

## **Selective Education**

**Question No: 2016/3843**

[Jennette Arnold](#)

What is the percentage of state-educated children in London who leave school with five good GCSEs, compared with the percentage of non-Grammar School, state-educated children in Kent who leave school with five good GCSEs?

**Oral Response**

## **Post-Brexit work permit system for London**

**Question No: 2016/3722**

[Gareth Bacon](#)

How will your proposals for a separate work permit system for London work in practice?

**Oral Response**

## **Private renters**

**Question No: 2016/3630**

[Sian Berry](#)

How will you ensure that the concerns of private renters in London are addressed by your housing policies?

**Oral Response**

## **Scholarship scheme**

**Question No: 2016/3609**

[Peter Whittle](#)

Can I ask the Mayor to consider setting up a mayoral scholarship to help fund talented young people to study in the arts, specifically in areas such as visual art, writing, dance, music and theatre. I'm sure there would be many commercial organisations that would be willing to fund such a programme to help disadvantaged young people into the world of the arts where social mobility has seriously declined.

**Oral Response**

## **Brexit**

**Question No: 2016/3845**

[Florence Eshalomi](#)

In light of the EU referendum result and the potential effect this will have on the ability of businesses to source skilled work, do you agree that a complete overhaul of the skills system is required to ensure full investment in the skills of all young Londoners to upskill and nurture existing talent?

**Oral Response**

## **Zero Days of Strikes**

**Question No: 2016/3782**

[Keith Prince](#)

In January you said: "As mayor what I'd do is roll up my sleeves and make sure that I'm talking to everyone who runs public transport to make sure there are zero days of strikes." Given the recent strike on the Hammersmith & City and Circle Lines and the upcoming strike over ticket offices, how soon can Londoners expect your sleeve-rolling to begin?

**Oral Response**

## **European Funding**

**Question No: 2016/3846**

[Tom Copley](#)

On 13 August 2016 the Chancellor, Phillip Hammond MP, confirmed that all structural and investment fund projects signed prior to the 2016 Autumn Statement (due in December 2016) would be fully funded by the Treasury. However, no guarantee was given for projects signed after the Autumn Statement. As at mid-August 2016, only £44 million (just eight per cent) of ESIF projects had been formally signed in London, leaving £540 million currently yet to be agreed. Are you concerned London is going to lose almost half a billion pounds in funding?

**Oral Response**

## **Future of the Metropolitan Police**

**Question No: 2016/3850**

[Unmesh Desai](#)

With the announcement of the retirement of Sir Bernard Hogan-Howe, what are your priorities for the future of the Metropolitan Police in London?

**Oral Response**

## **Operational Policing**

**Question No: 2016/3810**

[Steve O'Connell](#)

What steps are you taking to ensure you do not obstruct the operational independence of the Metropolitan Police Service?

**Oral Response**

## **Tree provision**

**Question No: 2016/3833**

[Tony Devenish](#)

How do you intend to meet your election pledge to plant two million trees by 2020, and will you confirm that no GLA-funded trees have so far been planted under your mayoralty?

**Oral Response**

## **Road safety and use of apps**

**Question No: 2016/3547**

[Caroline Pidgeon](#)

What are you doing to address safety concerns around the use of apps by taxi and private hire drivers?

**Oral Response**

## **Food Insecurity**

**Question No: 2016/3855**

[Fiona Twycross](#)

Will you lobby the Government to start measuring household food insecurity?

**Oral Response**

## **Cab Trade**

**Question No: 2016/3610**

[David Kurten](#)

What are the ongoing issues concerning Private Hire Vehicles (PHVs) which you still need to deal with?

**Oral Response**

## **London's Care Economy**

**Question No: 2016/3844**

[Onkar Sahota](#)

Is the Mayor alarmed that as a consequence of Brexit, as many as 20,000 EEA migrants working in London's care sector may lose their right to work in the UK, severely impacting the ability of care providers and local authorities to meet their statutory and moral obligations to meet the ever increasing need for adult social care?

**Oral Response**

## **Suicide Prevention in London**

**Question No: 2016/3809**

[Shaun Bailey](#)

Which local areas and specific agencies have you worked with to support suicide reduction across London to date?

**Question withdrawn**

## **The Cold Homes Crisis**

**Question No: 2016/3848**

[Leonie Cooper](#)

In London there are as many as 348,000 fuel poor homes. There is also a clear pattern of increasing depth of fuel poverty in older households. Given these terrible statistics, what action will you take to protect pensioners this winter?

### **Oral Response**

## **ULEZ consultation response**

**Question No: 2016/3631**

[Caroline Russell](#)

How will you act on the considerable public support for a wider Ultra Low Emission Zone?

### **Oral Response**

## **Mayoral Reviews (1)**

**Question No: 2016/3822**

[Tony Devenish](#)

With you having ordered at least nine separate reviews since taking office, do you now think that to simply call for a review is your default position rather than taking important decisions for London?

### **Question withdrawn**

## **Hate Crime**

**Question No: 2016/3613**

[Peter Whittle](#)

What is your specific definition of an 'Islamophobic Hate Crime'?

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

My definition of Islamophobic hate crime, as with any other strand of hate crime, is the Home Office definition of hate crime, and the national standard used by all police services in the UK.

*"A hate crime is defined as any criminal offence which is perceived, by the victim or any other person, to be motivated by a hostility or prejudice based on a personal characteristic; specifically actual or perceived race, religion/faith, sexual orientation, disability and transgender identity."*

Hate crime in whatever form attacks a person's identity, and the fundamental core of who people are.

The effect it has on victims and wider communities is insidious, and hugely damaging to our ability to integrate, and thrive together as a safe and productive society.

There is simply no place for hate in London, be it Islamophobia, Anti-Semitism, or homophobia, and we all have a responsibility to challenge it and report it whenever we witness it, no matter who it is against, and whatever the context.

## **Council House Building and Social Inequality**

**Question No: 2016/3849**

[Tom Copley](#)

Would the Mayor of London agree with me that far from Gavin Barwell's assertion that building 500,000 new Council homes would entrench inequality, the opposite is true in London?

**Oral Response**

**River Crossings Boroughs****Question No: 2016/3746**

[Gareth Bacon](#)

What conversations did you have with the effected boroughs before you announced the river crossings proposals?

**Oral Response**

**Leadership on Zero Carbon Homes****Question No: 2016/3851**

[Nicky Gavron](#)

In light of the COP21 agreement in Paris, I welcome your commitment to deliver zero carbon homes as part of your plans for housing in the capital. How do you intend to support zero carbon homes through your new London Plan and Supplementary Planning Guidance?

**Oral Response**

**Discrimination and the MET****Question No: 2016/3853**

[Navin Shah](#)

Are black people routinely discriminated by the MET in stop and search operations in London?

**Oral Response**

**Self-employment****Question No: 2016/3854**

[Fiona Twycross](#)

What action can be taken to prevent low pay in self-employment in London?

**Oral Response**

**Overseas Property Investment****Question No: 2016/3866**

[Tom Copley](#)

I welcome the launch of your investigation into Overseas Property Investment. What is the remit of the investigation and when do you expect to publish it?

**Oral Response**

(AT END OF PRIORITY LIST)

Questions not asked during Mayor's Question Time will be given a written response by Monday, 24 October 2016.

## Emirates Cable Car

### Question No: 2016/3548

[Caroline Pidgeon](#)

Please state for each month since April 2012 the total spend by TfL on marketing and advertising of the Cable Car.

#### Written response from the Mayor

A monthly breakdown of marketing and advertising spend for the Emirates Air Line cable car since April 2012 is included in the table below

#### Emirates Air Line - Marketing Spend by Month

<b>Date</b>	<b>Apr-12</b>	<b>May-12</b>	<b>Jun-12</b>	<b>Jul-12</b>	<b>Aug-12</b>	<b>Sep-12</b>	<b>Oct-12</b>	<b>Nov-12</b>	<b>Dec-12</b>	<b>Jan-13</b>	<b>Feb-13</b>	<b>Mar-13</b>
<b>Total spend</b>	£ 28,571	£ 4,850	£ 24,135	£ 6,420	£ 13,669	£ 16,029	£ 9,165	£ 8,721	£ -	£ 285	£ 7	£ 34,957
<b>Date</b>	<b>Apr-13</b>	<b>May-13</b>	<b>Jun-13</b>	<b>Jul-13</b>	<b>Aug-13</b>	<b>Sep-13</b>	<b>Oct-13</b>	<b>Nov-13</b>	<b>Dec-13</b>	<b>Jan-14</b>	<b>Feb-14</b>	<b>Mar-14</b>
<b>Total spend</b>	£ 8,928	£ 1,887	£ 31,761	£ 21,208	£ 20,831	£ 5,851	£ 24,851	£ 2,505	£ -	£ 1,793	£ 27,662	£ 71,451
<b>Date</b>	<b>Apr-14</b>	<b>May-14</b>	<b>Jun-14</b>	<b>Jul-14</b>	<b>Aug-14</b>	<b>Sep-14</b>	<b>Oct-14</b>	<b>Nov-14</b>	<b>Dec-14</b>	<b>Jan-15</b>	<b>Feb-15</b>	<b>Mar-15</b>
<b>Total spend</b>	£ 7,420	£ -	£ 40,205	£ 53,449	£ 67,405	£ 70,417	£ 19,521	£ 3,352	£ 150	£ -	£ 8,972	£ 1,897
<b>Date</b>	<b>Apr-15</b>	<b>May-15</b>	<b>Jun-15</b>	<b>Jul-15</b>	<b>Aug-15</b>	<b>Sep-15</b>	<b>Oct-15</b>	<b>Nov-15</b>	<b>Dec-15</b>	<b>Jan-16</b>	<b>Feb-16</b>	<b>Mar-16</b>
<b>Total spend</b>	£ 19,722	£ 20,335	£ 9,760	£ 13,802	£ 24,061	£ 19,006	£ 24,174	£ 13,256	£ 23,838	£ 4,375	£ 32,411	£ 41,138
<b>Date</b>	<b>Apr-16</b>	<b>May-16</b>	<b>Jun-16</b>	<b>Jul-16</b>	<b>Aug-16</b>	<b>Sep-16</b>						
<b>Total spend</b>	£ 36,916	£ 4,458	£ 7,553	£ 34,063	£ 9,365	£ 9,245						

## Fake medical tests for fitness to drive for private hire drivers

### Question No: 2016/3549

[Caroline Pidgeon](#)

Following recent reports by the Sun newspaper revealing doctors selling fake medical test information over fitness to drive what investigations are now being undertaken by TfL into these serious allegations? Will you also ensure that the outcome of TfL's investigation is published and that policies are put in place to prevent the acceptance of false medical reports by TfL?

#### Written response from the Mayor

Please also see my response to oral MQ 2016/ 3610.

These are serious allegations that required immediate investigation and I instructed TfL to look into these claims as a matter of urgency.

To date, they have taken the following steps:

- Written to, and subsequently met with, the General Medical Council, as the body responsible for overseeing the conduct of the medical professionals involved to discuss joint working on the investigation into the allegations.
- Pending the outcome of the investigation, medical certificates from any of the doctors mentioned in the article are currently not being accepted as proof of

medical fitness submitted by new applicants. TfL is also reviewing the files of all existing licensees and where medical fitness is found to have been certified by one of the doctors implicated in the article, appropriate regulatory action will be taken including consideration of licence suspension pending further proof of medical fitness.

TfL is also taking swift and immediate licensing action in relation to any operators implicated.

## **Topographical testing of Private Hire Drivers**

**Question No: 2016/3550**

[Caroline Pidgeon](#)

Following the Sunday Times undercover investigation into the reality of being an Über driver as reported on the 25th September 2016 are you satisfied with the standard and impartiality of Topographical testing facing potential private hire drivers?

**Written response from the Mayor**

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

## **Licensing of private hire vehicles**

**Question No: 2016/3551**

[Caroline Pidgeon](#)

A constituent has asked with TfL licensing private hire vehicles outside the capital what is the purpose of a Topographical Knowledge test of London? Will TfL also insist that London private hire operators only despatch trips to London private hire vehicles and TfL licensed drivers that are operating within the Metropolitan Police District (or Greater London area)?

**Written response from the Mayor**

As it currently stands, as long as a private hire operator, driver and vehicle delivering a journey are all licensed by the same licensing authority and a booking is accepted in the area of that authority, a private hire journey can start or end anywhere in England and Wales without constraint.

TfL currently has no power to stop London licensed drivers from undertaking bookings in another licensing authority, providing these conditions are met.

Crucially, the same also applies for drivers that have been licensed by another authority working in London. As I seek to raise standards across the private hire industry in London, it is vital that our efforts are not undermined by taxis or private hire vehicles working in London without having to adhere to our stringent licensing requirements.

That is why I am seeking urgent powers to introduce a requirement that all taxi and private hire journeys should either start or end in the area for which the vehicle, driver and operator is licensed.

TfL and I will be lobbying Government for additional powers and I would be grateful for your support on this important matter.

## **TfL's Equipment Guidelines**

### **Question No: 2016/3552**

[Caroline Pidgeon](#)

Further to the answer to Question 2016/2474 how many of the 110,000 private hire vehicle drivers have signed TfL's Equipment Guidelines documentation named "Guidelines for Aftermarket Electronic Devices and Equipment in Private Hire Vehicle"?

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

All vehicles presented for inspection with aftermarket electronic devices and equipment installed require a declaration to be signed by the person presenting the vehicle. In the majority of cases, vehicles are presented without any additional equipment in place.

At present, TfL does not hold the list of signed declarations in a reportable format, as it is confirmed at the point of inspection. This process is being reviewed.

## **Über operating model**

### **Question No: 2016/3553**

[Caroline Pidgeon](#)

A 2014 TfL investigation of the Über operating model suggested that Über BV supply private hire vehicles to London Ltd. Please state why Uber BV, operating as a separate business entity from Uber London Ltd, does not need an operators licence to make provision for the invitation of a booking? Will you consider looking at the this operating model again?

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

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

## **Wheelchair accessible private hire vehicles (1)**

### **Question No: 2016/3554**

[Caroline Pidgeon](#)

What is the percentage of private hire vehicles licensed in London that are wheelchair accessible?

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

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

## **Wheelchair accessible taxi and private hire vehicles (2)**

### **Question No: 2016/3555**

[Caroline Pidgeon](#)

Considering the very low proportion of private hire vehicles which are fully wheelchair accessible compared to the 100% wheelchair accessibility of taxis since 2000 would you agree to lobby for a reduction in VAT on all taxis and private hire vehicles which are fully wheelchair accessible?

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

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

## **Dial-a-Ride**



**Question No: 2016/3556**

Caroline Pidgeon

In addition to recording formal complaints does TfL regularly collect any further information about customer satisfaction from customers?

**Written response from the Mayor**

Yes. In addition to recording and analysing formal complaints, TfL regularly collects information about Dial-a-Ride customer satisfaction.

A customer satisfaction survey samples the views of Dial-a-Ride customers who have recently requested a booking, whether or not they eventually travelled. Dial-a-Ride consistently receives very high ratings for both overall satisfaction with the service (92 per cent on average over the last financial year) and satisfaction with the drivers (95 per cent on average over the last financial year).

TfL also regularly gathers the views of those Dial-a-Ride members who have not recently used the service. This survey consistently finds that the main reason why people stop using the service after registering is personal health limitations rather than issues with the service itself.

TfL also engages with disabled and older people's organisations across London and at local levels to gather further insights into customer satisfaction with Dial-a-Ride.

**Lorry safety in London (1)****Question No: 2016/3557**

Caroline Pidgeon

Following your announcement of the 30th September 2016 to seek to rid London's roads of the most dangerous lorries will you further consider encouraging the freight industry to adopt the CIRAS system of confidential reporting to cover HGV operations in London?

**Written response from the Mayor**

I have set out my plans for making lorries in London safer and I understand how important it is to make road traffic collision data easier to understand so it can be used to improve safety.

The Confidential Incident Reporting and Analysis System (CIRAS) is a commercial business and its reporting system is a paid-for service for use within a company. As a number of heavy goods vehicle (HGV) operators are using CIRAS, TfL is engaging with them to explore the potential of the system to be extended to all HGV operations.

TfL's other work with the freight industry to improve safety includes promoting the use of Construction Logistics and Cyclist Safety (CLOCS) Manager (<https://www.clocs-manager.org.uk>). This is a cost-free collision reporting system created by the TfL-led CLOCS programme in partnership with the construction logistics and insurance industries. The system enables HGV and fleet operators to record, manage and share collision information, including near-misses, to help prevent future incidents. This data is shared anonymously across the industry, allowing TfL and others to both access and act on findings.

TfL is working to update and improve CLOCS Manager and it is developing a comprehensive collision management training programme so the freight industry can effectively manage road collisions, both internally through a system like CIRAS, or across the industry through a system like CLOCS Manager.

## **Lorry safety in London (2)**

**Question No: 2016/3558**

[Caroline Pidgeon](#)

Your announcement on the 30th September 2016 on your proposals to rid London's roads of the most dangerous lorries failed to incorporate the proposal of retrofitting clear vision panels in passenger-side doors, despite 82% of all respondents to a recent TfL consultation stating they supported or strongly supported this proposal. Please publish in full the research that TfL has obtained that supports its recent claim that fitting glass panels would only deliver a very limited improvement in vision for drivers and that glass panels are not suitable for all vehicle types.

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

The research that TfL conducted to inform this decision can be found here:

<https://tfl.gov.uk/info-for/deliveries-in-london/delivering-safely/direct-vision-in-heavy-goods-vehicles>

This research, published after the Safer Lorry Scheme 2 proposed consultation, clarifies why the previous proposals had limited impact. There will of course be a policy consultation on the Direct Vision Standard.

## **Hopper bus ticket**

**Question No: 2016/3559**

[Caroline Pidgeon](#)

Following the introduction of the Hopper bus ticket on the 12th September 2016 please state how many people have benefited from the ability to make a second bus trip using Oyster Pay As You Go or contactless payment within one hour.

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

TfL's most recent data shows that on an average weekday around 290,000 Hopper journeys are being made by around 220,000 customers.

I am delighted that over 10 million Hopper journeys have already been made since the new fare was introduced.

## **Garden Bridge**

**Question No: 2016/3560**

[Caroline Pidgeon](#)

Further to your answer to Question 2016/2944 where you reiterate your commitment that no more of Londoner's taxes that you control will go into the Garden Bridge, what specific assurances are you seeking from the Garden Bridge Trust to convince you that your commitment can be met while still offering a GLA financial guarantee for the maintenance and upkeep of the bridge? Will you expect the Garden Bridge Trust to provide an endowment fund to ensure that the yearly maintenance and upkeep costs can be met on a long term and sustainable basis, and if so what would you estimate is the minimum amount that such a fund should reach need to convince you that your commitment that no more of Londoner's taxes will be allocated to the Garden Bridge can actually be met?

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

I am committed to ensuring that no more of Londoners' taxes that I control will go to the Garden Bridge.

I will not allow any guarantees to be entered into for the maintenance and operation of the bridge unless I am convinced that this will not lead to further public expenditure down the line.

It is up to the Garden Bridge Trust to demonstrate this in its business plan and any related documents.

I have not set out specific requirements for how to do that, but the Garden Bridge Trust has already made clear its intention to develop an endowment fund, which would be one way of demonstrating it.

### **TfL's Bus Safety Programme (1)**

**Question No: 2016/3561**

[Caroline Pidgeon](#)

I understand from a TfL freedom of information reply (FOI-0734-1617) that TfL is spending over £5 million over two years on a 2-day Training Programme "Hello London" that will be attended by all of London's 24,000 Bus Drivers, geared toward improving Bus Drivers' manners.

We also know from a previous Mayoral Question (Question 2014/4143) that TfL spent £1.45 million on its 2014 "Year of the Bus" celebration. However, your response to recent Mayoral Questions (2016/2487 and 2016/2455) requesting details for the budget for TfL's "Bus Safety Programme" provided no information. Can you please now provide the exact budget for TfL's Bus Safety Programme and clarify whether TfL will be spending more on its Bus Safety Programme than "Hello London" or "Year of the Bus"?

**Written response from the Mayor**

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

### **TfL Bus Safety Programme (2)**

**Question No: 2016/3562**

[Caroline Pidgeon](#)

Further to your response to my Question 2016/2979 about TfL's Bus Safety Programme, can you clarify who at TfL will be held directly accountable for meeting the goals of the Bus Safety Programme and can you confirm that individual has the resources and staff to support its implementation.

**Written response from the Mayor**

As TfL's Director of Contracted Services at Transport for London, Gareth Powell is accountable for the delivery of the Bus Safety Programme. Resources and staff from work streams across Surface Transport are being directed towards the delivery of the programme, and TfL's Bus Collision Reduction Programme Manager co-ordinates this work on a day-to-day basis.

### **TfL Bus Safety Programme (3)**

**Question No: 2016/3563**

[Caroline Pidgeon](#)

Further to your answer to Question 2016/2979 is TfL's failure to meet its own safety data publishing goals so early in the Bus Safety Programme of concern to you? Please also clarify why TfL doesn't have basic incident data immediately on hand and is instead relying on other agencies to manage its safety reporting.

**Written response from the Mayor**

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

## **Bus Safety Programme (4)**

**Question No: 2016/3564**

Caroline Pidgeon

In response to Mayoral Question 374/2012 the previous Mayor stated "TfL is made aware of accidents and collisions through a reporting process, but we are not given copies of investigation reports." If TfL does not receive copies of incident investigation reports and does not know the outcome of safety complaints, how is "Haddon's Matrix" relevant?

**Written response from the Mayor**

Although TfL is not given copies of operator investigations into serious incidents on the network, it is provided with the outcomes of these inquiries so it can ensure they are appropriately considered and dealt with.

More information about Haddon's Matrix and its use by TfL can be found at the following link: <http://content.tfl.gov.uk/safe-streets-for-london.pdf> (section 3.5).

## **Bus Safety Programme (5)**

**Question No: 2016/3565**

Caroline Pidgeon

Following your response to my Question 2016/2979 and your statement that TfL is now using "Haddon's matrix," of the 61 people sent to hospital with serious injuries resulting from bus collisions in the first quarter of 2016, how many of these people are still in hospital? Do you know if these people have returned to work or are still under treatment?

**Written response from the Mayor**

TfL does not have access to this information.

The 'Sarah Hope Line' incident support service provides support to people who have been involved in, or affected by, a life-changing incident on the TfL network and can be contacted by victims and their families if they require practical assistance or need sign posting to longer-term continual support. More information about Haddon's Matrix, its use by TfL and how it relates to best practice with managing casualty reduction, can be found here:

<http://content.tfl.gov.uk/safe-streets-for-london.pdf> (section 3.5).

## **Bus Safety Programme (6)**

**Question No: 2016/3566**

Caroline Pidgeon

Your response to Question 2016/2455 showed that TfL does not intend to introduce safety performance clauses in its bus contracts until December 2017. Why will it take so long to do this?

**Written response from the Mayor**

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

**Bus Safety Data (1)****Question No: 2016/3567**

Caroline Pidgeon

In its Quarterly Bus Safety Data made available on its website will TfL consider adding an additional column of data showing the name of the bus garage for any bus involved in a safety incident?

**Written response from the Mayor**

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

**Bus Safety Data (2)****Question No: 2016/3568**

Caroline Pidgeon

In its Quarterly Bus Safety Data made available on its website will TfL consider adding additional rows which consolidate the Bus Safety Data by overall owner?

**Written response from the Mayor**

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

**Cycle safety****Question No: 2016/3569**

Caroline Pidgeon

Will TfL consider undertaking a publicity campaign directed at motorists to promote the needs of cyclists, in particular the importance of motorists giving more space to cyclists when passing on roads and to avoid queuing at traffic lights close to the kerb.

**Written response from the Mayor**

TfL has been running a campaign since 2013, called 'Driver and Cyclist Tips'. As part of the campaign, there are posters displaying 'Drivers, give cyclists room to ride'. This campaign is also on the back of buses and is featured online at:

<https://tfl.gov.uk/travel-information/safety/road-safety-advice/driving-and-cycling-safety>.

**Barking - Gospel Oak electrification works****Question No: 2016/3570**

Caroline Pidgeon

Following your answer 2016/2465 many passengers returning to use the service in February 2017 after having endured up to eight months of closure and disruption will find that little has changed, other than platforms will be longer due to new trains not appearing for a further 15 months. Could TfL at least consider increasing the inadequate covered shelter for passengers provided on many platforms?

**Written response from the Mayor**

In addition to a £25 million contribution to the overall cost of the Gospel Oak to Barking line electrification, TfL is investing a further £15m in better platform facilities to improve the experience for customers who use the line.

As result of these improvements, there will be shelters at all stations.

## **Relief of overcrowding on the Barking - Gospel Oak Overground service**

**Question No: 2016/3571**

[Caroline Pidgeon](#)

Passengers returning to the reopened service in February 2017 will continue to suffer from grossly overcrowded 2-carriage diesel trains in peak times for a further 15 months. Can TfL explain why 4-coach electric trains that will start to be made surplus from TfL Rail services by new train deliveries in mid-2017 cannot be redeployed to relieve overcrowding on Barking - Gospel Oak services until their new trains arrive in mid-2018?

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

There are a number of technical compatibility issues between the door control systems on the older TfL Rail four-car electric trains and those on the new ones. The older trains would need additional platform based systems, which would not be able to run on the Gospel Oak to Barking route even after its electrification.

Given the short period of time these trains would be in service and the high cost of providing the necessary support systems, use of these trains is not appropriate.

## **Barking - Gospel Oak rail replacement bus services**

**Question No: 2016/3572**

[Caroline Pidgeon](#)

Further to the recent cut in weekday frequency of the Barking - Walthamstow rail replacement bus service, can TfL confirm that no further cuts will be made to either this or the Gospel Oak - Seven Sisters rail replacement bus service and that the incorrect timetables on the TfL website and posted outside the closed stations, will be corrected.

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

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

## **A240**

**Question No: 2016/3573**

[Caroline Pidgeon](#)

I have been contacted by a councillor from the Royal Borough of Kingston upon Thames who has raised concerns about increased congestion and other traffic problems due to the proposal for 700 new homes at Hook South Rise, combined with the impact of other developments in the area. Traffic from these developments will have no other option than to the use A240 and the Tolworth roundabout. Please state what liaison and co-ordination is taking place between engineers at TfL and the Royal Borough of Kingston upon Thames to address these traffic challenges.

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

The planning application you mention for 700 homes was recently refused by the council on a number of grounds, including traffic impact. I understand that the applicant is appealing against that decision.

TfL is in discussions with the Royal Borough of Kingston upon Thames to try to address the traffic challenges in this area. At the strategic level this is through work on Kingston's new Local Plan and Direction of Travel, as well as more specific work on issues associated with development at Tolworth.

TfL's own work has highlighted the challenges for the road network from new development and is working closely with the council and developers to minimise and mitigate them and on how to fund any improvements. As well as looking at potential highway options, this also includes lower levels of car parking, encouraging walking and cycling and adding to public transport capacity.

## **Performance of the 328 bus route**

### **Question No: 2016/3574**

[Caroline Pidgeon](#)

I have received reports about the recent poor performance of the 328 bus route, including larger than usual gaps between buses. Please state how the bus route has performed against its service targets over the last three months and whether there are any plans in place for improvements in future performance.

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

Route 328 missed its minimum performance standard for the latest period with an Excess Waiting Time of 1.41 minutes against a target of 1.30 minutes. This was primarily due to gas main replacement roadworks in the King's Road area from 1 May to 16 September.

Those works have now finished but there are now issues from signals and temporary lights at roadworks on West End Lane in the West Hampstead area. TfL and the bus operator remain focused on restoring the performance of this route and are discussing options on how best to deal with this problem.

## **Hit and run casualty statistics**

### **Question No: 2016/3575**

[Caroline Pidgeon](#)

In answer to Question 2016/3094 you stated that due to limitations within the current systems utilised by the MPS it is not possible to report specifically the number of hit and run cases that were subject to prosecution action. Do you have any plans to resolve this gap in information and ensure that a full picture is available as to actions that are taken following hit and run incidents that take place on London's roads.

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

I have committed to investing in new technology that enables officers to access the information and data they need at their fingertips. The initial rollout of mobile devices is scheduled for March 2017.

I appreciate that the current legacy systems used during the reporting, investigation and prosecution of collision cases are outdated and are no longer fit for purpose. To address this issue, the MPS is currently developing the IT solution, 'COPA – Traffic'. This will allow officers

to record onto a desktop computer or mobile device all the details relating to any personal injury or damage only collision they attend, including comprehensive collision and casualty statistics.

The full functionality of the system is due to be implemented in January 2017. This will resolve the current gaps in management information and enable comprehensive reporting of all collision data, including the disposal options taken following fail to stop incidents on London's roads.

## **Worcester Park air quality**

**Question No: 2016/3576**

[Caroline Pidgeon](#)

Further to your reply to Question 2016/2956 can you provide an update to whether Worcester Park in particular is currently being considered as a low emission zone and can you provide more information as to how TfL will select future low emission bus zones across outer London?

**Written response from the Mayor**

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

## **St Thomas Street**

**Question No: 2016/3577**

[Caroline Pidgeon](#)

Will you consider the implementation of a dedicated and segregated cycle lane in a west to east direction along St Thomas Street?

**Written response from the Mayor**

I have asked TfL to work with Network Rail to look at the potential for enhanced cycle facilities along St Thomas Street when the current Network Rail works are completed in 2018. I have also asked TfL to consider what arrangements can be made during forthcoming works.

In addition, Cycle Superhighway 4 is proposed to run via nearby Tooley Street, and TfL is also working with the London Borough of Southwark to deliver Cycle Grid connections parallel to St Thomas Street along Newcomen Street and Tanner Street.

## **Tooley Street**

**Question No: 2016/3578**

[Caroline Pidgeon](#)

What plans does TfL have to undertake an evaluation of the contraflow and temporary cycle lane that has been introduced on Tooley Street during the construction work being undertaken at London Bridge train station. Will TfL consider similar cycling schemes in other parts of London during road narrowing and traffic restrictions caused by future major construction projects.

**Written response from the Mayor**

TfL is closely monitoring the operation of the eastbound contraflow cycle lane in Tooley Street and is meeting regularly with representatives from local cycle groups to cycle the route and recommend changes where necessary. The review has led to additional measures such as an alternative cyclist diversion route and rumble strips to improve safety.



TfL does consider and implement similar measures for works in other parts of London where this fits with the local traffic conditions. TfL reviews most major construction sites across London to identify ways to improve cycle safety. Examples of recent reviews include Nine Elms and Albert Embankment, Tottenham Court Road and the Cycle Superhighways.

## **Camberwell transport infrastructure**

**Question No: 2016/3579**

[Caroline Pidgeon](#)

Further to the reply to Question 2016/0492 provided by the previous Mayor please provide an update as to TfL's investigations to reopen the Camberwell train station. Please also state how the outcome of these investigations will be published?

**Written response from the Mayor**

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

## **Police use of Taser (1)**

**Question No: 2016/3580**

[Caroline Pidgeon](#)

How many times have Met officers deployed tasers against patients detained under the Mental Health Act? Please provide a breakdown by use of taser type (e.g. 'Drawn', 'Aimed', 'Arced', 'Red-dot', 'Drive stun', 'Angled drive stun' and 'Fired') and calendar year since 2012.

**Written response from the Mayor**

The MPS collects data on taser deployment; however they do not collect specific data on whether a person on whom a taser is deployed has been detained under an Act. Therefore, unfortunately, I am unable to provide you with this data.

The MPS only record if a taser makes contact (is fired, drive stun or angled drive stun) with an individual who is perceived by the officer to have a mental health disorder, or if someone has informed them that this is the case.

Additionally, the vast majority of taser deployments are spontaneous and would occur before any subsequent detention or diagnosis under the Mental Health Act.

There will be exceptions, however for the reasons given above, these are not searchable retrospectively.

## **Police use of Taser (2)**

**Question No: 2016/3581**

[Caroline Pidgeon](#)

Please provide a list of the locations where tasers have been used against patients detained under the Mental Health Act?

**Written response from the Mayor**

Please see my response to MQ 2016/ 3580.

## **Police response to calls from mental health units**

**Question No: 2016/3582**

[Caroline Pidgeon](#)

How many calls for assistance has the Metropolitan Police Service received from mental health units in each year since 2012? Of these, how many have resulted in a police response?

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

This data is not automatically collated and has to be obtained manually, which is likely to take an officer a number of weeks to collate this information. It will therefore prove difficult to provide you with the information you request.

I will ask MOPAC to contact you with further details.

## **Police action to improve cycle safety**

**Question No: 2016/3583**

[Caroline Pidgeon](#)

How do you respond to the recent review of road safety measures by West Midlands Police, which found that adopting a 'zero tolerance' approach for any driving offence involving a vulnerable road user is among the best ways to improve the safety of cyclists? Will you now look to increase the number of prosecutions of those caught driving without due care and attention?

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

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

## **Police recruits with minor convictions**

**Question No: 2016/3584**

[Caroline Pidgeon](#)

What steps does the Metropolitan Police Service take to ensure that those who have been convicted of minor criminal convictions at a young age, but have gone on to become law abiding citizens, are not prevented from applying to join the force? How many candidates with minor criminal convictions have joined the force in the last two years?

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

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

## **Disclosure and Barring Service (DBS) checks (1)**

**Question No: 2016/3585**

[Caroline Pidgeon](#)

What is the average time taken to complete a DBS check since the beginning of January 2016?

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

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

## **Disclosure and Barring Service (DBS) checks (2)**

**Question No: 2016/3586**

[Caroline Pidgeon](#)

How many staff currently work in the DBS unit? Please also state the number of staff on restricted or recuperative duties who are currently supporting the unit.

**Written response from the Mayor**

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

## **Review of premises licenses by the Met**

**Question No: 2016/3587**

[Caroline Pidgeon](#)

How many applications has the Met made to review a premises license under Section 53A of the Licensing Act 2003? Please provide a breakdown, by year, since 2011.

**Written response from the Mayor**

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

## **Responsibility for counterterrorism in London**

**Question No: 2016/3588**

[Caroline Pidgeon](#)

What, if any, discussions have you had with government ministers about the possibility of transferring responsibility for counterterrorism in London from the Metropolitan Police Service to the National Crime Agency?

**Written response from the Mayor**

I consider that the interests of London, and the country, are best served if the current policing arrangements for counterterrorist policing are maintained.

I have not discussed with Ministers changing this arrangement.

## **Operation Lydd (1)**

**Question No: 2016/3589**

[Caroline Pidgeon](#)

What was the total cost to the Metropolitan Police Service of Operation Lydd, which investigated the UK's alleged role in the kidnap and forcible transfer of two Gaddafi opponents and their families to Libyan prisons in 2004?

**Written response from the Mayor**

The total cost of Operation Lydd from 1 April 2012 to 13 October 2016 is £2,253,257.

The figure covers all spending including:

- Police Officer Pay
- Secure IT equipment and maintenance
- Travel
- Interpreter expenses
- Transport

## **Operation Lydd (2)**

**Question No: 2016/3590**

[Caroline Pidgeon](#)

How many officers worked on the investigation known as Operation Lydd, which investigated British involvement in the CIA's extraordinary rendition programme?

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

The maximum number of officers reached during the investigation was ten, although for much of the investigation the actual number sat at eight or less. Officers who retired or transferred were not replaced.

It should be noted that whilst Operation Lydd was the principal investigation undertaken by the unit, it was not the only one.

## **London Fire Brigade - flexible working arrangements**

**Question No: 2016/3591**

[Caroline Pidgeon](#)

How many staff employed by the London Fire Brigade are currently working flexibly? Please provide a breakdown by number, percentage and type of flexible work (e.g. part-time, job-share, annualised or compressed hours etc.).

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

I want to lead by example by making the GLA a model employer. This is a key part of my work to promote economic fairness which will be taken forward by my Economic Fairness team.

I want to see GLA Group organisations leading the way in promoting such policies as flexible working options.

As of 12 October 2016, there are 242 LFB staff with a flexible working arrangement. This represents 4.3% of all staff. Broken down by LFB's three occupational groups, this comprises 36 operational staff (0.8per cent); 194 FRS (support) staff (25.0 per cent); and 12 Control staff (11.0 per cent).

The operational staff flexible working arrangements are: part-time (25); variation of hours (11).

The FRS arrangements are: compressed hours (122); compressed hours with working from home (WFH) (8); job share (16); job share with WFH (1); part time (35); standard hours with WFH (2); term time full time (7); term time part time (3).

The Control arrangements are: compressed hours (1); job share (10); variation of hours (1).

## **London Fire Brigade -flexible working arrangements**

**Question No: 2016/3592**

[Caroline Pidgeon](#)

What information does the London Fire Brigade provide about the flexible working options that are available for certain roles when advertising vacancies?

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

I want to lead by example by making the GLA a model employer. This is a key part of my work to promote economic fairness which will be taken forward by my Economic Fairness team.

I want to see GLA Group organisations leading the way in promoting such policies as flexible working options.

Under the 'Careers' section of the LFB website, the page 'Your career with us', the main benefits of a career with the London Fire Brigade are listed. One of these is 'flexible working arrangements suited to your job and work area', and this is applicable to all vacancies advertised by LFB, whether operational, FRS (support) staff, or Control.

## **TfL Streetworks Enforcement**

### **Question No: 2016/3593**

[Caroline Pidgeon](#)

Please provide a breakdown, by company, of the total number of Fixed Penalty Notices TfL has issued to utility companies since 2010? Please also list the total amount TfL has received in fines from each company over the same period.

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

A total of 7,911 Fixed Penalty Notices (FPNs) amounting to fines of £1.09m have been issued to utility companies since 1 January 2010.

The table below lists the companies that have received the most FPNs over this period and the total amount fined. The remaining fines were incurred by a wider number of companies that received a smaller number of fines.

<b>Company</b>	<b>Number of FPNs</b>	<b>Total Amount Fined</b>
Thames Water	3070	£461,600
UK Power Networks	1730	£221,000
BT Openreach	931	£129,640
National Grid Gas	881	£118,680
Virgin Media	529	£70,660
Southern Gas Networks	331	£41,400

## **Information for bus passengers**

### **Question No: 2016/3594**

[Caroline Pidgeon](#)

Will you run a public information campaign aimed at encouraging passengers to ring the on-board bell when intending to get off a bus, in order to reduce the reliance on the driver to spot when passengers are intending to leave the vehicle?

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

TfL always looks for ways to make travelling on buses easier for customers and drivers using feedback from staff and the public, as well as research.

TfL's analysis does not suggest that customers not pressing the bell when they want to leave the bus is a widespread issue. However, TfL will keep this under review.

## **New Routemasters**

**Question No: 2016/3595**

[Caroline Pidgeon](#)

How many settlements have yet to be agreed with private bus operators in cases where New Routemasters (NRMs) are to be introduced mid-concession?

**Written response from the Mayor**

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

## **TfL - Rapid charge points procurement**

**Question No: 2016/3596**

[Caroline Pidgeon](#)

Can you confirm that the 150 rapid charge points TfL is planning to deliver by 2018 will be in addition to those which already exist?

**Written response from the Mayor**

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

## **Mayor's Air Quality Fund**

**Question No: 2016/3597**

[Caroline Pidgeon](#)

Of the £20 million committed to the Mayor's Air Quality Fund, how much has been spent to date? Please also state when the next round of bidding will open to boroughs.

**Written response from the Mayor**

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

## **Idling engine action days (1)**

**Question No: 2016/3598**

[Caroline Pidgeon](#)

Can you confirm how much funding has been committed to 'idling engine action days' in 2016/17? How many volunteers have so far been recruited to engage with drivers on high pollution days and to encourage them to switch off engines when not in use?

**Written response from the Mayor**

Led by the City of London, the idling engine action days consortium includes the London Boroughs of Camden, Islington, Tower Hamlets, Southwark, Lambeth, RB Kensington and Chelsea, Hammersmith and Fulham, Enfield and Harrow.

£127,000 has been allocated through the Mayor's Air Quality Fund Round 2 (2016-2020) and, of this £67,000 has been allocated for 2016/17. Future years' funding is subject to progress made this financial year and key milestones being met by each scheme.

Recruitment and training of volunteers is ongoing, but so far in 2016/17 approximately 100 people have been trained. There will be one campaign action day per month in each borough between October 2016 and February 2017.

## **Idling engine action days (2)**

**Question No: 2016/3599**

[Caroline Pidgeon](#)

How will you measure the impact and effectiveness of 'idling engine action days'? Please also state what criteria was used when assessing this project to ensure it delivers value for money?

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

The success of the 'idling engine action days' project will be measured against the following key performance indicators:

- Number of businesses that actively support the campaign
- Number of action days that take place
- Number of drivers that switch off
- Number of drivers that make a pledge to always do so in future
- Approximate emissions of NOx and PM10 saved over the course of the programme
- Number of community volunteers that take part
- Number of people reached through social media

This project and all Mayor's Air Quality Fund (MAQF) applications were assessed against the criteria outlined in the MAQF guidance, which included factors such as value for money, clearly defined air quality benefits, robust monitoring strategy, and deliverability.

## **GLA-funded publicity**

**Question No: 2016/3600**

[Caroline Pidgeon](#)

Will you attach your personal name to all future decisions and announcements, as you have the introduction of the one-hour "Hopper" bus ticket?

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

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

## **Mayor of London - External Relations Team**

**Question No: 2016/3601**

[Caroline Pidgeon](#)

What, if any, research has your External Relations Team commissioned into your recognition among Londoners and the marketing or branding of the Mayor of London?

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

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

## **New Year's Eve Fireworks (1)**

**Question No: 2016/3602**

[Caroline Pidgeon](#)

Do you have any plans to review the ticketing or operation of London's New Year's Eve fireworks event?

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

My number one priority is the safety of Londoners and visitors to the capital and I want everyone to be able to enjoy this fantastic event in a way that is fun and secure.

I have taken the advice of experts, including the police and emergency services and am assured that ticketing is the best way to keep revellers safe on the night.

## **New Year's Eve Fireworks (2)**

**Question No: 2016/3603**

[Caroline Pidgeon](#)

Will you ensure that Londoners are given priority for tickets to this year's New Year's Eve event?

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

From the research undertaken at the event, it is clear that the profile of London audiences is similar to before the event was ticketed – in fact more Londoners are now attending (27% Londoners attending in 2013 against 33% in 2015). I am confident that the ticketing system we have in place is a fair and accessible one, and therefore Londoners wishing to get a ticket have a very good chance of doing so. The marketing of the event is predominately focused in London, and interested parties are advised to sign-up for ticket alerts.

The New Year's Eve event is also an international promotion event, encouraging significant tourism and inward investment to the city at this time of year. Post the Brexit vote it is more important than ever for London to nurture this international spirit and London New Year's Eve Fireworks will feature as a major event in the #LondonIsOpen campaign.

## **Impact of tall buildings on air transport**

**Question No: 2016/3604**

[Caroline Pidgeon](#)

Three years on from the fatal Vauxhall helicopter crash, what specific steps have you taken to assess the implications of new planning applications for tall buildings on air transport before granting planning permission?

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

Local planning authorities are currently required to consult airport operators on planning applications that would affect their airspace. They are also required to inform the Civil Aviation Authority (CAA) should they propose to grant planning permission for any application an airport objects to; and to notify the CAA when it grants planning permission for buildings or structures above certain heights so that it can maintain accurate aviation safety maps. There are also separate regulations in place requiring warning lights to be placed on tall buildings, cranes and on lifting equipment.

All strategic planning applications in London, (a category which includes most tall buildings), are referred to me, and local planning authorities must provide copies of all consultation responses at Stage II so that I and my officers can properly consider all issues that were raised.

In reviewing the London Plan, I will work with relevant agencies to assess whether current arrangements for considering the implications for air transport of planning applications for tall buildings require revision.



I am also seeking greater controls on helicopter flights over London and will respond accordingly when the Government consults on its new aviation policy framework which is expected later this year.

### **Air quality near schools (1)**

**Question No: 2016/3605**

[Caroline Pidgeon](#)

Will you expand your London-wide air quality alerts programme - which currently notifies people of high pollution incidents at tube stations and bus stops - to include the 443 London schools located in areas which are known to exceed legal air pollution limits?

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

As part of developing a broader 'pollution incident plan' we are already working to directly notify and provide advice to all schools when high or very high pollution is forecast.

We aim to have this in place at the start of 2017, in readiness for spring, when high pollution incidents are most likely.

### **Air quality near schools (2)**

**Question No: 2016/3606**

[Caroline Pidgeon](#)

Will you consider offering grants to improve the indoor air quality of London's most polluted schools, ensuring that all schools located in areas which exceed legal air pollution limits have access to adequate air filtration and ventilation systems?

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

We have researched how we can support schools to reduce indoor air pollution. This is complicated by the fact that most schools do not have whole school heating, ventilation and air conditioning systems, and to install these would cost hundreds of thousands of pounds per school. Additionally, these usually cannot filter out nitrogen dioxide (NO<sub>2</sub>).

There are a number of other options, such as free standing air filtration units, but these also come at a significant cost and require further testing and analysis in order to fully understand their efficacy, especially with regards to their benefits in reducing indoor pollution levels.

I will be making further announcements about work to reduce exposure and emissions at and around schools in the future.

### **Air quality near Heathrow**

**Question No: 2016/3607**

[Caroline Pidgeon](#)

How do you respond to recently published research which suggests Heathrow airport could build a new runway without breaking EU pollution laws? What, if any, chance have your officers had to interrogate the accuracy and validity of the data used to make this claim?

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

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

Station	Date	Closure From	Closure To	Duration (mins)	Reason	Full Closure
Arsenal	04/04/2016	05:15	06:40	85	Non-Availability of Staff (b)	Full

## Tube Station Closures

### Question No: 2016/3608

[Caroline Pidgeon](#)

Since the 1st April 2016 please state the date and the length of closures at the following Tube stations due to (a) overcrowding, (b) insufficient staff:

Highbury and Islington

Arsenal

Holloway

Archway

Old Street

Angel

Caledonian Road

Tufnell Park

### Written response from the Mayor

Please see the table below. Closures have tended to be in the early morning around the start of service. This is largely due to staff sickness or lateness and the closures are typically for short periods of time.

Record numbers of people are using the Tube with up to five million passenger journeys made every day on the Tube and over 1.3 billion made last year. Against that backdrop of rising demand across the network, station closures have reduced by around a third compared to five years ago. There is of course more to do and I have urged TfL to drive this down further

Caledonian Road	22/04/2016	05:20	05:40	20	Non-Availability of Staff (b)	Full
Tufnell Park	03/05/2016	05:30	06:45	75	Non-Availability of Staff (b)	Full
Old Street	11/07/2016	09:02	09:06	4	Congestion (a)	Full
Highbury & Islington	07/08/2016	06:54	07:24	30	Non-Availability of Staff (b)	Full
Highbury & Islington	08/08/2016	05:20	05:40	20	Non-Availability of Staff (b)	Full
Highbury & Islington	16/08/2016	05:15	05:35	20	Non-Availability of Staff (b)	Full
Arsenal	19/08/2016	06:05	06:46	41	Non-Availability of Staff (b)	Full

## Hate Crime Hub

### Question No: 2016/3611

[Peter Whittle](#)

In the light of the creation of your 'Hate Crime Hub', will Londoners continue to be free to criticise Islam as a whole or specific sections of Islamic holy books without being recorded or investigated for a hate crime by the Metropolitan Police?

**Question Withdrawn.**

## Jobs

### Question No: 2016/3612

[David Kurten](#)

What will you do in London to help the Prime Minister to reduce immigration and make sure that British workers have first choice on jobs in Britain?

#### Written response from the Mayor

London's successful, highly productive economy requires both skilled Londoners and access to global talent.

I am committed to making sure all Londoners have access to the skills training and opportunities to get on in life. But it is also vital that London remains open to trade, ideas and talent from around the world.

The capital drives the UK economy, creating jobs across the board, because of this openness. It is not British Londoners versus non-British. Around one third of Londoners were born outside of the UK. We are all Londoners and must work together to make sure this remains the greatest city in the world.

## Trees

### Question No: 2016/3614

[David Kurten](#)

How is your manifesto pledge to plant two million trees by 2020 progressing?

#### Written response from the Mayor

Please see my response to oral MQ 2016/ 3833.

## Tunnels

**Question No: 2016/3615**

David Kurten

In addition to your welcome announcement of a new road tunnel at Silvertown, will you also be announcing the construction on a road crossing at Gallions Reach, which is necessary to join the north and south circular roads, replace the Woolwich Ferry, relieve traffic congestion and improve business opportunities in east and south-east London?

**Written response from the Mayor**

My vision for river crossings in east London is one that supports growth and provides better public transport links for everyone. The new crossings I announced on 4 October, which could be built over the next five to 10 years, will improve travel across the capital and support new homes and business opportunities in east London. The need for further road crossings, including a potential crossing at Gallions Reach, will be considered as part of my new Transport Strategy.

**Power Station Emissions****Question No: 2016/3616**

David Kurten

Are you concerned that Drax, Lynemouth and other large coal plants which supply London with electricity through the National Grid are converting to use wood chips from forests in North and South America which may cause huge deforestation in these areas and may have the unintended consequence of increasing emissions of PM2.5s?

**Written response from the Mayor**

The increased demand for biomass and its use in this highly energy-inefficient way concerns me. It can only add to the pressure on the existing resource and supply chains and has the potential to encourage unscrupulous biomass trading resulting in further deforestation. The loss of carbon sequestration and the resultant elevated CO<sub>2</sub> levels would make implementing the Paris COP21 targets even more difficult. I am drafting my new environment strategy and I want London to be an exemplar of both energy efficiency and its effective use. I want to make use of London's energy resources and work with the national energy system to transition London to a zero-carbon city by 2050. I shall work to ensure London plays its part to minimise the nation's dependence on imported fuels.

The pollutant emissions from these power stations are regulated by the Environment Agency and I would not expect an increase in PM<sub>2.5</sub> emissions resulting from a change to biomass. Where the power stations are required to monitor their emissions and they exceed their emission limits, the Environment Agency has the power to stop them from operating and fine or imprison the operators.

**European Project Management Unit****Question No: 2016/3617**

Peter Whittle

Is the Mayor aware of a unit within the GLA group called the European Project Management Unit? If so, will he state the purposes of this unit and the annual cost to the taxpayer of maintaining the unit?

**Written response from the Mayor**

Yes. Please also see my response to oral MQ 2016/ 3846.

The European Programmes Management Unit is responsible for the management of London's 2014-20 European Regional Development Fund and European Social Fund programmes. It is also responsible for the closure of the 2007-13 programmes. Further details can be found here: <https://lep.london/european-structural-investment-funds>.

and

<https://www.london.gov.uk/what-we-do/funding/european-social-fund-and-european-regional-development-fund-news>

The GLA is the only non-Governmental body with this level of control over EU funds. Outside London, the funds are managed by regional teams of civil servants.

The Unit's staffing and associated costs are recouped from Government and the European Union.

## **Ebbsfleet Connection**

**Question No: 2016/3618**

[David Kurten](#)

Will you lobby for better pedestrian and cycle connections between Northfleet and Ebbsfleet International stations, which could provide faster journey times from south London to Kent and Eurostar destinations and relieve congestion at Stratford and St Pancras International by creating an easier alternative route?

**Written response from the Mayor**

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

## **UberEats**

**Question No: 2016/3619**

[David Kurten](#)

To what extent are the new UberEats services contributing to increased congestion in London?

**Written response from the Mayor**

TfL monitors the traffic flow on London's streets in aggregate but does not measure the activities of specific individuals or companies. I'm afraid that TfL currently has no specific evidence as to how UberEats effects congestion.

## **Julian Assange**

**Question No: 2016/3620**

[David Kurten](#)

Given the recent attempted break-in to the Ecuadorian Embassy in London, how is the Metropolitan Police going to ensure the continued safety of Mr. Assange, who some would argue is effectively a political prisoner under house arrest?

**Written response from the Mayor**

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

## **TfL Property Unit (1)**

**Question No: 2016/3621**

David Kurten

What is the annual budget of the new Development Organisation at TfL?

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

TfL's property development budget for the 2016/17 financial year is £64.9 million. This covers capital spend, legal costs, procurement costs, feasibility work, planning activity, staff costs and equipment.

## **TfL Property Unit (2)**

**Question No: 2016/3622**

David Kurten

What are the annual salaries of Graeme Craig and the other 12 top executives at TfL's new Development Organisation?

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

TfL is transforming its approach to commercial assets. Its targets are to grow annual operating income from £179m in 2015/16 to £314m by 2019/20, while over the same period generating £798m in capital receipts from property development. This will be invested in ensuring London has an affordable, modern transport system.

To achieve these targets, it is vital that TfL has the right people, with the necessary skills and experience in place. There are 10 senior managers in TfL's Commercial Development team. Their roles and annual salaries are:

Director of Commercial Development – £185,000  
Director of Property Development - £175,000  
Commercial Asset Management Director - £150,000  
Head of Operational Property - £129,300  
Head of Property Management - £125,000  
Head of Property Development (x4) - £110,000 to £130,000  
Head of Commercial Development Strategy and Performance - £95,500

TfL is committed to improving transparency for its customers and stakeholders and is making more information available than ever before. Information on the remuneration of senior staff is published in TfL's annual report. It also publishes the job titles and responsibilities of its senior staff online at: <https://tfl.gov.uk/corporate/transparency/>.

In addition to these transparency measures, I am personally signing off all new roles at TfL with a salary of £100,000 or more.

## **Apprentice Levy**

**Question No: 2016/3623**

David Kurten

One of your manifesto pledges was to ring fence the Apprentice Levy for London. Have you done this?

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

My manifesto set out that the levy paid by London's employers should be ring-fenced for the capital.

Therefore, securing greater influence over how the unspent apprenticeship levy funding raised by London-based employers can be used for the benefit of Londoners is part of my ongoing skills and employment devolution negotiations with Government.

## **Fire Station PFI**

### **Question No: 2016/3624**

[David Kurten](#)

What will be the total repayment cost of the recent £51.5million PFI deal struck with Blue3 to build nine fire stations in London?

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

The capital cost is £50.9m. The interest payable through leasing agreements over 25 years is forecast to be £53.3m (subject to interest variation) resulting in a total forecast debt cost of £104.2m.

Payments are made in the form of a monthly unitary charge, (including facility management costs). The unitary charge for 2016/17 is £5.5m and will rise with inflation to an estimated £6.6m in the final years of the agreement. The forecast debt cost element of the unitary charge is £4.4m in 2016/17 decreasing to £4.0m in the final years. The debt cost is funded by Government grant over the term.

## **Renewable Energy**

### **Question No: 2016/3625**

[David Kurten](#)

Are you concerned that the new deals on Hinckley Point and offshore windfarms in the North Sea will supply energy at vastly higher cost than conventional gas fired power stations, and that the increase in cost to electricity bills may hurt the poorest of Londoners the most?

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

Ensuring that energy is low carbon, affordable and secure is a constant challenge for energy policy at both national and city level. It is vital that we make the transition to a low carbon economy and this includes cost effectively moving away from fossil fuel-derived energy.

Irrespective, I am also concerned about Hinkley Point C, as it represents a lock-in to dated technology and higher energy bills in the longer term.

I am committed to establishing Energy for Londoners in order to do this. It will provide fairer and more affordable tariffs for Londoners, especially those paying over the odds, and support the deployment of low carbon energy generation. This includes a £3.5 million Decentralised Energy Programme, which is increasing the amount of electricity and heat generated locally, as well as programmes that work with homes and building managers to reduce the demand for energy. Both of these are working to reduce the need for investment in large generation projects.

## **Transport**

### **Question No: 2016/3626**

[David Kurten](#)

Has the mayor planned for the additional congestion resulting from the closure of Tower Bridge on an already overtaxed traffic system?

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

Yes. The decision to close Tower Bridge for vital maintenance works by the City of London Corporation followed months of detailed planning and development of robust mitigation measures by the City and TfL under the previous Mayor, working with stakeholders to ensure disruption is kept to a minimum.

Measures include Congestion Charge-free diversion routes, signed alternative routes for cyclists, operational plans to swiftly remove any vehicles blocking key nearby routes, measures to assist bus passengers such as the new southbound bus lane on London Bridge, and an embargo on all non-emergency roadworks in the surrounding area. Additional traffic signal engineers have supported TfL's 24/7 control room during the first two weeks, adjusting signal strategies to mitigate impacts.

TfL and the City have also given advance notice of the closure to road users through online travel advice pages, emails to 900,000 road users, press releases, marketing, social media, and letters sent to 50,000 local residents and businesses.

## **Airports**

### **Question No: 2016/3627**

[David Kurten](#)

In view of the decision of five councils, including Hillingdon, to take legal action against the government if they green light a third runway at Heathrow, will the Mayor also commit the GLA to similar action on the grounds of noise and illegal air quality?

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

Please also see my oral update at MQT on 19 October.

I will give careful consideration to a Government decision on airport expansion and the basis on which it is made, before deciding on the appropriate response.

## **Cycle Superhighways**

### **Question No: 2016/3628**

[David Kurten](#)

The new report by the City of London Corporation has found out that congestion in the centre of London has been made worse due to road space being lost to make way for Cycle Superhighways. Will the Mayor look at making changes to the scheme in light of this new evidence?

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

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

## **London Buses**



**Question No: 2016/3629**

David Kurten

What is the outcome of the investigation into the hybrid bus which caught fire outside Liverpool Street Station earlier this month?

**Written response from the Mayor**

The investigation into the hybrid bus which caught fire at Liverpool Street Station on 2 October has not yet been completed.

I have asked TfL to update you as soon as the inquiry is complete.

**New car park on Hackney North Marsh****Question No: 2016/3632**

Caroline Russell

Transport for London (TfL) has failed to apply a graduated reduction in non-electric car parking at North Marsh in line with the London Plan. Will you therefore ask TfL to reconsider their proposal to build a car park on the Hackney North Marsh?

**Written response from the Mayor**

TfL has no plans to build a car park on the Hackney North Marsh.

The London Borough of Hackney is proposing a new changing pavilion at this location, which would include the reinstatement of the existing car park. TfL requested a reduction in the overall level of car parking so there would now be 252 instead of 309. As a result, the proposal is in line with the London Plan.

**NOx emissions compliance****Question No: 2016/3633**

Caroline Russell

What retrofit measures are being considered to get buses and other commercial vehicles as clean as possible as soon as possible? Do these measures include both pre- and post-combustion options?

**Written response from the Mayor**

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

**Better public liaison during roadworks****Question No: 2016/3634**

Caroline Russell

A Dutch scheme called "Minder Hinder" has reduced congestion and enabled better liaison between the public and the authorities during roadworks. Features of this scheme include employers staggering arrival times or offering a discount for customers using public transport during roadworks. Will you ask Transport for London to look at this scheme and seek to apply lessons learnt to London?

**Written response from the Mayor**

TfL already uses elements of Minder Hinder and runs a number of initiatives that have successfully helped to reduce the impacts of roadworks in London. These include requiring contractors to plan to minimise disruption, incentivising roadworks to be done outside peak

times, preventing impactful works happening simultaneously on alternative and parallel routes and coordinating roadworks between utility companies and London Councils.

TfL provides comprehensive travel advice for customers, businesses and freight operators when major roadworks are planned. Advice is provided through the TfL website, the London register of roadworks, social media, radio adverts, press releases, direct emails, dynamic roadside signs and local letter drops. TfL also recently started a six month trial of screens showing live traffic updates on the back of the 344 and 415 buses routes.

I have asked TfL to work more closely with utility companies to coordinate maintenance and upgrading of infrastructure, in order to ensure that the same sections of road are not repeatedly subjected to works. TfL will continue to look at new ways of managing roadworks, including examining useful international examples.

## **Workplace parking levy trial in Hounslow**

**Question No: 2016/3635**

[Caroline Russell](#)

Hounslow council is currently conducting a scrutiny committee inquiry into the possibility of a workplace parking levy trial in the borough. Will Transport for London (TfL) be feeding into that inquiry and if it reports back favourably, will TfL partner with the borough to deliver the trial?

**Question withdrawn.**

## **Motorcycle safety**

**Question No: 2016/3636**

[Caroline Russell](#)

You asked Transport for London (TfL) to look at how it can improve motorcycle safety further (2016/2447). What new steps will TfL be taking and what will be the budget and timetable?

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

I asked TfL to look at further activity to improve motorcycle safety after an increase in motorcycle casualties in 2015. TfL is now delivering a wide range of new training, engagement and enforcement to help prevent more motorcycle casualties on London's roads.

This includes publishing and promoting the Urban Motorcycle Design Handbook to all those responsible for designing and maintaining London's roads, developing new educational activities such as one-to-one motorcycle skills sessions, and supporting the police with a more focused deployment of enforcement.

TfL will confirm more details in the new year, including timescales, once it has fully engaged with stakeholders and delivery partners.

TfL continues to target specific motorcycle-related issues, but this is done as part of an integrated approach to road danger reduction. TfL's programme aims to deliver safety benefits for all road users, so is not possible to disaggregate its spend on motorcycle safety from its wider road danger reduction investment.

## **Central Line timetable changes**

**Question No: 2016/3637**

[Caroline Russell](#)

Constituents using Grange Hill, Chigwell, and Roding Valley tube stations inform me that the Central Line timetable has been altered, meaning that four fewer trains run during the morning peak and three additional trains run at less busy times. Why has this happened and when will the timetable revert to normal running?

**Written response from the Mayor**

Please see my response to MQ 2016 / 3345.

## **Cycling budget**

**Question No: 2016/3638**

[Caroline Russell](#)

What is Transport for London's current assumed budget allocation for cycling in each of the years from 2017/18 to 2021/22?

**Written response from the Mayor**

I am working with TfL to develop a new Business Plan for the years 2017/18 to 2021/22.

This Plan will meet my commitment to increase the proportion of TfL's budget spent on cycling and details of this plan will be published later this year.

## **Cycling in Wandsworth town centre (1)**

**Question No: 2016/3639**

[Caroline Russell](#)

Transport for London (TfL) announced in July that black taxis will be allowed access to the proposed 'bus and cycle only' section of Wandsworth High Street and that there will be general motor vehicle access to the eastern end of that street, allowing a turn into Garratt Lane southbound. What effect will this decision have on TfL's cycle strategy for Wandsworth town centre?

**Written response from the Mayor**

TfL's analysis shows that allowing general traffic to access the eastern end of Wandsworth High Street to turn left into Garratt Lane simplifies access for local residents. Neither this, nor allowing black taxis to use the bus lanes, will significantly increase traffic volumes. Traffic on Wandsworth High Street should therefore remain relatively light, which means that no significant changes are needed to the cycling strategy for Wandsworth town centre.

## **Cycling in Wandsworth town centre (2)**

**Question No: 2016/3640**

[Caroline Russell](#)

Please provide updated projected journey times for pedestrians, cyclists and motor vehicles for the set of journeys that Transport for London presented in its modelling in 2015?

**Written response from the Mayor**

Since TfL released journey time information in its consultation materials in December 2015, the traffic modelling has been updated following minor design changes. There have been no significant changes to the journey times published in 2015.

### **Cycling in Wandsworth town centre (3)**

**Question No: 2016/3641**

Caroline Russell

How and when will Transport for London make available the Equality Impact Assessment (EQIA) of its proposals for Wandsworth town centre which was due this summer?

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

The Equality Impact Assessment will be published by the end of October 2016 on the Wandsworth Town Centre consultation webpage at:

<https://consultations.tfl.gov.uk/roads/wandsworth-town-centre>.

### **Cycling in Wandsworth town centre (4)**

**Question No: 2016/3642**

Caroline Russell

What opportunities will there be for local active travel groups to help review Transport for London's detailed proposals as they develop?

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

TfL has engaged extensively with a wide range of stakeholders, including active travel groups, before and during the two public consultations.

Stakeholder comments have been addressed as set out in Appendix A of the March 2016 Consultation Report and can be found here:

[https://consultations.tfl.gov.uk/roads/wandsworth-town-centre/user\\_uploads/wandsworth-town-report-final.pdf](https://consultations.tfl.gov.uk/roads/wandsworth-town-centre/user_uploads/wandsworth-town-report-final.pdf).

Findings will be integrated into the final design proposals where possible. If any significant further change occurs to the design we will re-engage with stakeholders and provide updates via the project website: <https://consultations.tfl.gov.uk/roads/wandsworth-town-centre>.

### **Healthy streets check tool**

**Question No: 2016/3643**

Caroline Russell

Is the healthy streets check tool now finalised? And if so, is it being used on all Transport for London street designs?

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

The Healthy Streets Check tool is due to be finalised in spring 2017 and, as previously mentioned, I have committed to it being used to assess all new TfL schemes.

### **Step-free access at tube stations**

**Question No: 2016/3644**

[Caroline Russell](#)

How does Transport for London ensure that investment in step-free access is prioritised where it makes the most difference to disabled people, rather than simply attempting to meet a target on how many stations have been adapted?

**Written response from the Mayor**

TfL's Step Free Access plans have not gone far enough to meet the needs of all Londoners. That is why I have asked TfL to look again at its Step Free Access programme and take a network-wide view of where projects should be undertaken.

TfL uses a number of criteria to prioritise investment and ensure maximum benefit for Londoners. This includes giving higher priority to stations in areas where there are fewer step-free stations nearby, where accessible interchange at a station delivers good connectivity to a wider area, and where there is a higher proportion of the population with accessibility needs.

The programme is likely to combine schemes that can be delivered relatively quickly and affordably, alongside some bigger, more complex stations that offer greater interchange possibilities. This will ensure the right balance is achieved.

I am expecting the review to be completed in early 2017 and I have asked TfL to keep you informed of the review's outcomes in due course.

**Taxis - duty to accept and assist wheelchair users****Question No: 2016/3645**

[Caroline Russell](#)

Sections 165 and 167 of the Equality Act 2010 would require drivers to accept and assist wheelchair users and not to charge extra for doing so. However, these provisions are yet to be enacted. What representations have you made to the Government calling for these regulations to be introduced without further delay?

**Written response from the Mayor**

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

**Baker Street Two-Way Scheme****Question No: 2016/3646**

[Caroline Russell](#)

Westminster Council is progressing a design for the Baker Street Two-Way scheme. However, when judged using the Cycling Level of Service (CLOS) tool the design scores several critical fails. Given Transport for London is being asked to pay for much of the scheme, will you withhold funding until Westminster puts forward an inclusive design that allows all those who wish to pass through the area on a bike, including families, children, the elderly and disabled cyclists to do so safely, easily and directly?

**Written response from the Mayor**

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

**Inappropriate use of cyclist warning stickers**

**Question No: 2016/3647**

Caroline Russell

Some members of the Fleet Operators Recognition Scheme (FORS) are using cyclist warning stickers on vehicles for which they are not intended i.e. those without blind spots. What will you do to stop the inappropriate use of these stickers?

**Written response from the Mayor**

The Fleet Operators Recognition Scheme (FORS) standard requires fleet operators to fit approved blind-spot warning signage to vehicles over 3.5 tonne gross vehicle weight, as these vehicles have larger blind spots. FORS guidance is that blind-spot warning signage is not required on vehicles under 3.5 tonnes gross vehicle weight. This guidance is given to all FORS accredited operators via electronic bulletins, the FORS website and in FORS training and toolkits. This guidance is available online at <http://www.fors-online.org.uk/cms/warning-signage/>.

The FORS annual audit verifies that approved blind-spot warning signage is fitted to vehicles over 3.5 tonne gross vehicle weight. Operators that use non-approved or badly placed stickers, or that fit signage to smaller vehicles, are told to address this as part of an action plan that is given to them. They are expected to address this before the next audit. I believe this approach is reasonable and proportionate for operators that have blind spot warning signage fitted to smaller vehicles.

**Mayor's clean air consultation report****Question No: 2016/3648**

Caroline Russell

Even a small increase in traffic, particularly HGV traffic, will increase roadside air pollution. It is therefore disappointing that this consultation report does not refer at all to those respondents who called for the Mayor to abandon plans for new or wider roads. How many respondents expressed these sentiments and why were they not mentioned in the report?

**Written response from the Mayor**

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

**Confidential Incident Reporting and Analysis System (CIRAS) and coaches (1)****Question No: 2016/3649**

Caroline Russell

In May you asked Transport for London (TfL) to write to all coach operators outlining the benefits of adopting an independent confidential reporting system (2016/1636). Which operators have responded to TfL and what has been their response?

**Written response from the Mayor**

TfL has written to all of the more than 70 operators of bus and coach services licensed under London Service Permits to encourage them to adopt an independent confidential reporting system if they did not already use one. While TfL did not request a response to this letter, it did say that TfL would be interested to know if the operator had a system in place or was considering one.

Of the operators contacted, four responded, two of which confirmed that they have independent confidential reporting systems and the other two confirming that – as a TfL

contractor – they use the Confidential Incident Reporting and Analysis System for TfL routes but not for their own commercial services.

## **Confidential Incident Reporting and Analysis System (CIRAS) and coaches (2)**

**Question No: 2016/3650**

[Caroline Russell](#)

In May you asked Transport for London (TfL) to investigate whether CIRAS can be offered free of charge through its own subscription (2016/1636). What was the outcome of TfL's investigation?

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

TfL found that the subscription only covers TfL contractors and cannot be extended to cover services that are not under contract to TfL. However, TfL would be happy to help facilitate any operators wishing to join the Confidential Incident Reporting and Analysis System.

## **Confidential Incident Reporting and Analysis System (CIRAS) and Heavy Goods Vehicles (HGVs)**

**Question No: 2016/3651**

[Caroline Russell](#)

Will you extend CIRAS to all HGVs working for Crossrail and Transport for London immediately and - by the end of 2017 - any HGV Operator working on London's roads?

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

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

## **Pratt St/Camden High St Junction**

**Question No: 2016/3652**

[Caroline Russell](#)

A pedestrian was recently hit by a truck and killed at the junction of Pratt Street and Camden High St. Camden Council and Transport for London (TfL) plan to make this junction safer for walking and cycling as part of the Central London Cycling Grid, but these plans have been delayed. Will you work with TfL to conclude these negotiations promptly to allow the plans to go ahead this year?

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

I was truly sorry to hear of this recent death in Camden and I completely understand the need to urgently make this junction safer.

TfL is committed to improving the facilities for walking and cycling along Pratt St and Delancey St, including at the junction with Camden High Street, and is working closely with Camden Council to do this. The design is under review to ensure that the most effective scheme is implemented and that construction is well planned. Subject to further design, consultation and approvals, Camden plans to deliver this scheme next summer.

I appreciate that early delivery would be ideal, but it is important to get the right scheme in place to ensure the safety of vulnerable pedestrians and cyclists.

## **Promoting walking and cycling on social media**

**Question No: 2016/3653**

[Caroline Russell](#)

Transport for London (TfL) has stated in board papers that it would support new apps and has advertised roles managing social media targeted at cycling. What new social media tools is TfL developing to encourage more Londoners to get around on foot and by bike and how can Londoners feed in to this process?

**Written response from the Mayor**

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

## **New river crossings - cost of preparatory work (1)**

**Question No: 2016/3654**

[Caroline Russell](#)

How much has been spent in total on preparatory work for the Silvertown Tunnel?

**Written response from the Mayor**

As of 17 September 2016, £21m has been spent on the development of the Silvertown Tunnel project.

## **New river crossings - cost of preparatory work (2)**

**Question No: 2016/3655**

[Caroline Russell](#)

How much has been spent in total so far on preparatory work for river crossings east of Silvertown?

**Written response from the Mayor**

As of September, TfL has spent £2.5m specifically on preparatory work for river crossings east of Silvertown. This includes design work, public consultation and the modelling (forecasting of demand and impacts) of both road and public transport options.

Prior to setting out separate budgets for Silvertown and crossings to the east of Silvertown, £2.3m was spent on the overall river crossings programme.

## **Road charging options for London (ROCOL)**

**Question No: 2016/3656**

[Caroline Russell](#)

Will you ask Transport for London to carry out a review of this report published in 2000 and bring it up to date?

**Written response from the Mayor**

There are no plans to update the road charging options for London report. We already have a Congestion Charge in central London and I am consulting on the introduction of a new Emissions Surcharge, alongside ideas for enhancing the Ultra Low Emission Zone to help improve London's air quality.



The longer-term strategy for addressing London's transport challenges will be developed through my new Transport Strategy.

### **Silvertown Tunnel - spend on Development Consent Order process (1)**

**Question No: 2016/3657**

[Caroline Russell](#)

How much will Transport for London spend in total on this process?

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

The total projected expenditure on the Development Consent Order (DCO) process is £29m. This includes all TfL staff costs, specialist support and fees associated with the preparation, submission, examination, revisions and undertakings connected with the DCO and related land negotiations and agreements.

### **Silvertown Tunnel - spend on Development Consent Order process (2)**

**Question No: 2016/3658**

[Caroline Russell](#)

How much will Transport for London spend in total in the financial year 2017/18 on this process?

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

The total projected spend in the financial year 2017/18 on the Development Consent Order (DCO) process is £7m. This includes all TfL staff, specialist support and fees associated with the ongoing public examination, DCO revisions and undertakings and related land negotiations and agreements.

### **Silvertown Tunnel - staff time due to be spent on Development Consent Order process (2)**

**Question No: 2016/3659**

[Caroline Russell](#)

How many hours of Transport for London (TfL) employee time will be spent on this process in 2017/18 and what will be the cost to TfL?

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

In the 2017/18 financial year, TfL projects 17,000 hours of staff time will be spent on this process, with a projected cost of £1m million.

### **Silvertown Tunnel - projected future spend**

**Question No: 2016/3660**

[Caroline Russell](#)

How much will Transport for London spend on this project in each financial year from 2016/17 until 2022/23 when the project is due to be completed?

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

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

## **Congestion charge income**

**Question No: 2016/3661**

[Caroline Russell](#)

What is the forecast net income for the congestion charge in 2017/18?

**Written response from the Mayor**

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

## **Joined up review of river crossings**

**Question No: 2016/3662**

[Caroline Russell](#)

Please list all the evidence you considered in your joined up review of river crossings that led to your decision to back the Silvertown Tunnel?

**Written response from the Mayor**

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

## **Silvertown Tunnel - air pollution impact**

**Question No: 2016/3663**

[Caroline Russell](#)

What are a) the current NO<sub>2</sub>, PM<sub>2.5</sub> and PM<sub>10</sub> levels of exposure from existing traffic and b) anticipated increases in exposure from new journeys on communities living and working at the tunnel portals?

**Written response from the Mayor**

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

## **Particulate matter pollution and 20mph limits**

**Question No: 2016/3664**

[Caroline Russell](#)

According to new research from Kings College 'Did policies to abate atmospheric emissions from traffic have a positive effect in London?', braking at 20mph produces half the particulate matter from tyres, brakes and the road compared to braking at 30mph. Given there is no safe exposure level to PM<sub>2.5</sub> particles, should Transport for London (TfL) factor these findings into their decision-making processes around a) whether to implement new 20mph limits on the TfL road network and b) where to locate them?

**Written response from the Mayor**

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

## **Limitations of using public transport accessibility levels (PTAL)**

**Question No: 2016/3665**

[Caroline Russell](#)

Transport for London (TfL) has acknowledged the limitations of using Public Transport Accessibility Levels (PTALs) as the sole indicator of an area's connectivity. TfL has developed a London-specific measure of Access to Opportunities and Services (ATOS) which defines those

services and opportunities that are the most important and essential for the day to day wellbeing of residents. Will you therefore discontinue the use of PTALS as a measurement for density and parking and use ATOS instead?

**Written response from the Mayor**

Public Transport Accessibility Levels (PTALs) should continue to inform planning policy, including on density and parking, as they are an established measure used by developers and planners, show proximity to transport and are simple and well-understood by the development industry.

PTALs do have some limitations so it is important to take other considerations into account, which the London Plan makes clear. Whilst Access to Opportunities and Services (ATOS) can be used alongside PTALs, it should not replace them. ATOS reflects proximity to services, but not more subjective elements such as service quality, their accessibility or capacity. Also, ATOS does not easily allow the assessment of future conditions e.g. the future distribution of services/facilities. We can however incorporate planned transport schemes into PTAL calculations.

TfL does recognise the need to enhance the system and we provide tools and information to supplement the use of PTAL. The web-based connectivity toolkit (WebCAT) presents PTAL and time-mapping (areas within a certain travel time from a point). It will soon include catchment analysis e.g. to show number of people / jobs within different travel time bands.

## **Energy for Londoners - budget**

**Question No: 2016/3666**

[Caroline Russell](#)

Bristol City Council allocated £1.5m (£0.5m of which is contingency funding) to establish the Bristol Energy Company and Nottingham City Council invested a similar sum, around £1m in setting up Robin Hood Energy. What initial budget has been allocated for the setting up of your proposed fully licensed energy supply company 'Energy for Londoners'? Could you also include details of any budget allocated for 2017/18 and 2018/19?

**Written response from the Mayor**

My officers have been speaking regularly to colleagues in Bristol and Nottingham, as well as others in the industry, about their experiences of setting up fully licensed energy companies.

In addition to feasibility and business modelling work, these discussions will inform forthcoming budget allocations for Energy for Londoners.

For this financial year officers have made an allocation of £120,000 for initial research and feasibility, and legal advice.

## **Shared open digital database of business rents**

**Question No: 2016/3667**

[Caroline Russell](#)

The Federation of Small Businesses has called on the Mayor of London to endorse the creation of a shared open digital database of rents and service charges across London. Given your role in supporting the capital's businesses, will you endorse this?

**Written response from the Mayor**

This is a proposal which I endorse. It is envisaged that in the early stages at least, the volume and quality of data brought out into the open will be low. These will increase over time, however, and greater transparency and fairness for those seeking a new commercial landlord can only be a good thing to work towards over the longer term.

## **Strategic Outer London Development Centre and Crystal Palace National Sports Centre**

**Question No: 2016/3668**

[Caroline Russell](#)

With Crystal Palace being designated a Strategic Outer London Development Centre (SOLDC) including sports functions, how can you best use the SOLDC destination to enhance growth and sports participation for the Crystal Palace National Sport Centre?

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

We will work with LB Bromley to ensure that any proposals for the Crystal Palace SOLDC are meeting the long terms aims of enhancing and supporting the existing unique facilities of Crystal Palace Park and the National Sports Centre (NSC) which will encourage additional use of the park and the sporting facilities provided by the NSC.

## **Crystal Palace National Sports Centre - GLA Sports Unit**

**Question No: 2016/3669**

[Caroline Russell](#)

How will the GLA's Sports Unit support London's strategic value of sports at the Crystal Palace National Sports Centre?

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

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

## **Crystal Palace National Sports Centre - Integrated Heritage Approach (1)**

**Question No: 2016/3670**

[Caroline Russell](#)

The Crystal Palace National Sports Centre (NSC) includes an iconic Grade II\* listed building. Do you consider that specialist organisations such as the Prince's Regeneration Trust have a role to play in supporting long-term, sustainable solutions for listed sites such as the NSC, that are costly in public subsidy and falling into disrepair?

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

There are a number of organisations, including the Prince's Regeneration Trust, that can provide valuable support to owners of iconic buildings like the NSC in developing long term strategies for their property.

## **Crystal Palace National Sports Centre - Integrated Heritage Approach (2)**

**Question No: 2016/3671**

[Caroline Russell](#)

What types of specialist organisations does the Mayor suggest would be of benefit to support finding long-term, sustainable options for the Crystal Palace National Sports Centre to resolve the complex construction issues in this listed building?

**Written response from the Mayor**

There are a number of different elements involved in developing a long term strategy for the NSC and the construction aspect is only one of those. The GLA will continue its involvement with property professionals, sporting bodies, community groups, end users, political representatives and include other areas of expertise as appropriate

## **TfL's Air Quality Fund**

**Question No: 2016/3672**

[Caroline Russell](#)

Could you provide a breakdown of Transport for London's Air Quality Fund by individual projects and associated budgets in each of the years from 2016/17 to 2019/20?

**Written response from the Mayor**

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

## **Proposed tax hike for businesses with solar panels**

**Question No: 2016/3673**

[Caroline Russell](#)

The Valuation Office Agency's draft rateable values for 2017 for all properties that pay business rates are proposing a six- to eight-fold tax rise for businesses that own solar panels and use the power themselves. Given your decentralised energy targets and forthcoming solar strategy, will you make a representation to the relevant Government departments against these proposals which the Solar Trade Association believes will severely damage solar deployment and delay cost parity with fossil fuels?

**Written response from the Mayor**

Yes. I intend to write to Government following the GLA's wider Business Rates Consultation response. Their consultation is part of a wider re-evaluation of business rates that takes place every five to seven years, where the Valuation Office Agency looks at how assets are valued.

The current Government proposals will increase business rates for organisations that use power directly from solar rooftops that they own. Such increases are likely to have a significant detrimental impact upon the financial business case for installing solar PV.

## **London Solar Energy Strategy**

**Question No: 2016/3674**

[Caroline Russell](#)

What solar energy companies have you met to discuss your forthcoming London Solar Energy Strategy?

**Written response from the Mayor**

I will produce a Solar Action Plan, which will help inform the energy policies of my forthcoming London Environment Strategy, as well as initiate more immediate activities to support the delivery of solar energy installations in London.

My officers have discussed key themes for the Plan on an informal basis with external experts on solar, such as community energy group representatives and the Solar Trade Association and will also continue to liaise with key stakeholders, including solar companies as the Plan develops.

We intend to publish the Plan for consultation in 2017.

## **Zero Carbon Homes - working with community energy organisations**

**Question No: 2016/3675**

[Caroline Russell](#)

Will you encourage boroughs and developers to work with London community energy organisations to achieve Zero Carbon Home developments?

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

My zero carbon homes policy applies to any residential development comprising ten or more dwellings. In conjunction with the boroughs, community energy organisations have an important role supporting the delivery of renewables (and potentially energy efficiency measures) in such schemes and we will encourage this through the London Environment Strategy and future planning guidance.

## **Zero Carbon Homes - supporting boroughs**

**Question No: 2016/3676**

[Caroline Russell](#)

How will the GLA be supporting boroughs in the implementation of the London Plan's new Zero Carbon Homes policy?

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

The zero carbon requirement is comprised of the existing target of 35% on-site carbon reduction over 2013 Building Regulations (e.g. through fabric efficiency measures, with clean and renewable technologies where appropriate), with the remaining carbon reduction through to zero to be met through additional on-site measures, where possible. Contributions to carbon offset funds will be required to cover shortfalls in on-site carbon reductions.

The GLA commissioned and published a report on existing borough off-set schemes earlier this year to help inform London

The Sustainable Design and Construction Supplementary Planning Guidance sets out what boroughs should consider when establishing a carbon offset fund. It recommends a price for carbon dioxide and suggests potential off-setting measures. My officers also hold regular workshops with the boroughs to share best practice, support their implementation of the off-setting fund, and to identify potential projects.

## **Zero Carbon Homes by 2025**

**Question No: 2016/3677**

[Caroline Russell](#)

How many Zero Carbon Homes are projected to be constructed by 2025 in your London Energy Scenarios study?

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

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

### **Zero Carbon Homes - offsite actions**

#### **Question No: 2016/3678**

[Caroline Russell](#)

Outside of an offset fund payment, are there other offsite actions that developers can take to achieve the Zero Carbon Homes target?

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

Yes, in line with London Plan policy 5.2, developers can directly retro-fit measures such as solar photovoltaic panels on a school or other public building.

Social housing providers have also expressed interest in retro-fitting their existing stock located within the same borough as the development proposal.

### **GLA annual planning and energy assessment**

#### **Question No: 2016/3679**

[Caroline Russell](#)

When will the next GLA annual planning and energy assessment report be published?

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

The next Energy Planning Monitoring Report will cover applications referred to the GLA in 2015 and will be published on the webpage below by the end of November.

<https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/energy-planning-monitoring>

### **London City Airport expansion**

#### **Question No: 2016/3680**

[Caroline Russell](#)

Thank you for your answer to 2016/3034 in which you stated that you are "not persuaded further expansion of airports within London would be compatible with my aim of achieving legal limits for air quality as soon as possible." Given your statement, will you revisit your earlier decision to withdraw your predecessor's objection to the compulsory purchase order of GLA land to facilitate London City Airport's expansion programme?

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

London City Airport's compulsory purchase order has been confirmed by the Secretary of State.

### **Electrical safety testing**

#### **Question No: 2016/3681**

[Sian Berry](#)

Following from clauses 122 and 123 in the Housing and Planning Act 2016, how will you encourage private landlords to undertake regular electrical safety testing in private rented properties?

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

My team will be working with the Government to encourage them to make use of provisions in the Housing and Planning Act 2016 to improve electrical safety as soon as possible.

### **Landlord support**

#### **Question No: 2016/3682**

[Sian Berry](#)

Will your officers talk to those running Rent Smart Wales in order to share knowledge about effective training courses for private landlords?

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

My officers will approach officials in the Welsh Government in the near future to discuss their approach to the private rented sector.

### **Landlord information for tenants**

#### **Question No: 2016/3683**

[Sian Berry](#)

Whether or not you gain devolved powers over borough private landlord licensing, will you commit to collating and publishing all the information from existing licensing and enforcement schemes in London in an accessible way, as a central resource for tenants?

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

My team are exploring a number of ways to support local authorities with their licensing and enforcement work, and to give renters access to better information about landlords.

Please also see my response to oral MQ 2016/ 3630.

### **Preventing wasted housing**

#### **Question No: 2016/3684**

[Sian Berry](#)

What plans do you have to "support councils in bringing empty homes back into use, using compulsory purchase orders where necessary", as promised in your manifesto?

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

My team is working with Government to improve the compulsory purchase process so that it is faster and more certain for all parties. Amongst other things, these changes could help boroughs ensure that housing stock in their areas is not left empty unnecessarily.

### **Homes for Londoners**

#### **Question No: 2016/3685**

[Sian Berry](#)

In addition to the 'expenditure of up to £200,000 to support the establishment of Homes for Londoners and provide other technical advice as necessary' and the '£250,000 spent on an interim expert viability team' announced in your recent Mayoral decision (MD2012), what are your future spending plans for the establishment of Homes for Londoners?

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



Future spending plans will be determined through the budget setting process for 2017/18 and beyond, a process that is currently underway.

### **Stable tenancies update**

**Question No: 2016/3686**

[Sian Berry](#)

Following from question 2016/0685, what range of tenancy lengths have developers East Wick and Sweetwater Projects Ltd committed to providing for private renters?

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

The reserved matters application for the first phase of the East Wick and Sweetwater development has now been submitted and the developer hopes to start on site in spring 2017.

The first phase will include approximately 105 Private Rented Sector homes. The developer is currently still proposing to provide a range of tenancy lengths for private renters to choose from, to suit their own individual requirements.

### **London Living Rent**

**Question No: 2016/3687**

[Sian Berry](#)

Homes for rent at the London Living Rent are set to be defined in terms of affordability to people on median salaries in each borough. What other types of homes or products will you be creating that will be affordable to people on lower salaries, such as the London Living Wage?

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

I will also fund new homes let at around social rents which will be affordable for single-earner households on the London Living Wage.

### **Public land and genuinely affordable housing targets (1)**

**Question No: 2016/3688**

[Sian Berry](#)

Will you ensure that developments on public land due to be sold off in areas of acute housing need, such as the Holloway Prison and Brixton Prison sites, will deliver at least 50 per cent genuinely affordable housing?

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

My officers are discussing details about the redevelopment of Holloway Prison with Islington Council and the Ministry of Justice (MoJ), including its contribution towards my goal for 50 percent of new housing to be affordable.

### **Public land and genuinely affordable housing targets (2)**

**Question No: 2016/3689**

[Sian Berry](#)

Will Homes for Londoners consider acquiring land owned by other public sector bodies, or otherwise working in partnership with them, to ensure the delivery of at least 50 per cent genuinely affordable housing?

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

GLA officers, through the London Land Commission, are working closely with public sector land owners on their disposals strategies, which might include GLA land acquisition, to ensure my policy objectives can be delivered.

### **St Ann's Hospital site**

**Question No: 2016/3690**

[Sian Berry](#)

Thank you for your response to questions 2016/2417 and 2017/3058. Will you and your team visit the St Ann's Hospital site in Haringey and talk to both the NHS managers of the site and members of the local co-operative who are putting together a bid to create a mixed affordable community?

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

My team has met with St Ann's Redevelopment Trust and following this, visited the site. They are also engaging with the Department of Health and NHS Trusts regarding hospital sites more widely and the St Ann's site has been discussed as part of this process.

### **London Living Rent homes during your mayoralty**

**Question No: 2016/3691**

[Sian Berry](#)

Following the proposals you have announced for defining a London Living Rent, how many of the 200,000 homes you aim to build during your mayoralty will be London Living Rent homes?

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

I do not recognise your 200,000 figure.

### **Police damage to public property**

**Question No: 2016/3692**

[Sian Berry](#)

How much compensation has the Metropolitan Police Service paid for damage caused to property and goods owned by members of the public or businesses by officers in the course of their duties? Please supply the total for the years 2012, 2013, 2014 and 2015.

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

The table below covers the compensation paid for claims for damage caused to property and goods, owned by members of the public or businesses, by officers in the course of their duties.

It also includes an element (less than 10%) of personal injury or loss of property claims rather than damage which cannot be easily extracted from the data below.

Public Liability Claims	2012-13	2013-14	2014-15	2015-16
Compensation paid	£222,507	£372,577	£361,528	£295,740

### **MOPAC spending on knife crime initiatives**

**Question No: 2016/3693**

[Sian Berry](#)

How much has been spent by MOPAC on commissioning initiatives to tackle knife crime? Please provide the total amount spent on each initiative in the years 2012, 2013, 2014 and 2015. Where initiatives included multiple projects across the City, please include information on the number of such projects under each initiative.

**Written response from the Mayor**

This financial year, MOPAC is spending £6.8 million per annum on projects and initiatives to tackle youth, gang and knife crime across London, including:

- MOPAC is funding Redthread, to deliver specialist youth interventions in four trauma centres. This is £1.3million over three years.
- The London Gangs Exit service which is £1.5m over two years provides young people affected by gangs with support to exit.
- MOPAC funds the Kicks programme for the sum of £100k per year. The Kicks programme uses football to engage young people (aged 12 to 18 years) at risk or on the periphery of being involved in youth, gang and knife crime.
- MOPAC is also funding 34 local authority projects which aim to tackle youth, gang and knife crime projects through the London Crime Prevention Fund (LCPF) at a value of approximately £12m over a four-year period until March 2017.

## **Met Police spending on knife crime initiatives**

### **Question No: 2016/3694**

[Sian Berry](#)

How much has been spent by the Metropolitan Police Service on delivering initiatives to tackle knife crime? Please provide the total amount spent on each initiative in the years 2012, 2013, 2014 and 2015. Where initiatives included multiple projects across the City, please include information on the number of such projects under each initiative.

**Written response from the Mayor**

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

## **MOPAC spending on youth crime prevention**

### **Question No: 2016/3695**

[Sian Berry](#)

How much has been spent by MOPAC on commissioning youth crime prevention work via community projects and organisations? Please provide the total amount spent on each initiative in the years 2012, 2013, 2014 and 2015.

**Written response from the Mayor**

MOPAC spending on Youth Crime Prevention	2012	2013	2014	2015
London Kicks		£100K	£100K	£100K
LCPF* (4 year funding 2013-17)		£3M	£3M	£3M

Above outlines spend as requested. Please note regarding LCPF, this spend on local projects, is directed by each London borough.

MOPAC is also supporting a Gangs Prevention Programme which is funded through the European Social Fund and will start operating next year.

MOPAC will be leading on the co-design of a 'Whole School' Crime Prevention Programme in partnership with the London borough of Croydon, local and regional voluntary and community sector (VCS) colleagues, schools, parents and young people.

\*London Crime Prevention Fund

## **Met Police spending on youth crime prevention**

**Question No: 2016/3696**

[Sian Berry](#)

How much has been spent by the Metropolitan Police Service on delivering youth crime prevention work via community projects and organisations? Please provide the total amount spent on each initiative in the years 2012, 2013, 2014 and 2015.

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

There is a considerable amount of work across the MPS to prevent youth crime. Current youth crime prevention initiatives are built into "business as usual" rather than being specifically funded, and therefore I'm afraid they cannot be individually costed.

Crime prevention work is a core policing role, and school and neighbourhood officers are expected to actively support such work as an important part of their role.

There are numerous schemes delivered both at a borough level and as wider Pan-London projects. It is not possible to estimate a cost for delivering all youth crime prevention work in London.

## **Engagement with parents and guardians of young people**

**Question No: 2016/3697**

[Sian Berry](#)

Which of the MOPAC and Metropolitan Police Service initiatives on youth crime and prevention have been focused on the parents and guardians of young people? For any specific initiatives, please provide the budget and amount spent in each of the past four years.

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

The MPS Trident Central Gangs Unit, as well as the boroughs, undertakes a range of activity with parents and parents of victims.

It is part of Trident's engagement strategy and therefore falls under normal business. It does not have a stand-alone financial stream so therefore the MPS is unable to provide a specific financial breakdown.

MOPAC will be leading on the co-design of a 'Whole School' Crime Prevention Programme in partnership with the London borough of Croydon, local and regional voluntary and community sector (VCS) colleagues, schools, parents and young people. Spend against this programme of work begins this financial year.

The London Gang Exit service provides a dedicated family support worker post that supports young individuals and their families.

## **Community engagement on sensitive tactics**

**Question No: 2016/3698**

[Sian Berry](#)

When rolling out a pilot that might affect community cohesion, such as the previously proposed trial of 'spit hoods', is there a community engagement process that the Metropolitan Police Service must follow?

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

Operational decisions are for the Commissioner to make.

However, as I said at MQT in September, if the MPS proposed a substantive change in the use of Taser, Stop and Search, Water Cannon or any other intrusive tactic, I would expect there to be a discussion between the MPS and myself or my Deputy Mayor about the need for public consultation.

There is no specific 'engagement process' that the MPS must follow. However, the MPS is sensitive to community feelings and recognises how certain policy decisions or operational matters may have an impact. All policies which don't normally include operational tactics are subject to an Equalities Impact Assessment, and some may require further consultation or engagement. This is done by different methods, including Gold Groups, Key Individual Networks (KINs), IAGs, and Special Community Reference Groups. The aim is to better understand the impact of policies and operations on certain communities and how best to manage implementation. This is considered as good practice to help maintain public trust and confidence in our policing services.

## **Knife crime summit (1)**

**Question No: 2016/3699**

[Sian Berry](#)

When will you be hosting your knife crime summit?

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

This was held on 13<sup>th</sup> October 2016.

## **Knife crime summit (2)**

**Question No: 2016/3700**

[Sian Berry](#)

Which groups will be invited to your knife crime summit and how will those not invited be able to contribute to its findings and future work on knife crime?

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

The attendees invited were made up of approximately 70% policy makers, key stakeholders and voluntary and community sector partners, and 30% community members and young people.

There was a particular focus on community members who have written to me specifically about knife crime, and stakeholders, and voluntary organisations who deal directly with tackling and preventing knife crime across sectors.

A Youth Roundtable took place to help inform the Summit, where my Deputy Mayor for Policing and Crime engaged directly with 36 young people from across London and from a range of backgrounds. These young people were also invited to the Summit.

MOPAC is currently in the process of developing the new Police and Crime Plan which will incorporate my manifesto commitments around Knife Crime. This will then be consulted upon for three months.

#### **Hate crime in the workplace (4)**

**Question No: 2016/3701**

[Sian Berry](#)

Thank you for your response to my question 2016/3078. You mentioned that 'the MPS also engages with businesses to offer tactical advice to help ensure people's safety'. How many businesses has the Metropolitan Police Service engaged with so far to offer this support?

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

The MPS is able to offer reassurance and advice through a strong communication network with the business community that includes Cross Sector Security Communications, the Police and Security Initiative, Business Crime Hubs and its bespoke business partnerships. This advice can include personal safety, hate crime or counter-terrorism advice, tailored to their specific needs in the same way advice is given to community and faith groups.

The MPS does not, however, keep records of every engagement with businesses, or the specific nature of the advice given, which would be a significant task.

#### **Hate crime in the workplace (5)**

**Question No: 2016/3702**

[Sian Berry](#)

Thank you for your response to my question 2016/3078. You mentioned that 'the MPS also engages with businesses to offer tactical advice to help ensure people's safety'. How many businesses so far have proactively contacted the Metropolitan Police Service to request this tactical advice and support? Please provide the total for each month in 2016.

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

I refer you to my response to MQ 2016/ 3701. The MPS does not keep specific records of this nature.

#### **Hate crime in the workplace (6)**

**Question No: 2016/3703**

[Sian Berry](#)

Thank you for your response to my question 2016/3078. You noted that 'it is not currently possible to accurately retrieve data from the MPS system to identify whether an incident has occurred in either a victim's or perpetrator's place of work'. Will you undertake a review of the way hate crime is being recorded by the police to increase awareness of the number of incidents that occur at work?

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

I have been very clear that hate crime should not be tolerated no matter who you are or where it takes place and that includes in the workplace setting.

Every employer has a legal duty to respond to and investigate incidents that take place at work and to take reasonable steps to protect their employees from discrimination and harassment. TfL, for example, is aware that 40-50% of all hate crime incidents reported to them have targeted their own staff.

I am committed to raising awareness of hate crime and its consequences and have asked MOPAC to consider how best to raise awareness with employers as part of that work.

### **Met Police officer injuries**

**Question No: 2016/3704**

[Sian Berry](#)

Thank you for your response to my question 2016/3084. Could you provide data on police officer injuries recorded on the MetAir System that relate to large planned events in London during the years 2012 - 2016? Please provide a breakdown showing each event in a table format.

**Written response from the Mayor**

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

### **British Sign Language (BSL) Charter**

**Question No: 2016/3705**

[Sian Berry](#)

With reference to your reply to question 2016/1553, what actions have you taken since being elected to implement the BSL Charter in London?

**Written response from the Mayor**

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

### **Soliciting or loitering for the purposes of prostitution**

**Question No: 2016/3706**

[Andrew Boff](#)

Pursuant to question 2016/3100, if the Metropolitan Police Service cannot state why it arrested someone, why did it arrest them?

**Written response from the Mayor**

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

### **Metropolitan Police Service Complaints Procedure**

**Question No: 2016/3707**

[Andrew Boff](#)

A former Metropolitan Police Service officer, Ms Javaria Saeed, who recently quit the Muslim Contact Unit, stated that she was advised by professional standards not to make complaints about the treatment she allegedly received from her colleagues. What processes are in place to ensure that the Metropolitan Police Service's whistleblowing and complaints procedures do not advise its staff against making formal complaints?

**Written response from the Mayor**

The MPS encourages their officers and staff to make reports of wrongdoing internally, as this provides the MPS with the opportunity to investigate concerns and to take corrective action when required.

The Equality and Human Rights Commission (EHRC) in their recent report, found that some staff and officers believe they have suffered victimisation as a result of raising a grievance or believe that they would if they raised one. No-one should feel unfairly treated because of their gender, race or sexual orientation and as Mayor I am not accepting discrimination of any kind.

It is vital for both officer wellbeing and wider public confidence that individuals feel secure enough to raise grievances, and MOPAC will actively oversee the MPS's plan to tackle these perceptions of victimisation. The grievance procedure has already been revised and includes a strengthened section on victimisation. The MPS Human Resources Department and the Department of Professional Standards (DPS) have received investment to ensure grievances are handled more effectively. The MPS are also investing in enhanced training for managers in handling workplace disputes and complaints and redesigning promotion processes to place more emphasis on these skills.

Where an officer feels unable to raise their concerns internally because they have already tried to do so and, were unhappy with the advice received or no action was taken, there are alternative reporting routes available to them.

One option is 'Rightline Online' which is a two-way anonymous reporting system allowing the reporter to establish a line of communication without revealing their identity. In 2015 the MPS also introduced an external reporting line 'Integrity Line' (managed by Crimestoppers) which does not request the reporter's identity nor trace or record telephone calls. These mechanisms have shown an increase in people feeling able to report, which is encouraging.

## **Metropolitan Police Service Community Relations**

### **Question No: 2016/3708**

[Andrew Boff](#)

What processes does the Metropolitan Police Service have in place to ensure that any unit established to improve relations with BAME communities does not inadvertently hinder criminal investigations, such as those involving FGM, due to fear of upsetting cultural sensitivities?

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

The MPS seeks to investigate all crimes including FGM in an equal and fair way whilst remaining culturally aware and sensitive. That cultural awareness relates to the provision of a better informed service to victims, whilst understanding the behaviour and motivations of the perpetrator(s).

The MPS Project Azure team works extensively with communities, the Voluntary and Community Sector, and survivors of FGM, to prevent offending, support and empower women and girls, and improve intelligence in relation to offenders in order to arrest and seek prosecution. Investigating officers and their managers are accountable for their investigations, which are conducted in a professional, committed, diligent and efficient way.

In addition, the MPS has policies and toolkits in place to tackle all forms of crime; particularly those relating to violence against women and girls including FGM. Such policies, which are applicable to all members of staff set out the MPS standards.



Officers working on strategic and/or community engagement will follow the MPS policies and procedures, which relate to specific crime types or other business.

## **Self-promotion**

**Question No: 2016/3709**

[Andrew Boff](#)

How many posters published by the GLA family feature your name rather than just your post?

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

Three posters published by the GLA family feature my name, rather than just my post, namely State of London Debate, People's Question Time and Hopper.

## **Foreign property ownership**

**Question No: 2016/3710**

[Andrew Boff](#)

What will be the cost of your review into foreign property ownership in London? What information will this provide that is not already available in GLA reports and elsewhere?

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

The research is being commissioned and the total cost has not yet been finalised. The research will provide information including the extent of overseas property sales across London, the extent of these homes being left empty, and the contribution made by these sales to development viability. Comprehensive and up-to-date on these matters is not available from other sources.

## **Rough sleeping taskforce**

**Question No: 2016/3711**

[Andrew Boff](#)

How will your new 'taskforce' differ from the London Delivery Board, 'No Second Night Out', social impact bonds, and other schemes established by your predecessor?

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

The No Nights Sleeping Rough taskforce will have a greater focus on prevention, actions lead by councils and homelessness charities, and the development of new initiatives.

## **Rough sleeping work**

**Question No: 2016/3712**

[Andrew Boff](#)

Do you intend to continue with the 'No Second Night Out', social impact bonds and other rough sleeping initiatives established by your predecessor, and how do you intend to build upon this work?

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

There are initiatives already in place, such as "No Second Night Out", that I intend to continue with and improve. I intend to build upon and strengthen rough sleeping initiatives through my new No Nights Sleeping Rough taskforce.

## **Homes for Londoners (1)**

**Question No: 2016/3713**

[Andrew Boff](#)

Further to question 2016/3130, how can Homes for Londoners be 'a powerful team at the heart of City Hall' if it does not have any staff?

**Written response from the Mayor**

The work of Homes for Londoners will be done by staff in existing teams across the GLA group that will be strengthened where necessary.

## **Homes for Londoners (2)**

**Question No: 2016/3714**

[Andrew Boff](#)

Further to questions 2016/3113 and 2016/3114, how many new homes will be delivered as a result of the work of Homes for Londoners, and when will the first of these new homes be delivered?

**Written response from the Mayor**

I expect Homes for Londoners to drive and oversee the delivery of thousands of new and affordable homes every year from a range of sources on an ongoing basis.

## **Homes for Londoners (3)**

**Question No: 2016/3715**

[Andrew Boff](#)

Further to question 2016/3131, what will be the total cost and expenditure of Homes and Londoners from the GLA budget?

**Written response from the Mayor**

Spending plans for Homes for Londoners will be determined through the budget setting process for 2017/18 and beyond.

## **Homes for Londoners (4)**

**Question No: 2016/3716**

[Andrew Boff](#)

How will you measure the success of Homes for Londoners?

**Written response from the Mayor**

A key measure of Homes for Londoners success will be in driving forward the delivery of affordable homes.

## **London Living Rent (1)**

**Question No: 2016/3717**

[Andrew Boff](#)

What will be the cost of delivering London Living Rent homes and how will they be funded?

**Written response from the Mayor**

I expect that the subsidy required for London Living Rent homes, provided through the planning system and/or affordable housing grant, to be similar to that of shared ownership.

## **London Living Rent (2)**

**Question No: 2016/3718**

[Andrew Boff](#)

How many London Living Rent homes do you expect to deliver by May 2020?

**Written response from the Mayor**

Housing targets will be developed through the London Plan review, which is currently underway.

## **Estate Regeneration**

**Question No: 2016/3719**

[Andrew Boff](#)

Would you consider amending the London Plan to ensure that planning permission can be withheld from estate regeneration schemes that do not make adequate provision for existing residents, including leaseholders?

**Written response from the Mayor**

The new London Plan will set out a clear expectation that estate regeneration should only take place where there is no net loss of social housing. My officers are also exploring how funding conditions and guidance can ensure a fair deal for existing residents, including leaseholders, and whether this might be included in the new London Plan.

## **Aylesbury Estate (1)**

**Question No: 2016/3720**

[Andrew Boff](#)

Do you welcome the government's decision not to grant a CPO for the Aylesbury Estate scheme, in view of the poor treatment of existing residents, especially leaseholders?

**Written response from the Mayor**

Given the planned challenge by LB Southwark of the decision in this case I do not believe it would be appropriate for me to comment.

## **Aylesbury Estate (2)**

**Question No: 2016/3721**

[Andrew Boff](#)

Will you work with the London Borough of Southwark and Notting Hill Housing Trust to ensure that the treatment of existing residents and leaseholders is improved in future phases of the scheme?

**Written response from the Mayor**

Given the planned challenge by LB Southwark of the decision in this case I do not believe it would be appropriate for me to comment.

## **Meeting with the President of the European Parliament (1)**

**Question No: 2016/3723**

[Gareth Bacon](#)

Do you consider it in the gift of the President of the European Parliament to decide if London has "a seat at the negotiating table" during the upcoming Brexit negotiations?

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

No. The Government will decide what role London has in the Brexit negotiations, which is why I am using every opportunity to make the strong case to Ministers for London to be represented in such discussions.

## **Meeting with the President of the European Parliament (2)**

**Question No: 2016/3724**

[Gareth Bacon](#)

What response did you receive from the President of the European Parliament regarding your request to ensure London has "a seat at the negotiating table" during the upcoming Brexit negotiations?

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

Please see my response to MQ 2016 /3723.

## **Meeting with the President of the European Parliament (3)**

**Question No: 2016/3725**

[Gareth Bacon](#)

What conversations had you held with the Government, specifically the Department for Exiting the European Union and the Foreign Office, before making representations to the President of the European Parliament regarding London having "a seat at the negotiating table" during the upcoming Brexit negotiations?

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

I have held meetings with the Foreign Secretary and the Secretary of State for Exiting the European Union to make the strong case for London to be represented in the Brexit negotiations.

## **Access to the single market (1)**

**Question No: 2016/3726**

[Gareth Bacon](#)

Do you consider it in the gift of the President of the European Parliament to decide if London has "comprehensive access to the single market"?

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

Please see my answer to MQ 2016 /3723.

## **Access to the single market (2)**

**Question No: 2016/3727**

[Gareth Bacon](#)

What response did you receive from the President of the European Parliament regarding your request to ensure London has "comprehensive access to the single market"?

**Written response from the Mayor**

I firmly believe London and the UK should retain access to the single market and I informed the President of the European Parliament of my position, which is well known.

It is the Government however that will make this decision which is why I continue to make the strong case to Ministers for London to retain access to the single market

### **Access to the single market (3)**

**Question No: 2016/3728**

[Gareth Bacon](#)

What conversations had you held with the Government, specifically the Department for Exiting the European Union and the Foreign Office, before making representations to the President of the European Parliament regarding London having "comprehensive access to the single market"?

**Written response from the Mayor**

I have held meetings with the Foreign Secretary and the Secretary of State for Exiting the European Union to make the strong case for London and the UK to retain access to the single market.

### **Paralympic Games Costs (1)**

**Question No: 2016/3729**

[Gareth Bacon](#)

What is the total number of Greater London Authority staff that attended the Rio de Janeiro Paralympic Games?

**Written response from the Mayor**

British House was a project championed and approved by Boris Johnson when Mayor of London and David Cameron when Prime Minister. Staff resourcing for a core project team was committed by the previous administration.

Two members of GLA staff worked for on the British House project during the Rio 2016 Paralympic Games. The GLA fielded a significantly smaller team than the HMG project partners in order to minimise costs.

### **Paralympic Games Costs (2)**

**Question No: 2016/3730**

[Gareth Bacon](#)

What was the total cost of flights, including outward and return flights, for the Greater London Authority staff attending the Rio de Janeiro Paralympic Games?

**Written response from the Mayor**

As outlined in the answer to question 2016/3145.

The total cost of flights for the four GLA staff working in Rio as part of the British House project to coincide with the Rio 2016 Olympic Games was £15,370. This included the flights for the two members of GLA staff working on British House at the Paralympic Games.

### **Paralympic Games Costs (3)**

**Question No: 2016/3731**

[Gareth Bacon](#)

How many meetings did the Greater London Authority staff that travelled to the Rio de Janeiro Paralympic Games attend?

**Written response from the Mayor**

As outlined in answer 2016/3148;

The staff resource in Rio had the task of delivering high-quality production showcases for Team GB, Paralympics GB, London and the wider UK. This involved an event space in both houses that was open to invited guests for a minimum of 15 hours a day for the duration of the Olympics and then the Paralympics. As well as delivering the core event space and business lounge the London team planned, produced and delivered a series of London focused events showcasing London's world-class cultural sector, legacy from the London 2012 Olympic and Paralympic Games and the forthcoming London 2017 IAAF and IPC World Championships.

To achieve this intense production and event delivery schedule, meetings were held everyday throughout the day (and night) with partners, production companies, security forces, local and international businesses that we wanted to promote London to etc. A full list or running tally of these meetings was not kept.

### **Paralympic Games Costs (4)**

**Question No: 2016/3732**

[Gareth Bacon](#)

What was the total amount of money spent on corporate credit cards for the Greater London Authority staff that attended the Rio de Janeiro Olympic and Paralympic Games?

**Written response from the Mayor**

Although final budgets have yet to be finalised as outlined in the answer to question 2016/3149; circa £20,000 has been spent on corporate credit cards by staff working in Rio for seven weeks for the British House project during the Olympic and Paralympic Games. This figure represents 1% of the overall approved project budget.

### **Paralympic Games Costs (5)**

**Question No: 2016/3733**

[Gareth Bacon](#)

What was the total cost of mobile phone calls made by Greater London Authority staff that attended the Rio de Janeiro Paralympic Games?

**Written response from the Mayor**

As outlined in the answer to question 2016/3150;

UK phones can be unreliable and given the length of time the core project team were going to be in Brazil local solutions were looked at. Following advice from the British Embassy in Brazil the Authority hired phones for the core project team working on British House. The cost per phone was £74.79 for the duration of the stay in Brazil and included a 500 minute voice bundle, 10GB data package and 100 SMS messages. This equated to an overall cost of £224 for the entire British House project at both the Olympic and Paralympic Games.

## **Paralympic Games Costs (6)**

**Question No: 2016/3734**

[Gareth Bacon](#)

What was the total cost of mobile phone data usage by Greater London Authority staff that attended the Rio de Janeiro Paralympic Games?

**Written response from the Mayor**

Please see the answer to question 2016/3733 and 2016/3150. This information is not available as the data package was included in the hire on the local mobile phones.

## **Paralympic Games Costs (7)**

**Question No: 2016/3735**

[Gareth Bacon](#)

How many meetings were held involving Greater London Authority staff at British House during the Rio de Janeiro Paralympic Games?

**Written response from the Mayor**

The staff resource in Rio had the task of delivering high-quality production showcases for Team GB, Paralympics GB, London and the wide UK. This involved an event space in both houses that was open to invited guests for a minimum of 15 hours a day for the duration of the Olympics and then the Paralympics. As well as delivering the core event space and business lounge the London team planned, produced and delivered a series of London focused events showcasing London's world-class cultural sector, legacy from the London 2012 Olympic and Paralympic Games and London 2017 IAAF and IPC World Championships.

As per question 2016/3148 and 2016/3731, a full list or running tally of these meetings was not kept.

## **Paralympic Games Costs (8)**

**Question No: 2016/3736**

[Gareth Bacon](#)

What was the total cost of champagne purchased at British House during the Rio de Janeiro Paralympic Games?

**Written response from the Mayor**

Please see the answer to question 2016/3154;

No champagne was purchased for British House.

## **Paralympic Games Costs (9)**

**Question No: 2016/3737**

[Gareth Bacon](#)

What was the total cost for food served at British House during the Rio de Janeiro Olympic and Paralympic Games?

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

Budgets are still being finalised for the whole British House Project across both the Olympics and Paralympics and this figure is not yet available.

## **Paralympic Games Costs (10)**

**Question No: 2016/3738**

[Gareth Bacon](#)

What was the total cost of alcohol served at British House during the Rio de Janeiro Olympic and Paralympic Games?

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

All alcohol at British House during the Paralympics was value in kind as part of a sponsorship package by Skol.

## **Paralympic Games Costs (11)**

**Question No: 2016/3739**

[Gareth Bacon](#)

How many events did Greater London Authority staff attend, in their capacity as employees of the Greater London Authority, at the Rio de Janeiro Paralympic Games?

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

As part of the partnership agreement with the British Paralympic Association the two members of staff working on British House at the Paralympics were accredited guests of the International Paralympic Committee. Only one member of staff attended one event and joined a delegation from the BPA and IPC at the velodrome on one evening.

## **Paralympic Games Costs (12)**

**Question No: 2016/3740**

[Gareth Bacon](#)

What specific events did Greater London Authority delegates attend, in their capacity as Greater London Authority delegates, at the Rio de Janeiro Paralympic Games?

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

Please see my answer to MQ 2016 /3739.

## **Paralympic Games Costs (13)**

**Question No: 2016/3741**

[Gareth Bacon](#)

What corporate sponsorship was organised for the Greater London Authority at the Rio de Janeiro Paralympic Games?

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



Please see my answer to MQ 2016 /3159.

The sponsorship for the British House project (Olympics and Paralympics) was a joint effort involving all partners and headed by the GREAT Britain Campaign led by No10 Downing Street. An estimated £2.5m in cash and value in kind has been achieved across both houses.

### **Paralympic Games Costs (14)**

**Question No: 2016/3742**

[Gareth Bacon](#)

What was the total cost of food purchased for Greater London Authority Staff attending the Rio de Janeiro Olympic and Paralympic Games?

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

This information is not available as final expense claims and credit card returns have yet to be submitted. It should be noted that staff can claim up to £55 per day in subsistence for meals and soft drinks in line with the Authority's Expenses and Benefits Framework which as stated previously has been signed off by the London Assembly.

### **Paralympic Games Costs (15)**

**Question No: 2016/3743**

[Gareth Bacon](#)

What was the total cost of beverages purchased for Greater London Authority Staff attending the Rio de Janeiro Olympic and Paralympic Games?

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

This information is not available as final expense claims and credit card returns have yet to be submitted. As per questions 2016/3743; it should be noted that staff can claim up to £55 per day in subsistence for meals and soft drinks in line with the Authority's Expenses and Benefits Framework.

### **Paralympic Games Costs (16)**

**Question No: 2016/3744**

[Gareth Bacon](#)

How many complimentary tickets for events did Greater London Authority Staff receive at the Rio de Janeiro Paralympic Games?

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

None.

### **Paralympic Games Costs (17)**

**Question No: 2016/3745**

[Gareth Bacon](#)

Which Mayoral advisors, including Deputy Mayors, attended the Rio de Janeiro Paralympic Games?

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

No Deputy Mayors or Mayoral advisors attended the Paralympic Games.

## **LGBT Police Officers**

**Question No: 2016/3747**

[Keith Prince](#)

Does the Metropolitan Police Service record the number of police officers who identify themselves as Lesbian, Gay, Bisexual and Transgender?

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

The Metropolitan Police Service (MPS) records the number of police officers who identify themselves as Lesbian, Gay, Bisexual and Transgender (LGBT) as part of the diversity monitoring of its workforce.

This information is self-declared by officers and the MPS and MOPAC seek to provide an environment where every member of the workforce feels confident to provide it.

## **Curtis Green Building**

**Question No: 2016/3748**

[Keith Prince](#)

Is the Metropolitan Police Service's move to the Curtis Green Building on schedule, and when are all works expected to be completed?

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

The Metropolitan Police Service move to the former Curtis Green building will commence late November 2016 with full operational capacity expected March 2017.

## **Metropolitan Police Service Computer Aided Resource Management system (1)**

**Question No: 2016/3749**

[Keith Prince](#)

The configuration of the Metropolitan Police Service's Computer Aided Resource Management system does not allow for any geographical breakdowns smaller than at a borough level. What steps will you be taking to ensure in the future this system allows for data to be presented at a ward level?

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

As I have set out in MQ 2016 / 3194 I am committed to greater transparency regarding abstractions from dedicated ward roles and I will be progressing this with the Met.

## **Metropolitan Police Service Computer Aided Resource Management system (2)**

**Question No: 2016/3750**

[Keith Prince](#)

Pursuant to question 2016/3194, what research did you conduct into the existing levels of abstractions in each ward across London ahead of your decision to increase the number of dedicated ward officers?

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

My manifesto commitment to restore real neighbourhood policing was clear. Londoners supported my view that the existing Local Policing Model wasn't giving them what they wanted. My research was done during my campaign to be Mayor – I listened to Londoners. As Mayor, I committed to Londoners that officers would return to their neighbourhoods, providing that reassuring presence. I have followed through on that commitment by increasing dedicated ward officers – two in every ward in London by December 2017.

We know that the public value the dedicated ward officers who work to solve problems in their neighbourhoods and keep them safe. I have worked closely with the Commissioner in making this commitment to Londoners and he shares my ambition to deliver real neighbourhood policing. There is however, more to do, in ensuring deployment of officers is transparent, so the public can be reassured that we are following through on our commitment. Officers need to be accessible and there when the public needs them. I am committed to demonstrate that this is not just about how many officers there are, but they are doing the things that are important to the public – keeping them safe, in their homes, at work and in public spaces.

I will challenge the Met Police to ensure officers are being used in the right way and that if they are abstracted from these dedicated roles that this is clearly explained to the public. Investment in the right technology will improve resource management systems and enable accurate reporting of duties performed by officers. The Met are committed to getting this right and we have already shown how investment in technology can benefit policing with the roll out of Body Worn Videos for over 22,000 frontline officers.

### **Metropolitan Police Service Computer Aided Resource Management system (3)**

**Question No: 2016/3751**

[Keith Prince](#)

Pursuant to question 2016/3194, in order to make your decision to increase the number of Dedicated Ward Officers, what estimates did you make of the number of abstractions per ward, given you are currently not able to use the Metropolitan Police Service Computer Aided Resource Management system to calculate the exact number?

**Written response from the Mayor**

Please see my response to MQ 2016 / 3750.

### **Metropolitan Police Service Computer Aided Resource Management system (4)**

**Question No: 2016/3752**

[Keith Prince](#)

Pursuant to question 2016/3197, what research did you conduct into the existing levels of abstractions in each Safer Neighbourhood Team across London ahead of your decision to increase the number of dedicated ward officers?

**Written response from the Mayor**

Please see my response to MQ 2016 / 3750.

### **Metropolitan Police Service Computer Aided Resource Management**

## **system (5)**

**Question No: 2016/3753**

[Keith Prince](#)

Pursuant to question 2016/3197, in order to make your decision to increase the number of Dedicated Ward Officers, what estimates did you make of the number of abstractions per Safer Neighbourhood Team, given you are currently not able to use the Metropolitan Police Service Computer Aided Resource Management system to calculate the exact number?

**Written response from the Mayor**

Please see my response to MQ 2016 / 3750.

## **Metropolitan Police Service Computer Aided Resource Management system (6)**

**Question No: 2016/3754**

[Keith Prince](#)

Pursuant to question 2016/3195, what research did you conduct into the existing levels of abstractions in each Emergency Response Team across London ahead of your decision to increase the number of dedicated ward officers?

**Written response from the Mayor**

Please see my response to MQ 2016 / 3750.

## **Metropolitan Police Service Computer Aided Resource Management system (7)**

**Question No: 2016/3755**

[Keith Prince](#)

Pursuant to question 2016/3195, in order to make your decision to increase the number of Dedicated Ward Officers, what estimates did you make of the number of abstractions per Emergency Response Team, given you are currently not able to use the Metropolitan Police Service Computer Aided Resource Management system to calculate the exact number?

**Written response from the Mayor**

Please see my response to MQ 2016 / 3750.

## **Metropolitan Police Service Computer Aided Resource Management system (8)**

**Question No: 2016/3756**

[Keith Prince](#)

Pursuant to question 2016/3195, what research did you conduct into the existing levels of abstractions in each Borough Support Unit across London ahead of your decision to increase the number of dedicated ward officers?

**Written response from the Mayor**

As I set out in the response to MQ 2016 / 3191, there is no separate identifiable function defined as a 'Borough Support Unit'.

## **Metropolitan Police Service Computer Aided Resource Management**

## **system (9)**

### **Question No: 2016/3757**

[Keith Prince](#)

Pursuant to question 2016/3195, in order to make your decision to increase the number of Dedicated Ward Officers, what estimates did you make of the number of abstractions per Borough Support Unit, given you are currently not able to use the Metropolitan Police Service Computer Aided Resource Management system to calculate the exact number?

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

Please see my response to MQ 2016 / 3756.

## **Ring-fenced definition**

### **Question No: 2016/3758**

[Keith Prince](#)

Pursuant to question 2016/3184, what consultation did you undertake in the development of your definition of a "ring-fenced" Dedicated Ward Officer?

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

The definition provided in the response to MQ 2016 / 3184 gives a clear explanation of what is meant by the term 'ring fenced', including what abstraction covers and when it might take place.

The response to MQ 2016 / 3194 provides a clear commitment that abstraction of ward officers will be monitored.

## **Operation Hercules PR**

### **Question No: 2016/3759**

[Keith Prince](#)

At the last Mayor's Question Time, in response to a question on Operation Hercules you said that you were "not consulted specifically about the public relations (PR) and messaging that accompanied the launch". How can you claim not to have been consulted on the PR and messaging when you appeared with the Commissioner for a photo opportunity at the launch, which was tweeted by the Metropolitan Police Service, and you were also quoted at length in the press release announcing the operation?

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

At Mayor's Question Time on the 14 September I was asked whether I felt the Met had got its marketing right for the launch of Operation Hercules.

The overarching principle of Operation Hercules is something I have publically backed and as such I attended the launch and spoke to the press.

However, as I stated at MQT, I was not consulted on the approach to public relations and messaging that the Met had chosen to take. By this, I was referring specifically to the images of heavily armed officers in balaclavas, which I appreciate some members of the public may have found disconcerting.

## **Armed police officer training**

**Question No: 2016/3760**

[Keith Prince](#)

How much does it cost the Metropolitan Police Service to train a firearms officer who has transferred from another police force, and what is the timescale for this training?

**Written response from the Mayor**

There are a variety of firearms training courses from initial basic training to much more advanced specialist skills. There are also specific strategic and tactical command courses. The conversion training for Armed Response Vehicle (ARV) officers who transfer into the MPS lasts 20 days and costs £5,855.

All costs are variable, based on whether an officer is successful in their training or needs further development on another firearms course.

**Local policing abstractions****Question No: 2016/3761**

[Keith Prince](#)

In the last month, how many police officer shifts were abstracted from each London Borough?

**Written response from the Mayor**

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

**Selection of the Commissioner of Police of the Metropolis (1)****Question No: 2016/3762**

[Keith Prince](#)

What formal role do you and the Deputy Mayor for Policing and Crime expect to have in the recruitment of a new Commissioner of Police of the Metropolis?

**Written response from the Mayor**

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

**Selection of the Commissioner of Police of the Metropolis (2)****Question No: 2016/3763**

[Keith Prince](#)

What statutory role do you and the Deputy Mayor for Policing and Crime formally have in the recruitment of a new Commissioner of Police of the Metropolis?

**Written response from the Mayor**

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

**Selection of the Commissioner of Police of the Metropolis (3)****Question No: 2016/3764**

[Keith Prince](#)

By what date do you expect the Home Secretary's decision on who to appoint as the new Commissioner of Police of the Metropolis will be completed?

**Written response from the Mayor**

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

## **Metropolitan Police Service recruitment legal review (1)**

**Question No: 2016/3765**

[Keith Prince](#)

Who will be conducting your legal review of existing legislation related to the recruitment of Black, Asian and minority ethnic (BAME) police officers?

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

Legal advice has been sought to ensure we are maximising existing equalities legislation with an aim of having a Met that is as diverse as the make-up of Londoners. The advice has been sought from Karon Monaghan QC of Matrix Chambers, an expert in the fields of equality and discrimination law.

## **Metropolitan Police Service recruitment legal review (2)**

**Question No: 2016/3766**

[Keith Prince](#)

How much will be spent conducting your legal review of existing legislation related to the recruitment of Black, Asian and minority ethnic (BAME) police officers?

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

Legal advice has been sought to ensure we are maximising existing equalities legislation with an aim of having a Met that is as diverse as the make-up of Londoners. The cost of this legal advice is £2800. Further advice may be sought on specific recruitment policies as they are developed.

## **Metropolitan Police Service recruitment legal review (3)**

**Question No: 2016/3767**

[Keith Prince](#)

When will your legal review of existing legislation related to the recruitment of Black, Asian and minority ethnic (BAME) police officers be published?

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

Legal advice has been sought to ensure we are maximising existing equalities legislation with an aim of having a Met that is as diverse as the make-up of Londoners. The legal advice itself will not be published. Policies developed with the aid of the advice will be included within my Police and Crime Plan.

## **Metropolitan Police Service recruitment legal review (4)**

**Question No: 2016/3768**

[Keith Prince](#)

What representations have you made to the Government ahead of your legal review of existing legislation related to the recruitment of Black, Asian and minority ethnic (BAME) police officers?

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

Both MOPAC and the MPS have engaged with the Home Office on the challenge of increasing police officer diversity and how current equality legislation can assist.

## **Metropolitan Police Service recruitment legal review (5)**

**Question No: 2016/3769**

[Keith Prince](#)

What conversations have you had with the Metropolitan Police Service ahead of your legal review of existing legislation related to the recruitment of Black, Asian and minority ethnic (BAME) police officers?

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

My Deputy Mayor for Policing and Crime has had a number of conversations with the Commissioner and Director of HR about this legal review, of which the MPS were very supportive.

MOPAC officers have also frequently engaged the MPS on our joint aim of having a Met that is as diverse as the make-up of Londoners.

## **Policing Matters meetings (1)**

**Question No: 2016/3770**

[Keith Prince](#)

What marketing and advertising was done to promote the first 'Policing Matters' event?

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

Please see my answers to MQs 2016 / 3771-3781.

The Policing Matters, and any future Justice Matters, meeting brings in the Metropolitan Police Service, criminal justice agencies and other key partners to discuss the issues that matter to the safety of Londoners.

The resources available for running the event, representation, notification of AMs, attendance and the process of marketing and advertising were in line with the previous MOPAC Challenge meetings, with which you will be familiar, with the only difference being that questions were not asked by paid non-executive advisers.

## **Policing Matters meetings (2)**

**Question No: 2016/3771**

[Keith Prince](#)

What information, ahead of the first 'Policing Matters' event, was provided to members of the London Assembly?

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

Please see my response to MQ 2016 /3770.

## **Policing Matters meetings (3)**

**Question No: 2016/3772**

[Keith Prince](#)

Where was the first 'Policing Matters' event held?



**Written response from the Mayor**

Please see my response to MQ 2016 /3770.

**Policing Matters meetings (4)**

**Question No: 2016/3773**

[Keith Prince](#)

How many members of the public attended the first 'Policing Matters' event?

**Written response from the Mayor**

Please see my response to MQ 2016 /3770.

**Policing Matters meetings (5)**

**Question No: 2016/3774**

[Keith Prince](#)

How many MOPAC employees attended the first 'Policing Matters' event?

**Written response from the Mayor**

Please see my response to MQ 2016 /3770.

**Policing Matters meetings (6)**

**Question No: 2016/3775**

[Keith Prince](#)

How many members of your office attended the first 'Policing Matters' event?

**Written response from the Mayor**

Please see my response to MQ 2016 /3770.

**Policing Matters meetings (7)**

**Question No: 2016/3776**

[Keith Prince](#)

How many representatives from the Metropolitan Police Service attended the first 'Policing Matters' event?

**Written response from the Mayor**

Please see my response to MQ 2016 /3770.

**Policing Matters meetings (8)**

**Question No: 2016/3777**

[Keith Prince](#)

What plans are there for future 'Policing Matters' events?

**Written response from the Mayor**

Please see my response to MQ 2016 /3770.

## **Policing Matters meetings (9)**

**Question No: 2016/3778**

[Keith Prince](#)

How much did it cost to hold the first 'Policing Matters' event?

**Written response from the Mayor**

Please see my response to MQ 2016 /3770.

## **Policing Matters meetings (10)**

**Question No: 2016/3779**

[Keith Prince](#)

What consultation did you carry out before deciding on which topics your 'Policing Matters' events could consider?

**Written response from the Mayor**

Please see my response to MQ 2016 /3770.

## **Policing Matters meetings (11)**

**Question No: 2016/3780**

[Keith Prince](#)

What was the full agenda of the first 'Policing Matters' event?

**Written response from the Mayor**

Please see my response to MQ 2016 /3770.

## **Policing Matters meetings (12)**

**Question No: 2016/3781**

[Keith Prince](#)

Where will the minutes of the first 'Policing Matters' event be published and by what date?

**Written response from the Mayor**

Please see my response to MQ 2016 /3770.

## **Newbury Park Station**

**Question No: 2016/3783**

[Keith Prince](#)

When will Newbury Park Station have step-free access?

**Written response from the Mayor**

TfL is reviewing its Step-Free Access programme and Newbury Park station is part of the review. TfL will be able to update you further once this process is completed in early 2017.

## **Southern (1)**

**Question No: 2016/3784**

[Keith Prince](#)

Have you spoken to the RMT about their strike on Southern?

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

This is a dispute between the RMT and Southern, and until those services become the responsibility of TfL there are no grounds on which I can intervene.

I am very aware that Londoners continue to face daily struggles on their Southern Rail commutes, which is completely unacceptable. This is why I have made repeated offers to Government for TfL to be given responsibility for GTR Southern Rail services, an offer that has so far been declined.

I urge the Government to progress discussions with the RMT, so that Southern rail passengers are able to access the standard of service they pay for.

### **Southern (2)**

**Question No: 2016/3785**

[Keith Prince](#)

What efforts have you made to persuade the RMT to stop their strikes on Southern?

**Written response from the Mayor**

Please see my response to MQ 2016/3784.

### **Southern (3)**

**Question No: 2016/3786**

[Keith Prince](#)

Do you think that it is reasonable for Southern to switch to Driver Only Operation on their trains?

**Written response from the Mayor**

That is a decision for Southern and the Department for Transport as the franchising authority.

Any move to more driver-only operation and other franchise changes must be managed effectively to minimise the impact on passengers. The current level of Southern performance is quite clearly unacceptable.

### **Manor Park Station (1)**

**Question No: 2016/3787**

[Keith Prince](#)

What consultations have been undertaken by TfL or by Newham Council with regard to changes or improvements to the street scene at Manor Park Station?

**Written response from the Mayor**

London Borough of Newham carried out a 12-week consultation between June and September 2015 on its urban realm proposals for Manor Park station. These proposals were part of a £28.5m TfL-funded programme of improvements to public areas and interchanges outside all 18 stations that will be served by the Elizabeth line in the outer London area.

Newham publicised this consultation through a public exhibition, posters, email and the borough's website.

## **Manor Park Station (2)**

**Question No: 2016/3788**

[Keith Prince](#)

When did any consultations on the street scene at Manor Park Station take place?

**Written response from the Mayor**

Please see my response to MQ 2016/3787.

## **Manor Park Station (3)**

**Question No: 2016/3789**

[Keith Prince](#)

How were any consultations on the street scene at Manor Park Station publicised?

**Written response from the Mayor**

Please see my response to MQ 2016/3787.

## **East London Crossings (1)**

**Question No: 2016/3790**

[Keith Prince](#)

What will be the construction costs and the annual running costs of the Silvertown Tunnel?

**Written response from the Mayor**

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

## **East London Crossings (2)**

**Question No: 2016/3791**

[Keith Prince](#)

How will the Silvertown Tunnel be funded?

**Written response from the Mayor**

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

## **East London Crossings (3)**

**Question No: 2016/3792**

[Keith Prince](#)

At what level would the tolls for Silvertown Tunnel be set?

**Written response from the Mayor**

The tolling structure for the Silvertown Tunnel will need to be carefully calibrated to manage the flow of vehicles using the tunnel other nearby river crossings, as well as considering environmental factors and the needs of local people.

This can only be finally established using up-to-date population, employment and traffic volume information, which is likely to change between now and the completion of the tunnel in 2023. Tolling levels, including any exemptions and discounts, will therefore be finalised closer to the tunnel's opening.

## **East London Crossings (4)**

**Question No: 2016/3793**

[Keith Prince](#)

Would there be any residential discounts for the Silvertown Tunnel?

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

My recent review of the Silvertown Tunnel project resulted in some significant improvements for local residents, including bus concessions, public realm improvements in the local areas on both sides of the tunnel, and a range of measures that will improve the scheme in environmental terms.

I am also exploring further benefits for local residents who use the tunnel.

Charges, together with any discounts and exemptions, will be confirmed nearer the time of the tunnel's completion in 2023.

## **East London Crossings (5)**

**Question No: 2016/3794**

[Keith Prince](#)

Will the Mayor ensure that there are toll-free driving options for East Londoners crossing the Thames to the East of Tower Bridge, just as there are for all other Londoners?

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

Charges at the Blackwall and Silvertown tunnels are an essential part of enabling a significant reduction in congestion in the area, without giving rise to additional traffic and emissions, and to provide an essential source of funding for the scheme.

All drivers will continue to have the option of using the uncharged Woolwich Ferry or Rotherhithe Tunnel for their journeys, as well as an improved set of options for cross-river public and active transport. The final charging structure, including any discounts or exemptions, will be determined closer to the tunnel's opening in 2023.

## **East London Crossings (6)**

**Question No: 2016/3795**

[Keith Prince](#)

How much will it cost to build the Rotherhithe to Canary Wharf Bridge?

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

Work to assess the feasibility of the bridge is at an early stage and the cost is very much dependent on the design of the bridge, which this work will inform. In addition, to help determine the costs, market engagement will start in the next few weeks.

This will be followed by a competitive procurement for the design, which will start by the end of the year. Implementation costs will be provided as part of this work so.

## **East London Crossings (7)**

**Question No: 2016/3796**

[Keith Prince](#)

How will the Rotherhithe to Canary Wharf Bridge be funded?

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

I have asked TfL to investigate a number of funding options over the coming months.

Potential options include TfL funding, commercial partnerships, business and individual contributions, advertising and sponsorship as well as developer funding.

## **East London Crossings (8)**

**Question No: 2016/3797**

[Keith Prince](#)

How soon does the Mayor expect to be in a position to approve the building of a Gallions Reach to Thamesmead DLR link?

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

A DLR crossing at Gallions Reach would help to support the development of around 17,000 new homes on both sides of the river. I have therefore asked TfL to progress this proposal.

It is, however, a relatively new concept and significant work is required by TfL, in conjunction with stakeholders and through public consultation, to identify the scheme that maximises the opportunities that this new connection could bring.

I therefore expect that the crossing could be delivered within the next five to 10 years.

## **London's Response to Cardiac Arrests (1)**

**Question No: 2016/3798**

[Shaun Bailey](#)

Following our discussion at last month's MQT meeting, I welcome your pledge to lobby the Government to introduce legislation requiring all public sector buildings to have a Public Access Defibrillator installed in them. When will you do this?

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

As part of the wider London health and care devolution I am working with government departments to devolve powers and resources to London. This will enable London to have the autonomy to implement schemes such as yours in the capital.

This will form part of a wider dialogue the GLA is progressing with central government and its agencies about further devolution of the powers and resources needed to enable London to determine this for itself.

## **London's Response to Cardiac Arrests (2)**

**Question No: 2016/3799**

[Shaun Bailey](#)

Following your reading of my report, 'Never miss a beat', which looked at how we can improve London's response to cardiac arrests, will you encourage all secondary schools in London to provide cardiopulmonary resuscitation and defibrillator training to their students?

**Written response from the Mayor**

This needs further exploration within the context of the Healthy London Schools programme and my plans for greater health devolution in London.

### **London's Response to Cardiac Arrests (3)**

**Question No: 2016/3800**

[Shaun Bailey](#)

Following your reading of my report, 'Never miss a beat', will you lobby the Government to make it mandatory for all public sector workers to receive training, as part of their induction, on how to administer cardiopulmonary resuscitation and use an automated external defibrillator?

**Written response from the Mayor**

Please see my response to MQ 2016/ 3798.

### **London's Response to Cardiac Arrests (4)**

**Question No: 2016/3801**

[Shaun Bailey](#)

Following your reading of my report, 'Never miss a beat', will you encourage communities across London to utilise the Community HeartBeat Trust and British Telecom's 'Adopt a Kiosk' scheme and match-fund the installation of Public Access Defibrillators into disused telephone boxes?

**Written response from the Mayor**

Please see my response to MQ 2016/ 3798.

### **London's Response to Cardiac Arrests (5)**

**Question No: 2016/3802**

[Shaun Bailey](#)

Following your reading of my report, 'Never miss a beat', will you lobby the Government to ensure that all buildings that are part of the GLA family have a Public Access Defibrillator installed in them, with a full governance system in place?

**Written response from the Mayor**

Significant progress is being made in this area. For example, police stations in three London boroughs now have defibrillators and there are plans to extend this across London. This summer three Greenwich fire stations were the first in London to have defibrillators fitted on the outside of their buildings.

Additionally, there are 213 defibrillators situated across 148 London Underground sites.

My officers will work with the wider GLA family to explore wider roll out.

## **Mental Health in London (1)**

**Question No: 2016/3803**

[Shaun Bailey](#)

Pursuant to question 2016/3230, which stakeholders are you in discussion with to develop your mental health campaign strategy?

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

Already over 250 stakeholders have been engaged with in order to develop a vision and campaign for improving London's mental health. If this is going to work for London, it must be informed by the lived experience of a great many Londoners. We need to listen to people who have are living with mental ill health and also those who have recovered. I am happy for you to meet officers to discuss in further detail how we can work with the assembly to engage the various communities in London, including those that have previously found it difficult to have a voice.

## **Mental Health in London (2)**

**Question No: 2016/3804**

[Shaun Bailey](#)

Pursuant to question 2016/3230, where you stated that "any campaign for London must first be predicated on getting these things right". When are you planning to have completed your preparations for this campaign?

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

The vision and campaign will be launched in March 2017. I invite you to discuss with officers the proposal for this work and the assembly may contribute to this important work.

## **Mental Health in London (3)**

**Question No: 2016/3805**

[Shaun Bailey](#)

According to data released by NHS Digital, young women are the highest risk group for mental health problems. However, your manifesto contains a pledge to improve the availability of information and support to "young men in London, and particular at-risk groups such as BAME men, and the LGBT community". What steps will you put in place to ensure that your mental health campaign addresses the risk young women face?

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

There are a number of risk factors associated with mental ill health across the life-course which require targeted interventions. I invite you to discuss with officers these risk-factors and the evidence for developing a targeted approach for health promotion and prevention.

## **Tackling Alcohol Misuse in London (1)**

**Question No: 2016/3806**

[Shaun Bailey](#)

Pursuant to question 2016/3232, which specific "partners from public health and other agencies" do you intend to meet with to inform your policies on alcohol misuse in London?

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

I have met various partners including Public Health England and the London Ambulance Service where the issue of reducing alcohol misuse has been discussed.



## **Tackling Alcohol Misuse in London (2)**

**Question No: 2016/3807**

[Shaun Bailey](#)

Pursuant to question 2016/3233, I note your answer stating, "We are considering how we can best support efforts to reduce alcohol misuse in London." When will you have a plan in place to help tackle alcohol misuse in London?

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

We continue to look at how we support partners working to reduce alcohol misuse in London. An example of this is the pre-Christmas campaign we are working on with the London Ambulance Service that aims to help people reduce the risk of experiencing alcohol related harm.

## **End of Life Care in London**

**Question No: 2016/3808**

[Shaun Bailey](#)

Given that only a third of Health and Wellbeing Boards in London specifically address end of life care in their Health and Wellbeing strategies, will you call for every Health and Wellbeing Board in London to ensure that their future Health and Wellbeing strategy includes a specific reference to end of life care?

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

I recognise the importance of good quality end of life care for Londoners irrespective of where they live. I respect the role of Health and Wellbeing Boards in the London boroughs to work with partners to address priorities in Health and Wellbeing Strategies informed by the local needs and health inequalities identified in their local Joint Strategic Needs Assessments.

## **Facial recognition software**

**Question No: 2016/3811**

[Steve O'Connell](#)

What processes does the Metropolitan Police Service have in place to run images captured via Automatic Number Plate Recognition Cameras through its facial recognition software?

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

ANPR cameras primarily capture an image of a number plate, which is then converted into a digital "read". Whilst many ANPR cameras within the MPS capture images of vehicles, these images are for vehicle identification purposes/data verification and not for identification of occupants.

There is no system in the MPS that allows ANPR images to be sent directly to facial recognition systems.

The MPS ANPR Bureau is not aware of any occasion when an ANPR image has been used in conjunction with facial recognition systems.

## **Consultation on spit guards**

**Question No: 2016/3812**

[Steve O'Connell](#)

What level and type of consultation will take place on the Metropolitan Police Service's proposed use of spit guards in custody, following your decision to block their pilot?

**Written response from the Mayor**

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

## **British Transport Police use of spit guards**

**Question No: 2016/3813**

[Steve O'Connell](#)

Given your decision to block the Metropolitan Police Service's pilot of spit guards in custody, what conversations have you held with British Transport Police regarding their continued use of spit guards in London?

**Written response from the Mayor**

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

## **Metropolitan Police Service Tattoo Policy**

**Question No: 2016/3814**

[Steve O'Connell](#)

Pursuant to question 2016/3268, you have stated what the Metropolitan Police Service proposes to do in light of the Police Federation's recommendations, but what is your opinion of their recommendations and do you support them?

**Written response from the Mayor**

It is important that the MPS continues to maintain its professional image.

I am mindful that this professional image must be balanced by any potential wider changes in social attitudes towards visible tattoos.

It is my view that the MPS should continue to engage the Federation on this subject and reach a sensible way forward around the recommendations.

## **Metropolitan Police Service senior officers' annual leave**

**Question No: 2016/3815**

[Steve O'Connell](#)

Pursuant to question 2016/3220, as part of your commitment to greater transparency - what steps will you be taking to ensure that in future it is possible to disclose how many days annual leave each senior officer in the Metropolitan Police Service takes?

**Written response from the Mayor**

I can confirm that there is now a centralised process in place to report on the annual leave of senior officers in the Metropolitan Police Service (MPS). This system has been in effect since the 1<sup>st</sup> April 2016.

## **Armed police officers**

**Question No: 2016/3816**

[Steve O'Connell](#)

How much does it cost the Metropolitan Police Service to initially train a firearms officer and what is the timescale for this training?

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

There are a variety of firearms training courses from initial basic training to much more advanced specialist skills. There are also specific strategic and tactical command courses.

The initial training for a basic firearms officer lasts 4 weeks and costs the MPS £4,671.

The initial training for an Armed Response Vehicle (ARV) officer lasts 9 weeks and costs the MPS £12,705.

All of these costs are variable, based on whether an officer is successful in their training or needs further development on another firearms course.

## **Support for police officers**

**Question No: 2016/3817**

[Steve O'Connell](#)

What support does the Metropolitan Police Service have in place for officers who develop post-traumatic stress disorder?

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

The Metropolitan Police Service (MPS) provides a broad spectrum of support to assist officers in their role.

This includes a range of counselling and psychological support solutions including Cognitive Behavioural Therapy, real-time counselling and more specialist interventions if required. There is also a self-referral counselling system and 24hr psychological support through a duty and on-call counsellor contact service.

There is a robust process in place for the management of Post-Traumatic Stress Disorder (PTSD) that includes preventative strategy, assessment and post incident management. Occupational psychological screening takes place before allocation of certain roles where there is a higher risk of developing mental health issues.

## **Southern Metro Services**

**Question No: 2016/3818**

[Steve O'Connell](#)

Will you, Mr Mayor, agree to incorporate the Caterham and Tattenham Corner lines in to your proposed takeover of the Southern Metro services, so that Croydon and other South London rail users can benefit from train services run by TfL?

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

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

## **Air Quality, Brentford**

**Question No: 2016/3819**

[Tony Arbour](#)

Will the Mayor fast-track hotspots, such as Brentford, for levels of Nitrogen Dioxide and Particulate Matter as part of his commitment to replacing all buses with electric and hybrid models?

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

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

## **Metropolitan Police Service smartphone application (1)**

**Question No: 2016/3820**

[Tony Arbour](#)

Pursuant to question 2016/3273, what progress have you made on your manifesto commitment to launch a track my crime portal?

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

I remain committed to providing victims of crime with the highest quality of service. Providing them with the information about the progress of an investigation is a key part of this. This should include offering them with an online option to receive such information. The Metropolitan Police understand this commitment and they are currently in the process of procurement for the capabilities which provide this activity. Further detail is subject to commercial confidence.

## **Metropolitan Police Service smartphone application (2)**

**Question No: 2016/3821**

[Tony Arbour](#)

Pursuant to question 2016/3273, what are the "wider improvements to the MPS' website which are due to be available from April 2017?

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

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

## **Mayoral Reviews (2)**

**Question No: 2016/3823**

[Tony Devenish](#)

Since you began your term of office in May 2016, please list the number of reviews you have ordered, and when you expect them to be published?

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

I am always looking to improve the work being carried out by the GLA Group to ensure that we are delivering value for money and improving the lives of Londoners.

This is not exclusive to the projects which were set in train by my predecessor; this also includes the programmes which I commission.

## **Mayoral Reviews (3)**

**Question No: 2016/3824**

Tony Devenish

Since you began your term of office in May 2016, how much has been spent on conducting "reviews" into both decisions previously taken by past administrations and future decisions? Please break down these costs.

**Written response from the Mayor**

I am always looking to improve the work being carried out by the GLA Group to ensure that we are delivering value for money and improving the lives of Londoners.

This is not exclusive to the projects which were set in train by my predecessor; this also includes the programmes which I commission.

Where any public money may be spent carrying out a review, I have raised a Mayoral Decision which sets out the budget assigned. These often include a contingency fund which may or may not be called upon.

These can be found at:

<https://www.london.gov.uk/about-us/mayoral-decisions?order=DESC>

**Mayoral Reviews (4)**

**Question No: 2016/3825**

Tony Devenish

What steps have you taken to ensure any review you have ordered report in a timely manner, and what do you believe is the appropriate amount of time a review should take?

**Written response from the Mayor**

When carrying out any review, my aim is to publish the findings in a timely manner, as long as I am content that you have carried out a comprehensive analysis and evaluation. I do not believe you should rush to publish findings to meet an arbitrary date.

**Internet speeds in London (1)**

**Question No: 2016/3826**

Tony Devenish

What specific steps will you be taking to address the current low internet speeds experienced by some of London's internet users, especially in central London?

**Written response from the Mayor**

I will work to ensure that the regulatory and planning frameworks in London give more consideration to digital connectivity. I'll lobby Government to ensure that action is taken to a) implement Ofcom's recent strategic review findings and bring about more effective market competition, b) progress plans for a Universal Service Obligation and c) press ahead with reform of the telecommunications code.

Good progress has been made on trying to standardise wayleave agreements for fixed line deployments, I will work with stakeholders to (i) ensure these are widely used and that the cost of deployment infrastructure is therefore lowered and (ii) review the need for similar work for a mobile infrastructure wayleave to help deliver improvements in mobile infrastructure deployment.

Furthermore, I will work to ensure more Londoners understand the benefits of faster connectivity and encourage local areas to aggregate demand for better services and therefore make the clear case for commercial investment in area wide coverage.

## **Internet speeds in London (2)**

**Question No: 2016/3827**

[Tony Devenish](#)

Since you began your term of office in May 2016, what meetings have you held with internet service providers regarding their level of service provision in London?

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

I have not met with connectivity providers since May 2016. Meetings with providers are being arranged.

## **School places for TfL Land (1)**

**Question No: 2016/3828**

[Tony Devenish](#)

Thank you for your reply to Question 2016/3297. To confirm even with the large developments you are planning with TfL Land you are not going to provide any space for Free schools, Academies, or Local Authority schools? Where do you anticipate these children will go to school?

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

Any large scale developments whether on GLA land, TfL land or any other land must progress through the normal planning processes. Schools are already being included in the planning requirements for GLA land already going into development in east London and in the Old Oak Common and Park Royal development. Local authorities are the responsible planning authority and also have responsibility for school place provision. Local authorities produce forward plans on school place requirements and I am encouraging all local authorities to develop long-term projections to make a strong case for local need so that schools and especially secondary schools are included in large developments across London.

## **School places for TfL Land (2)**

**Question No: 2016/3829**

[Tony Devenish](#)

In regards to your answer to Question 2016/3297. Do you think it is fair to pass on the school places requirements in their entirety to the local Councils, Regional Commissioners and the EFA of your proposed developments?

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

I will be working strategically with London Councils, the boroughs, Regional Schools Commissioners and the Education Funding Agency to ensure that across London all stakeholders work together so that we have adequate schools places.

## **School places for TfL Land (3)**

**Question No: 2016/3830**

[Tony Devenish](#)

In regards to your answer to Question 2016/3297. Are you really saying you cannot beat your predecessor's provision of land for 21 new schools in London? Where have your ambitions for London's children gone?

**Written response from the Mayor**

The scale of schools required across London is unprecedented. The recent London Councils "Do the Maths 2016" analyses school places shortfall and indicates that the equivalent of 610 new classes are needed every year to 2022. Every new school helps towards achieving this goal but the scale is unprecedented. I will work with London Councils, the boroughs, Regional Schools Commissioners and the Education Funding Agency to ensure that through collaboration and we have adequate schools places.

## **Mortgage repayments**

**Question No: 2016/3831**

[Tony Devenish](#)

Fearing a property bubble Sweden's policymakers acted in June and introduced mandatory mortgage repayments. Anyone with a mortgage or refinancing loan worth more than 70% of the property's value must pay off a minimum 2% of the property value each year. Would the Mayor consider lobbying the Government to consider a similar approach?

**Written response from the Mayor**

I am unconvinced of the case for introducing such an approach in this country. Unlike in Sweden, interest-only mortgages account for a small and declining share of outstanding mortgages in the UK, and a tiny share of new ones.

## **Earl's Court and West Kensington masterplan**

**Question No: 2016/3832**

[Tony Devenish](#)

What progress is being made in your review of the Earl's Court and West Kensington masterplans? What discussions have you had with the local councils in this area, when do you expect new homes to be delivered, and how many before May 2020?

**Written response from the Mayor**

There have been preliminary discussions concerning the principles of a new masterplan with Hammersmith and Fulham Council, developer CapCo, and the GLA.

Should a new masterplan be put forward, the GLA, local boroughs and the applicant will engage in a pre-application process, which will include public consultation. I have been clear that should a new application be submitted, I will review this against the policies set out in the London Plan. CapCo are currently constructing over 800 homes at Lillie Square.

## **Initial Response Vehicles**

**Question No: 2016/3834**

[Tony Devenish](#)

Thank you for your response to Question No: 2016/2839 regarding Initial Response Vehicles. Why has the pilot to use Initial Response Vehicles in the City and Westminster not been delivered?

**Written response from the Mayor**

The reason that the pilot has not gone ahead is because, following consultation on the pilot with the Fire Brigades Union in 2014, the FBU lodged a 'failure to agree' with the National Joint Secretaries. Since then there have been protracted discussions, but agreement has not been reached for this pilot to take place. Therefore further consideration will be required which may warrant inclusion in the next London Safety Plan. In the meantime, the initial response vehicles continue to provide community safety support at events such as the London Marathon, Safe in the City and the Notting Hill Carnival.

### **Business Rates (1)**

**Question No: 2016/3835**

[Tony Devenish](#)

Research suggests that business rates are the third largest out-going for most businesses, including SMEs, after rent and salaries. What specific actions do you propose to take to help businesses, especially in relation to business rates?

**Written response from the Mayor**

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

### **Business Rates (2)**

**Question No: 2016/3836**

[Tony Devenish](#)

What assistance are you able to offer, or do you propose to offer, to SMEs in London facing the sometimes lengthy and complex business rates appeal process?

**Written response from the Mayor**

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

### **Space utilisation (1)**

**Question No: 2016/3837**

[Tony Devenish](#)

Since you became Mayor of London, have any space utilisation studies of City Hall and other Greater London Authority group buildings been under taken?

**Written response from the Mayor**

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

### **Space utilisation (2)**

**Question No: 2016/3838**

[Tony Devenish](#)

If space utilisation studies have been undertaken, what figures are available?

**Written response from the Mayor**

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

### **Space utilisation (3)**



**Question No: 2016/3839**

Tony Devenish

Do you have any plans to better utilise the space in buildings currently occupied by the Greater London Authority and its associated organisations?

**Written response from the Mayor**

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

**Relationship with the Evening Standard****Question No: 2016/3840**

Tony Devenish

How would you describe the relationship you have with the Evening Standard newspaper as Mayor of London, when compared with your relationship during the 2016 Mayoral Elections?

**Written response from the Mayor**

I hope all sections of the media, like the public, will judge me on my record of helping to make London a better place to live and work.

**Relationship with the media****Question No: 2016/3841**

Tony Devenish

As someone who was a Member of Parliament during the "Hackgate" scandal, do you believe it important that the executive should retain a healthy distance from the 'fourth estate'?

**Written response from the Mayor**

I believe it is important to engage with the public and promote London through all means possible. This includes attending public engagements, such as meetings, events and visits, talking and listening to Londoners through our online community Talk London, and speaking to Londoners through the media and social media.

**Mayoral Directors****Question No: 2016/3842**

Tony Devenish

How do you propose to determine whether or not the Mayoral Directors you have employed at City Hall are offering Londoners value for money?

**Written response from the Mayor**

My Mayoral Directors and I will be ultimately judged on our record of making London a better place to live and work.

**Business start-ups and young entrepreneurs****Question No: 2016/3847**

Fiona Twycross

What are the GLA and LEP doing to support business start-ups from young entrepreneurs in particular?

**Written response from the Mayor**

My Deputy Mayor for Business, Rajesh Agrawal, is meeting a range of stakeholders from SMEs networks to actual entrepreneurs to identify how best we can support them. My main objective is to ensure London remains the best place in the world to start up and grow a business – supporting home grown entrepreneurs while attracting the best and brightest from around the world to establish their businesses in the capital.

In parallel, in November, Rajesh will be launching London's Growth Hub, which is a sign posting tool that provides information on business support taking place across London.

## **Subject: Fare Evasion on the Tube**

**Question No: 2016/3852**

[Florence Eshalomi](#)

What action will you be taking to crack down on the fare evasion on London Underground?

**Question withdrawn**

## **Selective Education**

**Question No: 2016/3856**

[Jennette Arnold](#)

What is the percentage of state-educated children in London who leave school with five good GCSEs, compared with the percentage of non-Grammar School, state-educated children on the Wirral who leave school with five good GCSEs?

**Written response from the Mayor**

In London, 61% of non-grammar school, state-educated pupils left school with five good GCSEs compared to 51% in Wirral (2015 data). London is not only the highest performing region (in terms of having the best GCSE results for 7 consecutive years), but London's non-grammar, school state-educated children perform better than those in areas with high amounts of grammar schools like Wirral.

## **Selective Education**

**Question No: 2016/3857**

[Jennette Arnold](#)

What is the percentage of state-educated children in London who leave school with five good GCSEs, compared with the percentage of non-Grammar School, state-educated children in Medway who leave school with five good GCSEs?

**Written response from the Mayor**

In London, 61% of non-grammar school, state-educated pupils left school with five good GCSEs compared to 44% in Medway (2015 data). London is not only the highest performing region (in terms of having the best GCSE results for 7 consecutive years), but London's non-grammar, school state-educated children perform better than those in areas with high amounts of grammar schools like Medway.

## **Selective Education**

**Question No: 2016/3858**

[Jennette Arnold](#)

What is the percentage of state-educated children in London who leave school with five good GCSEs, compared with the percentage of non-Grammar School, state-educated children in Lincolnshire who leave school with five good GCSEs?

**Written response from the Mayor**

In London, 61% of non-grammar school, state-educated pupils left school with five good GCSEs compared to 46% in Lincolnshire (2015 data). London is not only the highest performing region (in terms of having the best GCSE results for 7 consecutive years), but London's non-grammar, school state-educated children perform better than those in areas with high amounts of grammar schools like Lincolnshire.

## **Selective Education**

**Question No: 2016/3859**

[Jennette Arnold](#)

What is the percentage of state-educated children in London who leave school with five good GCSEs, compared with the percentage of non-Grammar School, state-educated children in Trafford who leave school with five good GCSEs?

**Written response from the Mayor**

In London, 61% of non-grammar school, state-educated pupils left school with five good GCSEs compared to 56% in Trafford (2015 data). London is not only the highest performing region (in terms of having the best GCSE results for 7 consecutive years), but London's non-grammar, school state-educated children perform better than those in areas with high amounts of grammar schools like Trafford.

## **LPG conversion for London Cabs**

**Question No: 2016/3860**

[Leonie Cooper](#)

Measures such as the Emission Surcharge demonstrate your ambition to get the most polluting vehicles off London's roads as soon as possible. Converting old diesel cabs to LPG could also help to deliver significant emissions. Will the Mayor consider a loan scheme or fund to help cabbies convert the most polluting vehicles to LPG, which would help to clean up London's air in the short term and could pay itself back through significant fuel cost savings?

**Written response from the Mayor**

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

## **LPG vehicles for TfL fleet**

**Question No: 2016/3861**

[Leonie Cooper](#)

LPG vans are available now and offer huge air quality benefits when compared with diesel. Will the Mayor ensure that LPG vehicles and LPG converter garages are on TfL's procurement lists, to help clean up London's fleet and set an example to the private sector?

**Written response from the Mayor**

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

## **Protecting London's LGBT Community (1)**

**Question No: 2016/3862**

[Leonie Cooper](#)

I have been asked by a constituent: how can the Mayor use his position and powers to work with faith leaders of all denominations in London to protect the human rights of the LGBT community living in the City?

**Written response from the Mayor**

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

## **Protecting London's LGBT Community (2)**

**Question No: 2016/3863**

[Leonie Cooper](#)

I have been asked by a constituent: how can the Mayor use his position and powers to work with faith leaders of all denominations to protect the human rights of LGBT children in London's schools?

**Written response from the Mayor**

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

## **Protecting London's LGBT Community (3)**

**Question No: 2016/3864**

[Leonie Cooper](#)

I have been asked by a constituent: can the Mayor work with the Government to protect LGBT children from exposure to any religious teaching that might breach their human rights?

**Written response from the Mayor**

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

## **Energy Bill Revolution**

**Question No: 2016/3865**

[Leonie Cooper](#)

As an MP, the Mayor was a registered supporter of the Energy Bill Revolution, a national campaign to end fuel poverty by bringing all homes occupied by low-income households up to a good energy efficiency standard, of Energy Performance (EPC) Band C by 2025. The latest statistics in the Housing in London report 2015 say that under 20% of all homes in London currently meet this good standard. What specific steps will the Mayor be taking to ensure that homes in London are brought up to a good standard by 2025, in order to solve the cold homes crisis in the city?

**Written response from the Mayor**

The RE:NEW Support Team is helping London boroughs and social housing providers to establish large scale domestic retrofit programmes, which include installing measures in cold damp homes.

## **The impact of Overseas Property Ownership**

**Question No: 2016/3867**

[Tom Copley](#)

How can you ensure the research on the impact of Overseas Property Ownership measures not only the economic impact of overseas investment on London's housing market but the local impact of high levels of property ownership on neighbourhood amenity and communities?

**Written response from the Mayor**

The research I am commissioning will help us to better understand the different sorts of overseas investment in property in London and therefore to develop a finer understanding of their impacts on a range of measures.

## **London Living Rent Levels**

**Question No: 2016/3868**

[Tom Copley](#)

I welcome the introduction of the London Living Rent. How will the GLA monitor changes in income on a local level, how regularly and through which mechanism will this feed through to rent levels?

**Written response from the Mayor**

The GLA has published what London Living Rents would look like on a ward level, based on data from the Households Below Average Income and Annual Survey of Hours and Earnings dataset. Further details about its operation will be published in due course.

## **London Living Rents**

**Question No: 2016/3869**

[Tom Copley](#)

Does the Mayor have plans to work with Registered Social Landlords to introduce the London Living Wage to existing affordable rent units?

**Written response from the Mayor**

No – the London Living Rent is an intermediate product.

## **Brexit and Housing Delivery**

**Question No: 2016/3870**

[Tom Copley](#)

How can the Mayor work with central government to ensure any slowing in house prices does not spook housing delivery within the capital?

**Written response from the Mayor**

Working closely alongside London Councils I am lobbying government for the extra powers and financial devolution that would help achieve that aim.

## **Rent to Buy**

**Question No: 2016/3872**

[Tom Copley](#)

Is the Mayor supportive of Rent to Buy models?

**Written response from the Mayor**

Yes, where they can assist households on moderate incomes into sustainable home ownership.

## **Affordable Housing Uplift**

**Question No: 2016/3873**

[Tom Copley](#)

Please confirm the uplift in affordable housing units since your election in May 2016

- a. Within the OPDC area.
- b. Within the LLDC area.
- c. Across all applications.

Please provide this information by tenure.

**Written response from the Mayor**

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

## **Unlawful Encampments**

**Question No: 2016/3874**

[Unmesh Desai](#)

Recently the Barking and Dagenham Chamber of Commerce met with the local business community, Members of Parliament Jon Cruddas for Dagenham and Rainham, and Mike Gapes for Ilford South, and representatives from the Metropolitan Police and councils covering the boroughs of Barking and Dagenham, Redbridge, and Havering. The purpose of the meeting was to discuss a cross border, tri-borough approach to the growing issue of unlawful encampments in the respective areas.

The meeting which was formulated around creating a multi-agency cross border team with the authority, working with police elements to move members of the travelling community on before any damage can be extended to private, public or commercial land through prolific fly tipping.

It is important to note that the issue is not one with the travelling community, but with a criminal element operating within the traveller community. The unlawful encampments have collectively resulted in millions of pounds being expended by the council and the business community, both through clearing the resultant fly-tipped rubbish, and through preventative security provision.

It has been highlighted by the police that this is not the typical behaviour of travelling communities, and is by association causing a large amount of xenophobia towards this minority. That is why it is important that we commit to a London-wide solution to crack down on the individuals that are operating within the travelling community for profit through illegal mass fly-tipping.

The criminal element are profiteering to the detriment of already strained local authorities which are having to foot the bill for clearance, and the redirection of services which is by default having a negative impact on council's ability to deliver other vital services to residents.

This is not exclusive to East London, this is a growing issue. Will the Mayor of London commit to working with local authorities, and the Metropolitan Police to deliver a long term strategy to deter unlawful encampments which does not involve simply moving criminal activity from borough to borough?

**Written response from the Mayor**

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

## **Operation Report Hate Crime**

**Question No: 2016/3875**

[Unmesh Desai](#)

Do you support the Traveller Movement's Operation Report Hate campaign, and if so, what steps will you take to raise awareness of hate crimes against Gypsies, Travellers and Roma?

**Written response from the Mayor**

I welcome the Traveller Movement's 'Operation Report Hate' campaign and have sent them a letter of support. The Gypsy, Roma and Traveller communities are some of the most affected by hate crime, but are also among those least likely to report hate crimes against them.

Both I and the MPS encourage anyone who is a victim or witness of hate crime to report to the police, including the Gypsy, Roma and Traveller communities.

I've directed MOPAC to help raise awareness of the campaign through our social media channels, website and extensive stakeholder network. I will also ensure that representatives of those communities are part of our ongoing engagement with stakeholders working with those most affected by hate crime.

## **Ethnicity Codes**

**Question No: 2016/3876**

[Unmesh Desai](#)

What consideration has been given for the Met Police to replace the 16+1 ethnicity code with the ethnicity categories known as 18+1 to include Gypsies and Irish Travellers?

**Written response from the Mayor**

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

## **Ethnicity Codes**

**Question No: 2016/3877**

[Unmesh Desai](#)

Can you confirm whether you will be working with Gypsy and Traveller organisations on the new Online Hate Crime Hub, considering Gypsies and Travellers frequently experience online hate crime and abuse?

**Written response from the Mayor**

As Mayor of London I am committed to ensuring that all communities who suffer hate crime are able to access the necessary protection and support, and that those who perpetrate hate crime in any form are appropriately prosecuted.

The Hate Crime Hub will work with expert partners, including Stop Hate UK, to better classify and investigate incidences of online hate crime. A key element of this is reaching victims, and we will be engaging with organisations and groups representing all strands, including groups representing the Gypsy and Traveller Community, to help shape the programme as it develops.

## **Formula E ePrix in London**

**Question No: 2016/3878**

[Unmesh Desai](#)

Given that London is Open for Business, is the Mayor concerned that if a viable venue is not found for the Formula E ePrix, the London race may instead be moved to Moscow in 2017? Has the Mayor given any thought to the Royal Docks as a viable venue for the race?

**Written response from the Mayor**

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

## **Re-zoning stations in Barking and Dagenham**

**Question No: 2016/3879**

[Unmesh Desai](#)

Will you support the campaign by Barking and Dagenham council to rezone Becontree, Dagenham Heathway and Dagenham East stations from zone 5 to zone 4; which would save travelcard users £348 per year, £33.40 per month or £5.10 per day?

**Written response from the Mayor**

I appreciate that local residents and commuters across London would like to see zone boundaries changed to minimise their own particular fares, but I have no plans to initiate rezoning.

There are a great many number of compelling cases across London for rezoning, each of which has considerable financial implications for TfL.

My decision to freeze all TfL fares for four years will make travel more affordable for all Londoners, rather than those in specific zones or using particular stations.

## **40th Anniversary of Grunwick Strike**

**Question No: 2016/3880**

[Unmesh Desai](#)

What do you think are the lessons for Londoners on the 40th anniversary of the Grunwick strike? How will you ensure these lessons are passed on for future generations?

**Written response from the Mayor**

As I made clear in my answer to last month's question, this was an extremely important time in history for industrial relations and workers' rights.

The Grunwick Strike shows us the importance of employees having a collective voice and reminds us that that employers need to have a constructive dialogue with their workers.

I am determined to create a fairer and more equal city, where all employees earn a decent wage and do not suffer from exploitation at work.



## **80th Anniversary of the Battle of Cable Street**

**Question No: 2016/3881**

[Unmesh Desai](#)

What do you think are the lessons for Londoners on the 80th anniversary of the Battle of Cable Street? How will you ensure these lessons are passed on for future generations?

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

The Battle of Cable Street shows us that by uniting and pulling together, Londoners can fight oppression and hate and make London a better place for all of us.

This story of solidarity and social integration has inspired many people over the last eighty years and should continue to inspire us now.

Modern London is more diverse than ever and, on the whole, is a shining example of how people from different backgrounds can live side-by-side. We don't simply tolerate each other, but respect and celebrate our backgrounds and differences.

But we are far from perfect and social integration is not always keeping pace with the rate of change of our city. That's why I'm working to encourage greater social integration in our city and to help strengthen London's social fabric and tighten the bonds between Londoners from different backgrounds.

## **Helping the Royal Docks meet their potential**

**Question No: 2016/3882**

[Unmesh Desai](#)

Will you meet with the businesses and developers from the Royal Docks to discuss their shared vision for East London and see their education, employment and community programmes?

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

Yes. I am working with the Council to establish a Royal Docks Advisory Board with representation from local businesses and developers which will hopefully meet before the end of the year.

Officers in my Planning, Housing & Land teams have been engaged with the business and developers in the area to bring forward development opportunities on GLA land, and with officers from Newham Council deliver a range of cultural and community programmes. My Planning team are preparing an Opportunity Area Planning Framework and Development Infrastructure Funding Study. They have engaged with businesses in the area to help inform planning and land use strategies, and infrastructure needs including utilities, education, community and others forms of infrastructure, and how this can be funded.

## **Money Laundering**

**Question No: 2016/3883**

[Unmesh Desai](#)

According to transparency international, 36,342 properties in London have been bought by hidden companies in offshore havens. The government committed to updating the law to ensure that when foreign companies buy properties in the UK, the real owners of those

companies are recorded and the information is publicly available. Do you support these measures, will you feed in to the consultation, and will you press the Department for Business, Energy and Industrial Strategy (BEIS) for a timeline for the appropriate legislation to be brought forward?

**Written response from the Mayor**

I support these measures and I have been calling for Government to update the law to make foreign company ownership of UK property more transparent for some time. My officers have recently met with the Department for Business, Energy and Industrial Strategy to discuss this matter. I hope the Government will publish a consultation later this year, and when they do so I will respond, and I will press for legislation to follow as soon as possible afterwards.

**Curzon Cinema**

**Question No: 2016/3884**

[Unmesh Desai](#)

Can you provide an update on the work you are doing to save the Curzon Cinema in Soho?, and whether you think it likely that developers will pay for soundproofing?

**Written response from the Mayor**

I am not aware of any soundproofing issues at the Curzon Cinema Soho but my Culture Team has met with Curzon Cinemas and representatives of the developers to discuss the issues around the Curzon Mayfair. The issue of who pays the soundproofing costs has yet to be resolved, and discussions between both parties are ongoing. I have no powers to intervene formally in this matter but I very much hope all parties can reach a resolution to ensure the continued success of this much loved cinema.

**Devolution agenda in East London**

**Question No: 2016/3885**

[Unmesh Desai](#)

How do you intend to include the Local London partnership, an alliance of East and North East London Councils developing a local devolution agenda, in discussions on devolution?

**Written response from the Mayor**

I welcome the contribution of the London boroughs in making the strong case to Government for further powers to be devolved from Whitehall to London government.

I have therefore been working closely with Cllr Claire Kober, in her capacity as Chair of London Councils, as have my officials with those at London Councils, to seek to secure from Government a devolution package that would benefit all Londoners.

**Burglary in London**

**Question No: 2016/3886**

[Unmesh Desai](#)

Please provide a breakdown of all burglary offences in London by Borough and by month for the months July August and September 2016. Please provide this information in an excel file format (ie not a .pdf of an excel file).

**Written response from the Mayor**

Please find the table attached as Appendix 3886 detailing the total number of recorded burglary offences, by borough, for July, August and September 2016.

## **Acid Attacks**

### **Question No: 2016/3887**

[Unmesh Desai](#)

Please provide a breakdown of all acid attacks in London by Borough and by month for the period from September 2014 to September 2016. Please provide this information in an excel file format (ie not a .pdf of an excel file).

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

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

## **Knife Crime with Injury**

### **Question No: 2016/3888**

[Unmesh Desai](#)

Please provide the number of Knife Crime with Injury Offences broken down by Borough for September 2016. Please provide this information in an excel file format (ie not a .pdf of an excel file).

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

Please find the table attached as Appendix 3888 detailing the number of knife crime with injury recorded in the month of September 2016 by borough.

## **Misogyny as Hate Crime**

### **Question No: 2016/3889**

[Unmesh Desai](#)

Nottinghamshire police force has expanded its categories of hate crime to include misogynistic incidents. This includes incidents such as the harassment of women in the street to physical abuse. What these crimes have in common is that they are targeted at a woman simply because she is a woman.

Does the Metropolitan Police have any plans to expand its categorisation of Hate Crime in a similar fashion? Do you, as Mayor, think that this policy is appropriate for or needed in London?

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

I have made clear my commitment to tackling violence or abuse against women and girls, including harassment, and a zero-tolerance approach to domestic and sexual violence. Perpetrators will be held to account and victims supported through the MPS Community Safety Units and our network of victim support services aimed at women.

The MPS currently uses the hate crime categories set out in the Home Office definition and the National Police Chiefs Council guidelines. Any decision on changing the way in which crimes are categorised needs thoughtful consideration to ensure that it has the desired effect and does not deliver unintended consequences. I have therefore asked my Deputy Mayor for Policing and Crime and the MPS Hate Crime Policy Team to monitor the Nottingham Police initiative and its impact. MOPAC will also be represented at a Westminster event in late October with

the Nottinghamshire Chief Constable, MPs and officials on tackling misogyny and the language of discrimination, where they will learn more about the impact of this approach.

## **Chinese Labour Corps**

**Question No: 2016/3890**

[Andrew Dismore](#)

The Chinese Labour Corps were the largest overseas labour force and without their contribution and sacrifice (thousands of them were killed), WW1 would have dragged on for much longer. Will you support the efforts of the British Chinese community to establish a memorial to these forgotten heroes?

**Written response from the Mayor**

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

## **AirBnB (1)**

**Question No: 2016/3891**

[Andrew Dismore](#)

Further to your oral answer at September's MQT to Assembly Member Copley, in a 'Times' article on the lobbying tactics employed by AirBnB what is described as a source inside AirBnB is quoted as admitting that "it was targeting Sadiq Khan, the London mayor", that "Sadiq loves us right now" and that it had also "identified councillors who it feared may be likely to push for restrictions and that it was encouraging hosts to write to them", what action are you taking over AirBnB?

**Written response from the Mayor**

My Deputy Mayor for Housing and Residential Development, James Murray, has been invited to a meeting with Airbnb and boroughs organised by Assembly Member Tom Copley, which I hope will be a useful opportunity to discuss the issues around Airbnb and what action may be necessary to mitigate any negative effects it may be having.

## **AirBnB (2)**

**Question No: 2016/3892**

[Andrew Dismore](#)

Do you agree with The Residential Landlords Association (RLA) report that landlords are taking their flats off the open market and advertising them instead on holiday websites like Airbnb, leading to the RLA claims that the trend will mean fewer homes for rent, exacerbating the housing shortage and that rents could rise as a result, particularly in London?

**Written response from the Mayor**

I support the right of Londoners to be able to benefit from renting out their homes for short periods, to meet new people, to earn a little extra money and to add to the residential offer for visitors. I was concerned to read the recent RLA research, and my team will be discussing with boroughs what action may be necessary to mitigate any negative effects Airbnb or similar sites may be having.

## **AirBnB (3)**

**Question No: 2016/3893**

[Andrew Dismore](#)

In its report the RLA says 41% of properties advertised on Airbnb in the capital are multiple listings - in other words involve one owner advertising several properties- what is your view about this?

**Written response from the Mayor**

In some cases, multiple listings may indicate Airbnb hosts acting as agents for multiple areas. Notwithstanding that I was concerned to read the recent RLA research and my team will be discussing with boroughs what action may be necessary to mitigate any negative effects Airbnb or similar sites may be having.

**AirBnB (4)****Question No: 2016/3894**

[Andrew Dismore](#)

Do you agree with the RLA, that there are particular tax advantages for landlords who rent out their properties as short-term holiday lets for example through AirBnB, rather than rent them out with long tenancy agreements; and if so will you lobby Government over this loophole ?

**Written response from the Mayor**

I support the right of Londoners to be able to benefit from renting out their homes for short periods, to meet new people, to earn a little extra money and to add to the residential offer for visitors. The RLA report in question notes that in the Spring Budget of 2016 the government announced a tax break of £1,000 to support the sharing economy. It will take time to assess the impact of these changes on Airbnb activity in London and the housing market in general.

**AirBnB (5)****Question No: 2016/3895**

[Andrew Dismore](#)

Do you agree with the RLA research which suggests that as many as 21,861 London properties are now being advertised on Airbnb, a figure that rose by a quarter between February and June this year; and if so what are you doing about it?

**Written response from the Mayor**

I am aware of the RLA research you mention, and my team will be discussing with boroughs what action may be necessary to mitigate any negative effects Airbnb or similar sites may be having

**HS2 (1)****Question No: 2016/3896**

[Andrew Dismore](#)

Further to Question No: 2016/3380

Will the GLA present oral objections at the House of Lords petition hearings into HS2?

Your response being:

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

Will you now give a substantive reply?

**Written response from the Mayor**

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

**Cycle Superhighway S11 CS11 (1)**

**Question No: 2016/3897**

[Andrew Dismore](#)

What further consultation are TfL and the Deputy Mayor for Transport planning to enable the community to have further input into CS11?

**Written response from the Mayor**

I have asked TfL to continue with plans for Cycle Superhighway 11 (CS11), and to engage with stakeholders to discuss the scheme and deal with any concerns that remain unaddressed. Since August, TfL has held five stakeholder engagement meetings attended by representatives from the community.

**CS11 (2)**

**Question No: 2016/3898**

[Andrew Dismore](#)

What issues is TfL reviewing in its plan for CS11 in light of the public's responses so far to TfL plans?

**Written response from the Mayor**

TfL is reviewing the responses to the public consultation and continues to meet with stakeholders to discuss the scheme and any outstanding issues. The issues raised are summarised in a report available online at: <https://consultations.tfl.gov.uk/cycling/cs-11>

**CS11 (3)**

**Question No: 2016/3899**

[Andrew Dismore](#)

How many people objected to TfL's plans for CS11 and how many supported them, if those signing petitions are counted individually and not en bloc?

**Written response from the Mayor**

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

**CS11 (4)**

**Question No: 2016/3900**

[Andrew Dismore](#)

When do you expect TfL to announce its revised proposals for CS11?

**Written response from the Mayor**

TfL plans to publish the detailed CS11 consultation report later this year, which will include its planned way forward.

## **Buses parked at stands**

**Question No: 2016/3901**

[Andrew Dismore](#)

Tottenham Court Road and Gower Street are amongst the worst polluted streets in the UK, and Oxford Street is one of the most polluted streets in the world. A major contributor to this is widely acknowledged as being emissions from the engines of buses, including the new Routemaster. It is an offence under The Road Traffic (Vehicle Emissions) Regulations 1986 for vehicles to be left with engines idling unnecessarily whilst stationary. It is also a requirement of Regulation 88 of the Road Vehicles (Construction and Use) Regulations 1986, as amended, that drivers switch off engines in parked vehicles. Indeed, it is a TfL requirement that all buses parked at stands should do so with their engines turned off. However, there are very frequently buses on the route 29 stand on Gower Street (south of Bedford Square) on the 8/134 stand on Tottenham Court Road and on the 176 stand on Great Russell St parked with their engines running. Will you ask TfL to ensure that bus drivers are aware of the requirements governing parking on bus stands and identify who is responsible for enforcement of this at TfL?

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

I have asked TfL to arrange further checks at the stands around Centre Point so drivers are fully aware of their responsibilities and switch their engines off. TfL underlines the importance of doing this via information posted at bus operators' garages, in training for drivers and in the manual given to all drivers call the 'Big Red Book'.

Newer buses are fitted with technology which switches the engine off automatically if the bus is stationary for around one minute.

## **Tube station lighting in summer daylight hours**

**Question No: 2016/3902**

[Andrew Dismore](#)

Further to Question No: 2016/3389

Why, during 15 hours of bright sunshine do Burnt Oak, Colindale and Brent Cross stations, for example, have all their electric lights on like an airport runway 24 hours a day, when other open surface level stations switch the lights off during daylight hours. Do you agree that this is a waste of money and energy and, if so, will you issue guidance to TfL on when it is appropriate to turn lights off?

Your response being:

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

Will you now give a substantive reply?

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

Please see my response to MQ 2016/ 3389.

## **Noise pollution through the night on the Northern Line**

**Question No: 2016/3903**

[Andrew Dismore](#)

Further to Question No: 2016/3391

For many months, there has been a seriously noisy bit of track on the Northern Line, northbound between West Finchley and Woodside Park stations, approximately 100 metres before the track goes over Holden Road. Every time a train goes over this portion of track there is a pronounced clanking noise which is very disturbing for residents living nearby. Will you arrange for this to be investigated and remedial action taken promptly?

Your response being:

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

Will you now give a substantive reply?

**Written response from the Mayor**

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

## **Night tube, Colindale**

### **Question No: 2016/3904**

[Andrew Dismore](#)

Last year, when it was then expected that the night tube would start on the Northern Line, TfL promised to carry out noise mitigation works on the track near Colindale station. These works have not been done, or not done effectively. The line is still as noisy as ever and constituents living near the line tell me they dread trying to sleep if the tube is going to run throughout the night every weekend. Will you ensure TfL keeps their promise to these residents as a matter of urgency?

**Written response from the Mayor**

I appreciate that you and your constituents have concerns and I know TfL wrote to you recently about this issue. Since the successful launch of the Night Tube on the Victoria, Central and Jubilee lines, the number of noise related complaints has been very low.

However, a dedicated team at TfL continues to do all it can to minimise the impact of Tube noise on its neighbours. The track at Colindale is being dealt with as part of this, and the necessary work will be completed before the Night Tube service begins on the Northern line on 18 November. I have asked TfL to ensure you are kept informed of the progress of this work.

Anyone disturbed by the Night Tube can contact TfL's 24/7 Customer Service centre on 0343 222 1234 or via the TfL website. All complaints will be fully investigated and people can expect a swift and personal response.

## **Consultation on bus services on the Finchley Road**

### **Question No: 2016/3905**

[Andrew Dismore](#)

Further to Question No: 2016/3398

Transport for London has been consulting on bus services on the Finchley Road. The consultation proposes to "extend route 13 to North Finchley in the north and divert it to Victoria in the south (replacing route 82)" as part of an effort to reduce traffic flow through the Finchley Road. However, these proposals in effect rename the 82 bus as 13 while scrapping the existing 13, a proposal that was heavily rejected in a consultation which was cancelled just



before the 2015 election. Why is TfL trying to pull the wool over the eyes of local bus users, by reintroducing a previously unpopular plan in this way?

Your response being:

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

Will you now give a substantive reply?

**Written response from the Mayor**

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

## **Fire appliances and fire stations were off-the-run**

### **Question No: 2016/3906**

[Andrew Dismore](#)

How many fire appliances and fire stations were off-the-run for a whole shift during August due to a lack of officer cover?

**Written response from the Mayor**

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

## **Highbury Magistrates warrants**

### **Question No: 2016/3907**

[Andrew Dismore](#)

I understand that Highbury magistrates are unique in insisting that warrants are served within 24 hours of being signed off, even though the resources the police may need to serve a warrant may not be immediately available. Will you make appropriate representations to the magistrates over this policy?

**Written response from the Mayor**

A far as I am aware Highbury Magistrates' Court does not have a unique system for executing warrants. It operates a priority system that is similar to other courts.

Where warrant applications are urgent and require to be signed off within 24 hours, the police officer can turn up at court on the day. An out of court hours' service is also available for the issuing of warrants where there is a requirement for it to be executed out of court hours.

For warrant applications that are not deemed to be urgent, the police are asked to use the booking system and this will ensure that warrants can be executed in a timely manner which meets the police's required timescale but also giving priority to those warrants that need them.

## **Policing football costs [1]**

### **Question No: 2016/3908**

[Andrew Dismore](#)

Further to Question No: 2016/3401

'How much was refunded by London Football professional clubs in respect of policing costs in each of the last 3 financial years; and how much of that was paid by clubs in each division?'

Your response being:

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

Will you now give a substantive reply?

**Written response from the Mayor**

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

### **Policing football costs [2]**

**Question No: 2016/3909**

[Andrew Dismore](#)

Further to Question No: 2016/3402

How much was refunded by each Premier League London Football club in respect of policing costs in each of the last 3 financial years?

Your response being:

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

Will you now give a substantive reply?

**Written response from the Mayor**

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

### **Policing football costs [3]**

**Question No: 2016/3910**

[Andrew Dismore](#)

Further to Question No: 2016/3403

What is the best estimate of the total actual cost of policing professional football in London in each of the last 3 financial years, and how much of that relates to clubs in each division?

Your response being:

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

Will you now give a substantive reply?

**Written response from the Mayor**

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

### **Policing football costs [4]**

**Question No: 2016/3911**

[Andrew Dismore](#)

Further to Question No: 2016/3404

What is the best estimate of the total actual cost of policing each Premier League London Football club in each of the last 3 financial years?

Your response being:

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

Will you now give a substantive reply?

**Written response from the Mayor**

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

## **Policing football costs [5]**

**Question No: 2016/3912**

[Andrew Dismore](#)

How many extra police constables could the Met afford if London professional football clubs contributed to the Met the full cost of policing their matches?

**Written response from the Mayor**

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

## **Senior officers' perquisites**

**Question No: 2016/3913**

[Andrew Dismore](#)

Further to Question No: 2016/3416

What was the cost of perquisites awarded to officers of the rank of commander and above in the last financial year; what perquisites are senior officers entitled to or to claim for; what are the criteria applied to qualify for perquisites; and what was the highest value of perquisites received by a single officer?

Your response being:

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

Will you now give a substantive reply?

**Written response from the Mayor**

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

## **Security and safety at the Olympic Stadium**

**Question No: 2016/3914**

[Andrew Dismore](#)

Chris Allison, a former Metropolitan Police Assistant Commissioner, has been appointed by the London Legacy Development Corporation (LLDC) after violent scenes at West Ham football matches to help with security. Is his pay being reimbursed by West Ham United FC or does it fall on the LLDC and thus the taxpayer to meet?

**Written response from the Mayor**

As the owners of London Stadium, E20 Stadium LLP, a joint venture between LLDC and Newham Council, are responsible for security arrangements at the venue and, therefore, meeting the costs of Chris Allison's short term consultancy work.

The safety and security of spectators at all events held at the Stadium is paramount and the venue's unrivalled ability to host a wide range of different events can pose particular challenges.

Chris Allison is a highly experienced former Metropolitan Police Assistant Commissioner with unrivalled expertise in major event and football policing, and familiar with the Stadium from his work as the London 2012 National Olympic Security Coordinator and security advisor to the 2015 Rugby World Cup. His expertise will be invaluable in helping ensure that all events at the Stadium pass off safely.

## **Housing for Firefighters**

### **Question No: 2016/3915**

[Andrew Dismore](#)

In light of the London Chamber of Commerce report on the shortage of London housing for blue light services personnel, what are you doing to address the problem for firefighters?

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

Firefighters, as well as other emergency service personnel, are affected by London's high housing costs. That is why I have set a long term strategic target of 50% of London's new homes to be affordable and why I am introducing the London Living Rent, for people on average incomes at below market rents.

In addition, I welcome the fact that the London Fire Brigade (LFB) has recently implemented the second recommendation of the LCC report 'Living on the Edge', and is now providing an interest free tenancy deposit loan for all permanent London Fire Brigade staff.

## **20 minute waiting times for buses [1]**

### **Question No: 2016/3916**

[Andrew Dismore](#)

How many times in the last 6 months were there gaps of 20 minutes or more between buses for the following routes at the following stops:

- A) 234 at bus stop E, East Finchley
- B) 221 at bus stop J, North Finchley
- C) 251 at bus stop A, Totteridge
- D) 382 at bus stop C, Finchley Central?

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

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

## **20 minute waiting times for buses [2]**

**Question No: 2016/3917**

[Andrew Dismore](#)

Do you agree that waiting 20 minutes for a bus is unacceptable? If so how do you intend to remedy this across London?

**Written response from the Mayor**

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

## **20 minute waiting times for buses [3]**

**Question No: 2016/3918**

[Andrew Dismore](#)

Do you agree that key to improving transport links in outer London is to improve the frequency of bus routes? If so, will you make 20 minute waits for cross-borough bus services a thing of the past?

**Written response from the Mayor**

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

## **Oyster card top up machines for Brent Cross**

**Question No: 2016/3919**

[Andrew Dismore](#)

When can we finally expect the bus station at Brent Cross to have the Oyster Card top-up machines to be operational?

**Written response from the Mayor**

This Oyster Card top-up machine is now expected to be up and running in the first few months of 2017.

This is a little later than originally planned due to the more complex nature of the top-up machines at bus stations. The machines at bus stations are more complex than those found in Tube stations as they need to be able to regulate the cash and stock levels for a longer period of time without being 'topped up' by staff. This is because the machines are free-standing units, rather than wall-mounted machines which are easier for staff to access more frequently. In order to do this, the machines at bus stations need more internal moving parts, so it takes longer to ensure they are fully functioning.

## **Bus stops near Finchley Memorial Hospital**

**Question No: 2016/3920**

[Andrew Dismore](#)

Will you ask TfL officers to look at how to improve access to Finchley Memorial Hospital, including the location of nearby bus stops, their physical condition and pedestrian safety measures at the junction of the High Road, Summers Lane and Granville Road?

**Written response from the Mayor**

The two stops on High Road immediately north of the Granville Road/Summers Lane junction are sited as close to the junction as the highway layout will allow. Both stops meet TfL's accessibility criteria and both have shelters provided at these locations.

TfL carries out regular cleaning maintenance every two weeks on all stops and shelters across the network and any damage is noted as part of the cleaning process and work orders are raised to repair these as quickly as possible. A full in-depth study is also completed annually to ensure they meet appropriate maintenance standards.

I am happy for TfL to work with the London Borough of Barnet on improving access around Finchley Memorial Hospital and as you will be aware, I have already instructed TfL to carry out a review of bus services to London's hospitals.

## **Bees**

### **Question No: 2016/3921**

[Andrew Dismore](#)

Do you share my concerns about the health of the bee population? Have you considered the Bee kind website <http://beekind.bumblebeeconservation.org/> and will you use your office to promote good practice in bee friendly gardens?

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

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

## **Green space on TfL land**

### **Question No: 2016/3922**

[Andrew Dismore](#)

Does TfL have a strategy to utilise the large amounts of unused green spaces on land they own, such as near stations, by making them available for 'guerrilla gardeners', such as the community garden at East Finchley Station?

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

I want to be the Mayor who makes London one of the world's greenest cities and I am committed to protecting and enhancing biodiversity in urban spaces where this can be done.

TfL is already working with some groups such as Energy Garden and the Bee Friendly Trust to take forward community garden projects and is happy to look at further requests.

## **Next General Election**

### **Question No: 2016/3923**

[Andrew Dismore](#)

Given that the next General Election is currently scheduled to be on the same day as the next London Elections in 2020, are you confident that both elections can be run simultaneously?

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

It is right that the London Assembly, the Electoral Commission, the Association of Electoral Administration and others have highlighted concerns about the scheduling of both the GLA and General Elections for 7 May 2020. The risks arising from running both elections simultaneously must be assessed thoroughly, including the administrative implications, and most importantly with the experience of voters front and centre.

The Greater London Returning Officer is leading work to look at the implications and to prepare accordingly. In doing so, he will work closely with Cabinet Office, Electoral Commission and London's boroughs and the City of London.

## **Registration of Londoners to vote**

**Question No: 2016/3924**

[Andrew Dismore](#)

How many Londoners were not on the register that the proposed new Parliamentary boundaries were based on? Do you have plans to lobby the Government to reconsider the proposals for London, given the number of voters left off, and the impact of radically redrawn Parliamentary seats, crossing numerous Council boundaries?

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

The size of the electorate in London as at 1 December 2015 was 5,118,884; that being the London element of the English electorate figure (37,294,494) the Boundary Commission for England must use in drawing up its 600 Parliamentary constituencies. London's electorate for the EU Referendum on 23 June 2016 was 5,424,768.

I share the concerns many Londoners hold about the use of out of date electorate figures and proposals for redrawn boundaries that fail to respect the contours of London's communities and borough boundaries. As the Boundary Commission for England says itself, its proposals represent 'substantial change' for London in order to comply with the Government's electoral quota. As Mayor, I will be ensuring the views of Londoners are heard by national government and urge others to make representations to the Commission, which is consulting on its proposals up to 5 December 2016

## **Night tube and public convenience for Chalk Farm**

**Question No: 2016/3925**

[Andrew Dismore](#)

At the most recent ward Safer Neighbourhood meeting in Haverstock, concerns were raised about the impact of the night tube and in particular that it would result in more people who have had too much to drink relieving themselves in doorways on the way to or from Chalk Farm station. How do you plan to mitigate against this, and will you consider reopening the public toilet at Chalk Farm station?

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

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

## **Barriers at Mill Hill East tube station**

**Question No: 2016/3926**

[Andrew Dismore](#)

There are only two ticket barriers at Mill Hill East tube station, which given the growing number of passengers, especially at peak times is woefully inadequate and leads to long and unnecessary queues. Will you install extra ticket barriers and if so when?

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

Thank you for bringing this to my attention. I have asked TfL to look into this matter and provide you with an update.

## **Operation Lydd (1)**

**Question No: 2016/3927**

[Andrew Dismore](#)

Did the Metropolitan Police make a charging recommendation to the CPS with regard to Operation Lydd, and if so what was that recommendation?

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

The Metropolitan Police submitted a comprehensive file of evidence (in excess of 28,000 pages) to the Crown Prosecution Service seeking to demonstrate that the conduct of a British official amounted to Misconduct in Public Office.

## **Operation Lydd (2)**

**Question No: 2016/3928**

[Andrew Dismore](#)

Do you and the Metropolitan Police agree with the conclusion of the Crown Prosecution Service that there was "insufficient evidence" to bring charges in Operation Lydd?

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

It is a matter for the CPS to decide on sufficiency of evidence and whether a case progresses for prosecution. The Metropolitan Police Service recognises this fully and so were unable to comment on this case.

## **business rate revaluation**

**Question No: 2016/3929**

[Andrew Dismore](#)

Further to Question No: 2016/3376

What assessment have you made of the potential impact on London of a business rate revaluation?

Your response being:

'It is difficult to predict with certainty the precise impact of the business rate revaluation in London. Forecasts suggest that the total in London could increase by around 10% £700 million but the precise details will not be known until the valuations for each property are published by the Valuation Office on 30 September. These assumptions were reflected in my predecessor's final budget.

The largest increases are likely to be in central and inner London; some - mainly in outer London - could fall. I am committed to ensuring that any increases in bills are phased in as slowly as possible - ideally with limited changes in 2017-18 - and I will work closely with business organisations in London to campaign against any rises that will damage the city's competitiveness.'

The valuations for each property were published by the Valuation Office on 30 September as you anticipated, can you now give a clearer answer as to the impact especially on SMEs in



London generally, and on businesses in central London; and what representations if any do you propose to make?

**Written response from the Mayor**

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

**HS2 (2)**

**Question No: 2016/3930**

[Andrew Dismore](#)

Further to Question No: 2016/3381

What representations have you made about HS2, after your meeting with local Euston residents and businesses?

Your response being:

'Following my visit to Euston I wrote to the Secretary of State for Transport to express my concerns and seek further re-assurance about the following issues:

The need for a better Euston Station design;

The need to go further in reducing the construction impacts of HS2 in and around Euston;

The need for better air quality monitoring.

I have yet to receive a response from the Secretary of State.'

Have you had a response yet from the Secretary of State, and if so what did it say; and if not what are you doing to press for a response?

**Written response from the Mayor**

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

**Walk London guided walks (1)**

**Question No: 2016/3931**

[Andrew Dismore](#)

How Many people participated in the Walk London guided walks sponsored by TfL on 1st and 2nd October.

**Written response from the Mayor**

On 1 and 2 October, 2,714 people took part in the 'Autumn Ambles' guided walks around London.

**Walk London guided walks (2)**

**Question No: 2016/3932**

[Andrew Dismore](#)

In view of the success of the Walk London guided walks sponsored by TfL, will you be repeating them, and if so, when and how often?

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

A further two weekends of guided walks are planned for 2017. 'Winter Wanders' will take place on 27-28 January. 'Spring into Summer' will take place on 20-21 May.

### **Transport links to Hospitals**

#### **Question No: 2016/3933**

[Andrew Dismore](#)

Further to Question No: 2016/3392

Further to your answer to Question No: 2016/2631 '... at my request, TfL is producing a report on service level provision to all London's hospitals by autumn 2016...', will this include community hospitals, and in particular Finchley Memorial Hospital?

Your response being:

'A steering group has been set up including representatives from TfL, the NHS, London TravelWatch, the GLA and London boroughs which will meet towards the end of September. The full Terms of Reference detailing which hospitals will be included in the review will be finalised during these meetings. TfL anticipates that a report will be published for discussion on service provision to hospitals by the end of 2016.'

What was the outcome of the meeting at the end of September?

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

The steering group met for the first time on 23 September. It agreed to examine catchment areas surrounding London's major hospitals and their bus services, and to look at recent reviews carried out into buses serving those hospitals.

This work will look at changing travel patterns to and from hospitals, accessibility measures, and expected future changes in healthcare provision at these sites. The views of major stakeholders, such as Age UK, will be considered and the way in which cases for alterations to bus services might be developed.

The steering group expects to report back to me in early 2017.

### **Edgwarebury Farm**

#### **Question No: 2016/3934**

[Andrew Dismore](#)

Further to Question No: 2016/3400

Developers have lodged an appeal against Barnet Council's refusal of planning consent for this Golf Course scheme in the Green Belt. Will you support local residents in their representations against this appeal?

Your response being:

'The previous Mayor was consulted on this application by the Council in February 2015 and considered that the proposal was appropriate development in the Green Belt. As the Council

subsequently resolved to refuse permission (against Council officer recommendation) it did not need to consult the Mayor again (pursuant to Article 5(2) of the Mayor of London Order). I have now requested that my officers provide a briefing on the application.'

Have you now received this briefing, and what are your views of this scheme as a result?

**Written response from the Mayor**

In my manifesto, I committed to protecting the Green Belt and I will reflect this fully in my London Plan review.

In relation to the appeal against refusal, I am writing to the inspector considering the matter, raising the need to have due regard to the current London Plan which states that the strongest protection should be given to London's Green Belt, in accordance with national guidance.

## **West Ham and the Olympic Stadium**

**Question No: 2016/3935**

[Andrew Dismore](#)

Are you satisfied about the policing and security arrangements for West Ham home games at the Olympic Stadium?

**Written response from the Mayor**

The vast majority of fans who have been to the Stadium in the past few months have behaved impeccably. Sadly a very small minority have not, but they have been dealt with through life time bans and, where appropriate, arrests.

The last few games have passed without incident inside the Stadium and the LLDC will continue to work with the MPS, the stadium operator LS185, West Ham United and the London Borough of Newham to provide all spectators with the safest and most enjoyable experience possible.

I am confident that the MPS has a proportionate policing plan in place, to ensure they meet their core policing responsibilities. The police operation is complimentary to that of the stadium operators, and other partners and the policing plan is based upon an assessment of threat, risk and harm, and is consistent with national grading of the threat of crime and disorder associated with football matches.

I am pleased that on 8th August 2016, West Ham agreed to install a suitable Airwave radio system which, once installed, will enable police deployments within the stadium.

## **London seat at the EU Brexit negotiating table**

**Question No: 2016/3936**

[Andrew Dismore](#)

Further to Question No: 2016/3417

Has the Government accepted the case for a 'London seat' at the EU/Brexit negotiating table?

Your response being:

'I continue to meet with Ministers to make the strong case for London to have a seat at the Brexit negotiating table, alongside the devolved nations. These discussions are ongoing with Government.'

Will you now give an update on your discussions with Government over this issue?

**Written response from the Mayor**

I have held meetings with the Foreign Secretary and the Secretary of State for Exiting the European Union to make the strong case for London to be represented in the Brexit negotiations.

**Dedicated police officers for schools (1)**

**Question No: 2016/3937**

[Andrew Dismore](#)

How many Police officers in London were dedicated to schools links last year, compared to this year? Can you also provide the figure for a) Barnet b) Camden?

**Written response from the Mayor**

As of 11<sup>th</sup> October 2016 there are a total of 292 Safer Schools Officers working with secondary Schools across London. For the previous year there were 282 Safer Schools Officers.

The specific schools officers for Barnet and Camden are as follows:

Barnet

- September 2015 8
- 11<sup>th</sup> October 2016 8

Camden

- September 2015 11
- 11<sup>th</sup> October 2016 11

**Dedicated police officers for schools (2)**

**Question No: 2016/3938**

[Andrew Dismore](#)

Do you agree that school link police officers are an important service available to schools, reduce crime in the long-term and keep children safer at school? Are you committed to keeping the current arrangement for school link police officers across London, especially the number of dedicated officers?

**Written response from the Mayor**

I agree that schools officers provide an important service. I am committed to ensuring that schools officers continue to work closely with schools. I have no plans to reduce their overall number across London.

**Dedicated police officers for schools (3)**

**Question No: 2016/3939**

[Andrew Dismore](#)

What changes are planned to the school link police officer service in Barnet? Can you ensure that they are not reduced?

**Written response from the Mayor**

Schools Officers provide a vital role to support young people and I have no plans to reduce their overall number across London.

**Dedicated police officers for schools (4)**

**Question No: 2016/3940**

[Andrew Dismore](#)

Will you guarantee that additional provision in Safer Neighbourhood Teams will not be met from dedicated school link officers?

**Written response from the Mayor**

I am committed that the additional Dedicated Ward Officer will remain a separate role to the schools officer role to ensure I deliver on my commitment of real neighbourhood policing.

**Capital 500 Quarterly Economic Survey (1)**

**Question No: 2016/3941**

[Andrew Dismore](#)

The London Chamber of Commerce and Industry (LCCI) published the third quarter results of its Capital 500 Quarterly Economic Survey including a conclusion that, 6% of companies decreased investment in plant and equipment, a Capital 500 record-low. And that against the backdrop of rising costs and staling investment indicators, the Mayor of London should work with business groups to assess the potential impacts of significant new ratings on London businesses across differing boroughs and across various sectors. Will you do so?

**Written response from the Mayor**

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

**Capital 500 Quarterly Economic Survey (2)**

**Question No: 2016/3942**

[Andrew Dismore](#)

The London Chamber of Commerce and Industry (LCCI) published the third quarter results of its Capital 500 Quarterly Economic Survey including a conclusion that business confidence indicators continued to deteriorate to Capital 500 record lows and that expectations for both the UK and London economy also remained on a downward trajectory, now for the fifth consecutive quarter, and firmly into negative territory. They say that the forthcoming Autumn Statement provides an opportunity for Government to boost business confidence by moving strategic London transport infrastructure like Crossrail Two or a new runway to "next stage" while targeting public sector investment to attract private finances to support future infrastructure projects. Do you agree with these conclusions?

**Written response from the Mayor**

I agree with this view. I am working closely with the Government on this topic in particular to highlight how it is essential that the Government makes quick decisions on transport related investments for the UK and the capital. Crossrail 2 and airport extension are the most urgent ones.

Public funding is required for Crossrail 2 to attract private investment. Expansion of airport capacity should be primarily driven by private funding – one of the many reasons why Gatwick is the best solution to this challenge.

The interim report by the London Finance Commission 2 makes it even clearer that a condition of success beyond Government's decisions is to strengthen the capital's fiscal powers.

### **Capital 500 Quarterly Economic Survey (3)**

**Question No: 2016/3943**

[Andrew Dismore](#)

The London Chamber of Commerce and Industry (LCCI) published the third quarter results of its Capital 500 Quarterly Economic Survey including a conclusion that Q3 2016 saw the lowest recorded Capital 500 employment levels, with 6 % of London businesses reporting decreased employment over the last three months and that plans for investment in training continued to decline, with 3% of companies, , decreasing investment plans. They say that the Government should ensure Apprenticeship Levy funding can be used to support other high quality workplace and vocational training (beyond just apprenticeships) and large employers should be able to transfer their electronic vouchers to smaller firms in their supply chain. Do you agree?

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

My responses to the government's consultations on the apprenticeship levy have all argued for the facility for levy paying employers to be able to transfer their digital vouchers to smaller employers within their supply chain.

My most recent response to the consultation on the apprenticeship funding proposals, argued that the 10% facility proposed by government should be increased

### **Capital 500 Quarterly Economic Survey (4)**

**Question No: 2016/3944**

[Andrew Dismore](#)

The London Chamber of Commerce and Industry (LCCI) published the third quarter results of its Capital 500 Quarterly Economic Survey including a conclusion that domestic demand remained on a downward trajectory, with more businesses reporting a decrease than an increase in both domestic sales and orders and that export demand also dropped, but remained overall positive, which is likely a consequence, at least in part, of the depreciation of sterling. They say that to capitalise fully on the weaker pound, a cross-Whitehall national strategy for exports growth should outline the role that businesses and private providers could play in an integrated effort to target support to greater numbers of UK firms, particularly SMEs, looking at overseas markets. Do you agree?

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

This is something that I agree with. As you are aware through my international promotional agency, London & Partners, I am already supporting high-growth SMEs in the capital to access global business through initiatives like the Mayor's International Business Programme. It is the first programme of its kind, using peer-to-peer mentoring and private sector backing, to help London companies to scale up and internationalise. The programme aims to support 800 high growth companies based in the capital over the next three years.

## **Arts and Culture (1)**

**Question No: 2016/3945**

[Len Duvall](#)

Please provide an overview of your plans for Arts and Culture outside of Zone 1 for the next three years?

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

I am committed to making sure all Londoners benefit from the city's fantastic arts and cultural offer across the whole of the capital.

Central London is a global centre for the arts, from the West End to world class galleries, music venues and cinemas. But London has much more to offer beyond Zone 1, with a myriad of local theatres, grassroots music venues and local festivals. I will continue to work with boroughs to support theatres, galleries and museums to widen access for all Londoners.

I will establish the London Borough of Culture to shine a spotlight on a specific borough; I will create a Love London Campaign so more Londoners benefit from arts; and I will continue to back free cultural festivals beyond Zone 1 such as London Mela, Totally Thames and Liberty.

The Culture team will continue to develop partnerships, including with Business Improvement Districts and major housing developments, to increase access to arts and culture in new and existing neighbourhoods across the capital.

## **Arts and Culture (2)**

**Question No: 2016/3946**

[Len Duvall](#)

How can opportunities directly resulting from cultural activities in the Capital be better linked with skills?

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

The creative and cultural industries are one of London's fastest growing sectors. Every year 30,000 students in higher education graduate with a degree in a creative subject.

Creative Apprenticeships are an excellent way to link the skills development with opportunities in the creative and cultural sector. There are already exemplar schemes in place across the capital. For example, the Royal Opera House apprenticeship scheme has been running since 2007 and currently has 17 apprentices employed across 12 different disciplines from set design to prop making and a new placement in costume design for 2016.

However, with over 95% of London's creative and cultural sector made up of SME's it can be challenging for small arts organisations to take on work place based training. That is why I am lobbying for the devolution of unspent apprenticeship levy raised by London so that I can find ways to better promote the take up of apprenticeships in this and other sectors.

I will also be launching the Digital Talent Fund a programme funded by the London Enterprise Panel and match-funded by the European Social Fund to create new industry-designed training and courses that will upskill young Londoners with advanced level digital skills. The focus of this programme will be to increase the number of women, BAME Londoners & those from disadvantaged backgrounds into the digital, technology and creative industries.

## **European Social and Investment Fund**

**Question No: 2016/3947**

[Len Duvall](#)

Following the EU referendum result and the threat to the future of funding from the European Social and Investment Fund after 2020 or once Article 50 has been triggered, are you lobbying Government to ensure that any funding that would have gone to the EU is reinvested into the programmes that the ESIF would have funded in London?

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

Yes. Those Brexit supporters now in Government must honour their previous commitments to replace European funding in full; with local growth and employment programmes run for London by London.

## **Public Service Champions**

**Question No: 2016/3948**

[Len Duvall](#)

Do you support UNISON's campaign, Public Service Champions in support of public services and those that work within it?

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

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

## **Powered Rickshaws**

**Question No: 2016/3949**

[Florence Eshalomi](#)

I have been asked to put the following question to you by a member of the public:

"What is city hall's position on the rising number of G-Tech powered (or similar) rickshaws in central London? Surely, this counts as motorised transport which would require some form of public liability, PCV licensing, taxing, and regulation like other forms of public transport?"

I'm very much in favour of green transport, but surely this needs attention? Many of these drivers are a danger and a nuisance to other road users, not to mention their own passengers."

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

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

## **Notting Hill Carnival**

**Question No: 2016/3951**

[Florence Eshalomi](#)

I have been asked to put the following question to you by a constituent:

'The Metro newspaper reported on 07.09.16 that policing the Notting Hill Carnival cost £6 million. Is that figure roughly correct?'

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

Please see my response to MQ 2016 / 2502.



The table below sets out the costs for the previous 2 years, and an estimate for 2016. Data for years prior to 2014 is not readily available and would require significant manual data collection.

Year	Cost
2014	£7,231,336
2015	£7,780,196
2016 estimate	£7,112,863

## **Notting Hill Carnival #2**

**Question No: 2016/3952**

[Florence Eshalomi](#)

I have been asked to put the following question to you by a constituent:

'Would you kindly tell me how much of that cost of Notting Hill was met by the organisers and/or attendees, and how much was met by the London taxpayer?'

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

MOPAC/MPS receive policing funding from a variety of sources; this includes council tax, general policing grant and national and international capital city (NICC) grant as well as other specific grants and income. MOPAC does not hold information on funding from Carnival organisers.

There are central and local funding arrangements for policing of events in London. Keeping the public safe at the Notting Hill Carnival this year were around 7,000 police officers and a record number of stewards (2,210) funded by the Mayor. This cost around £7.1m for policing and £440k for stewarding.

## **Notting Hill Carnival #3**

**Question No: 2016/3953**

[Florence Eshalomi](#)

I have been asked to put the following question to you by a constituent:

'How does the public subsidy for Notting Hill Carnival compare with other large events in London, such as football matches, the London Marathon, and so on?'

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

Football matches and the London Marathon are commercial events, and so do not receive any GLA funding.

Some free-to-attend community driven events do receive levels of funding which are commensurate with the scale of the individual events.

## **Harassment**

**Question No: 2016/3954**

[Florence Eshalomi](#)

I have been asked to put the following question to you by a member of the public:

"I would like to know how the mayor is going to try to tackle the harassment and assault of women in the streets of London and on public transport?"

**Written response from the Mayor**

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

**Topographical Skills Assessment Centres (1)**

**Question No: 2016/3955**

[Florence Eshalomi](#)

In 2014/15 and 2015/16 how many Topographical Skills Assessment Centres were there? How many tests were conducted? How many people passed the test?

**Written response from the Mayor**

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

**Topographical Skills Assessment Centres (2)**

**Question No: 2016/3956**

[Florence Eshalomi](#)

Throughout summer 2015 TfL conducted a mystery shopping exercise at all accredited topographical assessment centres that resulted in 15 centres having their accreditation suspended and 200 candidates having to re-sit their exams, resulting in a 36% pass rate. Have any further mystery shopper exercises been conducted? What were the results?

**Written response from the Mayor**

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

**Topographical Skills Assessment Centres (3)**

**Question No: 2016/3957**

[Florence Eshalomi](#)

TfL say that private hire applicants are required to undertake a topographical skills assessment as part of their application, but applicants may be exempt if they are previously licensed PHV drivers who have passed a topographical skills test. In 2014/15 and 2015/16 how many applicants received this exemption?

**Written response from the Mayor**

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

**Topographical Skills Assessment Centres (4)**

**Question No: 2016/3958**

[Florence Eshalomi](#)

Given the results of the mystery shopper exercise and the fact that, from October 2016, all tests will be invigilated by TfL, will you be requiring all drivers who renew their licence to re-take the topographical skills test to ensure all drivers have the requisite topographical skills?

**Written response from the Mayor**

Every private hire driver must undertake TfL's new topographical assessment.

This means that all new private hire driver applicants must take this assessment, as will all existing licensees upon their next renewal. Once an applicant has passed, they will not need to sit it for any subsequent licence renewals.

## **Hire or Reward insurance**

**Question No: 2016/3959**

[Florence Eshalomi](#)

TfL now require Private Hire Vehicles to have Hire or Reward insurance in place at the point of vehicle licensing, and for it to remain in place for the duration of the licence. How does TfL plan to regularly check every vehicle to ensure it is a) insured; and b) has Hire or Reward Insurance?

**Written response from the Mayor**

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

## **Ridesharing**

**Question No: 2016/3960**

[Florence Eshalomi](#)

TfL are working with the DfT to develop guidance for ridesharing in Private Hire Vehicles. Can you update me on this work and when you expect the guidance to be published?

**Written response from the Mayor**

Further to the publication of my Taxi and Private Hire Action Plan, I have asked TfL to work with the DfT to produce this guidance by spring 2017.

TfL held a meeting with the DfT in the summer, when it was agreed that TfL will lead on preparing guidance. TfL has commissioned customer focus groups to understand issues surrounding ridesharing which will inform the content of this guidance.

## **Changes to private hire operating model (1)**

**Question No: 2016/3961**

[Florence Eshalomi](#)

TfL now require operators to inform them of changes to their operating model prior to implementation. Is there a minimum time between informing TfL of a change and implementing it?

**Written response from the Mayor**

In light of active legal proceedings, which have been brought in relation to recent changes to private hire regulation, TfL will publish further details concerning what steps operators should take in order to comply with this requirement in the near future.

## **Changes to private hire operating model (2)**

**Question No: 2016/3962**

[Florence Eshalomi](#)

TfL say examples of a change to the model include (but are not limited to) the introduction or removal of an app based booking service, introduction or removal of a payment channel or

booking method, or introduction of ride sharing. To date how many requests for changes have been made? Who were they made by? How long did it take TfL to respond to the request? Was the request approved or denied?

**Written response from the Mayor**

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

## **PHV Operators Call Centre**

**Question No: 2016/3963**

[Florence Eshalomi](#)

The new PHV regulations require that customers must be able to speak to an operator verbally at all times when journeys are being undertaken. Has TfL offered further guidance on this to operators regarding the number of staff required to be employed answering the telephones versus the number of vehicles the operator has?

**Written response from the Mayor**

In light of active legal proceedings, licensees are not required to comply with this condition before either: (i) the conclusion of the proceedings or (ii) further relevant developments in the proceedings.

TfL will provide a further update, should the situation change.

## **Security of app-based platforms**

**Question No: 2016/3964**

[Florence Eshalomi](#)

Can you update us on TfL's work with the trade and technology industry during 2016 to develop any necessary security solutions?

**Written response from the Mayor**

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

## **Hire or reward fleet insurance in place by operators**

**Question No: 2016/3965**

[Florence Eshalomi](#)

Can you update us on TfL's work with the trade to explore in more detail the issue with indemnification in the event that a driver, intentionally or not, does not have the appropriate insurance in place?

**Written response from the Mayor**

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

## **Provision of contact facilities (1)**

**Question No: 2016/3966**

[Florence Eshalomi](#)

TfL now require customers to be able to speak to the PHV operator verbally at all times when journeys are being undertaken and that they must be situated in a licensed London operating centre. Can you explain why the centre needs to be based in London?

**Written response from the Mayor**

Please see my response to MQ 2016 /3963.

**Provision of contact facilities (2)****Question No: 2016/3967**

[Florence Eshalomi](#)

TfL maintain a contact address at "Taxi and Private Hire Operator Licensing, PO Box 177, Sheffield, S98 1JY". Why is this based in Sheffield and not London? How many other such contact points do TfL maintain outside of London?

**Written response from the Mayor**

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

**Taxi and Private Hire Action Plan 2016 (1)****Question No: 2016/3968**

[Florence Eshalomi](#)

Will the enhanced Disclosure and Barring Service check for drivers apply to both PHV and Taxi drivers?

**Written response from the Mayor**

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

**Taxi and Private Hire Action Plan 2016 (2)****Question No: 2016/3969**

[Florence Eshalomi](#)

Will you also require taxi drivers to pass an advanced driving test before they can be licensed or relicensed?

**Written response from the Mayor**

Taxi driver applicants are required to undertake a Driver and Vehicle Standards Agency tax assessment, as part of the Knowledge of London, before being licensed by TfL.

**Taxi and Private Hire Action Plan 2016 (3)****Question No: 2016/3970**

[Florence Eshalomi](#)

What plans do you have to introduce grants to allow private hire drivers to purchase zero emissions capable vehicles?

**Written response from the Mayor**

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

**Taxi and Private Hire Action Plan 2016 (5)****Question No: 2016/3971**

[Florence Eshalomi](#)

What bus lanes on a) the TfL Road Network, and b) the borough road network, are Taxis not currently allowed to use?

**Written response from the Mayor**

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

## **Elephant and Castle Roundabout**

**Question No: 2016/3972**

[Florence Eshalomi](#)

There are concerns regarding safety and congestion following the redevelopment. Can you give an update as to what is being done to mitigate the effects of the transition to the new layout?

**Written response from the Mayor**

It takes time for road users to adjust to any transformational highway change. TfL is monitoring Elephant and Castle 24/7 via its traffic control centre to ensure it operates as planned, making adjustments as necessary. For example, TfL recently adjusted the traffic signal timings and introduced additional signage to assist wayfinding and traffic lane selection for drivers.

## **Northern Line Extension, Kennington (1)**

**Question No: 2016/3973**

[Florence Eshalomi](#)

Whilst there is existing liaison between TfL and local committees this remains a highly disruptive project and there are concerns as to how information is provided to residents. Can you update us on how this has been managed, especially with regard to homes having defects surveys?

**Written response from the Mayor**

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

## **Northern Line Extension, Kennington (2)**

**Question No: 2016/3974**

[Florence Eshalomi](#)

Given the need to ensure safety at the station after the extension, at what is already a busy underground station, can you give an update as to whether TfL have been able to confirm when the new exit will be put in, where it will be located and how it will be funded? Additionally is there any further guidance from TfL as to when the Kennington Underground Station will be re-zoned to Zone 1?

**Written response from the Mayor**

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

## **The Green Belt**

**Question No: 2016/3975**

[Nicky Gavron](#)

How will your new London Plan seek to enhance the green belt and improve access to it for all Londoners?

**Written response from the Mayor**

Thank you for raising this important issue with me. As you know I am committed to protecting the Green Belt. At this early stage in the development of the Plan, I would welcome any inputs you or fellow Assembly Members have on new ideas to both enhance the Green Belt and improve access to it. I do not wish to close options down at this stage and would like all those interested parties to contribute their ideas and suggestions so we can ensure that the review of the London Plan is fully informed on this important issue.

## **Permitted Development Rights**

**Question No: 2016/3976**

[Nicky Gavron](#)

Current exemptions to office to residential permitted development rights are due to expire in 2019. What steps are you taking with the boroughs to safeguard London office space after that time?

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

I have recently commissioned the 2017 London Office Policy Review which will contribute to the strategic evidence base to support Article 4 Directions by the relevant boroughs to ensure that London's nationally significant office locations are safeguarded when the current exemptions expire. I will work closely with these boroughs to ensure a co-ordinated approach to the introduction of these Directions.

Building on our ongoing monitoring of the impact of permitted development rights the Review will also provide evidence to support boroughs wishing to introduce Article 4 Directions for strategically important office clusters outside the exempted areas in inner and outer London. I intend to use my forthcoming London Plan to give further support for these provisions.

## **Superfast Broadband**

**Question No: 2016/3977**

[Nicky Gavron](#)

How will your new London Plan support the roll out of superfast broadband in the capital?

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

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

## **"Call In" powers**

**Question No: 2016/3978**

[Nicky Gavron](#)

In your manifesto you stated that you would "Set clear guidelines for which developments the Mayor will 'call in', including where planning has stalled, and where opportunities to deliver more new or affordable homes are being missed".

Can you provide an update on when you expect to publish these guidelines?

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

One of my manifesto commitments is to clearly set out the circumstances in which I would be likely to intervene in a planning application and call that application in. I will be setting out my approach on this matter in my forthcoming Housing Supplementary Planning Guidance (SPG) which should be consulted on in late November.

## **Affordable Housing SPG**

**Question No: 2016/3979**

[Nicky Gavron](#)

When do you expect this document to be published?

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

I intend to publish the Affordable Housing and Viability SPG for consultation before the end of the year.

## **Fast Track Planning**

**Question No: 2016/3980**

[Nicky Gavron](#)

Planning Magazine has reported that you are considering providing "a faster and more certain" planning process for applicants who agree to meet a set level of affordable housing. How will you ensure that any such fast tracked process will continue to take into account the views of local people?

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

This relates to my forthcoming Affordable Housing and Viability SPG; the aim of the guidance is to increase the amount of affordable housing delivered via the planning system through improved clarity on what is expected from viability appraisals and when they are required. The proposed approach should improve the process but not detract from local people's role in planning decisions.

## **Taxi ranks**

**Question No: 2016/3981**

[Joanne McCartney](#)

I welcome your announcement on increasing the number of taxi ranks by at least 20 per cent by 2020. Can you outline how many of the taxi ranks will be island taxi ranks?

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

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

## **Highgate Hill/Highgate High Street pollution**

**Question No: 2016/3982**

[Joanne McCartney](#)

The Highgate Neighbourhood Forum have undertaken research and found that Highgate Hill/Highgate High Street is highly polluted. Three buses travel along this road, the 271, 210 and 143. What action can be taken to reduce pollution in this area?

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

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

## **Disclosure and Barring Service Checks**



**Question No: 2016/3983**

[Joanne McCartney](#)

I am still receiving complaints as to the length of time it takes the MPS to complete DBS checks. Can you please update me on the current average waiting time for DBS checks in London? How many currently cases fall outside the target response times?

**Written response from the Mayor**

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

**Independent Domestic Violence Advocates****Question No: 2016/3984**

[Joanne McCartney](#)

Will your new Police and Crime Plan ensure that sufficient IDVAs are provided across London? Will you also ensure that these IDVAs are allocated to boroughs on the basis of need?

**Written response from the Mayor**

Any MOPAC commissioning intentions regarding Violence Against Women and Girls (VAWG) must sit as part of a broader strategic response that seeks improved systems and better knowledge of how to tackle key issues effectively. The Police and Crime Plan (PCP) will ensure this strategic approach is in place at which point MOPAC and partners will be able to agree the best way forward with regard to provision.

To date MOPAC has provided a Pan London IDVA service costing £4,999,000 over four years; this has funded an additional 40.5 IDVAs across the capital. Over the same period MOPAC contributed £14.9 million toward borough based violence women and girls projects, a considerable amount of which focuses on domestic abuse including additional IDVA posts.

The needs led distribution of the Pan London DV IDVA's was determined through a formula developed by a leading specialist agency (SafeLives formally CAADA). We continue to monitor this approach through the Pan London IDVA service.

Though MOPAC currently supplies a substantial amount of IDVA provision across London we are not the only funders. We sincerely hope agencies such as the Home Office continue to contribute to this national concern whose scale and volume disproportionately affects the capital.

**Electoral registration****Question No: 2016/3985**

[Joanne McCartney](#)

What plans do you have to ensure that Londoners, especially young adult Londoners, are registered to vote?

**Written response from the Mayor**

Electoral registration is the responsibility of Borough Electoral Registration Officers with the Electoral Commission having a role in promoting registration in the run up to elections and referendums. The Greater London Returning Officer does not have a formal role in this area.

I will, however, be working with my Deputy Mayor for Social Integration to develop a programme of work to encourage active citizenship.

## **Brexit NHS Premium & Devolution**

**Question No: 2016/3986**

[Onkar Sahota](#)

Given the claims made by the Vote Leave campaign, does the Mayor agree with the former Health Secretary, and as part of his plans to secure greater devolution of health powers to London, will he push to ensure the Government comes good on the pledge to spend £350m more per week on the NHS, with London getting its fair share?

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

My predecessor has himself admitted that the £350 million pledge was nothing more than 'pointless stunt'. Nonetheless, I said in my manifesto that I will stand up for London's health services, using City Hall to argue for the resources the NHS needs.

Through the London Health and Care devolution team, we are seeing greater powers and flexibilities to ensure the NHS is properly funded.

## **RTCs involving Motorcycles**

**Question No: 2016/3987**

[Onkar Sahota](#)

Is the Mayor concerned by the apparent increase in road traffic collisions involving motorcycles in West London, following reports that across West London, there has been a 9.1% increase between 2014/15, and what actions will the Metropolitan Police undertake to tackle this growing trend?

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

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

## **HS2 Colne Valley Tunnel**

**Question No: 2016/3988**

[Onkar Sahota](#)

Given the change in administration, will the Mayor outline his view on the campaign by residents in Ickenham to secure an extension to the HS2 tunnel proposed from Old Oak Common to Ickenham to beyond the Colne Valley, and spare residents in Ickenham, Harefield and the surrounding areas the blight that will come with hosting the mouth of the HS2 tunnel?

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

I share the concerns of residents in Ickenham with regard to the impacts of HS2 works.

HS2 Ltd's current plans will have considerable traffic and environmental impacts in the Ickenham area. Extending the HS2 tunnel beyond the Colne Valley would remove much of this impact from this environmentally sensitive area of London.

I understand that HS2 Ltd and the Department for Transport have recently reviewed the costs of the current proposals against a tunnel option that has been developed by engineers working for Hillingdon. I would support a workable alternative proposal.

## **Northwood Station Redevelopment**

**Question No: 2016/3989**

[Onkar Sahota](#)

Given the welcome decision by TfL to withdraw its previous planning application for the redevelopment of Northwood Station, will the Mayor now outline what his aspirations are for this key site?

**Written response from the Mayor**

TfL will now explore the options for redevelopment at Northwood station. TfL is confident it can deliver high levels of affordable housing and improved station access with upgraded public space.

TfL withdrew the initial planning application for Northwood station redevelopment following feedback from local stakeholders. TfL will continue to work with them and the borough as it explores other options.

**Pokémon Go & Public Health****Question No: 2016/3990**

[Onkar Sahota](#)

Given the huge impact that Pokemon Go has had on sedentary behaviour, particularly amongst young people, has the Mayor considered what role digital platforms and gaming could have in helping to deliver on his public health priorities?

**Written response from the Mayor**

I am delighted to see apps, gaming and digital platforms playing a greater role in inspiring individuals to make positive behaviour changes to their lifestyles and to better manage their health. Pokemon Go is a great example of that: not only does it encourage players to be more active but to get to know their communities and neighbourhoods as well. Importantly this knowledge of their local environment has lasting effects on users' behaviour outside of the game, increasing their likelihood of active travel by default and the benefits associated with that.

Other apps such as City Mapper and Public Health England's Sugar Smart and Stoptober apps have proved to very popular with consumers and are shifting behaviours in some of our most ingrained health issues.

London is an open and thriving global city for the tech community – I strongly encourage this fun, innovative and life-saving work to continue here in the capital.

**GLA Leadership on Health****Question No: 2016/3991**

[Onkar Sahota](#)

As the Mayor is now progressing appointing his team, will he outline when he intends to appoint an advisor or political lead to drive his health agenda, given the significant position he gave this within his manifesto, and consistent calls from the London Health Commission, and health partners, to deliver strong health economy leadership from City Hall?

**Written response from the Mayor**

I have recently appointed Dr Tom Coffey as my Senior Advisor on health policy. Dr Coffey will advise me on health policy in London and support me in my role as chair of the London Health Board. He will complement the work of the Health team in City Hall and will also work closely with Professor Yvonne Doyle, my statutory health advisor.

## Heathrow Remedial Actions

**Question No: 2016/3992**

[Onkar Sahota](#)

Given that a decision on runway capacity in South East England is expected imminently, will the Mayor outline what actions he has taken to date under his administration, in working with Heathrow to tackle both noise and air pollution in West London, given that whatever the Government decides, residents are still desperate for mitigations?

**Written response from the Mayor**

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

## Night Tube - Central Line Usage

**Question No: 2016/3993**

[Onkar Sahota](#)

Will the Mayor outline what the usage of each Central Line Station has been, outside of normal operating hours on the Night Tube since it opened?

**Written response from the Mayor**

The below table contains the information you have requested for the eight weeks since the Night Tube launched, 19 August to 9 October. It shows the total entries and exits for each Central line station served by the Night Tube.

<b>Station</b>	<b>Total Night Tube entries and exits since the Night Tube service began</b>
Bank	32,220
Barkingside	1,726
Bethnal Green LU	39,977
Bond Street	19,668
Buckhurst Hill	3,098
Chancery Lane	11,025
Ealing Broadway	36,215
East Acton	8,237
Fairlop	1,412
Gants Hill	12,401
Hainault	6,756
Holborn	38,137
Holland Park	4,044
Lancaster Gate	7,122
Leyton	24,163
Leytonstone	20,509
Liverpool Street LU	101,057
Loughton	8,230
Marble Arch	22,413
Mile End	42,951

Newbury Park	9,609
North Acton	10,160
Notting Hill Gate	24,798
Oxford Circus	117,327
Queensway	12,401
Redbridge	4,404
Shepherds Bush LU	37,450
Snaresbrook	3,270
South Woodford	8,611
St Pauls	13,102
Stratford	90,373
Tottenham Court Road	91,176
Wanstead	4,275
West Acton	3,758
White City	12,628
Woodford	9,435

## **Night Tube - Uxbridge and West Ruislip**

**Question No: 2016/3994**

[Onkar Sahota](#)

Can the Mayor outline his best estimate on when residents in the London Borough of Hillingdon can expect to be able to enjoy the Night Tube service on the Uxbridge branch of the Piccadilly Line, and the West Ruislip branch of the Central Line?

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

The case for Night Tube provision at the Rayners Lane/Uxbridge branch of the Piccadilly line and the West Ruislip branch of the Central line was considered in detail. TfL found that the level of potential demand was not enough at this time to justify an extension to the Night Tube, but will keep this under review.

Prior to the launch of Night Tube, TfL looked at existing night-time travel to ensure that bus services complemented the new service. Changes were made to a number of routes to ensure customers travelling in the early hours of the morning had easy options to get home.

Last year, a consultation took place on bus changes into the area. A new 24-hour 114 route which serves Mill Hill Broadway to Ruislip was introduced. This service provides a convenient link to Jubilee line Night Tube services at Queensbury station.

## **Night Tube Noise Complaints**

**Question No: 2016/3995**

[Onkar Sahota](#)

Can the Mayor provide a breakdown of the number of complaints received by TfL relating to noise since the Night Tube opened, broken down by postcode area within the London Borough of Ealing?

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

TfL has not received any complaints from residents or businesses in Ealing since the successful launch of the Night Tube on the Central line eight weeks ago.

If anyone is disturbed by Night Tube noise they can contact TfL's 24/7 Customer Services Centre on 0343 222 1234.

## **London Underground Ticket Offices Review**

**Question No: 2016/3996**

[Navin Shah](#)

I'm particularly interested in Equality Impact Assessment outcomes and how the ticket office closures have impacted residents/stakeholders such as the elderly and disabled community. Is there any relevant information available at this stage?

**Written response from the Mayor**

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

## **The Basement Tax**

**Question No: 2016/3997**

[Navin Shah](#)

Westminster Council is seeking to charge an average fee of £8000 for securing planning permission for basement extensions. This would enable it to set up a new enforcement team to help mitigate the negative impacts from such developments. My local residents have shown interest in a scheme to limit basement extensions. If other councils seek to take the direction of 'basement tax' - what strategic advice / support are you able to give and can the fee charged for such extensions be derived from a Londonwide scheme piloted by the Mayor?

**Written response from the Mayor**

I have committed to including a new policy in my new London Plan on mega-basements. My new London Plan and/or its supporting Supplementary Planning Guidance will set out what mitigation and monitoring options are available to the boroughs. Whilst my policies can outline what should be considered when a planning application for a mega-basement is received, it is not within my powers to charge or collect fees for this type of development.

## **Leases for the Brixton Arches**

**Question No: 2016/3998**

[Navin Shah](#)

Network Rail plans to refurbish the Brixton Arches which would result in eviction of over 30 traders (tenants). The eviction, as campaigners suggest, would mean end of livelihoods and loss of local independent family businesses. I have experienced a similar situation with TfL owned units at Alperton Station in Brent. Are you and TfL able to take an appropriate strategic and holistic approach to better treat longstanding tenants so that they do not lose out and small independent traders (often family run businesses employing local staff) are able to maintain their business and contribute to the local economy? If there is no level playing field and they end up having to compete with franchises they and the local community will be the losers in the end.

**Written response from the Mayor**

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

## **Sudbury Hill Urban Realm Scheme**

**Question No: 2016/3999**

[Navin Shah](#)

Regrettably the proposed scheme does not make any provision for either of the rail stations to become fully accessible - this flies in the face of the stated aim of improving access to the stations. I believe that in the case of Sudbury Hill Harrow Station access is easily achievable. Would you support local residents and groups to incorporate accessibility of the stations to the Sudbury Hill Urban Realm Scheme?

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

I would warmly welcome a positive outcome from the discussions currently underway by Network Rail and Chiltern Railways about accessibility improvements to Sudbury Hill Harrow station.

The London Boroughs of Brent and Ealing, through the WestTrans partnership, have developed the Sudbury Hill Urban Realm scheme with funding support from TfL's Local Implementation Plan (LIP) Major Scheme programme.

Although the project encompasses this part of the Greenford Road (A4127), it only includes the areas in front of the station buildings. Works within National Rail stations are the responsibility of the Train Operating Company or Network Rail as owners of the station, so step-free access falls outside of the Sudbury Hill Urban Realm scheme's scope.

## **Culture Sector's Contribution**

**Question No: 2016/4000**

[Navin Shah](#)

Cultural activities, theatre and the arts are now worth £27 billion to the UK economy. Meaning, the culture sector's economic contribution to UK since 2010 has grown by 33%. The sector is now worth 1.3% of the UK's economy. Are there figures available to assess what contribution culture and creative industries have made to London's economy? Would you have in your culture infrastructure any targets for growth in this sector for the years to come?

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

According to the GLA Economics report 'The Creative Industries in London' (2015), the creative industries in London generated £35 billion in 2012, accounting for just under half of the 2012 UK total of £70 billion. The creative industries contributed 10.7 per cent of total GVA in London, and over the post-recessionary period showed relatively higher growth than London's economy as a whole.

In 2014, there were 795,800 jobs in the creative economy in London, equivalent to 1 in 6 jobs in the capital.

The Cultural Infrastructure Plan will establish baseline data, identify gaps and recommend ways of sustaining and growing London's cultural infrastructure. Through the Cultural Infrastructure Plan I will establish goals to protect and increase areas of infrastructures that are at particular risk for example creative workspace and grassroots music venues which have been declining over the past decade.

In addition, GLA Economics will update the economic contribution figures.

## **Cultural Borough of the Year**

**Question No: 2016/4001**

[Navin Shah](#)

What is your timetable for the launch of this welcome initiative and what actual benefits will the winning borough derive from its success?

**Written response from the Mayor**

We are still developing the programme.

The Culture Team will support boroughs throughout the bidding process with the provision of surgeries/workshops and external expert advice.

The high profile initiative will celebrate the winning boroughs' culture and unique character, generating wide economic benefits, media attention and additional visitors. The initiative will broaden and deepen residents' engagement in the arts and embed culture in neighbourhoods whilst encouraging social cohesion through cultural activity.

## **Pressure on Greenbelt**

**Question No: 2016/4002**

[Navin Shah](#)

Given the housing crisis there is acute pressure on greenbelt and some local authorities are seeking to release designated greenbelt / open fields for housing development. What is your position on this?

**Written response from the Mayor** are challenged in meeting housing need, especially that over and above current minimum housing

I appreciate that some boroughs go supply targets. The London Plan already provides guidance on bringing forward sources of additional housing capacity to do this without intruding on the Green Belt or other open land, and I intend that its replacement should be strengthened in this regard.

Government policy (NPPF para 83) does enable Boroughs to review Green Belt boundaries through their Local Plans in 'exceptional circumstances'. As a general principle I intend that such circumstances should be genuinely 'exceptional' and I expect Local Plans to demonstrate this. This will be tested rigorously when I assess whether Local Plans are in 'general conformity' with the London Plan in light of their local circumstances.

## **Launch of Pollution Billboards Campaign**

**Question No: 2016/4003**

[Navin Shah](#)

A group of young Londoners have launched this campaign due to their concerns about the air pollution with aim to warn the young people of the dangers of diesel fumes. Would you be prepared to support / sponsor the campaign for its long term viability as they have received no corporate or any other funding?

**Written response from the Mayor**



Whilst we commend the efforts of these young people and several other organisations that are currently running air quality campaigns in London, we do not currently have plans to support these projects financially.

## **Future of HS2**

**Question No: 2016/4004**

[Navin Shah](#)

How concerned are you about the reported delay in HS2's plans for Euston station and worries about cost escalation? Does all this put the future of HS2 at risk? In the unlikely scenario of the scrapping of HS2 what plan B do you have for the Old Oak Common MDC project?

**Written response from the Mayor**

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

## **Bus Frequencies on School Routes**

**Question No: 2016/4005**

[Navin Shah](#)

This is an issue which affects all bus routes serving schools. However, I've been contacted to raise issues specific to Bus Routes H18/H19 serving Hatch End High School (Harrow). Can frequencies/capacity of these buses be increased during start and finish time of the school? This will assist pupils and other passengers. Is this something TfL can consider as part of their business plan to help schools/pupils and passengers across London?

**Written response from the Mayor**

I appreciate that providing good links to schools across London must be central to London's bus network planning.

TfL reviewed service provision at Hatch End High School at the beginning of this year. Although busy, services were providing acceptable capacity but in light of your concerns I have asked TfL to look at this again throughout the autumn term.

## **Bus Safety Performance**

**Question No: 2016/4006**

[Navin Shah](#)

There is a call for TfL to publish 'meaningful' Bus Operational Safety Performance Data for public scrutiny. When will TfL / Travel Watch publish version 2 of TfL's Bus Safety Performance League Tables?

**Written response from the Mayor**

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

## **CIL & Neighbourhood Planning**

**Question No: 2016/4007**

[Navin Shah](#)

Do you agree with the conclusions of a new report published by Neighbourhood Planners? There are signs of frustrations among the community with the Boroughs as neighbourhood

planning matures. The report's conclusions include a comment that the 15% Neighbourhood element of CIL has impacted only a minority of London Boroughs. Do you agree with the suggestions made in the report as a way forward? What measures can be put in place to effectively promote the scope of neighbourhood planning and CIL?

**Written response from the Mayor**

Thank you for raising this issue with me. The report from *Neighbourhood Planners.London* is a useful snapshot of the current situation in London and tracks progress of how the relatively new community infrastructure levy (CIL) system is bedding in.

The Community Infrastructure Levy Regulations (2010) as amended were laid before parliament by the Secretary of State for Communities and Local Government. Accordingly, I have no powers to amend the regulations. Regulation 59A (2) states that the duty to pass on CIL monies to local neighbourhoods does not apply to the Mayor's CIL. Regulation 59A (3) is clear if a Neighbourhood Plan is in place, the borough must pass on 25% of the relevant CIL receipts, and Regulation 59A (5) states if a Neighbourhood Plan is not in place, 15% of the receipts must be passed on.

Planning permissions can be implemented over three years, but most London boroughs have had their own CILs in place for less than three years. Over time, as more planning permissions are implemented with a CIL charge in place, the amount of revenue being passed on to neighbourhoods by London boroughs will increase. In addition, as more neighbourhoods adopt a Neighbourhood Plan, the proportion of CIL to be put towards neighbourhood level initiatives will increase.

Most of the report's recommendations are aimed at boroughs and their internal arrangements on how they promote their CIL to their neighbourhoods. I note that boroughs' responses to this issue are currently mixed and I will ask for the report's recommendations to be discussed in light of London's overall needs at the boroughs' CIL collection group which TfL convenes.

## **Wembley Park Station**

### **Question No: 2016/4008**

[Navin Shah](#)

East London stations such as Stratford, Bromley-by-Bow and West Ham have moved into Zone 2 / 3 in the last few months. I welcome this and ask the Mayor to move Wembley Park station from the current zone 4 to 3. There is a strong case for this as the station is a prideful choice of commuters to Wembley Stadium and the Arena and is the first station on the Jubilee Line to be in zone 4 and the first one on the Metropolitan Line. I'd also like to point out that the Met Line has no stops between Finchley Road and Wembley Park - it is the only underground line that does not serve Zone 3. Zone 3 designation for Wembley Park station would save my Brent commuters in the region of £340 per year and put the station on par with the East London stations like Stratford. My constituents have raised this issue - can you please ask TfL to strongly look at the feasibility for this?

**Written response from the Mayor**

I appreciate that local residents and commuters across London would like to see Wembley Park rezoned, but I have no plans to initiate any rezoning.

There are a great many number of compelling cases across London for rezoning, each of which has considerable financial implications for TfL.

My decision to freeze all TfL fares for four years will make travel more affordable for all Londoners, rather than those in specific zones or using particular stations.

## **Black History Month**

**Question No: 2016/4009**

[Navin Shah](#)

In the climate of cuts, black history month events are severely restricted across London. Is this something you can look into as part of your culture strategy and plan so that there is positive impact locally in boroughs in a way black history month can be celebrated in all parts of London?

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

I have just hosted a number of events for Black History Month (BHM) both inside and outside of City Hall.

A real concern for those groups who partnered with us was the funding shortage linked to this celebration. Since 2010, many boroughs have been forced to scale back their BHM activities, which mean fewer Londoners are getting the opportunity to attend events.

While our Culture Strategy and plan does not specifically encompass BHM, all our schemes have inclusivity and access for all Londoners at their core. Having said that, I intend to liaise with my Community Relations Team to explore ways how we can support this important celebration in London in the future.

## **Living Wage Week**

**Question No: 2016/4010**

[Fiona Twycross](#)

Can you outline how the GLA will raise awareness of the London Living Wage during Living Wage Week from 31st October to 5th November?

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

I will personally be launching Living Wage Week, have given TfL advertising space to the Living Wage Foundation, and will support activities throughout the week across social media channels.

## **Zero-hours contracts**

**Question No: 2016/4011**

[Fiona Twycross](#)

Can you outline what action will you take to work towards eradicating the use of zero-hours contracts in London?

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

I have made a commitment that I will never use zero-hours contracts to exploit workers, which I shall not waver on as long as I am the Mayor of London.

While I, as Mayor, have no direct jurisdiction over the use of zero-hours contracts elsewhere, I will ask my new Economic Fairness team to gather evidence on their use, and campaign to end and prevent the exploitation of workers through zero-hours contracts. In the past, we've seen that such pressure can work; the government was forced to respond to the exploitative practice of exclusivity-clauses within such contracts, by banning their use.

## **Graduate employment**

### **Question No: 2016/4012**

[Fiona Twycross](#)

How many graduates in London are currently i) unemployed, ii) under-employed and iii) employed? Can you also provide this data by year since 2008?

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

The number of known graduates in London currently unemployed is 97,000 (2015)

The number of known graduates in London currently under-employed is 176,000 (2015)

The number of known graduates in London currently employed is 2,492,000 (2015)

The data by year since 2008 can be found on the ONS website. (see [London graduates by employment and underemployment status, 2008 to 2015 - Office for National Statistics](#))

## **Early Years Funding**

### **Question No: 2016/4013**

[Fiona Twycross](#)

Government's reform to Early Years Funding could lead to nine London Boroughs seeing a drop in their hourly funding rate per child due to the varying costs across London. Will you call on the Government to ensure that no London Boroughs see a drop in their funding rate?

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

I have done so by responding to the Government's consultation on 'An Early Years National Funding Formula' last month. My robust response is published on the GLA website. There is huge pressure on good childcare places in London. Over the last few years the availability of childcare available in London has increased, but this is still not enough to meet the demand of London parents. Together with London Councils, I have been making the case to the Department for Education for adequate levels of funding to support quality and accessible childcare provision in London, and in relation to promoting the London Living Wage for Early Years among other workers.

## **School Places**

### **Question No: 2016/4014**

[Fiona Twycross](#)

A total of 110,364 new school places will be needed in London between 2016/17 and 2021/22 to meet forecast demand, consisting of 62,935 primary places and 47,430 secondary places.

How will London meet this demand?

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

The scale of schools required across London is unprecedented. The recent London Councils "Do the Maths 2016" analyses school places shortfall and indicates that the equivalent of 610 new classes are needed every year to 2022, and school places as outlined in the question. I will work with London Councils, the boroughs, Regional Schools Commissioners and the Education Funding Agency to ensure that through collaboration and we have adequate schools places. Please also see MQ 2016 /3828.

## **Sourced Campaign**

**Question No: 2016/4015**

[Fiona Twycross](#)

A constituent has asked whether you would consider signing up to the Christian Aid 'sourced' campaign for the GLA and its functional bodies which calls for the procurement process to include asking bidders to answer tax compliance questions. Will you commit to looking into this?

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

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

## **16/17 year olds in police custody**

**Question No: 2016/4016**

[Fiona Twycross](#)

Do you support the Children's Society's 'Seriously Awkward' campaign and its call for consistency when the MPS assesses 16 and 17 year olds in custody, so they are classed as either children or adults?

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

I recognise the concerns raised via the Seriously Awkward campaign. The issue of safeguarding adolescents is significant and I am pleased that a London Safeguarding Adolescent Steering Group has been created, and that my Office for Policing and Crime are participating in and supporting the work of this group. This will address the safeguarding response to CSE, missing, and other issues highlighted by the campaign.

## **Accommodation for care leavers**

**Question No: 2016/4017**

[Fiona Twycross](#)

Will supported housing commissioned by Homes for Londoners include accommodation that is appropriate for care leavers?

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

Homes for Londoners will not directly commission housing, supported or otherwise. However, It will oversee London's housing-related investment programmes, which include funding for developing and improving supported accommodation for a whole range of groups who need supported accommodation, young people among them. It is for boroughs and their supported accommodation providers to identify the precise groups for whom accommodation is required.

## **London Datastore**

**Question No: 2016/4018**

[Fiona Twycross](#)

The Children's Society have suggested that it would be useful to have a map of childcare providers in London, similar to the Schools Atlas, with drop down boxes to enable users to find where their nearest childcare is that matches their needs. Would it be feasible to create this?

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

Part of meeting my manifesto commitment of making childcare more accessible is about understanding provision across London and ensuring parents know about local provision. Much of this is available via local authority Family Information Services, where the statutory duty lies,

but the picture is patchy. GLA Economics are therefore in the process of mapping childcare provision in London, with a view to making this available in a similar way to the Schools Atlas, as far as possible, and ensuring all stakeholders have a better picture of available supply.

## **Businesses and Europe**

### **Question No: 2016/4019**

[Fiona Twycross](#)

Research by KPMG found that 76% of bosses would consider moving out of the UK in order to maintain trade links with the European common market. Do you agree that this is a concern and how will you ensure that these businesses know that London is open for business?

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

The uncertainty created by the prospect of Brexit is of course leading firms to consider how they may have to adapt to meet the challenges it will inevitably pose. However, I am clear that come what may, London will remain the best place in the world to do business.

I have made and will continue to make the argument to Government that London's businesses need privileged access to the European market and European talent. I have taken every opportunity from meetings with business leaders, to speeches, to my trip to North America to send the clear message that London is still open for business, investment, ideas and talent.

## **Childcare provision and the London Plan**

### **Question No: 2016/4020**

[Fiona Twycross](#)

When you come to draft the next London Plan, would you consider childcare provision as a requirement when creating new sites to ensure that childcare is available at a place of work? For example, creating childcare facilities in shopping centres to ensure that low-paid shift workers have access to childcare and are therefore more likely to retain their jobs?

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

In my manifesto I set out my aim to make childcare more affordable and accessible. My team are currently investigating the role the London Plan can play in delivering this aim and are assessing a number of potential policy options to help increase the provision of childcare facilities in London

## **Childcare provision (1)**

### **Question No: 2016/4021**

[Fiona Twycross](#)

How do you plan to ensure that there is enough childcare provision for all those that require it in London?

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

My manifesto commitment is to make childcare more affordable and accessible.

Through the Family and Childcare Trust we know that 23 of London's 33 local authorities state that they do not have enough childcare for the three and four year olds entitled to it and two thirds do not have enough places for the disadvantaged two year olds who currently qualify for free early education. This is not to mention the need for high quality flexible and specialist provision.

GLA Economics will be conducting an overarching assessment of demand and supply so we better understand these gaps in provision and the reasons for them. We will then aim to stimulate the market in a number of ways: by piloting innovative models of delivery; working with local authorities to support their interventions; and creating the conditions for increased provision, such as promoting the use of public sector land for childcare purposes and through amendments to the London Plan.

## **Childcare provision (2)**

**Question No: 2016/4022**

[Fiona Twycross](#)

How can you ensure that there is provision for childcare for parents who work at weekends or unsociable hours and shift work?

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

I am committed to increasing the overall supply and quality of childcare in London as there is currently insufficient childcare for London's working families across all boroughs. In 2012 about 35.8% of parents in employment worked overtime at some time in their main job. The numbers of parents working irregular hours is on the increase but childcare provision continues to fall well short for this cohort of families.

We will seek to find innovative solutions to address the needs of parents who work shift patterns or out of hours work by testing, supporting and scaling up activities that are likely to meet the needs of these parents. This will include consideration of the needs of children, such as appropriate settings for evening and overnight care.

## **Careers Guidance (1)**

**Question No: 2016/4023**

[Fiona Twycross](#)

How do you plan to improve careers guidance across London?

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

I intend to improve careers education and guidance by working with schools and colleges, London Councils and the London Enterprise Panel through the London Ambitions careers strategy. In doing this I will increase the number of schools, colleges and businesses connecting through the London Ambitions web portal.

I will support London's secondary schools to develop whole school careers strategies through the £8 million invested in Careers Clusters and the Team London Enterprise Adviser volunteers, which will also help teachers and careers professionals better understand career opportunities in London. I will work with the GLA group to generate more experiences of the world of work for young Londoners. I will also include careers advice as part of my devolution ask of government, to better join up the offer for all ages, not just young people, so that all Londoners are able to get the guidance they need to help them to progress in their careers.

## **Careers Guidance (2)**

**Question No: 2016/4024**

[Fiona Twycross](#)

Businesses have relayed their difficulties in getting ambassadors into schools to talk about careers and have even found that in some instances, when talking about construction in a mixed school female pupils were not included in the talk. How can you work to link businesses with schools to widen careers guidance and ensure that this advice is given to all pupils regardless of gender?

**Written response from the Mayor**

I will increase the number of schools and colleges connecting with many of London's employment sectors through the London Ambitions web portal. I will support London's secondary schools to develop whole school careers strategies through the £8 million invested in Careers Clusters and the Team London Enterprise Adviser volunteers, who are drawn from these sectors to reach out to both girls and boys as the potential future workforce. On Construction specifically, my proposed Academy scheme will highlight the need to promote both the image of the sector and the many progression routes within it for girls as well as boys, for whom plenty of opportunities exist.

**Support for apprenticeship applications**

**Question No: 2016/4025**

[Fiona Twycross](#)

Currently one in ten apprenticeship applications from 16-18 year olds are unsuccessful despite 56 per cent of applications coming from this age group. Will your Skills Taskforce look at how support can be provided to apprenticeship applicants aged under 19 to increase the number of successful applications?

**Written response from the Mayor**

My Skills for Londoners Taskforce will set the strategic direction for a new skills agenda for London.

I believe that is vital that young people are supported to access apprenticeship opportunities to ensure that they obtain the skills they need to succeed in the future economy.

**Apprentice pay (1)**

**Question No: 2016/4026**

[Fiona Twycross](#)

The National Minimum Wage for apprentices aged under 19 or in first year of apprenticeship is £3.30, well below the London Living Wage. Do you agree that apprentices should be paid the London Living Wage?

**Written response from the Mayor**

I believe that all hard working Londoners should be fairly rewarded in their pay. While the Living Wage Foundation does not require that accredited Living Wage employers pay apprentices the Living Wage, it is clearly good practice to do so, and as such I would encourage all employers to follow the example that I have set at the GLA, alongside many excellent businesses, and pay their apprentices at least the London Living Wage.

**Apprentice pay (2)**

**Question No: 2016/4027**

[Fiona Twycross](#)



Due to the cost of living in London, there is increasing pressure for young people to earn money quickly and often are dissuaded from undertaking apprenticeships despite wanting to because of the low-pay. How can you ensure that good quality apprenticeships are available to all young Londoners regardless of their gender?

**Written response from the Mayor**

I believe that all Londoners, regardless of their age or gender should be able to access good quality apprenticeship opportunities.

I am aware that low -pay can dissuade young people from undertaking apprenticeships; this is why I advocate that employers pay their employees at least London Living Wage. Furthermore, the apprenticeship oyster card concession is available offering a 30% travel card discount to London residents - 18 years old, or over, in the first year of their apprenticeship.

I am also lobbying government on the proposed changes to the apprenticeship funding system to ensure that young people are not adversely affected by the reforms.

**Taxi and Private Hire Action Plan 2016 (4)**

**Question No: 2016/4028**

[Florence Eshalomi](#)

What plans do you have to introduce a scrappage scheme for private hire drivers who choose to no longer licence their vehicle in London?

**Written response from the Mayor**

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

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