the data I requested?

Bus Drivers prosecuted for Critically Injuring Pedestrians in Zebra Crossings, 1 Jan 2016 - 11 July 2023

The Mayor

Last updated: 23 January 2024

Officers are drafting a response.

Vision Zero: Lack of Safety Qualifications for Senior TfL Managers with Safety-Critical Roles

Question No: [2024/0180](#)

Keith Prince

How do you reconcile your 'ambitious' Vision Zero goals with the facts that (a) in your response to question 2023/4128, you confirmed that TfL's highest-ranking Safety Officer achieved NEBOSH & IOSH Qualifications over 3 years after being appointed to that role and (b) in your response to question 2023/4794, you confirmed that TfL's new Head of Buses lacks those qualifications which were, in fact, long-held by the outgoing officer? Is "learning about safety on the job" one of the key attributes of your 'ambitious' Vision Zero programme?

Vision Zero: Lack of Safety Qualifications for Senior TfL Managers with Safety-Critical Roles
The Mayor

Last updated: 23 January 2024

Safety is treated with the utmost importance across Transport for London (TfL). The Director of Bus role is a leadership position, with the appointment based on demonstrated experience of managing complex operations, including safety.

The role is supported by safety and engineering professionals who hold all the necessary safety qualifications to ensure that TfL operates a safe network.

Vision Zero: Bus Crash Investigations

Question No: [2024/0181](#)

Keith Prince

While you've already made it clear from your response to, inter alia, question 2023/4703, that you have no intention of asking TfL to independently investigate collisions involving its contracted bus operators' vehicles because bus operators are "best placed to compile the evidence", has TfL ever issued instructions to bus operators detailing what precise information these investigations should contain to support your 'ambitious' Vision Zero goals? If so, can you provide me a copy of these instructions and some evidence that bus operators are abiding by them?

Vision Zero: Bus Crash Investigations

The Mayor

Last updated: 23 January 2024

Officers are drafting a response.

Vision Zero: Bus Operators "Best Placed" to Conduct their Own Crash Investigations

Question No: [2024/0182](#)

Keith Prince

In your responses to questions 2023/4703, 2023/2814, 2022/1220 and 2019/21049 you've asserted that TfL allows bus operators to conduct their own investigations of crashes involving their vehicles because they are "best placed" to "compile evidence" and "commence investigations". Can you explain why you think bus operators are 'best placed' to investigate crash incidents involving vehicles they own and drivers they employ? Are you aware of any other contracted vehicle fleet in London (or the United Kingdom) that is similarly indulged?

Vision Zero: Bus Operators "Best Placed" to Conduct their Own Crash Investigations

The Mayor

Last updated: 23 January 2024

Officers are drafting a response.

Bus Crashes and Lack of CCTV Evidence (1)

Question No: [2024/0183](#)

Keith Prince

In your responses to questions 2023/4703 and 2022/1220 rejecting the Transport Committee's and various Assembly Members' long-standing and repeated requests for independent investigations of bus crashes, you use nearly the exact same statement in each response: "Much of the data collected around the circumstances is objective or supported by CCTV evidence, and therefore would not differ whether compiled by an independent entity, TfL, or the operators themselves. Any attempt to misrepresent the circumstances would be taken extremely seriously." As you know, the CCTV evidence on buses is collected, maintained and owned by TfL's bus contractors, the same party TfL entrusts to carry out crash investigations. Of the 9334 bus collisions that have resulted in injury over the period 1 January 2014 to 30 September

2023, for how many of these crashes does no bus CCTV evidence exist? Will you please provide me with the exact number of 'missing' CCTV data incidents and the date, route number and bus operator involved?

Bus Crashes and Lack of CCTV Evidence (1)

The Mayor

Last updated: 23 January 2024

Please see my response to [2024/0183](#).

Fatal Bus Crashes and Lack of CCTV Evidence

Question No: 2024/0184

Keith Prince

Out of the 82 bus collisions that have resulted in a fatality over the period 1 January 2014 to 30 September 2023, for how many of these incidents does no bus CCTV evidence exist? Will you please provide me with the exact number of 'missing' CCTV data incidents and the date, route number and bus operator involved?

Fatal Bus Crashes and Lack of CCTV Evidence

The Mayor

Last updated: 23 January 2024

All fatal incidents involving London buses are investigated as part of Transport for London's (TfL's) Notification and Investigation of Major Incident (NIMI) process.

TfL has reviewed the incident investigation records compiled for fatal collisions over the last six years (since the beginning of 2017 when the NIMI process had become commonplace, as prior to that CCTV imagery was not always required to be provided) and can confirm that CCTV was available for all 47 fatal collisions.

Hospitalisations from Bus Crashes and Lack of CCTV Evidence

Question No: 2024/0185

Keith Prince

Of the 3257 bus collisions that have resulted in the hospitalisation of a crash victim over the period 1 January 2014 to 30 September 2023, for how many of these incidents does no bus CCTV evidence exist? Will you please provide me with the exact number of 'missing' CCTV data incidents and the date, route number and bus operator involved?

Hospitalisations from Bus Crashes and Lack of CCTV Evidence

The Mayor

Last updated: 23 January 2024

Officers are drafting a response.

Vision Zero: Contents of Bus Crash Investigations

Question No: 2024/0186

Keith Prince

Can you confirm if bus operator investigations include any of the following information:

- 1) TfL speed data at the time of the incident.
- 2) TfL traffic light data at the time of the incident.
- 3) TfL iBus data for the relevant trip prior to the incident.
- 4) Use of the TfL iBus messages by the controller for the relevant trip prior to the incident.
- 5) TfL accident data for the location of the incident.
- 6) History of TfL speed data for the location of the incident.
- 7) History of TfL iBus data for the route in question.
- 8) TfL complaint history for the driver involved.

Vision Zero: Contents of Bus Crash Investigations**The Mayor**

Last updated: 23 January 2024

Officers are drafting a response.

Vision Zero: TfL Ignorance about the 'Root Causes and Contributory Factors' of Bus Crashes**Question No: 2024/0187***Keith Prince*

In your response to question 2022/1044, you stated “where an incident has met TfL’s criteria to trigger a more thorough investigation, bus operators are expected to identify the root causes and contributory factors of the incident. This would include, as part of the investigation, recording and investigating communications between the bus controller and bus driver.” However, from your response to question 2022/5364 you confirmed that less than a half percent of bus collisions which occurred between 1 April 2016 to 31 December 2021 met “TfL’s criteria to trigger a more thorough Investigation”. How do you reconcile your ‘ambitious’ Vision Zero goals with TfL’s apparent ignorance about the “root causes and contributory factors” associated with over 99.5% of its bus crashes?

Vision Zero: TfL Ignorance about the 'Root Causes and Contributory Factors' of Bus Crashes**The Mayor**

Last updated: 23 January 2024

The focus of my ambitious Vision Zero approach is to eradicate death and serious injury from London’s roads.

Transport for London’s (TfL’s) in-depth investigation work seeks to obtain a thorough understanding of the root causes and mitigations of incidents where the most serious outcomes have occurred.

Where an injury sustained by a bus customer or other road user is reported to the police the contributory factors should be recorded (by the police) as part of the STATS19 data set. TfL uses STATS19 data to understand wider patterns of causation of road safety incidents that result in injury, regardless of the severity.

TfL Buses Incident Response Unit**Question No: 2024/0188***Keith Prince*

From your quick responses to questions 2023/4696, 2023/4697 and 2023/4698 and your failure to respond to question 2023/4699, am I correct in assuming that the sole purpose of the TfL Buses Incident Response Unit is to monitor and report on delays and or disruptions to the timely performance of TfL's contracted bus operations and, despite its name, the unit has no operational safety performance monitoring or response function?

TfL Buses Incident Response Unit**The Mayor**

Last updated: 23 January 2024

Transport for London's (TfL's) Buses Incident Response Unit are the Network Traffic Controllers. Primarily, their role is to ensure that all measures required to mitigate the effect of disruption to London's bus services are planned and implemented to best effect. They take charge and deal with the effects of incidents, including directing other TfL teams when drafted in to provide real time assistance.

To ensure the continued safety of bus operations and the resumption of services as soon as possible, they work collaboratively with TfL's Network Management Control Centre to monitor and manage incidents on the network. They proactively carry out risk assessment of bus routes, road works and roads used for temporary diversions to ensure continuous safety.

TfL's New Bus Safety Strategy (1)**Question No: 2024/0190***Keith Prince*

In your response to question 2023/3631 "The chart on page 19 of the Bus Safety Strategy shows that, by the end of 2022, the number of people killed or seriously injured in collisions involving London buses had reduced by 65 per cent against the 2005-09 baseline, compared to an overall reduction in people being killed or seriously injured on London's roads of 52 per cent. This shows that TfL's focused approach to bus safety is achieving results." Disregarding TfL's continued use of a – in my view – questionable 2005-09 baseline, do you think it's logical to compare the safety performance of a vehicle fleet entirely under your control to the safety performance of all of London's vehicles, over which you obviously have none? Would a verifiable 'focused approach to bus safety' require you to make such arguably misleading comparisons if that policy was genuinely 'achieving results'?

TfL's New Bus Safety Strategy (1)**The Mayor**

Last updated: 23 January 2024

I disagree that comparisons to other modes are misleading or illogical: the data presented in Transport for London's Bus Safety Strategy provides useful context on risk levels across different modes. Of course, as you note, bus-specific casualty trend data is also provided to allow comparison over time.

TfL's New Bus Safety Strategy (1)**The Mayor**

Last updated: 23 January 2024

I disagree that comparisons to other modes are misleading or illogical: the data presented in Transport for London's Bus Safety Strategy provides useful context on risk levels across

different modes. Of course, as you note, bus-specific casualty trend data is also provided to allow comparison over time.

TfL's New Bus Safety Strategy (2)

Question No: 2024/0191

Keith Prince

The 29 Nov 2022 tripartite meeting minutes you sent me on 18 December 2023 state: "The Bus Safety Strategy is currently in draft, and is open for comment, the document is due to be published in 2023."

Can you provide me with a copy of the draft Bus Safety Strategy that TfL offered to its bus operators and Unite the Union for comment at the meeting?

TfL's New Bus Safety Strategy (2)

The Mayor

Last updated: 23 January 2024

A presentation on Transport for London's then draft Bus Safety Strategy was given at the tripartite meeting on 29 November 2022 but the draft document itself was not shared. The strategy document was continually updated throughout its development based on feedback from multiple stakeholder groups as well as internal reviews.

TfL's New Bus Safety Strategy — Reduction of Vision Zero Target

Question No: 2024/0192

Keith Prince

The 29 Nov 2022 tripartite meeting minutes you sent me on 18 December 2023 notes a "Key Question" of the 'Bus Safety Strategy currently in draft' is "Challenges of reducing deaths by 50% over the next 10 years, how likely is to be delivered?"

Since the cover page of TfL's 'New' Bus Safety Strategy states "Delivering a safe bus network in London with no-one killed on, or by, a bus by 2030 and no-one killed or seriously injured on, or by, a bus by 2041" is the 'Key Question' detailed in those November 2022 Tripartite Minutes written in error? Or has TfL reduced its Vision Zero target for Zero Deaths from Buses by 2030?

TfL's New Bus Safety Strategy — Reduction of Vision Zero Target

The Mayor

Last updated: 23 January 2024

The tripartite meeting minutes refer to a comment raised regarding how TfL - having reduced fatalities by roughly 50 per cent compared to the 2005-09 baseline - addresses the remaining 50 per cent compared to the original baseline. This comment was made using rough figures and timescales; the actual reduction in fatalities was 60 per cent in 2022, and the target for zero fatalities remains 2030.

LTNs and Bus Schedules

Question No: 2024/0193

Keith Prince

London's mainstream media (cf. the Times, December 8 and December 21 and the Evening Standard, December 11) has recently reported bus drivers complaining that Low Traffic Neighbourhoods are responsible for congestion and, as a result, they're being subjected to intense pressure from their employers and the public to keep to contracted headway targets despite increasing congestion. Do you accept claims from these bus drivers that LTNs have had

a negative impact on bus network performance? If not, do you have evidence to prove bus schedules have not been affected by LTNs?

LTNs and Bus Schedules

The Mayor

Last updated: 23 January 2024

Officers are drafting a response.

Bus Lanes, Bus Drivers and LTNs

Question No: 2024/0194

Keith Prince

An 11 December article in the Evening Standard reported London bus drivers claiming LTNs had removed bus lanes and that the resulting time pressure being placed on them by their employers and the public was compelling them to consider strike action. Is there any evidence to support their claim that the creation of LTNs removed bus lanes? Has Unite the Union raised the issue that hostility to LTNs might provoke strike action by London bus drivers at any tripartite meetings?

Bus Lanes, Bus Drivers and LTNs

The Mayor

Last updated: 23 January 2024

Officers are drafting a response.

Met auditors

Question No: 2024/0195

Neil Garratt

Who are the Met external auditors?

Met auditors

The Mayor

Last updated: 23 January 2024

Grant Thornton

London Living Wage

Question No: 2024/0198

Neil Garratt

Only 37% of night time cultural and leisure workers are paid London Living Wage, what work has the Mayor done and what more can be done to improve this number?

London Living Wage

The Mayor

Last updated: 23 January 2024

I am proud that the number of Living Wage employers in London has increased more than six-fold since I became Mayor.

The Making London a Living Wage City programme, of which I'm co-chair, has working groups on hospitality and culture to look at improving pay for workers in those sectors. My Night Czar works across the working groups to raise the profile of night workers.

In 2023, I wrote to more than a dozen London institutions that employ night time cultural and leisure workers, encouraging them to become Living Wage accredited employers. This led to commitments from organisations including the National Portrait Gallery and English National Ballet. I will write to more institutions this year.

My Night Time Enterprise Zones programme is helping to increase the number of night time workers that benefit from good work standards. For example, Lambeth Council and the Living Wage Foundation worked to increase the number of accredited hospitality venues in Vauxhall.

Night time economy (1)

Question No: [2024/0199](#)

Neil Garratt

NTIA figures produced by CGA powered by NeilsonIQ shows in September 2023, there are 35,469 independent businesses operating within the night time economy, a sharp decrease from the number of businesses in 2020 at 41,596 – with a staggering 5% decline in just the past year. How is the Mayor helping independent businesses in the night time economy?

Night time economy (1)

The Mayor

Last updated: 23 January 2024

Night time businesses play a vital role in the economic and social life of our city. Figures from UK Hospitality show that London's world-leading hospitality sector outperformed the rest of the country in 2023.

However, I know that smaller and independent venues still remain affected by the impact of the pandemic, which is why I've consistently called on the Government to provide extra support for these venues.

I remain committed to doing all I can to helping night time businesses get back on their feet.

My Night Time Enterprise Zones in Bromley, Vauxhall and Woolwich have helped boost local businesses by increasing spend and footfall on the high street

My Night Czar launched the Business Friendly Licensing Fund, which has supported eight boroughs to trial innovative business-friendly initiatives that help reduce red tape, including for small and independent venues.

And my Culture and Community Spaces at Risk Programme and Grow Local London are supporting independent businesses to help them survive and thrive.

Night time economy (2)

Question No: 2024/0200

Neil Garratt

How many Night Time Surgeries will be planned for this year by the Night Czar, especially in light of the NTIA figures?

Night time economy (2)

The Mayor

Last updated: 23 January 2024

Night surgeries are an important part of the Night Czar's work. They allow her to hear directly from Londoners and businesses about their experience of the capital at night, understand existing challenges and see how best City Hall can help address them.

My Night Czar has undertaken over 50 successful in-person and online night surgeries since 2017. This is alongside other engagement with night time businesses, including helping to secure later licences and the opening of new venues.

This commitment to night surgeries will continue and a series of visits to high streets and venues is being planned for the coming months. These will champion our world leading night time and hospitality businesses and celebrate the crucial part they play in the cultural, economic and social life of our city.

Night time economy (3)

Question No: 2024/0201

Neil Garratt

What has been the impact of the LGBTQ+ Venues and Promoters Forum?

Night time economy (3)

The Mayor

Last updated: 23 January 2024

LGBTQ+ venues are important community spaces for Londoners, providing safe and welcoming places to meet.

The LGBTQ+ Venues Forum was set up to help build resilience in the sector. It has provided a space where venues come together to discuss common challenges, find practical solutions and provide a collective voice for the sector.

During the pandemic, the Forum was vital in providing the intelligence needed to help shape my Culture at Risk Business Support Fund. This led to dedicated support and financial help being made available to LGBTQ+ venues.

Most recently, following the stabbing at the Two Brewers in Clapham, the Forum came together and identified a need for enhanced first aid training for venue staff. Through funding from City Hall, 34 venue staff received training free of charge.

Night time economy (4)

Question No: 2024/0202

Neil Garratt

How many establishments have signed up to the LGBTQ+ Venues Charter, and can this be broken down by year since it was created?

Night time economy (4)

The Mayor

Last updated: 23 January 2024

LGBTQ+ venues are important community spaces for Londoners, providing safe and welcoming places to meet.

I created the LGBTQ+ Venues Charter to help safeguard existing LGBTQ+ nightlife, following years of decline, and encourage the opening of new venues. I'm pleased that 31 venues and pub companies signed up to the Charter. Work on its aims has now moved to other parts of my 24 Hour London programme.

My Night Czar is working with boroughs to encourage the opening of more spaces for the LGBTQ+ community. My Vauxhall Night Time Enterprise Zone built on the area's existing LGBTQ+ heritage and held several events that supported the community. And boroughs are using development of their night time strategies to plan better for all communities around the clock, including the LGBTQ+ community.

She is also working with the Culture and Community Space at Risk Programme to protect venues that already exist.

Dangerous Bus Contract Incentives

Question No: 2024/0203

Neil Garratt

A long-running investigation by The Times details the collision KSIs and poor working conditions (long hours, distracted driving) associated with contracted timeliness targets embedded into delivery driver contracts and found on delivery driver dashboard technology. In your response to question 2022/5399 you instructed me that "[contracted bus] performance information that is appropriate for sharing" and "routinely made available on the TfL website" are precisely the same kinds of timeliness targets that The Times has long exposed as dangerous for delivery drivers and that bus drivers have informed the Transport Committee are in place for them. Please explain why time-based headway targets are safe for TfL bus drivers when such incentives are obviously not for delivery drivers?

Dangerous Bus Contract Incentives

The Mayor

Last updated: 23 January 2024

Please refer to my response to [2024/0204](#) Dangerous Bus Contract Incentives: iBus Monitor Displays.

Dangerous Bus Contract Incentives: iBus Monitor Displays

Question No: [2024/0204](#)

Neil Garratt

While reading a recent article in The Times (22 December “DPD drivers put public safety at risk to hit their delivery targets”) I was struck by how much DPD’s now-discontinued “Traffic Light” system ‘that would show red if a driver was in danger of missing a delivery target’ resembled the headway monitor found in every TfL bus cab. As you know, iBus monitors display how many “bars” are between a driver’s bus and the bus ahead and the bus following, with – as I’m reliably informed by bus drivers – anything other than “5 Bars” showing between each bus being a cause for stress and likely inquiry from an iBus controller over why the Bus is running late or early. Can you explain why you think the information conveyed to drivers by DPD’s “traffic light system” – which has been discontinued by DPD after the death of a pedestrian in May 2020 – is any different than the headway display that has been broadcasted to bus drivers on iBus monitors for years?

Dangerous Bus Contract Incentives: iBus Monitor Displays

The Mayor

Last updated: 23 January 2024

For high frequency routes managed on headway, the Main Data Terminal (MDT) in the driver cab houses a screen that provides a visual of the bus position in relation to the bus in front using a schematic ladder. The MDT display itself is a tool that is provided to drivers to support their own headway management and customers by providing a smooth and even service across the length of the route. London Bus drivers are paid on an hourly basis, so the MDT is not used as a target reporting system, but as an information system to support drivers in delivering the contractually specified minimum standard of reliability for the route they are operating. Schedules are also regularly reviewed to ensure that sufficient time is provided to match road conditions.

In instances where a driver is unable to maintain headway (i.e. traffic disruption), then an intervention will be made by a controller to support the service and statutory driver hours compliance. These interventions will not include asking a driver to increase their speed and the MDT display is only active when the vehicle is stationary.

Failure to Update Contracts to Include New Safety Incentives in May 2016

Question No: [2024/0205](#)

Neil Garratt

On 1 February 2016, the previous Mayor committed TfL to “Update TfL’s bus contracts to include new safety incentives - Over the next three months TfL will be updating their bus contracting system and will develop incentives to encourage an even greater focus on safety”. However, under your leadership, these fundamental safety changes never happened.

In July 2016, in response to question 2016/2455, you indicated to Caroline Russell AM that TfL had changed "Update TfL's bus contracts to include new safety incentives...over the next 3 months" to "Introduction of Bus Safety Standard into Bus Contracts" by "December 2017".

In October 2016, in response to question 2016/3566, you told Caroline Pidgeon AM "I am pleased to say that TfL is now using the newly-developed bus operator safety scorecard as part of its performance monitoring of the bus operating companies. The bus safety standard I mentioned in my answer to MQ 2016/2455 relates to designing safety features into new buses. This standard is being developed through research into what measures could help prevent fatal and serious collisions. The aim is for new buses to meet the standard from the end of 2018, which would mean it needs to be included in all bus contracts from the end of 2017."

In September 2019, after providing no explanation for over 3 years as to why TfL failed to honour the previous Mayor's promise to include safety incentives in Bus Contracts within 3 months, in response to question 2019/17322 from Caroline Pidgeon AM you revealed: "Transport for London (TfL) has developed and been using a Safety Performance Index to incentivise operators to improve safety across the bus network since early 2018. This is instead of using contract changes, which would have risked decreasing openness between operators and also decreased the incentive to share best practice and improve safety for the network as a whole. The Safety Performance Index was introduced to operators alongside tougher assurances processes"

Given that at least 73 people have been killed from bus safety incidents (3 in 4 of these from collisions) and the number of people killed and seriously injured from buses are now higher than they were when the previous Mayor promised TfL would 'update TfL's bus contracts to include new safety incentives', can you explain why you failed to keep the previous Mayor's promise to include safety incentives in TfL contracts? I suspect that families of at least 73 people killed in preventable Bus Safety Incidents under your watch as Mayor and TfL Chair would like to know too.

Failure to Update Contracts to Include New Safety Incentives in May 2016

The Mayor

Last updated: 23 January 2024

Officers are drafting a response.

Speed Compliance Tool

Question No: 2024/0206

Neil Garratt

In your response to question 2023/4793, you stated, "TfL does not map data from the Tool to individual incidents" because "there are several known inaccuracies within the Speed Compliance Tool dataset". I recently had the chance to view a Training Video (<https://youtu.be/6AqpayPhxn4>) produced by TfL's largest bus contractor Go Ahead London in which the speaker directly contradicted your claims by revealing that TfL's speed compliance tool "shows them [TfL] everything about the bus breaking the speed limit" and that "it shows them where it happened, what time it happened, what speed the bus was actually doing at the time...it also says what driver was driving the bus". Please clarify: is it you or the Go Ahead London representative who is providing misleading information about the reliability and extensive capabilities of TfL's speed compliance tool?

Speed Compliance Tool

The Mayor

Last updated: 23 January 2024

The speaker in the video you refer to is correct that Transport for London's (TfL's) Speed Compliance Tool captures details such as location, time, vehicle speed and driver number for each excess speed incident. However, it is not correct that TfL uses the tool to monitor individual drivers or that it requests CCTV from certain incidents. The reliability of the data captured by the tool is not discussed in the video, but there are known data issues such as 'false positive' incidents being erroneously recorded in certain locations.

Speed Compliance Tool: Information Contained in Recent Go-Ahead London Training Video

Question No: [2024/0207](#)

Neil Garratt

The speaker in Go Ahead's 'London Speed Compliance Tool Training Video' (<https://youtu.be/6AqpayPhxn4>) revealed that there were 1472 incidents of Go Ahead London buses speeding on Route 5 in November 2023. Can we assume that the speeding behaviour of Go Ahead London bus drivers on Route 5 in November 2023 is typical across all London bus routes? I ask, because – given Go Ahead London's assertion that TfL's speed compliance tool "shows them [TfL] everything about the bus breaking the speed limit" – that statement suggests that TfL knows that there might be an average of about 12 million speeding incidents across all 675 TfL Bus Routes in a given year.

Speed Compliance Tool: Information Contained in Recent Go-Ahead London Training Video
The Mayor

Last updated: 23 January 2024

I would not assume that the data for one route is typical for all other routes. Each route has different characteristics, speed limits and road conditions. Whether vehicles are fitted with Intelligent Speed Assistance technology will also have an impact on the number of recorded excess speed incidents.

Also, as described in my response to Mayor's Question 2024/0206 and previous questions, the overall dataset is skewed by known data issues, which may affect certain routes more than others. For all these reasons, it is not appropriate to extrapolate from a single figure.

Speed Compliance Tool: Information Contained in Recent Go-Ahead London Training Video
The Mayor

Last updated: 23 January 2024

I would not assume that the data for one route is typical for all other routes. Each route has different characteristics, speed limits and road conditions. Whether vehicles are fitted with Intelligent Speed Assistance technology will also have an impact on the number of recorded excess speed incidents.

Also, as described in my response to Mayor's Question 2024/0206 and previous questions, the overall dataset is skewed by known data issues, which may affect certain routes more than others. For all these reasons, it is not appropriate to extrapolate from a single figure.

Speed Compliance Tool Data: Monthly Speeding Incidents 2018 to present

Question No: [2024/0208](#)

Neil Garratt

In your response to question 2023/4793, you stated the “Speed Compliance Tool is useful for general monitoring and trend analysis”. Accordingly, please will you provide me with a spreadsheet showing the aggregate number of speeding incidents on a monthly basis across all bus routes recorded by TfL’s speed compliance tool for the period 1 January 2018 to 31 December 2023?

Speed Compliance Tool Data: Monthly Speeding Incidents 2018 to present

The Mayor

Last updated: 23 January 2024

Due to data reliability issues, outlined in my response to Mayor’s Question 2024/0206 and previous questions, Transport for London does not publish data from the Speed Compliance Tool. It would not be good practice to share data which is known to be inaccurate and possibly therefore misleading.

Congestion, Running Time, Bus Operator Performance

Question No: 2024/0209

Neil Garratt

In your response to question 2022/5399 you instructed me that “the only [contracted bus] performance information that is appropriate for sharing” and “routinely made available on the TfL website” can be found here: <https://tfl.gov.uk/corporate/publications-and-reports/buses-performance-data>

I note that in the Winter 2023 Edition of an industry publication Bus Talk, Go Ahead London MD David Cutts, writes, “On the road, the operating environment is becoming increasingly hard, with traffic the worst it has been for many years. Please be assured we are lobbying TfL for greater bus priority and more running time in schedules. Against this backdrop, we have maintained our now established top ranking positions in TfL’s performance league tables, which undoubtedly reflects the excellence of our service quality leadership.” If Go Ahead London’s MD is complaining about congestion and is indeed lobbying TfL for more running time in schedules, can you explain how this bus operator has maintained its ‘established top ranking positions in TfL’s [time-based] performance league tables’ without putting undue pressure on drivers to go faster?

Congestion, Running Time, Bus Operator Performance

The Mayor

Last updated: 23 January 2024

Officers are drafting a response.

Improving TfL’s Bus Performance Data Tables to Include Speeding Incidents by Route

Question No: 2024/0210

Neil Garratt

In your response to question 2022/5399 you instructed me that “the only [contracted bus] performance information that is appropriate for sharing” and “routinely made available on the TfL website” can be found here: <https://tfl.gov.uk/corporate/publications-and-reports/buses-performance-data>.

Given the fact that we are told, since 2018, TfL holds detailed bus speed data for all bus routes on its speed compliance tool, will you add an additional column on the 'Route Speed Reports' to show the incidents of speeding TfL has recorded for each route for each reporting period?

Improving TfL's Bus Performance Data Tables to Include Speeding Incidents by Route

The Mayor

Last updated: 23 January 2024

Due to data reliability issues, outlined in my response to Mayor's Question [2024/0206](#) and previous questions, Transport for London does not publish data from the Speed Compliance Tool.

Improving Bus Operator League Tables to show Speeding Incidents by Operator

Question No: [2024/0211](#)

Neil Garratt

Will you consider adding a column to the data sets published on TfL's "Bus Operator League Table" (<https://tfl.gov.uk/corporate/publications-and-reports/bus-operator-league-tables>) webpage to show the number of speeding incidents recorded by TfL's speed compliance tool for each bus operator for each reporting period? If TfL has long ranked bus operators by 'Excess Waiting Time' (EWT) targets, wouldn't also having that same page show how many times the bus operator broke the law through speeding to achieve those EWT targets be more in line with your 'ambitious' Vision Zero goals?

Improving Bus Operator League Tables to show Speeding Incidents by Operator

The Mayor

Last updated: 23 January 2024

Given the previously-explained concerns around data reliability, it would not be appropriate to publish data from the Speed Compliance Tool. Please see my responses to related Mayor's Questions [2024/0206](#), [2024/0207](#), [2024/0208](#) and [2024/0210](#).

Vision Zero: Refusing to pay Bus Operators for Mileage driven above the Speed Limit

Question No: [2024/0212](#)

Neil Garratt

Your rejection of my proposal in questions 2023/3651, 2023/3366 and 2023/2822 seemingly confirmed that you are intent on paying bus operators involved in collisions that result in someone being killed or seriously injured. Given that, thanks to a Go Ahead London bus driver training video (cf. <https://youtu.be/6AqpayPhxn4>), we now know much more about the extensive features of TfL's speed compliance tool, will you consider withholding payment for any mileage that's driven over the speed limit?

Vision Zero: Refusing to pay Bus Operators for Mileage driven above the Speed Limit

The Mayor

Last updated: 23 January 2024

Officers are drafting a response.

Speed Compliance Tool Data for Bus Crash Injury Incidents since 2018

Question No: [2024/0213](#)*Neil Garratt*

Data published on TfL's 'Bus Safety Data' page shows that over the period 1 January 2018 to 30 September 2023, there have been 4511 bus crashes in which people have been injured. For these 4511 incidents, please will you provide me with the exact number of speeding incidents and the date, route number and bus operator involved?

Speed Compliance Tool Data for Bus Crash Injury Incidents since 2018**The Mayor**

Last updated: 23 January 2024

As explained in previous responses (Mayor's Question [2023/4793](#) for example), the Speed Compliance Tool is useful for general monitoring and trend analysis, however Transport for London (TfL) does not map data from the Tool to individual incidents. It is therefore unable to answer this question using that data.

Where serious incidents occur that meet TfL's Notification and Investigation of Major Incident (NIMI) criteria, the speed the bus was travelling at, based on vehicle telematic data, is one of the factors considered during the investigation.

As part of the Bus Safety Standard, all new buses are fitted with Intelligent Speed Assistance (ISA) which helps prevent the bus from exceeding the posted speed limit. Approximately a third of buses have now been fitted with this technology.

Speed Compliance Tool Data for Bus Crash Hospitalisation Incidents since 2018**Question No: [2024/0214](#)***Neil Garratt*

Data published on TfL's 'Bus Safety Data' page shows that over the period 1 January 2018 to 30 September 2023, there have been 1447 bus crashes in which people have been sent to hospital. For these 1447 incidents, please will you provide me with the exact number of speeding incidents and the date, route number and bus operator involved?

Speed Compliance Tool Data for Bus Crash Hospitalisation Incidents since 2018**The Mayor**

Last updated: 23 January 2024

Officers are drafting a response.

Speed Compliance Tool Data for Bus Crash Fatal Incidents since 2018**Question No: [2024/0215](#)***Neil Garratt*

Data published on TfL's 'Bus Safety Data' page shows that over the period 1 January 2018 to 30 September 2023, there have been 37 Bus Crashes in which people have been killed. For these 37 incidents, please will you provide me with the exact number of speeding incidents and the date, route number and bus operator involved?

Speed Compliance Tool Data for Bus Crash Fatal Incidents since 2018**The Mayor**

Last updated: 23 January 2024

Officers are drafting a response.

'Bold' New Bus Safety Strategy – Stakeholder Challenge

Question No: 2024/0216

Neil Garratt

Does TfL have any evidence to support the claim that people will move to more dangerous modes as a result of higher bus fares?

'Bold' New Bus Safety Strategy – Stakeholder Challenge

The Mayor

Last updated: 23 January 2024

I assume you are referring to the statement on page 29 of Transport for London's Bus Safety Strategy regarding the need to "ensure that safety measures do not add substantial cost to bus operations, which may impact fares and make the bus less attractive to users. If people move to more dangerous modes such as cars or scooters, then overall safety will get significantly worse".

This section of the strategy was based on the general relationship between fare changes and passenger numbers rather than any specific analysis. I recognise the importance of maintaining affordable bus fares and believe that the current fares - the best value fares in the country - continue to represent good value for money.

'Bold' New Bus Safety Strategy: Deviation from the Bus Safety Standard roadmap

Question No: 2024/0217

Neil Garratt

On page 29 of TfL's 'Bold' New Bus Safety Strategy there's a text box entitled 'Deviation from the Bus Safety Standard roadmap' which unambiguously states that there will be delays in TfL's implementation of its technology-based solutions to policies which promote unsafe behaviour (e.g., speeding to meet contracted headway targets) and unsafe working conditions (e.g. fatigue-inducing rosters and rota changes). Given that TfL knows it no longer can depend on long-term technology-based solutions to improve bus safety within its Vision Zero time frame, will you consider Mayor Johnson's February 2016 promise to "update TfL Bus Contracts to included new Bus Safety Incentives"?

'Bold' New Bus Safety Strategy: Deviation from the Bus Safety Standard roadmap

The Mayor

Last updated: 23 January 2024

It is not correct to say that "TfL knows it no longer can depend on long-term technology-based solutions to improve bus safety within its Vision Zero time frame."

Numerous technologies are being rolled out on new vehicles entering the bus fleet, and indeed are to be retrofitted to older vehicles thanks to increased and continued investment. These include Intelligent Speed Assistance, Camera Monitor Systems and Acoustic Vehicle Alerting Systems. It is, however, critical to ensure that these systems perform as expected on each vehicle type and integrate with the bus before they are rolled out to ensure that the predicted benefits are delivered.

Transport for London is also working to identify new technologies and safety measures to inform future Bus Safety Standard (BSS) requirements beyond the period (to 2024) covered by the current roadmap. As with current BSS features, these will become contractual requirements on all new vehicles.

Vision Zero: Incident Alert – Fatal bus collision with Pedestrian**Question No:** 2024/0218

Neil Garratt

I was recently apprised of a document TfL circulated to bus operators entitled “Incident Alert – Fatal bus collision with Pedestrian” that provides some details about the 15 December 2023 fatal incident at the Walthamstow Bus Station. I believe that this “Incident Alert” is a useful document and is similar to the “Statement of Facts” that I have requested in question 2023/4724 and which Caroline Pidgeon AM also requested in question 2017/1690. Will you consider publishing this kind of document for every fatal bus incident in a timely manner on TfL’s website?

Vision Zero: Incident Alert – Fatal bus collision with Pedestrian**The Mayor**

Last updated: 23 January 2024

Officers are drafting a response.

Risk Assessment: Walthamstow Bus Station**Question No:** 2024/0219

Neil Garratt

Did TfL ever conduct a risk assessment of the pedestrian crossing on which an elderly woman was killed on 15 December 2023? I ask, because the location of the crossing coupled with the points listed for ‘RRAs and driver guides for routes using bus stations to consider’ suggest this was ‘an accident waiting to happen’.

Risk Assessment: Walthamstow Bus Station**The Mayor**

Last updated: 23 January 2024

Officers are drafting a response.

Bus Collision Deaths and Bus Stations**Question No:** 2024/0220

Neil Garratt

For the 85 (provisional) fatal bus crashes which have occurred in London from 1 January 2014 to 31 December 2023, how many of these have occurred at bus stations? Please will you provide me with the exact number of incidents, victim profile, victim mode of transport, the incident date, bus station name, bus route number and bus operator involved?

Bus Collision Deaths and Bus Stations**The Mayor**

Last updated: 23 January 2024

Officers are drafting a response.

Vision Zero: Bus Safety Incident 1 November Ham Parade**Question No:** 2024/0221

Neil Garratt

Following up on your response to question 2023/4721, will TfL be issuing a Vision Zero "Incident Alert" for the fatal collision involving a Route 65 bus operated by RATP and an 86-year-old female pedestrian that occurred on 1 November 2023?

Vision Zero: Bus Safety Incident 1 November Ham Parade

The Mayor

Last updated: 23 January 2024

Officers are drafting a response.

Roadwork Safety, TfL Compliance Audit Conclusions, 2018/19 -2022/23

Question No: 2024/0222

Neil Garratt

Your helpful and quick response to Question 2023/4114 shows over your term as Mayor, some progress has been made by TfL to reduce the number of high-risk non-compliant roadworks, but the overall level of non-compliance remains stuck at about 20 percent. Do specific contractors or companies regularly account for a disproportionate portion of this seemingly-persistent level of non-compliance? What powers does TfL possess to mitigate the problem of non-compliance?

Roadwork Safety, TfL Compliance Audit Conclusions, 2018/19 -2022/23

The Mayor

Last updated: 23 January 2024

Traffic management related injuries are extremely low. Transport for London (TfL) continues its focus with roadworks promoters on reducing high impact roadworks failures which pose the most risk to road user safety. TfL also works closely with promoters to monitor and address lower-risk defects. While there has been some fluctuation in overall levels of compliance over the last six years, the trend for lower-risk defects is similar to high-risk and is improving.

Even though lower risk non-compliances are often more technical infringements, some (such as weather disruptions or third-party interference) can be beyond the promoter's direct control. These are all still recorded to be addressed within legal timelines.

Detailed analysis from roadwork inspections is regularly shared with promoters. If an individual promoter is considered to be responsible for a disproportionately high level of non-compliance, TfL requires them to submit plans to demonstrate how they intend to improve.

TfL has a number of powers and tools it can use to improve safety, including Lane Rental scheme discounts for promoters with high levels of compliance, alongside regular engagement and performance reporting. Prosecutions are also possible, but are typically reserved for only the most serious cases.

Closed Feedback Loops – Congestion and Running Times

Question No: 2024/0223

Neil Garratt

On 14 December 2021, TfL Bus Driver Lorraine Robertson alerted the Transport Committee to TfL's contracted headway targets not being fit for purpose:

"The problem that we have with speed limits as a bus driver is that we drive to a timetable, what is called a headway. Now that we are coming across roads that have the 20mph speed limit, our timetables have not been changed to take into consideration that we are going 10mph less, doing 20mph as opposed to 30mph. That is a problem that we are having".

Following up Lorraine's tip-off, you and I have been having a discussion – both in person and via Mayor's Questions for over 2 years – about this manifest problem ever since. On 7 November 2023, when I asked Unite the Union's Lead Bus Officer "Do you see timetables being adjusted to take account of the longer time it then takes to get from one end of the route to the other?" he responded, "Historically, not just now with the speed reductions, the timings of bus routes and bus journeys have never ever really been realistic. I have over a 30-year association with London Buses. I used to be a London bus driver. When I was a bus driver the common belief was the person who done the timings of bus would go around on a motorbike or an e-scooter nowadays."

And then I read the MD of TfL's largest bus contractor: "Please be assured we are lobbying TfL for...more running time in schedules"

Do you agree with me that – with all the evidence showing (a) casualties from TfL's bus operation are higher than when you took office (b) there are probably over 10 million incidents of speeding by bus drivers in a year to meet contracted running time targets (c) London's bus drivers, their Union and MD of TfL's largest bus operator are in agreement that TfL's contracted headway targets are not-fit-for-purpose – without a fundamental reform of the contract incentives TfL has embedded in contracts since the summer of 2001, despite 3 Bus Safety Programmes, a 'World Leading Bus Safety Standard and an 'ambitious' Vision Zero Programme, London's bus operation will never be safe as it could be because of – in my view - your lack of leadership on changing bus contracts to include incentives on safety? Boris Johnson promised to do exactly that over three months on 1 February 2016. Didn't the at least 6534 people injured in bus collisions (at least 55 fatally and 2131 hospitalised) under your Mayoralty deserve better than that?

Closed Feedback Loops – Congestion and Running Times

The Mayor

Last updated: 23 January 2024

Officers are drafting a response.

United Airlines Agreement (1)

Question No: [2024/0224](#)

Neil Garratt

In reaching an agreement to promote United Airlines on your visit to America in May 2022, did your team approach United Airlines or did United Airlines approach your team?

United Airlines Agreement (1)

The Mayor

Last updated: 23 January 2024

Officers are drafting a response.

United Airlines Agreement (2)

Question No: [2024/0225](#)

Neil Garratt

The agreement with United Airlines said United could “optimise all appropriate PR opportunities” on the trip, put their logo on signs at its events and send a representative to accompany the mayor and his staff on board their flights. Given this, why did your Chief of Staff claim to the Assembly that he was “not aware of anything specifically we did for [United] in exchange”?

United Airlines Agreement (2)

The Mayor

Last updated: 23 January 2024

Officers are drafting a response.

United Airlines Agreement (3)

Question No: [2024/0226](#)

Neil Garratt

Was your Chief of Staff fully aware of the terms of the agreement with United Airlines when he was questioned by Assembly Members in June 2023?

United Airlines Agreement (3)

The Mayor

Last updated: 23 January 2024

Officers are drafting a response.

Fast Green Ferry Crossings (1)

Question No: [2024/0227](#)

Nick Rogers

Do you support the Port of London Authority and the Thames Estuary Growth Board’s recommendation to introduce three new fast, green ferry crossings between Isle of Dogs and North Greenwich, between Royal Wharf and Charlton, and between Barking Riverside and Thamesmead?

Fast Green Ferry Crossings (1)

The Mayor

Last updated: 23 January 2024

Transport for London (TfL) regularly reviews new river crossing proposals for London. However, there remains significant uncertainty around TfL’s long-term capital funding. While TfL continues to progress committed schemes and agreed investments with government, TfL is not in a position to invest any significant capital costs in new schemes such as the aforementioned new ferry crossings. TfL remains supportive of the principal of new river crossings and is happy to support the concept in any way possible within current funding limitations. TfL is also interested to see progress with Uber Boat by Thames Clippers’ plans for an improved cross-river ferry service between Rotherhithe and Canary Wharf.

Fast Green Ferry Crossings (2)**Question No:** [2024/0228](#)*Nick Rogers*

Do you have any plans to introduce three new fast, green ferry crossings between Isle of Dogs and North Greenwich, between Royal Wharf and Charlton, and between Barking Riverside and Thamesmead?

Fast Green Ferry Crossings (2)**The Mayor**

Last updated: 23 January 2024

Please see my response to MQ [2024/0227](#).

Fast Green Ferry Crossings (3)**Question No:** [2024/0229](#)*Nick Rogers*

Have you asked TfL to put together a business case for the introduction of three new fast, green ferry crossings between Isle of Dogs and North Greenwich, between Royal Wharf and Charlton, and between Barking Riverside and Thamesmead?

Fast Green Ferry Crossings (3)**The Mayor**

Last updated: 23 January 2024

Please see my response to MQ [2024/0227](#).

Planning the Rotherhithe Bridge**Question No:** [2024/0230](#)*Nick Rogers*

How much money did TfL spend at your instigation on planning your proposed Rotherhithe Bridge?

Planning the Rotherhithe Bridge**The Mayor**

Last updated: 23 January 2024

Transport for London (TfL) spent around £13m producing an agreed design, construction and operational plans that would be sufficient to apply for consents to deliver a new bridge across the River Thames between Rotherhithe and Canary Wharf.

Detailed information on this scheme was shared by TfL and my Deputy Mayor for Transport at a specific meeting of the London Assembly Transport Committee in 2019. Transcripts and documents for this meeting are available here: <https://www.london.gov.uk/about-us/londonassembly/meetings/ieListDocuments.aspx?CId=173&MId=6789>

TfL has also published further details on its spend on this scheme in response to relevant Freedom of Information requests, including those linked below:

<https://tfl.gov.uk/corporate/transparency/freedom-of-information/foi-request-detail?referenceId=FOI-1139-1920>

<https://tfl.gov.uk/corporate/transparency/freedom-of-information/foi-request-detail?referenceId=FOI-1173-1920>

<https://tfl.gov.uk/corporate/transparency/freedom-of-information/foi-request-detail?referenceId=FOI-0957-1920>

London Plan (1)

Question No: 2024/0232

Peter Fortune

Following the Secretary of State's speech and letter to you on 18th December on Housebuilding in London, what changes do you propose to the London Plan to improve the delivery of new homes in London?

London Plan (1)

The Mayor

Last updated: 23 January 2024

Officers are drafting a response.

London Plan (2)

Question No: 2024/0233

Peter Fortune

What meetings to date have you, your Deputy Mayors, or GLA officers had with Christopher Katkowski KC and his panel of expert advisers on changes to the London Plan to improve housebuilding in London? What future meetings are planned?

London Plan (2)

The Mayor

Last updated: 23 January 2024

Officers are drafting a response.

Second staircases

Question No: 2024/0234

Peter Fortune

Following your introduction in February 2023 of a GLA planning requirement "with immediate effect" that "all planning applications which involve residential buildings over 30m in height will

need to be designed to provide two staircases before they are referred to us at Stage 2 for the Mayor’s decision”, what guidance have you provided to developers about meeting this requirement and when was this guidance issued?

Second staircases

The Mayor

Last updated: 23 January 2024

Officers are drafting a response.

Build to Rent (1)

Question No: 2024/0236

Lord Bailey of Paddington

How many Build to Rent homes have been started on GLA Group land since 2016? Please provide a breakdown by organisation and financial year.

Build to Rent (1)

The Mayor

Last updated: 23 January 2024

The table below sets out the number of Build to Rent homes started on GLA Group land since 2016.

	2016 17	2017 18	2018 19	2019 20	2020 21	2021 22	2022 23	2023 to date	TOTAL
GLA Land and Property & joint venture interests		486	80		132	193			891
London Legacy Development Corporation				105					105
Places for London							1435		1435
									2341

Purchasers of London Fire Brigade and Mayor’s Office for Policing and Crime sites sold unconditionally are not obliged to inform of proposed future use. Tracking of more recent disposals does not distinguish the specific use of the site such as Build to Rent arising from any planning applications submitted or applications approved.

Old Oak Park Royal Development Corporation has had neither starts nor completions on land it owns.

Build to Rent (2)

Question No: 2024/0237

Lord Bailey of Paddington

How many Build to Rent homes have been completed on GLA Group land since 2016? Please provide a breakdown by organisation and financial year.

Build to Rent (2)

The Mayor

Last updated: 23 January 2024

The table below sets out the number of Build to Rent homes completed on GLA Group land since 2016.

	2016 17	2017 18	2018 19	2019 20	2020 21	2021 22	2022 23	2023 to date	TOTAL
GLA Land and Property & joint venture interests				193		80		422	695
London Legacy Development Corporation					105				105
									800

Purchasers of London Fire Brigade and Mayor's Office for Policing and Crimes sites sold unconditionally are not obliged to inform of proposed future use. Tracking of more recent disposals does not distinguish the specific use of the site such as Build to Rent arising from any planning applications submitted or applications approved.

Old Oak Park Royal Development Corporation has had neither starts nor completions on land it owns. Places for London has not had completions of Build to Rent homes within the period.

Build to Rent (3)

Question No: 2024/0238

Lord Bailey of Paddington

What analysis have you undertaken on the possible impact of rent controls on the Build to Rent market and supply of new Build to Rent homes in London?

Build to Rent (3)

The Mayor

Last updated: 23 January 2024

The Build to Rent market can help address London's housing crisis by contributing to the overall housing supply and diversifying the housing market, providing greater choice for Londoners. My London Plan policy H11 underlines my commitment to growing the Build to Rent sector.

I am deeply concerned that we have a significant problem with unaffordable rents in the capital, which is why rent control is needed now more than ever. Any system must be carefully designed with the particular needs of London and Londoners in mind, and ensure that there is continued investment in both new supply and existing stock. This will be the task of my London Private Rents Commission.

Many European countries that operate systems of rent control including Germany, France and Sweden have much larger Build to Rent sectors than England and are seeing growing investment. According to JLL, between 2019 and 2023 investment in new Build to Rent housing in Germany - which currently has the largest Build to Rent supply in Europe - increased by 14 percent. In France, investment increased by 21 percent. Sweden has a substantial supply of BtR housing, which accounts for around 50 percent of their total privately rented stock; and investment in new supply increased by 19 percent.

Build to Rent (4)

Question No: [2024/0239](#)

Lord Bailey of Paddington

What discussions have you had with institutional investors about supporting new Build to Rent developments?

Build to Rent (4)

The Mayor

Last updated: 23 January 2024

Despite a challenging economic and regulatory environment, there remains a strong interest and commitment to Build to Rent by investors. A total of £15bn has been invested since 2015, with a record £2.7bn in 2022 and I am encouraged that the sector remains resilient and continues to grow year-on-year.

In July 2023, my Deputy Mayor for Housing and Residential Development co-chaired a roundtable with the British Property Federation's Build to Rent London group, which included investors and developers. The primary purpose was to better understand and seek to address the short- and long-term challenges to the ongoing delivery of Build to Rent schemes. It was also positive to be able to set out the GLA's policy approach to supporting new Build to Rent developments and reaffirm its strategic importance to London's housing mix. A further meeting with the sector took place in January 2024.

I will continue to utilise these partnerships to harness investment in this growing sector and help alleviate London's housing crisis by contributing to the overall housing supply.

Working time directive

Question No: 2024/0240

Susan Hall

For each year 2018, 2019, 2020, 2021, 2022 and 2023, how many Met police officers exceeded working time directive rules?

Working time directive

The Mayor

Last updated: 23 January 2024

Working Time Regulation (WTR) non-compliance is based on the number of officers (who have not opted out of the regulations) working more than 48 hours, averaged over a 17-week reference period.

Working time risks are reviewed at the Metropolitan Police Service (MPS) Health, Safety and Wellbeing Board to ensure continual focus on compliance, operational impact and the implementation of interventions to mitigate risk.

2018	6340 occurrences
2019	7710 occurrences
2020	7709 occurrences
2021	4068 occurrences
2022	7112 occurrences
2023	6151 occurrences

Note the data includes Royal and Specialist Protection (RASP) and Parliamentary and Diplomatic Protection (PaDP), who have a 26-week reference period.

Catalytic converter thefts

Question No: 2024/0241

Susan Hall

For each year 2018, 2019, 2020, 2021, 2022 and 2023, how many catalytic converter thefts took place in London?

Catalytic converter thefts

The Mayor

Last updated: 23 January 2024

Officers are drafting a response.

Press, marketing and communications department**Question No:** [2024/0242](#)*Susan Hall*

How many people are employed by the Met's press, marketing and communications department (including senior management), and what is the budget for this department?

Press, marketing and communications department**The Mayor**

Last updated: 23 January 2024

Officers are drafting a response.

Dog attacks**Question No:** [2024/0243](#)*Susan Hall*

For each year 2018, 2019, 2020, 2021, 2022 and 2023, how many dog attacks took place in London?

Dog attacks**The Mayor**

Last updated: 23 January 2024

The Metropolitan Police Service (MPS) publishes this information as part of its Crime dashboard on the "Frequently asked for datasets" page:

<https://public.tableau.com/app/profile/metropolitan.police.service/viz/MonthlyCrimeDataNewCats/Coversheet>

The underlying data is published on the London DataStore:

<https://data.london.gov.uk/dataset/mps-monthly-crime-dahboard-data>

Probationary period**Question No:** [2024/0244](#)*Susan Hall*

For each year 2018, 2019, 2020, 2021, 2022 and 2023, how many new Met police officers failed their probationary period and, if available, for what reason?

Probationary period**The Mayor**

Last updated: 23 January 2024

Probation is utilised to ensure that new recruits are suitable for the role of police officer. Most police officers go on to successfully complete probation but there are inevitably cases where a probationary officer is not performing as required.

Regulation 13 (Discharge of a Probationer) provides a process by which forces may dispense with the services of an officer during their probation.

At any stage during the Reg 13 process a probationer may resign. The table below shows the number of officers in each year who have either resigned or had their services dispensed with.

Year	Services Dispensed With following Reg 13	Resigned during Reg13 proceedings
2018	5	16
2019	9	23
2020	5	28
2021	5	46
2022	12	101
2023	9	98

Note the table does not include those dismissed as a result of formal misconduct proceedings.

Police recruitment

Question No: [2024/0245](#)

Susan Hall

For each year 2018, 2019, 2020, 2021, 2022 and 2023, how many Met police officers were recruited, broken down by living in and outside London?

Police recruitment

The Mayor

Last updated: 23 January 2024

The table below shows the number of constables recruited and the proportion who lived in London at the time of their recruitment.

	2018	2019	2020	2021	2022	2023
Overall	1467	3056	2733	2307	3276	1674
London based	1298	2069	1410	1349	2050	1079
% within London	88.50	67.70	51.60	58.50	62.60	64.46

Screened out crimes 1**Question No:** 2024/0246*Susan Hall*

For each year 2018, 2019, 2020, 2021, 2022 and 2023, how many crime reports did the Met's Telephone Digital Investigation Unit (TDIU) receive and how many of those were screened in and out?

Screened out crimes 1**The Mayor**

Last updated: 23 January 2024

Officers are drafting a response.

Screened out crimes 2**Question No:** 2024/0247*Susan Hall*

For each year 2018, 2019, 2020, 2021, 2022 and 2023, how many crimes were screened out and in, broken down by crime type?

Screened out crimes 2**The Mayor**

Last updated: 23 January 2024

Officers are drafting a response.

Met victim satisfaction rate**Question No:** 2024/0248*Susan Hall*

For each year 2018, 2019, 2020, 2021, 2022 and 2023, what is the Met victim satisfaction rate broken down by crime type?

Met victim satisfaction rate**The Mayor**

Last updated: 23 January 2024

The below table shows Overall Satisfaction from the User Satisfaction Survey for each of the requested calendar years broken down by crime type. Please note that 2023 data is not complete and contains only data from January 2023 to October 2023. Quarterly data is also published on the MOPAC website via the [Victim and Witness Dashboard](#).

	2018	2019	2020	2021	2022	2023
MPS	69%	66%	68%	66%	64%	65%
Burglary	74%	73%	74%	74%	71%	70%
Assault	63%	62%	66%	65%	63%	63%
Hate	66%	62%	62%	60%	61%	61%
Robbery	72%	69%	72%	72%	68%	66%

Police overtime**Question No:** 2024/0249*Susan Hall*

For each year 2018, 2019, 2020, 2021, 2022 and 2023, how many hours of Met police overtime were used and what is the cost?

Police overtime**The Mayor**

Last updated: 23 January 2024

It's important to note that overtime is an established mechanism through which the Metropolitan Police Service (MPS) manages its resources and fulfils its operational duties.

The annual overtime paid in each financial year is shown in the below:

Financial Year	£
2018/19	£106.9m
2019/20	£140.5m
2020/21	£138.1m
2021/22	£151.7m
2022/23	£142.7m

The following table shows the total hours worked. Note that not all overtime will result in payment because some officers will choose to take the time back instead of receiving payment.

Year	Overtime in hrs
2018	4,542,171
2019	5,900,185
2020	5,670,643
2021	5,676,180
2022	7,095,026
2023	6,496,385

Attacks against police officers**Question No:** 2024/0250*Susan Hall*

For each year 2018, 2019, 2020, 2021, 2022 and 2023, how many attacks were committed against Met police officers, broken down by minor offence type?

Attacks against police officers**The Mayor**

Last updated: 23 January 2024

The table below shows the number of attacks against police officers in each year.

Minor Crime Category	2019	2020	2021	2022	2023
Homicide	0	1	0	0	0
Violence with Injury	3,001	3,283	3,195	2,985	2,832
Violence without Injury	2,966	3,845	3,755	3,673	4,112
Racially or Religiously Aggravated Public Fear, Alarm or Distress	376	873	982	1,061	1,022
Grand Total	6,343	8,002	7,932	7,719	7,966

Station crime

Question No: [2024/0251](#)

Susan Hall

For each year 2018, 2019, 2020, 2021, 2022 and 2023, how many crimes were committed at tube and train stations, broken down by station and crime type?

Station crime

The Mayor

Last updated: 23 January 2024

Crime data held by Transport for London (TfL) for London Underground and TfL rail stations is not readily available in this format. TfL will work with BTP to provide the data requested and will send it separately once this has been prepared. TfL has provided data by Tube line and crime type in the answer to Mayor's Question 2024/0252.

Station level data is already available on BTP's crime maps website here: [British Transport Police - Crime information for the rail network in England, Scotland and Wales \(btp.police.uk\)](https://www.btp.police.uk/crime-information-for-the-rail-network-in-england-scotland-and-wales).

Tube crime

Question No: [2024/0252](#)

Susan Hall

For each year 2018, 2019, 2020, 2021, 2022 and 2023, how many crimes were committed on tube trains broken down by line and crime type?

Tube crime

The Mayor

Last updated: 23 January 2024

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Tube crime

The Mayor

Last updated: 23 January 2024

The level of crime has increased as more passengers have returned to the network following the pandemic and due to ongoing efforts to encourage reporting of underreported crimes such as

sexual harassment and hate crime. Theft (including pickpocketing) is the most commonly reported crime type and is the main driver in the increase in the volume and rate of crime.

TfL is working with its police partners to put measures in place to reduce crime and keep customers and staff safe as they travel and work on the network. They are working together to reduce the risk of being a victim of crime on London's public transport networks by a third from the 2022/23 baseline by 2030.

Please see figures attached.

Revenge porn

Question No: [2024/0253](#)

Susan Hall

For each year 2018, 2019, 2020, 2021, 2022 and 2023, how many instances of revenge porn were reported to the Met police?

Revenge porn

The Mayor

Last updated: 23 January 2024

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Revenge porn

The Mayor

Last updated: 23 January 2024

Please refer to [MQ 2023/0240](#) for the number of offences recorded by the Metropolitan Police Service (MPS) for 2018 to 2022.

The MPS has provided the attached information for the number of offences recorded in 2023. Please ensure that the notes page is read in conjunction with the data to aid interpretation.

GLA posts

Question No: [2024/0254](#)

Susan Hall

What is the total staffing budget and number of FTE posts at the GLA (please include vacancies)? Please can you provide a breakdown by directorate.

GLA posts

The Mayor

Last updated: 23 January 2024

Officers are drafting a response.

Acid attacks

Question No: [2024/0255](#)

Susan Hall

For each year 2018, 2019, 2020, 2021, 2022 and 2023, how many acid attacks took place in London?

Acid attacks

The Mayor

Last updated: 23 January 2024

Please refer to MQ [2023/0215](#) for the number of acid attacks recorded between 2018 and 2022.

The Metropolitan Police Service (MPS) has provided the attached information for the number of acid attacks recorded in 2023. Please ensure that the notes page is read in conjunction with the data to aid interpretation.

Police bail

Question No: [2024/0256](#)

Susan Hall

For each year 2018, 2019, 2020, 2021, 2022 and 2023, please provide the number of people released on bail by the Met, broken down by minor offence type.

Police bail

The Mayor

Last updated: 23 January 2024

Officers are drafting a response.

Released under investigation

Question No: [2024/0257](#)

Susan Hall

For each year 2018, 2019, 2020, 2021, 2022 and 2023, please provide the number of people released under investigation by the Met broken down by minor offence type?

Released under investigation

The Mayor

Last updated: 23 January 2024

Officers are drafting a response.

Stalking

Question No: [2024/0258](#)

Susan Hall

For each year 2018, 2019, 2020, 2021, 2022 and 2023, how many stalking offences were recorded in London and what is the sanction detection rate?

Stalking**The Mayor**

Last updated: 23 January 2024

Officers are drafting a response.

Drug driving**Question No: 2024/0259***Susan Hall*

For each year 2018, 2019, 2020, 2021, 2022 and 2023, please can you provide the number of drug driving offences?

Drug driving**The Mayor**

Last updated: 23 January 2024

Officers are drafting a response.

Drink driving**Question No: 2024/0260***Susan Hall*

For each year 2018, 2019, 2020, 2021, 2022 and 2023, please can you provide the number of drink driving offences?

Drink driving**The Mayor**

Last updated: 23 January 2024

Officers are drafting a response.

Knife Crime 1**Question No: 2024/0261***Susan Hall*

For each year 2018, 2019, 2020, 2021, 2022 and 2023, what is the age breakdown of perpetrators of knife enabled crime broken down by minor offence type?

Knife Crime 1**The Mayor**

Last updated: 23 January 2024

Data for the years 2018-2022 has been provided previously: [MQ 2022/0194](#).

The Metropolitan Police Service (MPS) has provided the attached information with 2023 data in response to MQ 2024/0261, MQ 2024/2062, 2024/2063, 2024/2064, 2024/2065 and 2024/2066. The supplied notes page should be read in conjunction with the data to aid in interpretation.

Knife Crime 2**Question No:** [2024/0262](#)*Susan Hall*

For each year 2018, 2019, 2020, 2021, 2022 and 2023, what is the age breakdown of victims of knife enabled crime broken down by minor offence type?

Knife Crime 2**The Mayor**

Last updated: 23 January 2024

Please refer to MQ [2024/0261](#).**Knife Crime 3****Question No:** [2024/0263](#)*Susan Hall*

For each year 2018, 2019, 2020, 2021, 2022 and 2023, what is the gender of perpetrators of knife enabled crime broken down by minor offence type?

Knife Crime 3**The Mayor**

Last updated: 23 January 2024

Please refer to MQ [2024/0261](#).**Knife Crime 4****Question No:** [2024/0264](#)*Susan Hall*

For each year 2018, 2019, 2020, 2021, 2022 and 2023, what is the gender of victims of knife enabled crime broken down by minor offence type?

Knife Crime 4**The Mayor**

Last updated: 23 January 2024

Please refer to MQ [2024/0261](#).**Knife Crime 4****The Mayor**

Last updated: 23 January 2024

Please refer to MQ [2024/0261](#).**Knife Crime 4****The Mayor**

Last updated: 23 January 2024

Please refer to MQ [2024/0261](#).**Knife Crime 5**

Question No: [2024/0265](#)*Susan Hall*

For each year 2018, 2019, 2020, 2021, 2022 and 2023, what is the race of perpetrators of knife enabled crime broken down by minor offence type?

Knife Crime 5**[The Mayor](#)**

Last updated: 23 January 2024

Please refer to MQ [2024/0261](#).

Knife Crime 6**Question No: [2024/0266](#)***Susan Hall*

For each year 2018, 2019, 2020, 2021, 2022 and 2023, what is the race of victims of knife enabled crime broken down by minor offence type?

Knife Crime 6**[The Mayor](#)**

Last updated: 23 January 2024

Please refer to MQ [2024/0261](#).

Missing children**Question No: [2024/0267](#)***Susan Hall*

For each year 2018, 2019, 2020, 2021, 2022 and 2023, how many children were reported missing in London, to the Met Police, broken down by age, gender and ethnicity?

Missing children**[The Mayor](#)**

Last updated: 23 January 2024

Officers are drafting a response.

Meeting notes**Question No: [2024/0268](#)***Susan Hall*

Please can you provide all copies of minutes/meeting notes of Sophie Linden's meetings with policing board members? (Please include any one-to-one meetings)

Meeting notes**[The Mayor](#)**

Last updated: 23 January 2024

Officers are drafting a response.

Operation Brocks 1

Question No: 2024/0269*Susan Hall*

What has been the cost of policing for Operation Brocks/Palestinian Protests? How many extra officer shifts, cancelled rests day and mutual aid requests has this resulted in?

Operation Brocks 1**The Mayor**

Last updated: 23 January 2024

Please see Mayor's Question [2023/4791](#). There is a publication scheme in place which will release policing costs/arrests/resourcing. The 1st release of this is due by 31st January 2024, this will cover data from 7th Oct-31st December inclusive.

Operation Brocks 2**Question No: 2024/0270***Susan Hall*

How many images and videos have been submitted through this appeal and how many people have been identified? <https://news.met.police.uk/news/operation-brocks-public-appeals-gallery-475816>

Operation Brocks 2**The Mayor**

Last updated: 23 January 2024

The Metropolitan Police Service (MPS) have informed me that 67 images have been publicly circulated by the Public Order Crime Team and, of those circulated, they have identified 23 people.

Right Person, Right Care**Question No: 2024/0271***Susan Hall*

So far how many fewer police calls and police hours have been saved due to the Met's Right Person, Right Care?

Right Person, Right Care**The Mayor**

Last updated: 23 January 2024

Right Care, Right Person (RCRP) is a national operational policing model, which the Metropolitan Police Service (MPS) went live with in November 2023. Significant partnership working between the MPS, health partners and local authorities has and continues to take place to ensure those in mental crisis receive the appropriate response by the most appropriate agency. MPS continue to deploy to calls for their assistance where there is a real and immediate risk to life or serious harm, or where a criminal offence has occurred.

Before the implementation of RCRP, MPS were deploying to roughly 44% of health-related calls but within the first 2 months of going live, MPS have deployed to roughly 30% of health-related calls, a 14% decrease. The remainder of these calls were reviewed in line with the policy and the appropriate response was provided. This reduction in deployment equates to 70,000 hours of officer time being saved.

Cancelled rest days**Question No:** 2024/0272*Susan Hall*

For each year 2018, 2019, 2020, 2021, 2022 and 2023, how many Met police officer rest days have been cancelled?

Cancelled rest days**The Mayor**

Last updated: 23 January 2024

The re-rostering of rest days is an established system set out in Police Regulations to help police forces manage demand. The operational demands of policing mean there will always be cancelled rest days and some form of working backlog as they are reallocated.

The table below shows the number of cancelled rest days in each year.

Year	No. Cancelled rest days
2018	544,692
2019	592,570
2020	618,811
2021	628,133
2022	722,882
2023	697,123

NYE 1**Question No:** 2024/0273*Susan Hall*

Please can you breakdown the number of crimes committed at this year's NYE fireworks display broken down by minor offence type?

NYE 1**The Mayor**

Last updated: 23 January 2024

The Metropolitan Police Service (MPS) has provided the table below in response to this question.

Offence Type	Total
Assault	14

Theft/Fraud	1
Sexual Assaults	5
Other	3
Total Arrests	23

NYE 2**Question No:** [2024/0274](#)*Susan Hall*

Please can you provide the policing costs of this year's fireworks display? Did the GLA provide funding to the Met for this event, if so, how much?

NYE 2**The Mayor**

Last updated: 23 January 2024

Officers are drafting a response.

TfL external auditors**Question No:** [2024/0276](#)*Susan Hall*

Who are the TfL auditors?

TfL external auditors**The Mayor**

Last updated: 23 January 2024

TfL's external auditors are Ernst & Young LLP.

LFB external auditors**Question No:** [2024/0277](#)*Susan Hall*

Who are the LFB auditors?

LFB external auditors**The Mayor**

Last updated: 23 January 2024

Officers are drafting a response.

Met fitness test**Question No:** [2024/0278](#)*Susan Hall*

For each year 2018, 2019, 2020, 2021, 2022 and 2023, how many Met police officers failed their fitness test?

Met fitness test**The Mayor**

Last updated: 23 January 2024

The table below shows the number of Job Related Fitness Test (JRFT) failures between 2018 and 2023.

When interpreting the data note that if a person fails the JRFT more than once in a calendar year, only one of these failures will be recorded. Furthermore, if a person fails and then subsequently passes, the failure will still be recorded in the count for that year.

Year	Number of Officers who have failed JRFT
2018	179
2019	276
2020	341
2021	534
2022	428
2023	389

Long Covid

Question No: [2024/0279](#)

Susan Hall

What work has been done on how long Covid has impacted the MPS workforce and how many officers and staff does this affect?

Long Covid

The Mayor

Last updated: 23 January 2024

Since March 2020 there have been 1039 'Post-Covid' Operational Health (OH) Referrals. These are managed in line with other medical conditions and may potentially require workplace adjustments or HR Case Management dependent upon symptoms and severity of the condition.

Many cases may present with physiological conditions that appear unrelated to original Covid symptoms and are therefore not recorded as such – secondary healthcare screening/diagnostics are often required to determine a 'Post-Covid' condition.

As any referral is managed by the specific condition, which can present in a variety of ways, rather than as an overriding 'Post-Covid' diagnosis, the Metropolitan Police Service (MPS) currently does not have data on how many of these referrals resulted in adjusted duties.

Met Directorate of Culture, Diversity and Inclusion

Question No: [2024/0280](#)

Susan Hall

The MPS created the Directorate of Culture, Diversity and Inclusion with Professionalism responsible for coordinating and delivering a root and branch reset of equality, diversity and inclusion policies and practices. How many staff and officers work in this directorate broken down by rank and grade?

Met Directorate of Culture, Diversity and Inclusion**The Mayor**

Last updated: 23 January 2024

Officers are drafting a response.

Programme Director appointment**Question No: 2024/0281**

Susan Hall

The MPS has appointed a Programme Director to lead implementation of the London Police Race Action Plan.

- What is this person's salary?
- How many officers and staff is this person supported by broken down by rank and grade?

Programme Director appointment**The Mayor**

Last updated: 23 January 2024

Officers are drafting a response.

HeforShe Allies**Question No: 2024/0282**

Susan Hall

How many HeforShe Allies does the Met have and how many women are supported by them?

HeforShe Allies**The Mayor**

Last updated: 23 January 2024

Officers are drafting a response.

Nuisance calls**Question No: 2024/0283**

Susan Hall

For each year 2018, 2019, 2020, 2021, 2022 and 2023, how many nuisance calls has the Met received?

Nuisance calls**The Mayor**

Last updated: 23 January 2024

The Metropolitan Police Service (MPS) has provided the attached information in response to this question. The MPS criteria for nuisance calls is numbers who have called more than 20 times in a calendar month. This definition was set in 2019 so the data can be provided from 2019 onwards only.

Nuisance calls

The Mayor

Last updated: 23 January 2024

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Arrests

Question No: [2024/0284](#)

Susan Hall

For each year 2016, 2017 2018, 2019, 2020, 2021, 2022 and 2023, how many arrests has the Met made broken down by minor crime type?

Arrests**The Mayor**

Last updated: 23 January 2024

Officers are drafting a response.

Court outcomes deep dive

Question No: [2024/0285](#)

Susan Hall

What was the outcome of the Met's deep dive undertaken by MO10 into unsuccessful outcomes at Court and DG Compliance?

Court outcomes deep dive**The Mayor**

Last updated: 23 January 2024

This is a complex piece of work, and with the current competing demands in delivering New Met for London, it has yet to be commenced by the Metropolitan Police Service (MPS). There is a wider Criminal Justice Improvement Plan in order to enhance positive outcomes for victims, and discussion is ongoing as to when, and how Digital, Data and Technology and MO10 (Met Prosecutions) teams work together to undertake this work.

Missing people

Question No: [2024/0286](#)

Susan Hall

The Met has launched an app to help officers to respond faster and more effectively to calls about missing persons. Please can you provide more details on how it works and how it is used?

Missing people**The Mayor**

Last updated: 23 January 2024

The Metropolitan Police Service (MPS) use a digital service based on the 'GoodSAM' solution to support officers in responding to missing persons incidents. 'GoodSAM' is used widely in the policing and health sectors. The system is only used in appropriate cases to contact the missing person to ask their permission for them to share their location and/or engage in a video conversation. When piloted in one Basic Command Unit (BCU) in London, the system supported the resolution of around 15% of missing persons incidents.

Sexual Harm Prevention Orders breaches**Question No:** 2024/0287*Susan Hall*

For each year 2018, 2019, 2020, 2021, 2022 and 2023, how many devices have been found by the MPS in breach of Sexual Harm Prevention Orders (SHPO) belonging to Registered Sex Offenders (RSO)?

Sexual Harm Prevention Orders breaches**The Mayor**

Last updated: 23 January 2024

The Metropolitan Police Service (MPS) have informed me that their systems do not permit extraction of the requested information without a manual search of relevant records.

The number of ways a registered sex offender can breach a Sexual Harm Prevention Order (SHPO) are as varied as the number of bespoke prohibitions or positive obligations that a judge feels are appropriate on each order. MPS systems will record a breach of SHPO but do not categorise the exact prohibition or positive obligation the offender has breached.

Out of court disposals**Question No:** 2024/0288*Susan Hall*

For each year 2016, 2017, 2018, 2019, 2020, 2021, 2022 and 2023, how many out of court disposals have been issued broken down by minor crime type?

Out of court disposals**The Mayor**

Last updated: 23 January 2024

The Ministry of Justice (MoJ) publishes this information as part of its quarterly Criminal Justice System statistics:

<https://www.gov.uk/government/collections/criminal-justice-statistics-quarterly>

The next release date is 18th of January 2024.

Connect IT system**Question No:** 2024/0289*Susan Hall*

What was the original budget to deliver the Met's Connect IT system and how much has been spent?

Connect IT system**The Mayor**

Last updated: 23 January 2024

When the original full business case for the CONNECT implementation was signed off in November 2018, the expectation was for an overall cost of £171.4m across 10 years, incorporating both the initial capital outlay and the ongoing support costs beyond the then projected 3-year implementation. Funding provision was made accordingly in the capital plan and revenue budgets to accommodate these estimates. As of December 2023, £152.8m had been spent against the programme. While there have been delays to the programme from the original timescale, CONNECT Drop 2 is now expected to go live at the end of February 2024. The increased governance framework around sign-off of the different stages of the programme, and the enhanced testing and activity from the supplier, provide more confidence that further delays can be avoided.

Flags

Question No: [2024/0290](#)

Tony Devenish

What are you doing to ensure unauthorised flags are not placed on GLA and TfL property, and what is the Met doing to ensure those responsible are prevented from doing so, especially when they are designed to cause distress and alarm?

Flags

The Mayor

Last updated: 23 January 2024

Officers are drafting a response.

Positive UK Progress

Question No: [2024/0291](#)

Tony Devenish

Some good news for the New Year – the UK has become the first G20 country to halve its carbon emissions, whilst inequality globally is now at a 150 year low. Will you shout these developments from the rooftops in your role as Mayor throughout 2024?

Positive UK Progress

The Mayor

Last updated: 23 January 2024

I welcome news that the UK's CO2 emissions are continuing to fall, though this is largely due to the long-term decarbonisation of the nation's electricity grid – moving away from fossil fuels and towards renewable energy. We still have a long way to go and the hardest emissions cuts are still to happen. . The government's backtracking on our climate commitments, such as approving new oil and gas licences against the advice of their own climate leaders, is already jeopardising our role as a global leader in tackling the climate emergency.

The article you refer to on global income inequality does not measure inequalities within the UK or London. Levels of child poverty and inequality in the UK and London remain unacceptably high. As part of my work to create a fairer, more equal, integrated London, I am proud of our many successes; including building record numbers of new affordable homes, delivering universal free school meals, extending this for a further year, and working to make London a Living Wage City.

Zero Emission Bus Target**Question No:** [2024/0292](#)*Tony Devenish*

You stated in response to question 2023/3440 that 'one in seven buses' in London's fleet are currently zero emission – are you confident that you will reach your target of making 'more than 85% of double decks hybrid, electric or hydrogen' by 2025, as you set out in the Environment Strategy?

Zero Emission Bus Target**The Mayor**

Last updated: 23 January 2024

Currently, 75 per cent of the double deck bus fleet are Hybrid, Electric or Hydrogen. Transport for London is on track to increase this to 85 percent by the end of 2025. This is subject to the availability of power from the National Grid within the necessary timescales and funding availability.

Fuel Poverty Support**Question No:** [2024/0293](#)*Tony Devenish*

What support have you provided to help those living in fuel poverty, in addition to the Government's Energy Price Guarantee, Cost of Living Payments, and £400 energy bill rebate?

Fuel Poverty Support**The Mayor**

Last updated: 23 January 2024

Currently, 471,000 or 13.2% of London's population are classed as living in fuel poverty. However, this will be an underestimate when considering affordability, and the energy price rises.

I am doing everything in my power to support fuel poor households this winter. My Warmer Homes programme has provided support to thousands of low-income Londoners to make their homes warmer, greener and cheaper to run.

A year ago, I launched a new advice service, Energy Advice London, in partnership with the Energy Saving Trust. It is open to any Londoner struggling with their energy bills. To date, the service has received over 2,300 individual enquiries . Further advice, particularly for low-income Londoners, can be found through Warmer Homes Advice Service and my Cost-of-Living hub.

However more urgent action is required. I have been calling for the introduction of a 'lifeline tariff' for the most vulnerable which would allow a minimum floor of domestic energy use before charges begin.

For further detail please see [Mayor's Question 2023/4492](#)

Recycling in Tower Blocks

Question No: [2024/0294](#)

Tony Devenish

What steps have you taken to incentivise recycling and increase recycling uptake in tower blocks?

Recycling in Tower Blocks

The Mayor

Last updated: 23 January 2024

Through my oversight of borough Reduction and Recycling Plans, I have encouraged boroughs to improve recycling service provision and participation at estates and tower blocks.

Through ReLondon, I have developed the Flats Recycling Package (FRP) - a set of operational and communications guidelines which can increase recycling up to 152% and reduce contamination rates. I have encouraged boroughs to roll-out the FRP and have provided free customisable communications assets and resources for managing agents, as well as a toolkit to support boroughs and make recycling as easy as possible for residents.

National Collection and Packaging Reforms will require food waste collections for all households, including those in estates and tower blocks, by April 2026. I am working with waste authorities and engaging with government to ensure that 'Simpler Recycling' reforms work for London. However, proposed funding to waste authorities to implement these reforms is completely insufficient and does not reflect the challenges and size of London. I am lobbying government to ensure local authorities receive the necessary funding.

Recycling Rates

Question No: [2024/0295](#)

Tony Devenish

What was the most recently available figure for London's recycling rate?

Recycling Rates

The Mayor

Last updated: 23 January 2024

London's household waste recycling rate was 32.7% in 2021/22, which is the most recently available figure.

The Local Authority Collected Waste recycling rate for London was 29.3% in 2021/22. This includes all household, non-household and commercial waste collected by local authorities, but excludes commercial waste collected by private waste companies.

London's municipal waste recycling rate (combining household and all commercial & industrial waste) is more difficult to calculate accurately due to gaps in available data, but was estimated to be 42% in 2020.

Food Waste Rates

Question No: [2024/0296](#)

Tony Devenish

How great a reduction in food waste per head have we seen since 2018?

Food Waste Rates

The Mayor

Last updated: 23 January 2024

In 2020, approximately 6.3 million tonnes of food was produced to supply London. 1.4 million tonnes of which was wasted, mostly within households.

Data is being collected and will be published later this year. London's local authorities are responsible for measuring the amount of food waste collected and reporting it to DEFRA each year, who publish it annually. However, it is not mandatory for businesses to report the amount of food waste they generate. So a full picture on food waste is not possible.

Through my partnership with the Ellen MacArthur Foundation and ReLondon, I have developed an ambitious programme of actions to reduce food waste. As outlined in their Reduction and Recycling plans, London's boroughs are taking significant steps to reduce

food waste. 27 local authorities are supporting the Eat Like a Londoner campaign and 26 boroughs are supporting London's Sustainable procurement commitment.

In 2022 I provided funding to the charity Hubbub to deliver the Food Connect service in South London. The programme diverted over 200 tonnes of edible surplus food from being wasted and supporting 17,000 families.

GLA Group Emissions

Question No: 2024/0297

Tony Devenish

What percentage reduction have we seen in GLA group CO2 emissions since 2018?

GLA Group Emissions

The Mayor

Last updated: 23 January 2024

As estimated for the climate budget, the GLA Group's fleet and estate emissions for the year 2018-19 were 1.24 million tonnes of CO₂e. In the year 2022-23, emissions had dropped to 0.89 million tonnes of CO₂e. This is a percentage reduction of 28 per cent over four years.

Electric Vehicle Charging Points

Question No: 2024/0298

Tony Devenish

How many electric vehicle charging points have you installed since becoming Mayor, up to the end of 2023?

Electric Vehicle Charging Points

The Mayor

Last updated: 23 January 2024

Over my terms as Mayor, London has been a world leader in the shift to electric vehicles. The Department for Transport reports that London had 16,963 public charge points as of 1 October 2023, over one third of the UK's total. More recent figures produced by Zap-Map show that by December, the number of charge points increased to over 18,500. This is a threefold increase from October 2019, the earliest point at which reliable data is available, when London had 4,360 public charge points.

In 2018 I established the world's first electric vehicle infrastructure taskforce with experts from the public and private sectors to unlock barriers to expanding charging infrastructure and accelerating the switch to electric vehicles. I oversaw Transport for London's delivery of 311 rapid charge points in my first term, which demonstrated to private investors the potential of London as a market. With private sector installations, the number of rapid charge points has

more than tripled, to 987. TfL recently awarded contracts to deliver a further 100 rapid electric vehicle charging bays on its road network and is currently tendering for a joint venture partner to deliver electric vehicle charging hubs on its land.

I have also supported the London boroughs to access government funding to deliver on-street residential charge points for Londoners. The boroughs have delivered over 10,000 of London's almost 16,000 slow to fast public charge points, with the remainder being delivered by the private sector. My Electric Vehicle Infrastructure Strategy forecasts that London will need between 40,000 and 60,000 public charge points by 2030, which we are on track to deliver.

2 Million Tree Target

Question No: [2024/0299](#)

Tony Devenish

At the start of December 2023, you marked the planting of 500,000 trees since you became Mayor in 2016. Do you believe that you will be able to plant the remaining 1.5 million trees you previously committed to before the end of your second term in May, and if not, what is your revised tree planting target?

2 Million Tree Target

The Mayor

Last updated: 23 January 2024

I did not set a target of 2 million trees to be planted. My manifesto commitment was clear - to embark on a major tree-planting programme and that's what I've done. Since 2016, I have funded the planting of over 500,000 trees, and more will be planted this winter. This is more than the previous Mayor planted in his two terms and keeps London on track to meet the London Environment Strategy target of increasing tree canopy cover by 10 per cent by 2050.

Health of Planted Trees

Question No: [2024/0300](#)

Tony Devenish

At the start of December 2023, you marked the planting of 500,000 trees since you became Mayor in 2016. How many of these trees have unfortunately died since being planted, and in instances where a tree does die, are they replaced?

Health of Planted Trees

The Mayor

Last updated: 23 January 2024

The GLA, in common with other organisations that fund the planting of trees such as Defra and the Woodland Trust, does not monitor survival rates of trees planted through tree planting programmes. My funding is available to a very large number of organisations from London boroughs to small community groups, gathering tree survival information on these projects would not be

value for money and would likely only provide partial information.

I do provide guidance to maximise the survival chances of trees planted in London. For example, the [London Urban Forest Partnership](#), coordinated by GLA, launched a [Resource Hub](#) to provide information on best practice in managing London's urban forest. The hub includes sections dedicated to improving resilience and protecting against loss and damage.

A number of my funding programmes require trees to be replaced if they die. For example, my Grow Back Greener programme and the Forestry Commission's Urban Tree Challenge Fund, that I support boroughs to join, both require trees planted under those programmes to be replaced if they die within the first 3 years.

[Tree Planting Around Schools](#)

Question No: [2024/0301](#)

Tony Devenish

Of the total number of trees you have planted since becoming Mayor in 2016, how many have been planted around schools?

Tree Planting Around Schools

[The Mayor](#)

Last updated: 23 January 2024

The location of trees planted with my funding since 2016 can be found on my [Greener City Map](#), and details of all funded tree planting projects are available on the [GLA website](#).

My £3.1m [Trees for London programme](#), set up in response to the extreme weather conditions in summer 2022, funded over 16,000 trees in at least 59 schools in its first year.

[Tree Planting By Borough](#)

Question No: [2024/0302](#)

Tony Devenish

Can you provide a breakdown of how many trees have been planted in each Borough since you became Mayor in 2016?

Tree Planting By Borough

[The Mayor](#)

Last updated: 23 January 2024

As of December 2023, 500,012 trees have been planted supported by my funding. For the most recent data available on trees planted by borough please see [Mayor's Question 2023/4497](#). Full data for the current tree planting season (Nov 2023–March 2024) will be available in May 2024.

Missed Canopy Cover Update

Question No: [2024/0303](#)

Tony Devenish

In 2023, you missed your target to publish an update regarding London's tree canopy cover. When is this now due to be released, and will this update show by what percentage canopy cover has increased since you became Mayor in 2016?

Missed Canopy Cover Update

The Mayor

Last updated: 23 January 2024

My London Environment Strategy set a target to increase London's tree canopy by 10 per cent by 2050. The Implementation Plan noted that it is not possible to set a trajectory or interim targets for that increase because of the fluctuations in land use change and different rates of tree growth over time.

The approach used was the first of its kind when my Tree Canopy Cover Map was published in 2018 and involves the detection of infra-red light (emitted by vegetation) and height. As such, it is impacted by variables such as weather conditions, time of year images are captured, type of tree, maintenance regimes, impact of drought or dry weather and age of tree when planted. Consequently, data analysis and validation of the map is still underway. My team is working hard to complete thorough checks on the data, as the methodology is still new. The update will be published as soon as possible.

When the data is published, it will be published as a map as well as a total percentage canopy cover presented as a range. This is similar to how the 2018 data was published and will allow the data to be compared.

To support the ambition, I have funded the planting of more than 500,000 trees since 2016.

Canopy Cover Target

Question No: [2024/0304](#)

Tony Devenish

You have set a target to increase London's tree canopy cover by 10 per cent by 2050 – what percentage increase are you hoping to achieve by the end of your second term in May?

Canopy Cover Target

The Mayor

Last updated: 23 January 2024

See response to MQ 0303.

Proposed Chelsea Embankment Bus Lanes

Question No: [2024/0306](#)

Tony Devenish

Transport for London (TfL) has proposed to install westbound and eastbound bus lanes on Chelsea Embankment. This would halve capacity on the Embankment and be disastrous for traffic congestion and air quality. Will you ensure that this proposal is withdrawn without delay?

Proposed Chelsea Embankment Bus Lanes

The Mayor

Last updated: 23 January 2024

Officers are drafting a response.

British Jewish History Month

Question No: [2024/0307](#)

Tony Devenish

Do you support Nickie Aiken MP's call for an annual British Jewish History Month?

British Jewish History Month

The Mayor

Last updated: 23 January 2024

I am very supportive of the proposal Nickie Aiken MP brought to Parliament for the inception of an annual British Jewish History Month. It would provide an excellent opportunity to educate future generations on the remarkable contributions of Jewish communities to British history and society.

As Mayor, I've seen first hand the significance that historical commemorations like Gypsy Roma Traveller History Month, LGBTQ+ History Month and Black History Month hold for Londoners, providing an opportunity for both reflection and celebration.

Should an annual British Jewish History month be adopted, it is essential that the full depth and breadth of Jewish voices be heard throughout its inauguration.

Hammersmith Bridge

Question No: [2024/0308](#)

Tony Devenish

Will you please update the Assembly on what you have been doing in recent months to push Hammersmith & Fulham Council to get Hammersmith Bridge reopened to motorised vehicles? When can my constituents expect the bridge to be fully reopened?

Hammersmith Bridge

The Mayor

Last updated: 23 January 2024

The London Borough of Hammersmith & Fulham (LBHF) is responsible for Hammersmith Bridge, but Transport for London (TfL) officers meet with LBHF and Department for Transport (DfT) officers on a regular basis to review progress and provide any support necessary.

LBHF is nearing completion of the “stabilisation” works which ensure Hammersmith Bridge can remain open to pedestrians and cyclists in the short term. This was enabled by funding from both TfL and the DfT.

Regarding the longer term “strengthening” plans, the DfT provided feedback on LBHF’s draft outline business case in 2023 and expects LBHF to submit a further update in early 2024 ahead of developing a full business case. Alongside this, LBHF is progressing further design, planning and preparatory work, such as geotechnical investigations and market engagement, to inform the main procurement which is expected to commence this year.

Cycleway 9 Cycling Collisions

Question No: *2024/0309*

Tony Devenish

Between January 2017 and April 2023 there were eleven cycle collisions at the Kings Street/Weltje Junction. Given that ten of these collisions happened after the introduction of Cycleway 9 do you recognise there is a problem? If so, what are you doing to fix it?

Cycleway 9 Cycling Collisions

The Mayor

Last updated: 23 January 2024

Officers are drafting a response.

Tube Driver Investigation

Question No: *2024/0310*

Tony Devenish

Will you update the Assembly on the investigation into the Tube Driver who was suspended after leading a chant of “Free Palestine” on 21st October last year?

Tube Driver Investigation

The Mayor

Last updated: 23 January 2024

Officers are drafting a response.

TfL's engagement with disabled people

Question No: *2024/0311*

Andrew Boff

How has TfL's engagement with disabled people improved?

TfL's engagement with disabled people

The Mayor

Last updated: 23 January 2024

Transport for London (TfL) comprehensively engages with local, pan-London and national organisations representing disabled people to support its policy development and improve decision making. Its Inclusive Transport Forum (ITF) meets four times a year and provides an opportunity for pan-London and national groups representing disabled and older people to feed into policy making, comment on proposals and discuss forthcoming plans. This is in addition to more regular meetings and emails with key accessibility stakeholders to share information and receive feedback, and ad hoc meetings where specific expertise from older and disabled stakeholders is required. TfL also has an Independent Disability Advisory Group (IDAG) which provides impartial and constructive challenge informed by members' professional expertise and lived experience of disability.

Improvements have been made recently to both the frequency and approach to engagement. For example, membership of the ITF has recently been widened to better reflect the diversity of experience of disabled people in London and IDAG worked on 90 projects in 2023, a 50 per cent increase on 2022. Additionally, TfL has recently joined forces with Bild (British Institute of Learning Disabilities) and People First to understand the views and opinions of people with autism, learning disabilities or difficulties, and to engage people with lived experience to inform future TfL customer initiatives. TfL has also formed a specific customer panel made up of disabled people to supplement its existing customer panel, ensuring that disabled customers' experiences are more accurately represented.

Floating Bus Stops

Question No: [2024/0312](#)

Emma Best

Will you update the Assembly on progress with investigating the suitability of floating bus stops and bus stop bypasses?

Floating Bus Stops

The Mayor

Last updated: 23 January 2024

Officers are drafting a response.

War Crimes

Question No: [2024/0314](#)

Neil Garratt

Since the 7th of October 2023, how many War Crimes have been reported to the Met related to the Israel and Hamas conflict? Please break down by reports against Israel and reports against Hamas.

War Crimes

The Mayor

Last updated: 23 January 2024

Between 7th October 2023 and 11th January 2024, the Metropolitan Police Service (MPS) has received 68 referrals from members of the public.

Of these, 53 are referrals critical of the Israeli Defence Forces, Israeli Government and/or wider global leaders. The remaining 15 referrals relate to allegations of war crimes perpetrated by Hamas and/or Hezbollah.

The War Crimes Unit is hosted by the MPS but is a national Counter Terrorism Policing function. The unit has a responsibility to support any investigations opened by the International Criminal Court that could involve British subjects. These are obligations outlined in legislation.

This work is handled by a very specialist policing team and does not impact frontline policing responsibilities as the Met goes about it's vital work to keep London safe.

Damp and Mould

Question No: [2024/0316](#)

Hina Bokhari

In March 2023, the London Assembly passed a motion calling on you to work with the Regulator of Social Housing and the Housing Ombudsman to develop a Mayoral Gold Standard on Damp and Mould for London's social housing, what progress has been made on this?

Damp and Mould

The Mayor

Last updated: 23 January 2024

I responded to the Assembly's motion in full via letter last year. My response outlined my successful lobbying for Tenant Satisfaction Measures, Ofsted-style inspections of social housing and a new statutory timeframe for landlords to deal with damp and mould. I have since called for a raised Decent Homes Standard and for new grant funding for improving social housing condition. I continue to require high standards from new homes in London and to restrict capital to social landlords who have breached the Consumer Standards.

LFB Investigations & Dismissals (1)

Question No: [2024/0317](#)

Hina Bokhari

Please outline how many London Fire Brigade (LFB) staff (uniformed and non-uniformed) are currently under investigation for each of the following:

Racism

Sexism/Misogyny

Homophobia

Please also outline how many of those under investigation have been suspended from active duty.

LFB Investigations & Dismissals (1)

The Mayor

Last updated: 23 January 2024

London Fire Brigade (LFB) has aggregated its figures across the categories to avoid identifying individuals, given the relatively small numbers involved. There are currently 16 members of LFB staff under investigation for allegations relating to, racism, sexism/misogyny and homophobia. Of the 16, six members of staff have been suspended whilst investigations are underway.

LFB Investigations & Dismissals (2)

Question No: 2024/0318

Hina Bokhari

Please outline how many London Fire Brigade (LFB) staff (uniformed and non-uniformed) have been investigated and of those investigated how many have been dismissed (employment terminated) for each of the following from November 2022 – November 2023:

Racism

Sexism/Misogyny

Homophobia

LFB Investigations & Dismissals (2)

The Mayor

Last updated: 23 January 2024

London Fire Brigade (LFB) has aggregated its figures across the categories to avoid identifying individuals, given the relatively small numbers involved. 27 investigations relating to racism, sexism/misogyny and homophobia were carried out between November 2022 and November 2023. So far, no members of staff have been dismissed, however, not all investigations have concluded.

LFB Investigations & Dismissals (3)

Question No: 2024/0319

Hina Bokhari

How many London Fire Brigade (LFB) staff (uniformed and non-uniformed) are currently under investigation for any of the following: inappropriate physical touching, sexual assault, stalking and harassment, and domestic abuse.

Please also outline how many of those under investigation have been suspended from active duty.

LFB Investigations & Dismissals (3)

The Mayor

Last updated: 23 January 2024

London Fire Brigade (LFB) has aggregated its figures across the categories to avoid identifying individuals, given the relatively small numbers.

15 members of LFB staff are currently under investigation for inappropriate physical touching, sexual assault, stalking and harassment, and domestic abuse. Of these 15, 12 members of staff have been suspended whilst investigations are underway.

LFB Investigations & Dismissals (4)

Question No: [2024/0320](#)

Hina Bokhari

How many London Fire Brigade (LFB) staff (uniformed and non-uniformed) have been investigated and of those investigated how many have been dismissed (employment terminated) for any of the following: inappropriate physical touching, sexual assault, stalking and harassment, and domestic abuse; from November 2022 – November 2023.

LFB Investigations & Dismissals (4)

The Mayor

Last updated: 23 January 2024

London Fire Brigade (LFB) has aggregated its figures across the categories to avoid identifying individuals, given the relatively small numbers. 29 members of LFB staff were investigated for inappropriate physical touching, sexual assault, stalking and harassment, and domestic abuse between November 2022 and November 2023.

Less than five members of staff have so far been dismissed. Due to GDPR regulations, LFB is unable to confirm the exact number of staff who have been dismissed, until this number exceeds five.

LFB Investigations & Dismissals (5)

Question No: [2024/0321](#)

Hina Bokhari

How many London Fire Brigade (LFB) staff (uniformed and non-uniformed) are currently under investigation for bullying.

Please also outline how many of those under investigation have been suspended from active duty.

LFB Investigations & Dismissals (5)

The Mayor

Last updated: 23 January 2024

34 members of staff are currently under investigation at London Fire Brigade for bullying. Of these 34, six members of staff have been suspended whilst investigations are underway.

LFB Investigations & Dismissals (6)

Question No: [2024/0322](#)

Hina Bokhari

How many London Fire Brigade (LFB) staff (uniformed and non-uniformed) have been accused of bullying, and of those, how many have been dismissed (employment terminated) from November 2022 – November 2023.

LFB Investigations & Dismissals (6)

The Mayor

Last updated: 23 January 2024

40 members of staff at London Fire Brigade (LFB) were accused of bullying between November 2022 and November 2023, with no dismissals related to bullying.

All accusations are investigated thoroughly, with some investigations still underway.

LFB Investigations & Dismissals (7)

Question No: 2024/0323

Hina Bokhari

How many London Fire Brigade (LFB) staff (uniformed and non-uniformed) under investigation between November 2022 – November 2023 have left the organisation before a misconduct hearing / investigation could be completed?

LFB Investigations & Dismissals (7)

The Mayor

Last updated: 23 January 2024

LFB have expedited its most serious cases which has led to 15 members of staff resigning before a hearing or investigation could be completed between November 2022 and November 2023.

LFB Investigations & Dismissals (8)

Question No: 2024/0324

Hina Bokhari

How many disciplinary investigations from November 2022 - November 2023 have resulted in contacting the police?

LFB Investigations & Dismissals (8)

The Mayor

Last updated: 23 January 2024

Three disciplinary investigations between November 2022 and 2023 have resulted in London Fire Brigade contacting the police.

LFB Investigations & Dismissals (9)

Question No: 2024/0325

Hina Bokhari

How many disciplinary investigations from November 2022 - November 2023 have resulted from complaints made externally to the LFB?

LFB Investigations & Dismissals (9)

The Mayor

Last updated: 23 January 2024

Four investigations between November 2022 and 2023 have resulted from complaints made externally to the London Fire Brigade.

Child Poverty

Question No: 2024/0326

Hina Bokhari

New data from the End Child Poverty Coalition shows that 11% of children living in London, are living in families impacted by the two-child limit to benefit payments. This new data also shows that there is a correlation between areas which have the highest levels of child poverty, and the highest numbers of children impacted. Will you commit to working with partners across the

capital to better understand the lived experience of families impacted by this policy, and use the findings to further call on politicians at Westminster to scrap this policy?

Child Poverty

The Mayor

Last updated: 23 January 2024

No child should grow up living in poverty – its impact on their health, development and opportunities are adverse and unacceptable. The End Child Poverty Coalition’s evidence is the latest to show the devastating effect the two-child limit is having on families across the country. I have called consistently for its abolition – alongside other poverty-generating policies such as the benefit cap – and will continue to do so.

GLA officers, the Deputy Mayor for Communities and Social Justice and I regularly engage key partners and those with lived experience to inform our work, and we will continue doing so. I am also doing everything in my power to support low-income Londoners and families with children, including the proposed extension to universal free school meals, which is saving families up to £1,000 over the two years per child as they struggle with the cost-of-living crisis.

Child Poverty

The Mayor

Last updated: 23 January 2024

No child should grow up living in poverty – its impact on their health, development and opportunities are adverse and unacceptable. The End Child Poverty Coalition’s evidence is the latest to show the devastating effect the two-child limit is having on families across the country. I have called consistently for its abolition – alongside other poverty-generating policies such as the benefit cap – and will continue to do so.

GLA officers, the Deputy Mayor for Communities and Social Justice and I regularly engage key partners and those with lived experience to inform our work, and we will continue doing so. I am also doing everything in my power to support low-income Londoners and families with children, including the proposed extension to universal free school meals, which is saving families up to £1,000 over the two years per child as they struggle with the cost-of-living crisis.

Age UK (1)

Question No: [2024/0327](#)

Hina Bokhari

How will you ensure that your Age-friendly Action Plan will be consistently promoted across all Greater London Authority staff, so that they can best incorporate it into their work?

Age UK (1)

The Mayor

Last updated: 23 January 2024

The actions in my age-friendly action plan were arrived at following engagement with policy and programme leads across the GLA Group to address ways to make the city more age-friendly, based on relevant evidence and insights on how age-friendly London is currently.

The plan was developed alongside revising my broader equality objectives for making London a fairer and more equal city. Both the plan and objectives set out how we will track the progress GLA officers are making on delivering the actions. These officers will be asked to report the progress they are making through the regular corporate reporting mechanisms and my annual equality report.

Delivering on the actions is already bearing fruit. My Financial Hardship Team are helping older Londoners on low incomes deal better with the cost of living crisis by successfully encouraging them to claim their [Pension Credit](#) and related entitlements; my Regeneration Team is delivering more accessible and inclusive public toilets; and I have signed the [Age-friendly Employer Pledge](#) and my HR Team are looking into other actions the GLA can take to be an age-friendly employer.

Age UK (2)

Question No: [2024/0328](#)

Hina Bokhari

What specific steps will you take to ensure the broadest possible range of older Londoners are meaningfully engaged and feel a sense of ownership over your recently launched Age-friendly Action Plan?

Age UK (2)

The Mayor

Last updated: 23 January 2024

Older Londoners contribute so much to our city. I want to ensure they feel supported and valued. I developed my Age-friendly Action Plan in collaboration with key older people's stakeholder organisations, such as the London Age-friendly Forum (LAFF), Age UK London and the Greater London Forum for Older People (GLF), and older Londoners from across the capital to ensure it reflects older Londoners' priorities. The launch event in City Hall in November was attended by a broad range of older Londoners and was an opportunity to engage with and promote a sense of ownership among those who had helped to shape the plan.

My Deputy Mayor for Communities and Social Justice and relevant policy officers will continue to engage with those organisations that represent older Londoners, or work closely with them, to explore the next steps for taking forward the age-friendly London programme.

Accessible Housing (1)

Question No: 2024/0329

Hina Bokhari

Many disability campaigners have pointed out that The London Plan isn't translating to wheelchair accessible homes in the Private Renting Sector, as accessible fit-outs are delivered only when requested at the point of purchase, what are you doing to combat this?

Accessible Housing (1)

The Mayor

Last updated: 23 January 2024

Officers are drafting a response.

Accessible Housing (2)

Question No: 2024/0330

Hina Bokhari

How does policy M4 of the London Plan ensure that accessible housing of varying sizes and in varying locations across the capital are available for wheelchair users and those with other disabilities?

Accessible Housing (2)

The Mayor

Last updated: 23 January 2024

Officers are drafting a response.

Accessible Housing (3)

Question No: 2024/0331

Hina Bokhari

What action are you taking to incentivise developers in the private renting sector to build more accessible housing?

Accessible Housing (3)

The Mayor

Last updated: 23 January 2024

Officers are drafting a response.

Accessible Housing (4)

Question No: 2024/0332

Hina Bokhari

Can you provide an update on the progress of ensuring that 90% of new housing in London meets the 'accessible and adaptable dwellings' standard?

Accessible Housing (4)

The Mayor

Last updated: 23 January 2024

Officers are drafting a response.

Accessible Housing (5)

Question No: 2024/0333

Hina Bokhari

With the demand for student accommodation growing across the capital, how are you ensuring that the housing being developed is suitable for disabled students?

Accessible Housing (5)

The Mayor

Last updated: 23 January 2024

Officers are drafting a response.

Older Londoners safety (1)

Question No: 2024/0334

Hina Bokhari

How are you supporting the development of a specific strategy focused on preventing abuse and violence against older people with dementia in London?

Older Londoners safety (1)

The Mayor

Last updated: 23 January 2024

Officers are drafting a response.

Older Londoners safety (2)

Question No: 2024/0335

Hina Bokhari

What steps will you be taking to work with the Metropolitan Police, Crown Prosecution Service and other agencies to improve data collection on abuse and violence against older people suffering from dementia?

Older Londoners safety (2)

The Mayor

Last updated: 23 January 2024

Officers are drafting a response.

Older Londoners safety (3)

Question No: 2024/0336

Hina Bokhari

Do you agree that the Metropolitan Police should not use Section 12 of the Freedom of Information Act, which allows organisations not to release data on cost grounds? Do you also agree that it is in the public interest to have data on abuse and violence committed against older people collated and released?

Older Londoners safety (3)

The Mayor

Last updated: 23 January 2024

Officers are drafting a response.

Older Londoners safety (4)

Question No: 2024/0337

Hina Bokhari

Will you commit to meeting with Hourglass (Safer Ageing), who recently released their Safer Ageing Index for Greater London, to discuss how London can do more to help people grow old safely in London?

Older Londoners safety (4)

The Mayor

Last updated: 23 January 2024

Officers are drafting a response.

London Woodburning Project

Question No: 2024/0338

Hina Bokhari

So far 18 London Boroughs have become associate members of the London Woodburning Project, will you commit to supporting the project and add yourself to the list publicly?

London Woodburning Project

The Mayor

Last updated: 23 January 2024

The London Woodburning Project is a Defra-funded scheme led by London boroughs. The project is borough-led and funded by Defra, and the GLA has worked with the project members to support them. This has included supporting the boroughs on their initial bid for the project and working closely with the lead boroughs over the last two years to ensure a co-ordinated cross-London approach. GLA officers frequently meet with the project leads to offer advice and support. The GLA successfully worked with the group to commission research into the impacts of woodburning on the air quality within the city.

More broadly, I am supportive of work to reduce the impact of pollution from wood burning. I continue to work with boroughs through the London Local Air Quality Management framework and the Wood Burning Working Group, as well as lobbying government on this important issue.

Hackney Wick Flooding

Question No: [2024/0339](#)

Hina Bokhari

What will you be doing to help prevent further flooding in Hackney Wick following flooding caused by the overflow of the River Lea this month?

Hackney Wick Flooding

The Mayor

Last updated: 23 January 2024

This was an extreme rainfall event and the network could not cope with the level of inflow experienced in such a short space of time. The Canal and Rivers Trust own and maintain the canal that flooded. It is not an emergency response authority, but assisted the emergency services on site during the event and took what action it could to prevent water from rising over barriers. The Trust is reviewing its processes and procedures and will assist Tower Hamlets Council, the Lead Local Flood Authority, in its investigations into this devastating flooding.

The Council is required to prepare and maintain a strategy for local flood risk management in their area. The GLA is working closely with Boroughs and other partners through a Strategic Governance Group to prepare London's first Surface Water Strategy, which will help to increase London's resilience to such events.

Home Fire Safety (1)

Question No: [2024/0340](#)

Hina Bokhari

What will you do to ensure the safety of Londoners if the Government chooses to continue with its plans to scrap furniture safety tests?

Home Fire Safety (1)

The Mayor

Last updated: 23 January 2024

It is important to ensure standards of fire safety are maintained in the home. London Fire Brigade officers have been supporting the Office of Product Safety and Standards (OPSS) and

the British Standards Institution's (BSI) FW6 standards committee to revise the Furniture and Furnishings (Fire) (Safety) Regulations 1988.

Following this work the Government opened a consultation on 'Smarter Regulation: Fire safety of domestic upholstered furniture' which LFB responded to. LFB will continue to work with the OPSS and the Government to ensure that the new test regime is effective, outcome based and considers modern hazards such as lithium batteries.

LFB will also continue to provide advice and guidance regarding the fire risks of furniture and household items, including via the online home fire safety checker.

Home Fire Safety (2)

Question No: 2024/0341

Hina Bokhari

How are you working with the Fire Brigades Union and other relevant bodies to maintain or improve home fire safety standards in London?

Home Fire Safety (2)

The Mayor

Last updated: 23 January 2024

London Fire Brigade (LFB) officers are working with a wide range of stakeholders including the Office of Product Safety & Standards, the Home Office, NFCC committees, safety charities such as Royal Society for the Protection of Accidents and Electrical Safety First, and trade bodies to improve home fire safety standards. London fire data and subject matter experts also play a key role in identifying trends and themes which feed into LFB's safety messaging, as well as influencing national change.

LFB's Home Fire Safety Visit Policy is currently being updated in line with a new risk-based approach. Representative Bodies, including the Fire Brigades Union, have been consulted on changes to the approach and the updated policy.

Home Fire Safety (3)

Question No: 2024/0342

Hina Bokhari

How will you ensure that Londoners are adequately informed about the fire risks associated with furniture and household items?

Home Fire Safety (3)

The Mayor

Last updated: 23 January 2024

London Fire Brigade provides advice regarding the fire risks of furniture and household items on its website and social media channels as well as through proactive engagement with communities. The Brigade also works with local partners to amplify these messages.

LFB encourages Londoners to use its online Home Fire Safety Checker which is designed to provide people with tailored advice on the fire risks in their homes. Where the online checker identifies someone as high risk, LFB will prioritise a Home Fire Safety Visit so that firefighters can provide safety and prevention advice in person.

Previously, LFB also ran the Total Recalls campaign when it was seeing a rise in fires in white goods, asking for the Government to create a central recall database for white good appliances and other home items. The Government has since taken action and members of the public are now able to check this database for recall notices for unsafe products.

Home Fire Safety (4)

Question No: [2024/0343](#)

Hina Bokhari

How many fire incidents relating to furniture in the home did the London Fire Brigade attend? Please provide a breakdown by year between January 2019 - January 2024.

Home Fire Safety (4)

The Mayor

Last updated: 23 January 2024

London Fire Brigade records information about fires attended in its Incident Management System (IMS). This is based on the recording standards and categorisations from the Home Office prescribed national Incident Recording System (IRS).

The table below shows the number of dwelling fires by year (2019-2023), along with the details for the "item first ignited" where those are recorded as furniture (or furnishings).

Year	2019	2020	2021	2022	2023
Dwelling fires total	5,282	5,060	4,914	5,050	4,744
<i>Furniture/Furnishings</i>	<i>306</i>	<i>334</i>	<i>337</i>	<i>339</i>	<i>348</i>
Bed/mattress	69	57	86	82	79
Floor coverings	49	53	51	45	48
Lampshades	2	3	2		3
Other furniture	59	78	63	59	73
Other/Unspecified furnishings	38	39	39	44	51
Upholstered furniture	41	43	50	54	46
Window coverings	48	61	46	55	48
<i>Other items</i>	<i>4,976</i>	<i>4,726</i>	<i>4,577</i>	<i>4,711</i>	<i>4,396</i>

London Fire Brigade Recruitment (1)

Question No: [2024/0344](#)

Hina Bokhari

What initiatives are you implementing to increase the recruitment of firefighters in London?

London Fire Brigade Recruitment (1)

The Mayor

Last updated: 23 January 2024

LFB is increasing the recruitment of trainee firefighters and is also opening up transfer opportunities for experienced firefighters from other fire and rescue services. The Brigade's outreach team continues its work to attract more diverse candidates, including by running experience days.

London Fire Brigade Recruitment (2)

Question No: 2024/0345

Hina Bokhari

Can you provide a breakdown of the number of firefighters recruited by year between 2018-2023?

London Fire Brigade Recruitment (2)

The Mayor

Last updated: 23 January 2024

Officers are drafting a response.

London Fire Brigade Recruitment (3)

Question No: 2024/0346

Hina Bokhari

Can you provide a breakdown of the number of firefighters recruited between January 2019 - January 2024 by race, gender and ethnicity?

London Fire Brigade Recruitment (3)

The Mayor

Last updated: 23 January 2024

Please find below a breakdown of the number of firefighters recruited between January 2019 - January 2024 by race, gender and ethnicity

	2019	2020	2021	2022	2023
Gender					
Female	49	61	16	60	33
Male	326	201	35	221	249
Total	375	262	51	281	282
Ethnicity					

Black, Asian and under-represented groups	42	82	18	56	39
White	323	164	27	192	212
Prefer not to say / Not Known	10	16	6	33	31
Total	375	262	51	281	282

Solar Panels on TfL Infrastructure (1)

Question No: [2024/0347](#)

Hina Bokhari

Has TfL assessed what London Overground stations are suitable for solar panels to be installed (e.g. on platform roofs)? If so, please list the raw number of stations assessed to be suitable for solar panels and the percentage of these stations that have already had solar panels installed.

Solar Panels on TfL Infrastructure (1)

The Mayor

Last updated: 23 January 2024

Most London Overground stations are owned by Network Rail; Transport for London (TfL) and its subsidiaries own only 13 of the total 113 stations on the network. Of those 13, only one (Barking Riverside) has been assessed for solar panels and has subsequently had them installed. Please see my response to [Mayor's Question 2024/0348](#) for more information.

Solar Panels on TfL Infrastructure (2)

Question No: [2024/0348](#)

Hina Bokhari

Has TfL assessed what surface level London Underground stations are suitable for solar panels to be installed (e.g. on platform roofs)? If so, please list the raw number of stations assessed to be suitable for solar panels and the percentage of these stations that have already had solar panels installed.

Solar Panels on TfL Infrastructure (2)

The Mayor

Last updated: 23 January 2024

Transport for London (TfL) has not assessed every surface level London Underground station for solar panels but has instead focussed on its largest rooftops and land plots across its whole estate, to maximise deployment and achieve best value for money.

TfL has so far assessed solar panels for seven Tube stations and only one – Hatton Cross – was deemed suitable for solar photovoltaics (PV) installation, and it has not yet had solar panels installed. TfL has instead prioritised investment in projects that have stronger business cases and the potential to save more carbon and energy per pound invested. In the current financial year, this has included installing solar panels on the North and South Terminals of the IFS Cloud Cable Car, energy efficiency projects such as replacing lighting for LEDs and taking forward a 'Private Wire' project that aims to connect London Underground's power distribution network to up to 64MWp of solar PV near to, but not on, its estate. This seeks to enable TfL to connect to solar PV at a scale that far exceeds what is available on its own estate. Solar PV is also included in designs for new buildings developed by TfL where feasible.

For more information, please see [TfL's Business Plan](#) and climate budget appendix.

Solar Panels on TfL Infrastructure (3)

Question No: [2024/0349](#)

Hina Bokhari

Has TfL assessed what surface level Elizabeth line stations are suitable for solar panels to be installed (e.g. on platform roofs)? If so, please list the raw number of stations assessed to be suitable for solar panels and the percentage of these stations that have already had solar panels installed.

Solar Panels on TfL Infrastructure (3)

The Mayor

Last updated: 23 January 2024

Of the 41 Elizabeth line stations, only ten are owned by Transport for London (TfL). During the design stage, Elizabeth line stations were assessed for solar panels. One station (Whitechapel) employs photo-voltaic panels (PVs) for electricity generation. This was the only site where use of PVs was viable due to the limited view of unobstructed sky at other stations. Many of the central section Elizabeth line stations were integrated to existing structures on the London Underground network or had over-site developments, which limited the construction of new roofs.

TfL Advertising – Wood Burning

Question No: [2024/0350](#)

Hina Bokhari

Adverts have recently been spotted on the London Underground for wood burning fireplaces. Given that you have previously banned junk food advertising on the entire Transport for London (TfL) network due to its health impacts, will you now consider doing the same for wood burning products?

TfL Advertising – Wood Burning

The Mayor

Last updated: 23 January 2024

Officers are drafting a response.

Works at Holborn Gyrotory

Question No: [2024/0352](#)

Caroline Pidgeon

What specific actions have been taken during the month of December 2023 by (a) TfL and (b) Camden Council in relation to making Holborn Gyratory safe for cyclists?

Works at Holborn Gyratory

The Mayor

Last updated: 23 January 2024

Officers are drafting a response.

Timebanking

Question No: 2024/0353

Caroline Pidgeon

Timebanking is a great way for neighbours to exchange skills and services to their community, without a financial cost. Have you considered promoting it across the capital?

Timebanking

The Mayor

Last updated: 23 January 2024

I agree that communities and neighbourhoods can benefit from well-organised timebanking schemes and initiatives. Londoners have a rich history of volunteering their time, making this city a great place to live, work and visit. Timebanks can provide excellent opportunities for people to offer and exchange their time, skills, and effort to their communities without financial cost.

My team supports and promotes volunteering across the capital, including our work with the London Lifelines campaign, which showcases the valuable contribution volunteers make to our city.

Timebanking is one of many effective ways in which volunteers can help their communities. My team will ensure that as a part of the work of the London Volunteering Strategy Group we include the subject of timebanking to see how best we can support our communities and promote volunteering in London.

Bus route 281 (1)

Question No: 2024/0354

Caroline Pidgeon

Do you consider the performance of bus route 281 between Kingston and Tolworth acceptable?

Bus route 281 (1)

The Mayor

Last updated: 23 January 2024

Whilst the route 281 is currently performing below its minimum performance standard for reliability, interventions put in place by the operator to address this performance have mitigated

the impact of the disruption experienced across the length of the route, as covered in my response to Mayor's Question [2024/0355](#).

The service has been impacted by various roadworks in the last few months of 2023 (particularly in December) which has meant the 281 has not been operating to the required standard. More recently the service has seen some improvements which I hope can be sustained.

Bus route 281 (2)

Question No: [2024/0355](#)

Caroline Pidgeon

I understand that 281 buses are regularly turned around at Surbiton, leaving few buses travelling between Surbiton and Tolworth. Will you look into what improvements could be made to ensure residents of Tolworth aren't constantly left stranded by the 281 bus route south of Surbiton?

Bus route 281 (2)

The Mayor

Last updated: 23 January 2024

Long-term roadworks between Tolworth and Surbiton have caused delays on the route and, as part of a strategy to maintain the level of service for the majority of customers, some buses have had to be curtailed at Surbiton.

The main works causing the disruption are due to conclude in February and the operator is currently investigating any longer-term adjustments that can be made to reflect any wider changes to road conditions.

Met Estate Strategy

Question No: [2024/0356](#)

Caroline Pidgeon

As part of the new estate strategy that is being developed, are you considering police hubs, i.e. a police presence in particular locations such as former police stations, to bring back a police presence in local communities after the loss of many police stations across London?

Met Estate Strategy

The Mayor

Last updated: 23 January 2024

Officers are drafting a response.

Brownhill Road/Torridon Road junction

Question No: [2024/0357](#)

Caroline Pidgeon

Following your responses to questions 2021/3572 and 2022/0926, please provide an update as to when the much-needed pedestrian improvements will finally take place?

Brownhill Road/Torridon Road junction

The Mayor

Last updated: 23 January 2024

Improving pedestrian crossings is key to my Vision Zero goal of eliminating death and serious injuries on London's roads by 2041. The Brownhill/Torridon Road junction improvement scheme will provide three new green man signalised pedestrian crossings, making it safer and more convenient to cross the junction on foot.

Following a delay to implementation as a result of Transport for London's constrained finances during the pandemic, I am pleased to confirm that construction will begin in February 2024.

Plug-in Grant (1)

Question No: [2024/0358](#)

Caroline Pidgeon

What conversations have you had with the Treasury about the continuation of the Plug-in Grant, which is one of only a few opportunities for taxi drivers to make buying an electric taxi more affordable?

Plug-in Grant (1)

The Mayor

Last updated: 23 January 2024

Following my response to Mayor's Question [2023/4191](#), HM Treasury recently responded to a letter from Transport for London's (TfL's) Commissioner stating that the Plug-in Taxi Grant (PiTG) is being kept under review to ensure the best value for taxpayer's money.

My Deputy Mayors for Transport and Environment and Energy have jointly written to the Department for Transport (DfT) to ask them to extend the PiTG beyond the end of March 2024 to support the taxi trade and its move to zero emission capable vehicles.

TfL continues to engage with HM Treasury, DfT and the Office for Zero Emission Vehicles (OZEV), who administer the grant, with the aim of ensuring taxi drivers and fleet owners can continue to receive the financial support they need to purchase a zero-emission capable taxi vehicle, in line with TfL's current vehicle licensing requirements.

Plug-in Grant (2)

Question No: [2024/0359](#)

Caroline Pidgeon

Should the Treasury decide not to continue the Plug-in Grant, will you consider continuing the grant to support our London Taxi drivers?

Plug-in Grant (2)

The Mayor

Last updated: 23 January 2024

As per my response to Mayor's Question [2023/4191](#) and further to Mayor's Question 2024/0358, Transport for London (TfL) continues to engage with the Office for Zero Emission Vehicles (OZEV) and the Treasury with the aim of ensuring London's taxi drivers continue to get the support they need to move to zero emission capable (ZEC) vehicles.

TfL would like the grant to remain in place given its success, to date, in incentivising the switch to ZEC vehicles in line with current vehicle licensing requirements they have set.

The Government, TfL and I have made available £50m in support to taxi vehicle owners to encourage the uptake of ZEC vehicles.

Card Payments for Taxi Journeys

Question No: [2024/0360](#)

Caroline Pidgeon

Following your answer to 2023/3454, please advise what the outcome was of your review of card payments in London Taxis and why, as I understand, you did not include alternatives to the incumbent options which may be cheaper to use?

Card Payments for Taxi Journeys

The Mayor

Last updated: 23 January 2024

As set out in Mayor's Question 2023/3454, Transport for London (TfL) met with stakeholders in late 2023 to further discuss card payments in taxis.

It remains the case that any card payment company can seek approval for its device, subject to it meeting TfL's requirements, which includes the device being fixed in the rear (passenger) compartment.

There are a number of benefits from having card payment devices fixed in the passenger compartment, including:

- It helps ensure passengers remain in control of their personal information and can also help reduce the risk of passenger/driver conflict
- It makes it quicker and easier to check a device is present during on-street and licensing inspections

- It helps make passengers aware that they can pay by card
- The fixed device in the passenger compartment provides the quickest and most efficient way for most passengers to pay, especially if they are paying by contactless

The current list of approved card payment devices is published [here](#).

Changes to the card payment mandate, including the requirements for devices, may require a public consultation.

Touting at Heathrow Airport

Question No: *2024/0361*

Caroline Pidgeon

I have been made aware of Operation GADI which targeted taxi touts operating at Heathrow Airport. I understand it used Arabic speaking decoy officers posing as passengers arriving from abroad and that the operation over 2 days broke up an organised crime gang and resulted in 6 arrests for taxi touting, 15 traffic offence reports ranging from no insurance, speeding tickets, ANPR evasion and other offences. Do you consider this operation a success and, if so, will you provide adequate funding (365 days/year) for a dedicated squad of police officers at Heathrow Airport to eradicate the touting problem?

Touting at Heathrow Airport

The Mayor

Last updated: 23 January 2024

Officers are drafting a response.

Stop and Search Charter (1)

Question No: *2024/0362*

Caroline Pidgeon

The New Met for London Plan committed to deliver a Stop and Search Charter by October 2023. What progress has been made on this?

Stop and Search Charter (1)

The Mayor

Last updated: 23 January 2024

The Metropolitan Police Service (MPS) commenced work on the Charter in summer 2023 and engagement has occurred across London, focusing particularly on those most affected by stop and search, including young people.

Consultation sessions were held centrally, locally and digitally, and significant feedback has been collated, themed and initial findings shared with those who have given their input.

Internal focus groups have also been held across the MPS to improve understanding of barriers and concerns to aid successful delivery.

Due to the high levels of engagement, the first phase of this work was extended to maximise involvement. The next phase is underway and involves a series of surveys aimed at allowing all Londoners to give their views on what they would like to see in the Charter, which the MPS expect will be finalised by March 2024.

Stop and Search Charter (2)

Question No: [2024/0363](#)

Caroline Pidgeon

A joint report by HMICFRS, the IOPC and the College of Policing has been published recently on the Criminal Justice Alliance's super-complaint on Section 60 of the Criminal Justice and Public Order Act 1994 which raised serious concerns on the use of Stop & Search. How has this report impacted your work to improve the Met's handling of Stop & Search and will it change the Stop & Search Charter?

Stop and Search Charter (2)

The Mayor

Last updated: 23 January 2024

Officers are drafting a response.

Severe Weather Emergency Protocol (1)

Question No: [2024/0364](#)

Caroline Pidgeon

Please advise how many people were supported in the first activation of the Severe Weather Emergency Protocol in December? Please break this number down by borough.

Severe Weather Emergency Protocol (1)

The Mayor

Last updated: 23 January 2024

The requested information was provided in response to your previous question on this topic. Please see [MQ 2023/4655](#).

Severe Weather Emergency Protocol (2)

Question No: [2024/0365](#)

Caroline Pidgeon

Are there any restrictions on homeless people qualifying for shelter as part of the Severe Weather Emergency Protocol or is anyone who is homeless in London entitled to support when the protocol is active?

Severe Weather Emergency Protocol (2)

The Mayor

Last updated: 23 January 2024

The majority of Severe Weather Emergency Protocol (SWEP) accommodation in London is provided by borough councils, which define the specific referral routes and eligibility criteria for their own provision. However, each winter, City Hall issues guidance to all councils. This sets out my expectation that as SWEP is a humanitarian response, councils should operate local provision in this spirit, with emergency accommodation accessible to anyone who is sleeping rough. I do not believe that restrictions which councils might place on homelessness accommodation outside of SWEP, such as local connection criteria, should apply.

The pan-London overflow SWEP provision which I fund is open to referrals from any outreach team in London, where local SWEP accommodation has reached capacity. Anyone who has been found sleeping rough by an outreach team is eligible. All efforts are made to ensure this accommodation is as accessible as possible for those who need it. This includes a low threshold approach to support needs and risk management, no requirements on welfare benefits eligibility, accepting people with dogs, separate women's spaces, and single-occupancy accommodation for those for whom shared sleeping is unsuitable.

Policing during Recent Protests

Question No: [2024/0366](#)

Caroline Pidgeon

How many police officers have you had to draft from police forces outside London to support policing during the recent protests? Please break down by 1) original police force and 2) by month since August 2023?

Policing during Recent Protests

The Mayor

Last updated: 23 January 2024

The Metropolitan Police Service (MPS) is implementing a publication scheme which will release policing costs, arrests and resourcing associated with protests about the conflict in Gaza and Israel. The first publication is due by 31st January 2024 and will cover data from 7th Oct-31st December inclusive.

Other events within the requested timeframe that have required assistance from outside London include Albanian Independence Day and Romanian Independence Day. Details provided below:

Albanian Independence Day

Traffic officers

Donor	No. Officers
Kent	2
Thames Valley Police	2
Hampshire	2
Essex	4
Beds/Cambs/Herts	2

Romanian Independence Day

Traffic Officers

Donor	No. Officers
Cheshire	2
West Midlands	4
Lincolnshire	2
Derbyshire	5
Sussex	4
Thames Valley Police	3
Avon & Somerset	3

Facial Recognition Technology**Question No: 2024/0367***Caroline Pidgeon*

A recent article in the Guardian stated that the police will be able to run facial recognition searches on a database containing images of Britain's 50 million driving licence holders under a law change being quietly introduced by the Government. Does the Met intend to take up facial recognition searches using data from driving licenses should the law change go ahead? Do you support this use?

Facial Recognition Technology**The Mayor**

Last updated: 23 January 2024

The Government have not provided any detail about such a proposal. I would expect to see further details, including clarity that such proposals were ethical, lawful, and consistent with the rights of data subjects before I am able to take an informed view on the matter. I would also expect extensive consultations to inform any proposals.

I am committed to working with the Metropolitan Police Service (MPS) to ensure it uses all opportunities to prevent, disrupt and detect crime through harnessing new technology but that this is done in a lawful, ethical, proportionate, and transparent way. MOPAC will continue to oversee the MPS's use of facial recognition technology to ensure it is used in a necessary and proportionate manner to keep Londoners safe.

Capital Investment Programme for 2024/25**Question No: 2024/0368***Caroline Pidgeon*

TfL recently confirmed that, despite the Government only providing half of the capital figure that TfL needs, it will still manage to deliver a full programme of improvements for 2024/25 as set out in its draft Business Plan. Measures undertaken to balance the Plan include rephasing the timing of payments under the contract with Siemens Mobility, which is delivering the new Piccadilly line trains that are currently under construction. Could you please specify what other measures you needed to take, and provide more detail?

Capital Investment Programme for 2024/25**The Mayor**

Last updated: 23 January 2024

Please see my response to MQ [2024/0021](#).

Local Implementation Plans (LIP)

Question No: [2024/0369](#)

Caroline Pidgeon

At a recent Assembly Budget Committee meeting, officers of TfL confirmed they expect LIP funding still to be provided to London Boroughs via TfL. This was also referenced in TfL's 2024 Business Plan. When can we expect further details on the next LIP funding cycle so that boroughs can prepare their infrastructure plans?

Local Implementation Plans (LIP)

The Mayor

Last updated: 23 January 2024

Officers are drafting a response.

Elizabeth Line Accessibility

Question No: [2024/0370](#)

Caroline Pidgeon

At Mayor's Question Time in September 2023, we discussed accessibility of the Elizabeth line stations and you committed to an audit regarding tactile paving and other accessibility issues. What progress has been made on this audit? Please provide full details.

Elizabeth Line Accessibility

The Mayor

Last updated: 23 January 2024

The Elizabeth line has dramatically improved accessibility along its route, with all stations on the line being step-free from street to platform. All the newly built stations in the central section have marked routes, step-free access, and simple signage and information to ensure that the majority of passengers can move independently through stations.

Tactile paving has now been installed at Hanwell station. Iver Station is the only Elizabeth line operational platform that does not currently have tactiles, but Network Rail has installation planned as part of future works. The installation of tactile paving will also take place on the Overground platform of the Elizabeth line managed Romford station and on a disused track-side platform at Manor Park. Surveys for these have been completed and works have been instructed. The Equality Impact Assessment of the Elizabeth line was last updated for the introduction of through running on the line and the opening of Bond Street Elizabeth line station in October 2022.

Tube Noise in the TfL Business Plan

Question No: [2024/0371](#)

Caroline Pidgeon

I am surprised to see that tube noise is not referenced in the TfL 2024 Business Plan. Is this not considered a priority?

Tube Noise in the TfL Business Plan

The Mayor

Last updated: 23 January 2024

Tackling Tube noise for our staff and customers is a priority both for me and for Transport for London (TfL).

TfL has a dedicated manager who leads on Tube noise-related issues, working closely with teams across the organisation to develop effective mitigations.

These mitigations, which are accounted for in the 2024 Business Plan, consist of targeted rail grinding, seeking technological advancements in noise and vibration, and exploring proactive approaches to managing noise.

Robbery Stats

Question No: [2024/0372](#)

Caroline Pidgeon

The December 2023 London Policing Board Performance Update shows a significant increase of 20% in Robbery, the largest increase across England & Wales (increase of 11.4%). What measures are you taking to tackle this issue which seems to be specific to London?

Robbery Stats

The Mayor

Last updated: 23 January 2024

Officers are drafting a response.

Police-Perpetrated VAWG in the Met

Question No: [2024/0373](#)

Caroline Pidgeon

The London Policing Board meeting included a document "Reforming the Met's Response to Tackling Violence against Women and Girls". It mentions an anonymous anti-corruption and abuse hotline that allows the public to call with reports of misconduct and abuse by police officers and staff. Since setting up the hotline in 2022, please advise how many calls have been received on 1) misconduct and 2) abuse, and how many calls were upheld? Please also specify the sanctions involved in cases where the accusations were upheld.

Police-Perpetrated VAWG in the Met

The Mayor

Last updated: 23 January 2024

Officers are drafting a response.

Streatham Wells (1)

Question No: [2024/0374](#)

Caroline Pidgeon

Following your answer to 2023/4625, please provide data on average bus journey times between Monday to Sunday 2 to 8 October 2023 and between Monday 27 November 2023 to Sunday 3 December 2023 in both directions from Telford Avenue to Streatham Station 1) during peak hours and 2) during off-peak times for the following bus routes:

route 118

route 133

route 159

Streatham Wells (1)

The Mayor

Last updated: 23 January 2024

Officers are drafting a response.

Streatham Wells (2)

Question No: 2024/0375

Caroline Pidgeon

Following your answer to 2023/4626, please provide data on average bus journey times between Monday to Sunday 2 to 8 October 2023 and between Monday 27 November 2023 to Sunday 3 December 2023 in both directions from Telford Avenue to Norbury Station 1) during peak hours and 2) during off-peak times for the following bus routes:

route 109

route 250

Streatham Wells (2)

The Mayor

Last updated: 23 January 2024

Officers are drafting a response.

Streatham Wells (3)

Question No: 2024/0376

Caroline Pidgeon

Following your answer to 2023/4627, please provide data on average bus journey times between Monday to Sunday 2 to 8 October 2023 and between Monday 27 November 2023 to Sunday 3 December 2023 in both directions from Criffel Avenue to Norbury Station 1) during peak hours and 2) during off-peak times for the following bus route:

route 50

Streatham Wells (3)

The Mayor

Last updated: 23 January 2024

Officers are drafting a response.

Streatham Wells (4)**Question No:** 2024/0377*Caroline Pidgeon*

Following your answer to 2023/4628, please provide data on average bus journey times between Monday to Sunday 2 to 8 October 2023 and between Monday 27 November 2023 to Sunday 3 December 2023 in both directions from Telford Avenue to Leigham Court Road/Streatham Common North 1) during peak hours and 2) during off-peak times for the following bus route:

route 417

Streatham Wells (4)**The Mayor**

Last updated: 23 January 2024

Officers are drafting a response.

Streatham Wells (5)**Question No:** 2024/0378*Caroline Pidgeon*

Following your answer to 2023/4629, please provide data on average bus journey times between Monday to Sunday 2 to 8 October 2023 and between Monday 27 November 2023 to Sunday 3 December 2023 in both directions from Crown Point / Beulah Hill to Streatham Station 1) during peak hours and 2) during off-peak times for the following bus route:

route 249

Streatham Wells (5)**The Mayor**

Last updated: 23 January 2024

Officers are drafting a response.

Streatham Wells (6)**Question No:** 2024/0379*Caroline Pidgeon*

Following your answer to 2023/4630, please provide data on average bus journey times between Monday to Sunday 2 to 8 October 2023 and between Monday 27 November 2023 to Sunday 3 December 2023 in both directions from Streatham / St Leonard's Church to West Norwood 1) during peak hours and 2) during off-peak times for the following bus route:

route 315

Streatham Wells (6)**The Mayor**

Last updated: 23 January 2024

Officers are drafting a response.

Streatham Wells (7)**Question No:** 2024/0380*Caroline Pidgeon*

Following your answer to 2023/4631, please provide data on average bus journey times between Monday to Sunday 2 to 8 October 2023 and between Monday 27 November 2023 a Sunday 3 December 2023 in both directions from Streatham Hill to St Leonard's 1) during peak hours and 2) during off-peak times for the following bus routes:

route P13

route 57

route 201

route 333

Streatham Wells (7)**The Mayor**

Last updated: 23 January 2024

Officers are drafting a response.

Resolved Bike Thefts**Question No:** 2024/0381*Caroline Pidgeon*

How many bike thefts have been reported to the Met in each of the last 5 financial years, including the current year to date, and of these reports what percentage of cases were solved (resulted in a suspect being charged)? Please include a breakdown by borough as well as headline figures for London.

Resolved Bike Thefts**The Mayor**

Last updated: 23 January 2024

Officers are drafting a response.

Higher EPC ratings in rentals**Question No:** 2024/0385*Zack Polanski*

The Government has decided not to mandate that all newly let properties must have an EPC rating of C or higher by 2025. What assessment have you made of the impact this decision will have on Londoners in the private rented sector, and how have you been lobbying Government to reverse this decision?

Higher EPC ratings in rentals**The Mayor**

Last updated: 23 January 2024

In eliminating the need for landlords to improve properties to at least EPC C by 2030 the Prime Minister recently ensured that around 320,000 homes in London would not be improved, according to data from the English Housing Survey. This represents almost one in ten London households.

In correspondence and meetings with ministers I have made clear my support for Minimum Energy Efficiency Standards in the private rented sector and I will continue to do so.

Retrofit staffing

Question No: [2024/0386](#)

Zack Polanski

How many officers across the GLA work on: a) retrofit policy, and b) retrofit delivery, with each answer given in terms of FTE posts? Could you also provide a breakdown by domestic and non-domestic retrofit.

Retrofit staffing

The Mayor

Last updated: 23 January 2024

Currently there are 9.5 FTE staff in total working on retrofit. Of these 2.3 FTE staff work on retrofit policy and 7.2 FTE staff work on the delivery of externally funded programmes. 7.4 FTE staff work on domestic and 2.1 on non-domestic retrofit. Those posts which are funded externally will cease once the programmes they relate to have ended.

Zero carbon project development facility

Question No: [2024/0387](#)

Zack Polanski

MD3133 approved funding for a new zero carbon project development facility. Could you confirm that the new facility is on track to launch in March 2024?

Zero carbon project development facility

The Mayor

Last updated: 23 January 2024

The Invitation to Tender to procure a Service Provider to run the Zero Carbon Accelerator (ZCA) is about to launch. The ZCA will run for at least two years, helping organisations in London to develop their plans and capacity to decarbonise the built environment and develop projects ready for financing. The ZCA is expected to start offering support to organisations by June 2024.

Zero carbon project development facility (2)

Question No: [2024/0388](#)

Zack Polanski

MD3133 approved funding for a new zero carbon project development facility. Could you confirm how many contracts have been awarded to support the development of the new facility, to whom they were awarded, and how much they are worth?

Zero carbon project development facility (2)**The Mayor**

Last updated: 23 January 2024

One contract has been awarded, to S&J Consulting in January 2023 following a competitive procurement process in autumn 2022. This has taken the form of a call-off contract, providing expert project development and procurement support. Total spend is envisaged to be under £50,000.

Green Finance Fund Round Two expressions of interest**Question No: 2024/0389***Zack Polanski*

How many expressions of interest to the Green Finance Fund did you receive during the second application window, which closed on 5 January 2024?

Green Finance Fund Round Two expressions of interest**The Mayor**

Last updated: 23 January 2024

See answer to Question No 2024/0063.

Green Finance Fund application progress**Question No: 2024/0390***Zack Polanski*

How many eligible projects from the first round of Expressions of Interest to the Green Finance Fund (GFF) have: a) had their initial applications submitted for approval to the GFF Credit Committee, b) submitted a full application, and c) had final approval by the credit committee?

Green Finance Fund application progress**The Mayor**

Last updated: 23 January 2024

Prior to the closure of the first expression of interest process, I announced the allocation of £185.8m to TfL and LLDC projects.

Fifteen eligible expressions of interest (EOIs) were received during the first round. Of this number, 11 were endorsed by the Green Finance Programme Steering Committee to proceed to more detailed discussions. Of the other four EOIs, two have since withdrawn and two have been referred for project development support.

Full applications were received for three projects and two were considered by the GFF Credit Committee in December 2023. Further information to support the decision-making process has been requested and final decisions for these two projects are expected imminently.

For the third project, the Credit Committee approved a Finance Facility (temporarily earmarking finance for the project) while certain elements of the project are developed further. The full application is expected in the coming weeks and will then be considered by the Credit Committee.

Full applications for the remaining EOs are expected in the near future and Credit Committee meetings have been scheduled for their consideration.

Vauxhall Station toilet closure (2)

Question No: [2024/0391](#)

Caroline Russell

Thank you to your officers for following up on my constituent's request for a speedy repair following the extended closure of Vauxhall station's toilet. In the letter dated 15 December, your office informed me that the repairs would begin 8 December 2023 and 'take around four weeks to complete', suggesting an expected completion date on or around 5 January 2024. However, the Vauxhall toilet remains closed as of 8 January. Could you tell me what is causing the continuing delay, and provide an accurate reopening date?

Vauxhall Station toilet closure (2)

The Mayor

Last updated: 23 January 2024

Transport for London (TfL) is pleased to report that the drainage specialists attended the night of 8 January 2024. The contractors were able to remove the blockages in the drainage that led to the toilets' closure. After ensuring sufficient testing, along with the restoration of cleaning, inspection and maintenance regimes, the toilets reopened to members of the public on 15 January 2024. TfL has further enhanced its maintenance regime to help prevent a future closure. The toilets will remain open daily 7am to 9pm when there are station staff present to manage the facilities.

Police use of 'pain compliance' (3)

Question No: [2024/0392](#)

Caroline Russell

Thank you for your answer to my question 2023/4819. Could you confirm how many instances of 'pain compliance' or other similar terms have been recorded on Metropolitan Police Service (MPS) systems in 2023?

Police use of 'pain compliance' (3)

The Mayor

Last updated: 23 January 2024

Officers are drafting a response.

Climate Genocide Act Now MOPAC complaint (2)

Question No: [2024/0393](#)

Caroline Russell

Thank you for your answer to my question 2023/2606 about the Climate Genocide Act Now (CGAN) complaint to MOPAC. Could you tell me what communications, if any, there have been between MOPAC and the Metropolitan Police Service (MPS) in connection with the CGAN complaint?

Climate Genocide Act Now MOPAC complaint (2)

The Mayor

Last updated: 23 January 2024

Officers are drafting a response.

Climate Genocide Act Now MOPAC complaint (3)

Question No: [2024/0394](#)

Caroline Russell

Thank you for your answer to my question 2023/2606 about the Climate Genocide Act Now (CGAN) complaint to MOPAC. Could you tell me what communications, if any, there have been between the Deputy Mayor for Policing and Crime and the Chief Executive of MOPAC in connection with the CGAN complaint?

Climate Genocide Act Now MOPAC complaint (3)

The Mayor

Last updated: 23 January 2024

Officers are drafting a response.

Climate Genocide Act Now MOPAC complaint (4)

Question No: [2024/0395](#)

Caroline Russell

A constituent representing Climate Genocide Act Now (CGAN) pursued a complaint against the Commissioner of the Metropolitan Police Service (MPS) in writing on 10 August, 11 September and 15 October 2023. The constituent would like to know whether MOPAC intends to perform its role by investigating and answering this complaint?

Climate Genocide Act Now MOPAC complaint (4)

The Mayor

Last updated: 23 January 2024

My Office for Policing and Crime (MOPAC) is the appropriate authority when a complaint is about the conduct of the Metropolitan Police Service (MPS) Commissioner. When handling allegations against the Commissioner it is vital that MOPAC clarifies whether a complaint that references the Commissioner does actually involve his conduct.

A response has been sent which advises that the Commissioner had no personal involvement in this matter.

E-bikes for Richmond police

Question No: [2024/0396](#)

Caroline Russell

I have heard from councillors in Richmond-upon-Thames that Metropolitan Police Service (MPS) officers would like to have funding for e-bikes to make it easier for them to get around the borough, given that it is often too congested for moving quickly by car and too large to cover efficiently on a non-assisted bike. Could you ask the MPS to provide funding for e-bikes for officers in Richmond and across other outer London boroughs?

E-bikes for Richmond police

The Mayor

Last updated: 23 January 2024

While there are no immediate plans to provide additional funding towards e-Bikes, the Metropolitan Police Service (MPS) does acknowledge that they could be a future consideration as part of a wider mobility solution and has made commercial allowance under a new contractual arrangement, particularly as a large number of the current pedal cycle fleet is due for replacement by the end of this calendar year. There is however no formal operational requirement for the e-Bikes currently and recognition has to be given of the fact that they cost a lot more than the standard pedal offerings and so will require significant more investment.

Settlements from Section 43 of the Terrorism Act

Question No: [2024/0397](#)

Caroline Russell

Could you tell me how many settlements the Metropolitan Police Service (MPS) has paid out for civil complaints for searches under Section 43 of the Terrorism Act 2000 since 2016?

Settlements from Section 43 of the Terrorism Act

The Mayor

Last updated: 23 January 2024

The Metropolitan Police Service (MPS) data on settlements paid to members of the public collates all payments regarding civil complaints over a 'stop and search'-related incident under a single reporting category.

Since this data is not broken down by the legislative basis for the search, we are not able to access data pertaining to the number of settlements made specifically regarding searches conducted under Section 43 of the Terrorism Act 2000.

Disability hate crime and CONNECT

Question No: [2024/0398](#)

Caroline Russell

When logging disability hate crime does the Metropolitan Police Service (MPS) CONNECT IT system allow the specific disability of the victim to be logged to enable a better overview of the impact of hate crime on D/deaf and disabled people?

Disability hate crime and CONNECT

The Mayor

Last updated: 23 January 2024

Officers are drafting a response.

CONNECT screen reading

Question No: [2024/0399](#)

Caroline Russell

A constituent has told me that the Metropolitan Police Service (MPS) CONNECT IT system does not meet the access needs for Disabled police officers. Given the Casey Review found the highest number of discrimination cases and employment tribunals were relating to disability, does the MPS have plans to ensure CONNECT becomes fully accessible?

CONNECT screen reading

The Mayor

Last updated: 23 January 2024

There has already been a consistent engagement process during the course of the CONNECT implementation to keep all relevant stakeholders including Police Federation, Staff Unions and Disability Associations up to date with the latest developments on the programme and to ensure full engagement on accessibility matters. Coupled with the degree of engagement, there has also been accessibility testing and assessment every step of the way, with a quality assurance audit carried out by an external party, Sight and Sound, to validate both the approach to testing and assessment but also the wider engagement undertaken. The outcome of this audit confirmed the current approach to managing accessibility requirements as being effective and in line with good practice.

A New Met For London disability, diversity and inclusion action plans

Question No: 2024/0400

Caroline Russell

In the Turnaround Plan the Metropolitan Police Service (MPS) listed under its key interventions that it would: "Put in place revised Race Action Plan, Disability Action Plan and Diversity and Inclusion Action Plan." However, in A New Met For London there is no mention of either the Disability Action Plan or the Diversity and Inclusion Action Plan. I am aware that there is also a newly formed Culture, Diversity and Inclusion Directorate, but there is no mention of it in the plan. Can you explain why this is and how the MPS will be held accountable for its work on Culture, Diversity and Inclusion?

A New Met For London disability, diversity and inclusion action plans**The Mayor**

Last updated: 23 January 2024

Officers are drafting a response.

Disability Commissioner for London

Question No: 2024/0401

Caroline Russell

With the downgrading of the Government Minister for Disabled People, Health and Work, and the disproportionate impact of austerity, crime and cost of living crisis on Disabled Londoners, would you agree that appointing a London Disability Commissioner to lead on making London a better place to live would help create the change needed to address these inequalities?

Disability Commissioner for London**The Mayor**

Last updated: 23 January 2024

I appreciate the suggestion of appointing a London Disability Commissioner. I currently have strong mechanisms in place to identify and address the needs of Deaf and disabled Londoners. My Deputy Mayor for Communities and Social Justice, Debbie Weekes-Bernard, chairs the quarterly Deaf and disabled people's organisations (DDPO) forum. It brings together DDPOs who provide advocacy and advice on inclusive practices and issues faced by Deaf and disabled Londoners, which informs City Hall's policy, practices and programmes. There is also

representation from disability stakeholders on my EDI Advisory group, which shapes, influences and guides the delivery of my Equality, Diversity and Inclusion Strategy.

Debbie and relevant policy teams work across City Hall to ensure that the needs of disabled Londoners are embedded within all work. I am proud that in November 2023, City Hall formally adopted the Charter for British Sign Language, re-affirming its commitment to ensure accessibility for Deaf Londoners.

My dedication to accessibility and disability inclusion is highlighted within internal resources, such as the 'Make it Accessible' guidance, a toolkit for staff outlining best practice.

I am committed to working collaboratively with stakeholders to ensure London is accessible and tackling the barriers faced by disabled people.

MPS advice for removing vegetation

Question No: [2024/0402](#)

Caroline Russell

Constituents have contacted me upset at the destruction of the flower walkway in Nursery Row Park in Southwark on advice of the local borough Metropolitan Police Service (MPS) team. On 14 December 2023 in Southwark News it was reported that just one hidden knife had been found in the park since April 2022. What advice is available for borough police teams when weighing up the value of vegetation such as flowers and other planting in the public realm against community safety requirements?

MPS advice for removing vegetation

The Mayor

Last updated: 23 January 2024

Officers are drafting a response.

Cost of policing Winter Wonderland

Question No: [2024/0403](#)

Caroline Russell

What is the estimated cost of policing the 2023 Winter Wonderland in Hyde Park? Could you break this down by: a) police officer shifts, b) police staff shifts, c) number of police officers, d) opportunity costs, e) overtime costs, f) non-pay costs, and g) costs recovered from event organisers?

Cost of policing Winter Wonderland

The Mayor

Last updated: 23 January 2024

Officers are drafting a response.

Cost of policing Elton John at The O2

Question No: [2024/0404](#)

Caroline Russell

What was the cost of policing Elton John at The O2 in 2023? Could you break this down by: a) police officer shifts, b) police staff shifts, c) number of police officers, d) opportunity costs, e) overtime costs, f) non-pay costs, and g) costs recovered from event organisers?

Cost of policing Elton John at The O2

The Mayor

Last updated: 23 January 2024

The event took place over 10 dates between 2nd April and 30th May. The O2 arena pay for a dedicated Policing team under Special Policing Service (SPS). This funds a team of 1 Sergeant and 3 constables for events held at the O2. The numbers for each event are based on the O2 risk assessment and the event was deemed as business as usual and as such no additional policing plan or uplift of resource was required however, a proportionate number of the dedicated team were on duty for these events.

Cost of policing vaccine protests

Question No: 2024/0405

Caroline Russell

What was the cost of policing the protests against vaccines in London during 2020, 2021, 2022 and 2023? Could you break this down by: a) police officer shifts, b) police staff shifts, c) number of police officers, d) opportunity costs, e) overtime costs, f) non-pay costs, and g) costs recovered from event organisers?

Cost of policing vaccine protests

The Mayor

Last updated: 23 January 2024

Owing to the way in which public order event data is captured, it would be impracticable to manually search Metropolitan Police Service (MPS) records for this answer.

Cost of policing Harry Styles at Wembley Stadium

Question No: 2024/0406

Caroline Russell

What was the cost of policing Harry Styles at Wembley Stadium in 2023? Could you break this down by: a) police officer shifts, b) police staff shifts, c) number of police officers, d) opportunity costs, e) overtime costs, f) non-pay costs, and g) costs recovered from event organisers?

Cost of policing Harry Styles at Wembley Stadium

The Mayor

Last updated: 23 January 2024

The costs of policing Harry Styles at Wembley Stadium in 2023 was as follows:

- a) police officer shifts - 377,
- b) police staff shifts 9,
- c) number of police officers – as per police officer shifts above,

- d) opportunity costs - £196,652,
- e) overtime costs - £23,387,
- f) non-pay costs - nil, and
- g) costs recovered from event organisers - £55,267.55

Cost of policing ABBA Voyage

Question No: 2024/0407

Caroline Russell

What is the estimated cost of policing ABBA Voyage in 2023? Could you break this down by: a) police officer shifts, b) police staff shifts, c) number of police officers, d) opportunity costs, e) overtime costs, f) non-pay costs, and g) costs recovered from event organisers?

Cost of policing ABBA Voyage

The Mayor

Last updated: 23 January 2024

The North-East Basic Command Unit (BCU) resourced a policing plan for opening night on 26/05/2022. This consisted of 13 officers deployed as part of their business as usual duties tasked to the area to provide a reassurance presence as is routine for similar events. There is no ongoing resourcing to this venue as they use their own private security.

Cost of policing the 2022-23 football season

Question No: 2024/0408

Caroline Russell

What was the cost of policing the 2022-23 football season in London? Could you break this down by: a) police officer shifts, b) police staff shifts, c) number of police officers, d) opportunity costs, e) overtime costs, f) non-pay costs, and g) costs recovered from event organisers?

Cost of policing the 2022-23 football season

The Mayor

Last updated: 23 January 2024

The cost of policing football can be found at this link. [Published items - football | Metropolitan Police](#)

This data is published twice a year.

Cost of policing Just Stop Oil in 2023

Question No: 2024/0409

Caroline Russell

What was the cost of policing Just Stop Oil in London in 2023? Could you break this down by: a) police officer shifts, b) police staff shifts, c) number of police officers, d) opportunity costs, e) overtime costs, f) non-pay costs, and g) costs recovered from event organisers?

Cost of policing Just Stop Oil in 2023

The Mayor

Last updated: 23 January 2024

Previously published data on shifts and costs of policing the Just Stop Oil (JSO) protests are published at [Published items - just stop oil | Metropolitan Police](#)

The JSO action in October/November 2023 is due to be published towards the end of January 2024.

Docklands 2.0 (2)

Question No: [2024/0410](#)

Siân Berry

Thank you for your answer to my question 2023/3973. Could you tell me whether you have had any further discussions about changes in governance with the Department of Levelling Up, Housing and Communities (DLUHC) over the area covered by the concept of 'Docklands 2.0'?

Docklands 2.0 (2)**The Mayor**

Last updated: 23 January 2024

Docklands 2.0 is a DLUHC concept and there is limited information about what the department envisages it will entail beyond the speech made by the Secretary of State in July. Discussions with DLUHC regarding Docklands 2.0 are limited but remain ongoing, and the GLA will remain engaged with DLUHC as discussions progress.

Royal Albert Dock meanwhile use

Question No: [2024/0411](#)

Siân Berry

Mayoral Decision, MD3164 Royal Albert Dock Procurement, refers to meanwhile use being utilised during the lifespan of the construction period. Could you tell me what other developments on GLA land, or which the GLA is funding, also include meanwhile uses?

Royal Albert Dock meanwhile use**The Mayor**

Last updated: 23 January 2024

Royal Albert Dock has a lifeboat charity in-situ until 2027 and Bermondsey Street Bees, a beekeeping company, have various sites across the Royal Docks. There are also meanwhile uses on development sites where GLAP has entered a strategic partnership. These can be found at Greenwich Peninsula (a golf driving range is operating for up to ten years), its joint venture with L&Q at Barking Riverside (pop-up doctor clinics, a construction skills training centre, street food pitches, a bike hub for low-cost repairs and industrial storage) and Silvertown Quays (events space).

Separately, GLA use targeted funding to support developments across London in delivering a broad range of mayoral priorities. Whilst it is feasible that this funding indirectly supports meanwhile uses, there is no comprehensive record of these activities. A good example of a site where targeted funding is specifically used to deliver meanwhile is at the Havelock Estate in Southall, where community-led and business incubator space is being delivered for ten years. This is delivered through the Mayor's Good Growth Fund.

Royal Albert Dock community wealth building

Question No: 2024/0412

Siân Berry

Mayoral Decision, MD3164 Royal Albert Dock Procurement, refers to: "community wealth building: addressing inequality and creating economic, social and environmental value for all (see paragraph 3.2 below)." But paragraph 3.2 simply says: "The procurement processes and development proposals will be delivered in line with GLA guidelines and statutory obligations. Any future disposal strategies and development proposals will consider impacts on protected characteristics and will be procured in line with GLA best practice in the delivery of statutory obligations. There are no immediate impacts, from this decision form, on those with protected characteristics." Could you tell me how community wealth building will be incorporated into the development of Royal Albert Dock?

Royal Albert Dock community wealth building

The Mayor

Last updated: 23 January 2024

Supporting Community Wealth Building in Newham is a key policy priority for Royal Albert Dock. Proposals for the site's development will need to demonstrate how they are addressing inequality and creating local economic, social and environmental value. Development proposals and the bidding teams approach to Community Wealth Building will be tested and scrutinised through the procurement process. Bidders will be encouraged to set out how they are addressing economic and social disparities; growing local employment and skills; developing genuinely affordable homes; tackling the global climate emergency; and putting local communities at the centre of shaping a local economy where growth and investment benefit all residents. This aspect of the evaluation criteria will be developed in consultation with LB Newham.

Royal Albert Dock housing

Question No: 2024/0413

Siân Berry

Mayoral Decision, MD3164 Royal Albert Dock Procurement, says: "This will support local housing need and a more vibrant mixed-use space. This will include a variety of affordable and private housing tenures, meeting Mayoral policy requirements." What opportunities and support for community-led housing will be incorporated into the development of Royal Albert Dock?

Royal Albert Dock housing

The Mayor

Last updated: 23 January 2024

Royal Albert Dock will deliver against many of my policy priorities, delivering a wide range of social, environmental and economic benefits. The specific housing mix and delivery mechanism

will be tested through the procurement process for a delivery partner. This will respond to local housing need, increasing housing supply through a variety of affordable and private housing tenures. Approaches will align to my London Housing strategy, including supporting the principles of community-led housing where appropriate. The procurement of a Master Developer has been structured to allow for a variety of delivery organisations to participate in the sites development, which may present opportunities for community-led housing delivery.

High Streets Fund supporting community groups to use empty commercial space (3)

Question No: 2024/0414

Siân Berry

Thank you for your answer to my question 2022/2918, in which you said: "In July, I launched Property X-Change, a digital platform and network to share innovation in how town centre property is developed, leased or managed, and to promote collaboration with local communities." Since the pilot of Property X-Change ended in summer 2023, could you tell me what assessment has been made of the pilot and its findings, what follow-up action will happen, as well as how many of the 39 exchanges it achieved are ongoing?

High Streets Fund supporting community groups to use empty commercial space (3)

The Mayor

Last updated: 23 January 2024

Officers are drafting a response.

LLDC District Energy Network

Question No: 2024/0415

Siân Berry

Could you update me on the progress of the installation of the water-source heat pump and the identification of land/roof space for other heat pumps by Equans, as referred to in the letter of 4 May 2023 from Lord Hendy and Lyn Garner of LLDC in follow-up to the London Assembly Plenary on 16 March 2023?

LLDC District Energy Network

The Mayor

Last updated: 23 January 2024

East London Energy has installed a heat pump in the Stratford City Energy Centre as part of the first phase of the works required to decarbonise Queen Elizabeth Olympic Park's District Heating Network. LLDC understands the heat pump is being tested and is expected to be operational in the near future.

LLDC has been granted funding through the Greater London Authority's Local Energy Accelerator programme to conduct a feasibility study for the installation of a Water Source Heat Pump (WSHP) on the Stanstead Mill Stream. This work is being undertaken by the consultancy firm WSP and LLDC anticipates it will be completed in the Spring.

LLDC is exploring other opportunities around the Park with East London Energy and Westfield, including the installation of heat pumps in the Old Ford Water Recycling Plant. LLDC is also speaking to development partners about hosting heat pumps within future developments.

High Streets for All progress (1)

Question No: [2024/0416](#)

Siân Berry

The webpage for your High Streets for All mission says: “The mission will deliver enhanced public spaces and exciting new uses for underused high street buildings in every Borough by 2025, working with London's diverse communities.” Could you tell me how the future of the mission will be impacted by rolling it into the themes of Economy and Global city and culture in your new draft budget, with particular reference to the proposed timeline on the webpage?

High Streets for All progress (1)

The Mayor

Last updated: 23 January 2024

Officers are drafting a response.

High Streets for All progress (2)

Question No: [2024/0417](#)

Siân Berry

The webpage for your High Streets for All mission gives a proposed timeline for the future of the mission. Could you tell me where I can find the Community Improvement Districts launch findings, the High Streets for All Challenge Insights Report, information on the progress of both the eight GGF Accelerators and the 12 CEZs in place, and whether the target of town centres with a strategy of 15 per cent has been met?

High Streets for All progress (2)

The Mayor

Last updated: 23 January 2024

Officers are drafting a response.

Elizabeth line – abstraction and mode share

Question No: [2024/0418](#)

Siân Berry

In the annual overview of the Travel in London 2023 report presented to the Transport for London (TfL) Board meeting on 13 December 2023 data was shared on sources of patronage for the Elizabeth line since its opening, including abstractions from other lines. Could you provide a table showing the overall increase in patronage each line in London had seen from the opening date of the Elizabeth line up to September 2022, January 2023 and September 2023?

Elizabeth line – abstraction and mode share

The Mayor

Last updated: 23 January 2024

The Elizabeth line has been a huge success, transforming connectivity and accelerating London's recovery from the Pandemic. Transport for London expected a substantial transfer of demand from existing lines to the Elizabeth line, as set out in the Travel in London 2023 Annual overview.

Line level change in demand, represented by kilometres, is provided in the attached table. A selection of three consecutive midweek days within each month is used, compared to the May 2022 base. Passenger kilometres have been used (as opposed to passenger boardings) to reflect changing length of journey and changing contribution of multi-stage journeys (i.e. where a passenger now uses the Elizabeth line for some of their journey, where previously they would have used London Underground for its totality). This data is therefore consistent with figure 43 in the Travel in London 2023 Annual overview.

Analysis in the Travel in London report is based on station to station (origin-destination) pairs (rather than line level as presented above) to isolate the specific impact of the Elizabeth line and to control for background factors such as the pandemic recovery and population change. Nevertheless, the impact of the Elizabeth line on transfers can still be seen, with the Central line, Jubilee line, DLR, and Bakerloo line all experiencing low (or negative) growth in Passenger kilometres over this time period.

Notes:

- Some of the variations e.g. less growth to September 2023 compared to June 2023 may relate to the impact of strikes and disruption.
- Non-TfL data is not available at this level of disaggregation so has not been included here.

Elizabeth line – abstraction and mode share

The Mayor

Last updated: 23 January 2024

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Requests for more public transport from councils outside London

Question No: 2024/0419

Siân Berry

What meetings have you, the Deputy Mayor for Transport and senior leadership had with councils whose areas border London since 2016 about public transport, and what requests have you had from them for improvements to public transport?

Requests for more public transport from councils outside London

The Mayor

Last updated: 23 January 2024

Transport for London's (TfL's) public transport services operate beyond the London boundary to Buckinghamshire, Berkshire, Essex, Hertfordshire, Kent, Slough, Surrey and Thurrock.

Since 2016, I, the Deputy Mayor and senior leaders from Transport for London (TfL) have met with relevant councils to discuss improvements to a range of public transport services including:

- Elizabeth Line
- London Overground
- London Underground
- Bus Enhanced Partnerships and cross boundary services
- Rail devolution proposals

TfL has two board members whose remits include engagement with authorities outside London. TfL staff also attend regular meetings with Transport for the South East.

Neither Transport for London nor the GLA keep a central record of meetings with councils whose areas border London. Meetings take place on an ongoing basis with councils to discuss issues as they arise.

DLR fares split by zones

Question No: 2024/0420

Siân Berry

What was the total number of journeys on the Docklands Light Railway (DLR) network in 2022 and 2023, and what proportion of these journeys were between stations with the following combinations of zones: a) zone 1, b) zone 2, c) zone 3, d) zones 1-2, e) zones 2-3, f) zones 1-3, g) zones 1-4, h) zones 2-4, and i) zones 3-4?

DLR fares split by zones

The Mayor

Last updated: 23 January 2024

The total number of journeys in calendar year 2022 on the DLR was 88,243,140. In 2023 this was 94,338,390 (up to the end of Period 9 (09/12/23)).

The proportion of journeys for each zone combination requested has been estimated below. Journeys which begin or end in Zones 2/3 stations such as Cutty Sark or Stratford have been assigned to the zones within which they travelled.

	2022	2023
(a) 1-1	0.1%	0.0%
(b) 2-2	45.0%	45.8%

(c) 3-3	15.9%	16.6%
(d) 1-2	23.3%	24.7%
(e) 2-3	3.4%	3.4%
(f) 1-3	3.1%	2.8%
(g) 1-4	0.8%	0.4%
(h) 2-4	0.9%	0.6%
(i) 3-4	7.6%	5.7%

Please note that this reflects solely the DLR component of each journey, so for example a trip from Beckton (Zone 3) to Tottenham Court Road (Zone 1) via Custom House (Zone 3) would be recorded here as a Zone 3-3 journey on DLR. Since this data is not recorded directly by the TfL fares system, these figures are estimates based on the most likely routes taken between each pair of stations throughout London.

Tram fares that are part of longer journeys

Question No: 2024/0421

Siân Berry

What proportion of Croydon tram journeys paid for using contactless, oyster or another trackable method of payment are part of a longer journey on the London transport system, compared with the proportion that are just journeys on the tram network?

Tram fares that are part of longer journeys

The Mayor

Last updated: 23 January 2024

Transport for London (TfL) is unfortunately not able to answer this specific question. TfL does not need to explicitly link stages of individual customer journeys made across more than one transport mode to correctly implement its fares policy, so this is not done automatically. Analysis of this type is therefore limited to research purposes. Additionally, since tram journeys do not require the customer to tap out at the end of their journey it is difficult to link tram journeys to other journeys in a reliable and accurate way. For that reason, TfL does not have any analysis that can inform the question asked.

Across 2023 approximately one quarter of customers using a tram on any given day used no other modes of transport on that day. This naturally implies that at least a quarter of tram customers do not combine their tram journeys with a subsequent or preceding journey on another mode of transport.

Flat fares on the DLR

Question No: 2024/0422

Siân Berry

Have you considered the potential benefits of a flat fare for all journeys on the Docklands Light Railway (DLR) through the creation of a single zone for his network, similar to that for trams, to reduce costs to users, and to encourage more usage? If this has been considered and there is therefore a cost estimate from Transport for London (TfL), could you provide this, along with any documentation produced?

Flat fares on the DLR**The Mayor**

Last updated: 23 January 2024

The introduction of a flat fare on the DLR is not under consideration. Fares on the DLR are under the rail structure which is zonal, whereas tram fares are aligned with fares on buses and so are flat. Changing fares on the DLR would result in customers paying for another journey when changing to Tube/rail services. It is likely that other fares would need to increase to make up the shortfall.

Consistent charges for cycle hangars**Question No: 2024/0423***Siân Berry*

Could Transport for London (TfL) use funding for new cycle hangars in the Local Implementation Plan (LIP) process to encourage boroughs to make charges for a space in a cycle hangar more consistent?

Consistent charges for cycle hangars**The Mayor**

Last updated: 23 January 2024

Officers are drafting a response.

Improved procurement for cycle hangars**Question No: 2024/0424***Siân Berry*

What benefits could a more collaborative procurement process for cycle hangars provide to Londoners?

Improved procurement for cycle hangars**The Mayor**

Last updated: 23 January 2024

Officers are drafting a response.

Updated guidance on cycle hangars**Question No: 2024/0425***Siân Berry*

Will Transport for London (TfL) update its guidance on cycle hangars, so that boroughs and Londoners can learn from the latest best practice on providing secure cycle parking?

Updated guidance on cycle hangars**The Mayor**

Last updated: 23 January 2024

Officers are drafting a response.

Contingency plans for long waits on trains**Question No: 2024/0426**

Siân Berry

What contingency plans does Transport for London (TfL) have for customers who are stranded on a train for an hour or more, and does the 7 December 2023 incident on the Elizabeth line that left passengers stranded for over three hours present any need for TfL to update those plans?

Contingency plans for long waits on trains

The Mayor

Last updated: 23 January 2024

Officers are drafting a response.

Regular reviews of road space

Question No: 2024/0427

Siân Berry

The Transport Planning Society published Just the Ticket! in December 2023, a policy statement on parking which includes a recommendation that there should be a regular five yearly review of any road space not required for statutory purposes or premise access. Does Transport for London (TfL) have any similar process already in place for the roads that it controls, and does it have any similar recommendations for the roads that boroughs control?

Regular reviews of road space

The Mayor

Last updated: 23 January 2024

The roads that Transport for London (TfL) manages are London's main strategic routes. These roads are managed to help reduce congestion and ensure crucial deliveries and journeys can be made safely to keep the city moving. TfL keeps the allocation and use of space on its roads under review to ensure it is achieving the above objectives.

Some boroughs such as Southwark and Lambeth have initiated reviews of the allocation of road space, including the kerb, to ensure it is allocated and managed toward local and network goals. There is no citywide policy direction mandating a specific five yearly review, however my Transport Strategy is based around designing London's streets and places for people, which boroughs respond to, setting out how they will deliver the strategy locally, in their Local Implementation Plans. This includes considering reallocation of road space.

Healthy Streets investment under the 2024 TfL business plan

Question No: 2024/0428

Siân Berry

Transport for London (TfL) has now published a new business plan. Under this new business plan, what will your funding by year be for: a) Liveable Neighbourhoods, b) Local Implementation Plan (LIP) majors, c) Local Implementation Plan (LIP) corridors, d) Crossrail complementary measures, e) borough cycling, f) Streetspace, and other short-term funding, and g) other London-wide Healthy Streets funding?

Healthy Streets investment under the 2024 TfL business plan

The Mayor

Last updated: 23 January 2024

Officers are drafting a response.

2024 TfL business plan – walking and cycling

Question No: 2024/0429

Siân Berry

What investment in walking and cycling will be made under the new TfL business plan. Could you provide a table with: a) programme, b) financial year, c) funding available, d) a brief description of each programme and, e) details of whether funds are allocated to borough or London-wide projects?

2024 TfL business plan – walking and cycling

The Mayor

Last updated: 23 January 2024

Transport for London (TfL) plans to write to borough partners before the end of January confirming their individual allocations and will be able to release summary data on these allocations in February.

Details of deliverables are included in the December 2023 Programme and Investment Committee (PIC) paper (<https://board.tfl.gov.uk/documents/s21423/pic-20231206-item12-Part%20-%20Safe-Healthy-Streets-Programme.pdf>)

Healthy Streets investment since 2016

Question No: 2024/0430

Siân Berry

Could you provide a table providing investment in walking and cycling or healthy streets funding by year since 2016-17 for each of the following types of funding: a) Liveable Neighbourhoods, b) Local Implementation Plan (LIP) majors, c) Local Implementation Plan (LIP) corridors, d) Crossrail complementary measures, e) borough cycling, f) Streetspace, and other short-term funding, g) Mini Hollands, and h) other London-wide Healthy Streets funding?

Healthy Streets investment since 2016

The Mayor

Last updated: 23 January 2024

Officers are drafting a response.

2024-5 TfL business plan – climate pathway

Question No: 2024/0431

Siân Berry

What work is Transport for London (TfL) undertaking to fill the gap evident in its latest business plan between planned investment and the investment necessary to deliver your Accelerated Green net zero pathway?

2024-5 TfL business plan – climate pathway

The Mayor

Last updated: 23 January 2024

I have declared a climate emergency for London and set the ambitious target to become net-zero carbon by 2030.

The specific policy measures contained in the pathways described in the Element Energy report are examples of how you might reach the goals each pathway sets out. They're not the only ways to reach those goals.

Given the urgency of the need for climate action, I've focussed on steps we can take now – such the expansion of the ULEZ, encouraging the use of public transport, walking and cycling, and facilitating a faster transition to electric vehicles where these are necessary.

But I have been clear that in order for us to achieve net zero by 2030 the government needs to step up as I only have powers to address less than half of London's emissions. I have urgently called on ministers to provide more funding and powers to City Hall to support our efforts to bolster our green economy and build a better, more prosperous London for everyone.

Transport for London (TfL) is continuing to look in detail at the policies and funding required, that could close the gap between TfL's planned investment and the Accelerated Green net zero pathway. A critical first step in enabling this is for Government to provide TfL with a fair, long-term and sustainable funding settlement that allows it to plan and invest for the future with certainty. TfL also continues to make use of, and explore, innovative financing and grant opportunities such as the Mayor's Green Finance Fund and the Public Sector Decarbonisation Scheme.

Increase in bus services under the 2024 TfL business plan

Question No: [2024/0432](#)

Siân Berry

The new 2024 business plan for Transport for London (TfL) includes a commitment to a 4 per cent increase in outer London bus kilometres. Could you provide a table showing the plan to deliver this increase year by year, and including: a) area of London (inner, outer, total), b) 2022-23 bus km, c) 2023-24 bus km, d) 2024-25 bus km, e) 2025-26 bus km, and f) 2026-27 bus km?

Increase in bus services under the 2024 TfL business plan

The Mayor

Last updated: 23 January 2024

Please see my response to Mayor's Question [2024/0036](#).

'Super bus lanes' for the Superloop bus

Question No: [2024/0433](#)

Siân Berry

Constituents have contacted me concerned that journeys on the Transport for London (TfL) Superloop bus network are often delayed by other traffic on major roads. Will you implement new major bus priority schemes on major roads that will provide 'super bus lanes' for the Superloop bus network?

'Super bus lanes' for the Superloop bus

The Mayor

Last updated: 23 January 2024

The Superloop network is a key part of my commitment to improving the bus network in outer London, maximising the benefits of the London-wide ULEZ.

To support the Superloop express routes, Transport for London (TfL) has started engagement with London boroughs on the development of a robust set of complementary measures, including new bus lanes, to improve bus journey times on the routes. Subject to statutory consultation and permit approvals, the first of these will be introduced at the A1400 Woodford Avenue in February 2024, providing 1.6km of new bus lane to support the new SL2 route between North Woolwich and Walthamstow. TfL is also undertaking hundreds of signal timing reviews across the Superloop network to help services receive priority at junctions.

Design and delivery of schemes that contribute to a reliable and efficient Superloop service will continue throughout 2024 and beyond.