

Written Answers to Questions Not Answered at Mayor's Question Time on 16 December 2015

London Ambulance Service

Question No: 2015/3988

[Onkar Sahota](#)

After our discussion at the last MQT session, and now knowing the result of the CQC inspection into LAS, what confidence do you have that Londoners are being properly served by the ambulance service in London?

Oral response

Advice for Londoners in the event of a Paris style attack

Question No: 2015/4353

[Kemi Badenoch](#)

The National Counter Terrorism Policing Security Office recently released advice on what people should do in the event they are caught up in a Paris-style gunman attack. What plans do you, MOPAC and the Metropolitan Police Service have to make Londoners aware of this advice?

Oral response

Pressure on small businesses

Question No: 2015/4392

[Jenny Jones](#)

Are you concerned about small businesses in London struggling with rising rents and insecure leases as a result of property development?

Oral response

Knife crime in London

Question No: 2015/4243

[Caroline Pidgeon](#)

15 teenagers have been stabbed to death on our streets this year. What immediate actions are you taking to stop these tragic and preventable violent deaths in our city?

Oral response

Breathalyser tests

Question No: 2015/4371

[Steve O'Connell](#)

In the run up to Christmas and during the office party season, what assessment have you made of the scheme in Croydon where those wishing to enter licensed premises were asked to pass a police-style breathalyser test in order to reduce alcohol-related violence.

Oral response

Knife Crime in London

Question No: 2015/3989

[Joanne McCartney](#)

What further action are you taking to tackle the scourge of knife crime involving young people in London?

Oral response

Cold Homes Crisis

Question No: 2015/3990

[Murad Qureshi](#)

Following the news that the number of excess winter deaths more than doubled last winter, what will you do in your final few months in office to tackle the "Cold Homes Crisis" in the capital?

Oral response

Sexual Health

Question No: 2015/4341

[Andrew Boff](#)

Do you support the calls from NHS staff and the Royal College of GPs for 'ChemSex' to become a public health priority in London to help reduce health inequalities relating to HIV, sexually transmitted infections and mental health problems?

Oral response

South West Trains

Question No: 2015/4359

[Richard Tracey](#)

With South West Trains' operating contract ending in July 2017, what work is TfL doing to maximise the chances of it taking control of South West London's commuter rail network?

Oral response

Food poverty

Question No: 2015/3991

[Fiona Twycross](#)

How many older Londoners suffer from malnutrition?

Oral response

Christmas gridlock

Question No: 2015/3992

[Valerie Shawcross](#)

Is London going to be in traffic gridlock this Christmas?

Oral response

Taxi report

Question No: 2015/4363

[Richard Tracey](#)

Does the Mayor agree with the recommendations of our report, which calls for the reform of the taxi trade to make it more competitive?

Oral response

Affordable Housing

Question No: 2015/3993

[Tom Copley](#)

Can the Mayor update the Assembly on the implications of the November 2015 Spending Review specifically for social and Affordable Rent housing in London?

Oral response

13 Appliances

Question No: 2015/3994

[Navin Shah](#)

Why does LFEPA want to risk the safety of London by proposing removal of 13 fire engines?

Oral response

Silent Suffering report

Question No: 2015/4350

[Kemi Badenoch](#)

Following the release of my report 'Silent Suffering - Supporting the male survivors of sexual assault', what response do you have to the recommendations?

Oral response

Spending Review

Question No: 2015/3995

[Fiona Twycross](#)

What assessment as Mayor of London have you made of the impact on low income Londoners of measures announced in last month's Spending Review?

Oral response

Outer London cycling

Question No: 2015/4393

[Darren Johnson](#)

What is holding back cycling in outer London?

Oral response

Local Policing

Question No: 2015/3996

[Joanne McCartney](#)

Following the CSR announcement will you guarantee there will be at least one PCSO and one PC dedicated to each ward for the next year?

Oral response

Tube ticket queues

Question No: 2015/3997

[Andrew Dismore](#)

After you closed the ticket offices, queues to use the ticket machines at quite a few underground stations are now excessively long, for example at Euston. What are you going to do about it?

Oral response

Group Investment Syndicate investment policy

Question No: 2015/4339

[Stephen Knight](#)

What ethical considerations are taken into account in investment decisions taken under the GLA's Group Investment Syndicate?

Oral response

Housing and Planning Bill

Question No: 2015/3998

[Tom Copley](#)

Is the Mayor satisfied by the Government's decision to not accept a ring-fence that ensures the money raised from the sale of 'expensive' council housing is retained in London for investment in new affordable housing?

Oral response

Walking in London

Question No: 2015/3999

[Valerie Shawcross](#)

Should promoting safe, healthy, and environmentally clean walking in London be our top transport priority?

Oral response

Tech City

Question No: 2015/4000

[Fiona Twycross](#)

Following the Economy's Committee's recent publication, "A Mayoral Manifesto for the Digital Economy", what steps will you take in your final few months of office, to address the huge challenges in skills, connectivity and diversity that threaten to limit the growth of London's digital cluster?

[The Mayor](#)

Skills:

The £5 million Digital Talent Programme, launched in partnership with the London Enterprise Panel in November 2015, will create a business-led pipeline of talent through the further and higher education system to innovate skills delivery, plug job vacancies in the digital sector and ensure growth can continue.

Diversity:

The Digital Talent programme will work with employers and skills providers to inspire young women and young Londoners from disadvantaged backgrounds to take up the opportunities presented by the programme, innovate the way digital businesses work and diversify the sector.

The Digital Inclusion strategy outlines several ways in which all Londoners are being supported to gain the digital skills they need to be part of the digital life of London.

Connectivity:

The Connectivity Advisory Group are taking forward a number of initiatives including:

Connectivity Rating Scheme; rates and promotes the connectivity levels of commercial buildings in order to inform potential tenants and incentivise landlords to improve connectivity levels.

The connectivity toolkit; to make connectivity information available in an accessible format.

Health Inequalities in London

Question No: 2015/4001

[Onkar Sahota](#)

Do you now believe you were being disingenuous by announcing at the Conservative Party conference when you said Health Inequalities are improving in London under your Mayoralty, in light of the e NHS England's 'Health inequalities in London' report which demonstrates the huge gaps in Healthy Life Expectancy across London?

[The Mayor](#)

No.

Violent Crime

Question No: 2015/4002

[Navin Shah](#)

What are you doing to address the rise of violent crime across London?

[The Mayor](#)

Please see my response at MQT on 16 December 2015.

I have prioritised the reduction of violent crime across London via my MOPAC 7 targets and although there is a rise, some of which is due to reporting changes, London is still lower than the England and Wales average.

To address this issue, my Deputy Mayor for Policing and Crime has visited five boroughs over the last year to pull together local partners and communities to drive forward new strategies. Alongside this, MOPAC commissions £12m of projects through the London Crime Prevention Fund (over a four year period) through boroughs to combat violence.

I am not complacent - There is a huge amount of activity that MOPAC and the MPS are doing to combat violent crime, investing £6.8m this year alone on prevention, intervention and enforcement, whilst the MPS have undertaken over 10,000 weapons searches in the last 9 months.

My Deputy Mayor for Policing and Crime has visited hotspots in five boroughs over the last year to pull together local partners and communities to drive forward new strategies. Alongside this, MOPAC commissions £12m through the London Crime Prevention Fund (over a four year period) directly to boroughs to combat violence.

In June last year I launched the Gangs and Serious Youth Violence Strategic Ambitions for London, which operates alongside my VAWG strategy. Under the VAWG strategy, MOPAC recently commissioned a £5m pan London Domestic violence service that provides an additional 40.5 independent domestic violence advocates to support victims of domestic violence.

To ensure public scrutiny and challenge I have launched MOPAC challenges on key matters that concern Londoners, these include important matters such as Performance, Confidence CJS timeliness, in February the MOPAC Challenge will focus on Gangs.

Borough Commanders

Question No: 2015/4003

[Navin Shah](#)

Are there plans to have a tri-borough merger of a police Borough Commander in Brent, Harrow and Barnet?

[The Mayor](#)

There are no plans to merge boroughs or to merge the role of Borough Commander.

Meals on wheels

Question No: 2015/4004

[Andrew Dismore](#)

Do you think it is right, that those who are dependent on a meals on wheels service should instead now be referred to food banks ?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

13 Fire engines

Question No: 2015/4005

[Andrew Dismore](#)

As the FBU have now indicated that they will not be taking further strike action until at the Summer of 2017, do you agree that the money saved as a result can now be used to return at least 2 of the 13 fire engines presently off the run?

[The Mayor](#)

I note that the principal budget options available to LFEPA for 2016-17 are currently subject to a public consultation exercise and I look forward to seeing the results of that exercise in February 2016. I shall rely on the Fire Commissioner's professional advice in determining what action, if any, I should take at that time.

Officer Shifts

Question No: 2015/4006

[Joanne McCartney](#)

Please can you provide me with the average number of police officer shifts worked per borough in the calendar years i) 2012 ii) 2013 iii) 2014 and iv)2015 to date? Please provide this data in excel format.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

141, 21 and 76 Bus Capacity

Question No: 2015/4007

[Jennette Arnold](#)

Will TfL increase the capacity and frequency of 141, 21 and 76 buses along Southgate Road, heading towards Old Street?

[The Mayor](#)

TfL put in place reliability schemes on routes 21 and 141 in 2015 and will be introducing a reliability scheme on route 76 in January 2016. This will improve resilience on routes which are being significantly affected by disruption due to road works and should provide adequate capacity along this corridor. These schemes are being kept under regular review.

Notice of Station Closures

Question No: 2015/4008

[Jennette Arnold](#)

Will TfL work collaboratively and transparently with local councils to ensure that residents are given longer than 8 week notice of tube station closures?

[The Mayor](#)

Yes.

TfL regularly meets with all boroughs to discuss forthcoming works including any possible Tube station closures at an early stage.

Once works are confirmed, TfL issues a press release, notifies local stakeholders (including local politicians, user groups, residents and businesses), issues a poster to the affected station, and sends a customer email to regular users of the station who are registered to receive such information. Nearer the time of the closure, communications are issued widely across the network, to ensure that residents, and other users of the station, are aware of alternative routes.

Caledonian Road Tube Station Closure

Question No: 2015/4009

[Jennette Arnold](#)

TfL have decided to close Caledonian Road Tube Station for 7 months in January to replace both lifts at the same time. Could the lifts be replaced one at time, allowing the station to be left open?

[The Mayor](#)

London Underground (LU) has carefully considered the best way to complete these necessary works, including the impact of a full closure on customers.

Refurbishing the lifts one at a time would create a significant risk of frequent customer entrapments during the refurbishment of the first lift, given the additional strain on the remaining lift. Each time the remaining lift failed, it is likely the station would have to close without giving customers any notice. Moreover, this method would have required a 70-week programme, compared to the planned 32 weeks.

LU always keeps its plans under review to see if they can be improved. In this instance LU has been able to act on customer concerns that both Tufnell Park and Caledonian Road would be closed at the same time and move the closure date of Caledonian Road to 14 March 2016. Tufnell Park station is due to re-open ahead of schedule on Monday 7 March 2016.

London Living Wage at Arsenal Football Club

Question No: 2015/4010

[Jennette Arnold](#)

Will you join myself and Islington Council in the campaign to ensure Arsenal Football Club pay all their staff, including contracted staff, the London Living Wage?

[The Mayor](#)

I wrote to London's leading football clubs in September this year, and in June last year, urging them to sign up to paying the London Living Wage and I will continue to encourage them to become accredited by The Living Wage Foundation as Living Wage Employers.

Tube Noise

Question No: 2015/4011

[Jennette Arnold](#)

What will TfL do to mitigate the tube noise that is affecting residents in Walthamstow following rail improvement works on the Victoria Line in August 2015?

[The Mayor](#)

TfL works to prevent noise and vibration issues through regular maintenance and improvement work. It also has a robust process of investigating any noise or vibration complaints and will carry out remedial work to manage and mitigate the issues as required.

TfL has undertaken a series of mitigation works to improve the condition of the newly installed rail in Walthamstow, including rail grinding in October. As a result noise levels have reduced by a significant degree. TfL will continue to engage with the local community over any concerns and regularly monitor the condition of rail and track to maintain acceptable levels of noise.

Tube Noise (2)

Question No: 2015/4012

[Jennette Arnold](#)

What will TfL do to mitigate the tube noise that is affecting residents on Waterlow Road, near Archway Station?

[The Mayor](#)

TfL works to prevent noise and vibration issues through regular maintenance and improvement work. It also has a robust process of investigating any noise or vibration complaints and will carry out remedial work to manage and mitigate the issues as required.

Sections of rail near Archway station have been found to be 'rough' as a consequence of normal operational wear and tear. The rails will be ground as part of the scheduled Northern line rail grinding programme in April/May 2016, which is expected to reduce noise to satisfactory levels. TfL will continue liaising with the residents over the course of this work.

Victoria Line Improvement Works August 2015

Question No: 2015/4013

[Jennette Arnold](#)

Were wooden sleepers replaced by concrete during the rail improvement works on the Victoria Line that took place in August 2015?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

MPS Vehicles and Repairs

Question No: 2015/4014

[John Biggs](#)

In relation to your answer to MQ 2015/3777, how will you ensure the remedial repairs required to the MPS vehicles do not affect their ability to be deployed for operational purposes?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Wood Wharf and Royal Docks

Question No: 2015/4015

[John Biggs](#)

What additional transport infrastructure will be required to support the on-going regeneration of areas including Wood Wharf and the Royal Docks?

[The Mayor](#)

The east and south east London sub region will accommodate just under half the population growth (600,000 people) and over 20 per cent of new jobs (160,000) that London is expecting see over the next 20 years. Significant investment is taking place in terms of transport in order to support this growth, including Crossrail which will open from 2018. Further investment is needed to support the level of growth planned for east London and TfL continues to work with boroughs and stakeholders to develop schemes such as the proposed new river crossings package and the extension of Crossrail to Ebbsfleet.

In terms of the Royal Docks, GLA, TfL and Newham are working together on a package of enhancements to address the existing challenges, including the potential for new DLR capacity in the form of new trains, together with upgrading the majority of stations, particularly around an enhanced Custom House gateway station which will be served by Crossrail. Furthermore, work has been undertaken to understand how the bus network could be enhanced and what the potential impacts of growth on the highway network would mean in terms of inputs and improvements to the urban realm and local connectivity. This is being secured through an Infrastructure Delivery Plan which will be presented to the London Enterprise Partnership in the New Year.

The Wood Wharf planning permission includes an agreement to provide a comprehensive package of transport improvements. This includes approximately £67m for Crossrail (combined section 106 and CIL liability), £4.5m for highway improvements, £5m for bus capacity and £0.4m for new cycle docking stations.

Cycling on Pavements (1)

Question No: 2015/4016

John Biggs

A constituent has asked me to ask you the following question:

Yesterday I saw two PCSOs stop a man cycling on the pavement in Commercial Road. They spoke to him and he walked off from them, pushing his bike along and then when he got out of their grasping range, got back on the bike and cycled off, shouting abuse at them and giving them a two finger salute.

What action is the Mayor taking to deter cycling on pavements which is dangerous to pedestrians, particularly those with visual disabilities?

The Mayor

I am very aware of the distress caused to people, especially those with visual or hearing impairments, by the minority of cyclists who commit offences, including cycling on the pavement.

There is a MPS Safer Transport Team (STT) in every London borough, who provide high visibility policing on the road and surface transport network. All STTs have six main objectives, one of which is improving cyclists' safety.

TfL launched a Cycle Safety Tips campaign to support work on this.

I announced in October of this year an increase in police enforcement activity as part of my continued efforts to make London's roads safer. Operation Safeway focuses on balanced enforcement tackling risk and danger alongside education on the rules of the roads, to help make London's busy streets a safer environment for everybody

Cycling on Pavements (2)

Question No: 2015/4017

John Biggs

How many fixed penalty notices have been issued for this offence? Please list them by borough for each year 2013/14, 2014/15 and 2015/16 to date.

The Mayor

In addition to those notices issued for cycling on the pavement, the data below also includes the offence of cycling where prohibited.

Borough	2013/14 Total	2014/15 Total	2015/16 Total
Not Stated	341	167	32
Barking and Dagenham	9	0	0
Barnet	20	46	9
Bexley	121	73	11

Brent	31	10	0
Bromley	13	12	1
Camden	233	110	40
Westminster	1213	489	14
Croydon	58	9	0
Ealing	18	10	2
Enfield	130	27	10
Greenwich	22	16	0
Hackney	130	33	10
Hammersmith and Fulham	76	8	0
Haringey	26	3	1
Harrow	38	45	0
Hillingdon	12	16	3
Hounslow	124	46	0
Islington	458	121	13
Kensington and Chelsea	595	74	4
Kingston upon Thames	117	68	0
Lambeth	86	37	13
Lewisham	18	9	0
Merton	35	12	1
Newham	98	43	3
Redbridge	21	29	22
Richmond upon Thames	99	16	2
Southwark	214	246	129
Tower Hamlets	438	59	16
Wandsworth	115	45	19
Waltham Forest	51	48	51
Total	5003	1931	406

Right to Buy

Question No: 2015/4018

[Tom Copley](#)

Has the GLA received any guarantees from the Government that the grant funding it will receive to reimburse housing associations for Right to Buy sales in London will be in addition to the grant it would otherwise have been paid?

[The Mayor](#)

The Housing and Planning Bill discussions are currently ongoing.

High value council housing

Question No: 2015/4019

[Tom Copley](#)

Why have your Government colleagues ignored your demand for a ring-fence on the money raised through the sale of high-value council housing in London, which would require the money raised by sales in London to be spent in London?

[The Mayor](#)

My objective is to get the best possible deal for London, and I am in ongoing discussions with the government about a settlement.

Private rented sector

Question No: 2015/4020

[Tom Copley](#)

Do you believe that regulatory powers over the private rented sector should be devolved to the Greater London Authority, as they have been to the Scottish and Welsh Governments?

[The Mayor](#)

I am always looking at ways the GLA can take a more active role to promote a better private rented sector in London. This sits alongside the boroughs existing regulatory role, combined with new powers proposed in the government's Housing & Planning Bill.

Pay to Stay

Question No: 2015/4021

[Tom Copley](#)

How many households in London's social rented sector would be affected by the proposed 'pay to stay' regulations included in the Housing and Planning Bill? Please provide these figures by borough?

[The Mayor](#)

The Government has announced that Pay to Stay will be voluntary for housing associations. It will not be possible to provide a breakdown as requested.

Section 106

Question No: 2015/4022

[Tom Copley](#)

How many affordable homes were delivered in London through section 106 agreements during the last affordable homes programme (2011/15)? Please provide a breakdown by year, tenure and borough.

[The Mayor](#)

For completions up until and including financial year 2013/14 this information is available via the GLA's annual published statistics. The information for 2014/15 will be available via the GLA's annual published statistics in the New Year when the scheme details are published.

Prisons

Question No: 2015/4023

[Tom Copley](#)

What discussions has the Mayor had with the Government regarding the ownership and subsequent development of those prisons in London that will close as a result of the announcement in the Spending Review on 25 November?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/12/2015

GLA officers, through the London Land Commission, are discussing the emerging proposals with the Ministry of Justice.

Overcrowding (1)

Question No: 2015/4024

[Tom Copley](#)

When did the Mayor's Overcrowding Board last meet?

[The Mayor](#)

Please see my answer to MQ [5532](#)/ 2014.

Overcrowding (2)

Question No: 2015/4025

[Tom Copley](#)

What is currently included on the work programme of the Mayor's Overcrowding Board?

[The Mayor](#)

Please see answer to MQ 4024/ 2015.

Starter Homes

Question No: 2015/4026

[Tom Copley](#)

The current proposal put forward by the Government is that the Starter Homes discount will remain in place for five years. During this period, would an owner be able to sell the property for more than £450,000 in Greater London (after the discount has been applied)?

[The Mayor](#)

The detail of how the Starter Homes policy will operate will be published in regulations under the Housing and Planning Bill.

Spending Review (1)

Question No: 2015/4027

[Tom Copley](#)

Does the Mayor support the Spending Review measure that will introduce a new 3% Stamp Duty on Buy to Let investors from April 2016?

[The Mayor](#)

Yes.

Spending Review (2)

Question No: 2015/4028

[Tom Copley](#)

What impact will limiting Housing Benefit at Local Housing Allowance rates have on housing association and Housing Revenue Account income in London? Does the Mayor agree that this will result in fewer social and Affordable Rent properties being built in London?

[The Mayor](#)

I anticipate that this change will have limited impacts in London, where social sector rents are almost always below Local Housing Allowance levels.

Spending Review (3)

Question No: 2015/4029

[Tom Copley](#)

Does the Mayor agree that to solve London's housing crisis we need a focus on increasing all tenures of housing, not just on homeownership?

[The Mayor](#)

Yes - although it is worth noting that 33% of inner London's stock is affordable or social rent compared to just 2% intermediate.

Spending Review (4)

Question No: 2015/4030

[Tom Copley](#)

How will the Mayor use the London Help to Buy product in order to increase much needed supply of new housing in London, rather than stoking existing over demand?

[The Mayor](#)

The London Help to Buy product will be available only for new build properties and so should stimulate new supply.

Spending Review (5)

Question No: 2015/4031

[Tom Copley](#)

In the Spending Review, the Chancellor outlined that the national affordable housing budget will double over the Spending Review period. How much of this money will the Greater London Authority receive (or expect if not already allocated)?

[The Mayor](#)

Negotiations with the government over London's funding settlement are ongoing.

Spending Review (6)

Question No: 2015/4032

[Tom Copley](#)

What number and proportion of first-time buyers in London will be able to afford a Starter Home in the capital?

[The Mayor](#)

The cost of Starter Homes - and therefore their affordability to first time buyers - will vary according to local market conditions. Although the cap is £450,000, the Prime Minister has said that he wants to see Starter Homes in London priced at £150,000 or £200,000. The Council of Mortgage Lenders say that the average cost of a home bought by first time buyers in London in the third quarter of this year was £297,389, and so it is likely that many Starter Homes will be affordable for first time buyers in London.

London Theatres Small Grants Scheme

Question No: 2015/4033

[Tom Copley](#)

Can you provide an update on the outcome of applications to the London Theatres Small Grants Scheme? How many applications were made, and can you provide a list of the successful applicants?

[The Mayor](#)

Theatres Trust received 16 applications for £5,000 each. These were scored against the set criteria and of these 7 (receiving a top score of 4) were recommended to the Trustees of Theatres Trust - although a wider conversation was also had about other applications. There is a budget of £25,000 and so the Trustees were asked to prioritise 5 applications for funding.

The final decisions were made at the Trustees decision meeting was on Tuesday 8th December.

Bush Theatre, LB Hammersmith & Fulham

New Diorama, LB Camden

Spid Theatre (Kensal Rise), LB Kensington & Chelsea

Cockpit Theatre, LB Westminster

Battersea Arts Centre, LB Wandsworth

MOPAC Residential Properties

Question No: 2015/4034

[Tom Copley](#)

In your answer to my question 2015/3787 about residents of properties previously owned by MOPAC you said the 'proper relationship is between the tenants and their landlord, Crown Simmons'. Your Deputy Stephen Greenhalgh said he wanted a 'new approach so that eviction of long-standing tenants, some of whom are key workers, cannot arise in future. The Metropolitan Police is not a landlord, but it is right that we find new owners for sites like this that can give tenants the security they deserve'. While tenants may have a new landlord, can you outline how the tenant's security of tenure has been secured in line with the commitment by Stephen Greenhalgh?

[The Mayor](#)

As set out in the residential strategy for the disposal of properties to Crown Simmons I have agreed that the MPS Director of Property Services will on behalf of MOPAC engage with housing providers, including social landlords and local authorities as appropriate, to deliver best value to MOPAC whilst providing surety to the tenants. In the event this proves not possible MOPAC will not dispose of the properties until Crown Simmons have provided surety to the tenants.

The landlord/tenant relationship including security of tenure will remain a matter between the tenant and Crown Simmons or any future landlord.

Human Rights Act

Question No: 2015/4035

[Andrew Dismore](#)

Further to your answer to Question No: 2015/2759:

'Do you consider the Human Rights Act and the European Convention on Human Rights provide important safeguards to Londoners in their dealings with state bodies including the GLA family?'

your response being:

'There are some important safeguards in both of these documents, which, if we were to replace them with a new British Bill of Rights, would need to be maintained.'

Which of those safeguards do you regard as important; and which do you regard as unimportant?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

West Ham and the Olympic stadium [1]

Question No: 2015/4036

[Andrew Dismore](#)

How much does the stadium cost West Ham to hire?

[The Mayor](#)

This figure is commercially confidential. The Legacy Corporation's legal advice is clear and unequivocal, that releasing the small number of key commercial terms into the public domain will seriously jeopardise income from future tenants or partners, to the detriment of the public purse.

As previously mentioned in MQ 3320/2015, subject to the ruling of the Information Commissioner, I think that it is absolutely right that this information should remain private to ensure the Legacy Corporation and its operators can secure the best deal for taxpayers.

West Ham and the Olympic stadium [2]

Question No: 2015/4037

[Andrew Dismore](#)

How much will the stadium maintenance cost, and who will pay for it ?

[The Mayor](#)

The stadium operator, LS185, is responsible for the maintenance of the Stadium; this includes both routine maintenance work as well as periodic investment in more significant repairs over the life of West Ham's Concession Agreement. West Ham United will be responsible for the maintenance of its own leased areas, signage and branding overlay.

I would emphasise that the operator is tasked with ensuring the Stadium is multi-use, with multiple tenants and events throughout the year, and so it is right that it takes responsibility for such work as part of its contract.

West Ham and the Olympic stadium [3]

Question No: 2015/4038

[Andrew Dismore](#)

How much will a) West Ham and b) the Legacy Corporation earn from stadium naming rights?

[The Mayor](#)

A naming rights partner is currently being sought for the Stadium by LLDC and the London Borough of Newham, who are the joint owners of the stadium.

West Ham United have rights to receive a share of the income generated, but in order to protect public money, the precise nature of the arrangements remain confidential as they are commercially sensitive and could prejudice negotiations with a potential naming rights partner.

West Ham and the Olympic stadium [4]

Question No: 2015/4039

[Andrew Dismore](#)

What happens to the stadium in the event of financial difficulties at the stadium company?

[The Mayor](#)

It is highly unlikely that the Stadium will run into financial difficulties as the agreements reached with West Ham United and British Athletics provide a sound financial basis for ongoing operations.

In addition, a highly experienced operator with an international track record of success with similar stadia has been appointed to maximise income, by attracting a range of additional events to complement the football and athletics already on offer. As a result, the business case for the venue anticipates the Stadium returning a profit to the Legacy Corporation and the London Borough of Newham

West Ham and the Olympic stadium [5]

Question No: 2015/4040

[Andrew Dismore](#)

What happens if West Ham United is sold by its current owners?

[The Mayor](#)

Should the current owners and majority shareholders of West Ham United sell the club within an agreed period after moving to the Stadium, the Legacy Corporation and the London Borough of Newham will receive a share of the value over a certain threshold; the threshold amount is commercially confidential.

West Ham and the Olympic stadium [6]

Question No: 2015/4041

[Andrew Dismore](#)

How much is it estimated West Ham United will earn from matchday catering

[The Mayor](#)

Revenue from match day catering will be shared between West Ham United and E20 Stadium LLP; the precise split is commercially confidential.

West Ham and the Olympic stadium [7]

Question No: 2015/4042

[Andrew Dismore](#)

How many full time and full time equivalent jobs will be 'created' by the West Ham deal?

[The Mayor](#)

Job figures are yet to be confirmed as West Ham United are making their final arrangements. We do expect many new jobs to be created, not least because of the increase in capacity created by the move from the Boleyn Ground. There is an agreed target in place for 75% of new jobs to go to Newham residents and there will be a positive impact on jobs in the wider area supported by the tens of thousands of fans who will visit on match days.

West Ham and the Olympic stadium [8]

Question No: 2015/4043

[Andrew Dismore](#)

How much office space is being provided to West Ham United and on what terms?

[The Mayor](#)

Under the agreement with West Ham United, they will be provided with 932sqm of office space. This area is subject to a tolerance as regards area of +/- 5%.

The financial terms remain commercially confidential.

Taxi Drivers

Question No: 2015/4044

[Andrew Dismore](#)

Further to your answer to Question No: 2015/3543

'Do you regret calling taxi drivers 'luddites'?'

your response being:

'This was not aimed specifically at taxi drivers'.

As the audience was almost exclusive taxi drivers, at whom were your comments aimed?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Torriano Primary School

Question No: 2015/4045

[Andrew Dismore](#)

Representatives from Torriano Primary School and the school community met with TfL officers recently and discussed the safety of the nearby crossing which is greatly used by children and parents. TfL are taking the matter seriously and are planning to put forward proposals, some of which may need lengthy consultation. Is it therefore possible for the implementation to take place in stages?

[The Mayor](#)

TfL is developing proposals for the crossing, which includes assessing whether any changes are required to the existing parking facilities on Camden Park Road. If changes are required this would require a full public consultation. The design work will confirm how works could be planned, including the potential of a phased approach. TfL will keep stakeholders informed of progress including timescales as soon as these become available.

Route 31 buses

Question No: 2015/4046

[Andrew Dismore](#)

A constituent has raised with me the issue of noise from route 31 buses. While some of the buses have been fixed many noisy ones continue to scream up and down Adelaide Road emitting a high distressing whine and high pitched, excessive noise 2-3 times an hour especially at the weekend. I understand that operator Tower Transit are being offered a contract extension to 2018 by TfL. Before any such extension is granted, will you ensure that the buses on this route are properly maintained and repaired and drivers properly trained, to stop this noise pollution nuisance disturbing residents on the route?

[The Mayor](#)

The operator, Tower Transit, has already identified this issue and put in place a solution to reduce noise from the affected vehicles. This entails replacing controls for hydraulic fans or checking, and if necessary replacing, the solenoid control for fan pumps.

Work is already taking place and expected to finish in early 2016. The vehicles continue to be safe to operate and comply with drive-by noise tests and are certified for use in the UK.

There are a range of safeguards that already exist to ensure all buses in the fleet are in a good state of repair including daily walk-round checks, operator vehicle maintenance every four to six weeks, independent inspection of more than 2,000 vehicles a year as part of Engineering Quality Monitoring and the annual MOT.

Royal Free Hospital bus shelter

Question No: 2015/4047

[Andrew Dismore](#)

The bus shelter at the closest stop to the Royal Free Hospital is privately owned by JC Decaux, and I understand is in the process of being replaced. With the advent of bad weather, will you prevail upon them to do this work straight away?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

46 bus route

Question No: 2015/4048

[Andrew Dismore](#)

A constituent complains to me that rather than the scheduled 6 buses an hour, two 46 buses (which she uses every day of the week) often come along together and sometimes she has waited half an hour for a bus. She also complains about the condition of the buses, which is often very poor as they vibrate unbearably when stationary. Will you deal with these issues?

[The Mayor](#)

The reliability of Route 46 has been affected by the water and gas works in the Swiss Cottage area. TfL implemented a new schedule on 5 December 2015 to help mitigate the impact and will continue to monitor reliability.

Seventeen new vehicles were introduced in 2012 and a further two 2010 built vehicles were introduced in 2013 to cover the full 19 vehicles required to run this service. Occasionally 2005 built reserve vehicles will be deployed to assist for operational reasons. TfL will ask the operator to look at all vehicles to ensure the problems identified by your constituent are resolved.

The night tube and toilet facilities

Question No: 2015/4049

[Andrew Dismore](#)

When the night tube starts, it can be expected that many passengers will be in need of toilet facilities, after a night out in central London. Will all the public toilet facilities on all the stations that have them on the night tube lines be open for the full period the night tube lines are open?

[The Mayor](#)

Yes, customers will continue to be able to use toilet facilities where available for the full period the Night Tube lines are open.

The night tube and toilet facilities on the Northern Line

Question No: 2015/4050

[Andrew Dismore](#)

On the Edgware branch of the Northern Line there are no public toilets north of Golders Green; and there are none at all south of Waterloo or London Bridge; do you regard this provision as adequate; and if not what are you going to do about it; and if so, what advice will you give passengers in need of toilet facilities after a night out, other than 'cross your legs' ?

[The Mayor](#)

As Tube services already run late into the night, Night Tube is not anticipated to increase demand for toilet facilities. Average journey times for Night Tube customers will reduce by 20 minutes with some journeys taking an hour less to complete. Nevertheless, I appreciate access to toilet facilities is an important issue for customers and TfL has published a map of all available public toilets on its network to help passengers find them. Seventy-six of these are at stations with Night Tube services running through them. This map is available at <https://tfl.gov.uk/maps/track/tube>.

In addition many London Boroughs, including those where the Northern line Night Tube service will operate, publish a list of all local toilet facilities.

The night tube and lack of toilet facilities

Question No: 2015/4051

[Andrew Dismore](#)

Once the Night Tube opens, what policing arrangements will you put in place to ensure that passengers leaving their destination station after a night out do not 'abuse' neighbouring streets due to inadequate public toilet facilities?

[The Mayor](#)

TfL's night bus services currently operate to all areas and Tube services already run late into the night. Night Tube services on Friday and Saturday night are therefore not anticipated to significantly increase demand for toilet facilities. On average customers using Night Tube services will benefit from reduced journey times of 20 minutes over comparable journeys by bus, and those travelling to terminus stations will reach their destinations even quicker.

Furthermore, an additional 100 police officers will be deployed across the Night Tube network.

London Cycling Design Standards

Question No: 2015/4052

[Andrew Dismore](#)

Further to Question No: 2015/3794

'TfL has recently published an extensively revised and updated set of London Cycling Design Standards (LCDS, 2014). They represent a significant step towards the achievement of consistent highway designs offering safe and convenient cycling conditions on all London's roads. Included in the LCDS is a Cycling Level of Service (CLoS) assessment procedure and an associated Junction Assessment Tool (JAT), both of which offer scoring schemes that aid the assessment of cycling safety and convenience in new highway designs. However, neither the CLoS procedure nor the simpler JAT appears to be in regular use by TfL to evaluate the designs for proposed new and upgraded junctions. Will you ensure that an assessment based on one or both of these useful metrics is used by TfL for future highway designs and will you set minimum assessment scores that should normally be achieved in such designs?'

your response being:

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

Will you now give a substantive reply?

[The Mayor](#)

Please see my response to MQ 3794 / 2015.

Stirling Corner

Question No: 2015/4053

[Andrew Dismore](#)

Further to Question No: 2015/3798

'Further to Question No: 2015/3530

'As it is now well over 3 years since you promised to cycle round Stirling Corner, and despite regular reminders of your promise you have failed to do so, do you intend to honour your promise before you leave office as Mayor next May?'

Your response being:

'It is now well over 3 years since you first asked a question about cycling round Stirling Corner. The answer I gave at the time was 'I cycle the whole of London. When I next do Stirling Corner I will give you a report.'

Have you cycled round Stirling Corner yet? If not have you a visit to the area in mind before the end of your term of office?

your response being:

'I cycle the whole of London. When I next do Stirling Corner I will give you a report.'

This response clearly infers that you have cycled round Stirling Corner in the past. When was this? if you have not done so, do you not consider your answer to be misleading? And when are you going to do so 'next', so as to honour your promise to do so? will you do so before your term of office expires?

[The Mayor](#)

The answer I gave over 3 years ago was 'I cycle the whole of London. When I next do Stirling Corner I will give you a report.'

Dollis Valley Greenwalk

Question No: 2015/4054

[Andrew Dismore](#)

Further to Question No: 2015/3799

'Further to Question No: 2015/3532

'Barnet Council have spent hundreds of thousands of pounds of Transport for London money on the "upgrade" of Dollis Valley Greenwalk from Dollis Road to Fursby Road. This was done without any public consultation, proper planning or consideration of the Health and Safety of users. Users were not informed of the works until the month before the project was scheduled and then with just basic information. The resulting path does not comply with the Department for Transport 'Shared Use Routes for Pedestrians and Cyclists (LTN 1/12)' or TfL's 'London Cycling Design Standards'. This is also an area for Nature Conservation and Green Chains but this was not considered with trees and vegetation removed, the contours changed, and, many plants, likely in seed form, foreign to the area brought in during the path construction and not monitored or eliminated when they later grew. In the process of building this path, the contractors raised it in some places by more than 40cm and it consisted of various layers - gravel, base layer asphalt and top layer. The majority of users are pedestrians where the interaction with the surface is with a foot strike. The harder the surface is, the greater the force back through the body. If you are jogging or running the force is even greater. The needs of pedestrians have been overlooked in the interest of cyclists: do you agree that pedestrians should be given proper priority in this Walk and what are you going to do to ensure TfL money is spent appropriately?'

Your response being

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

Will you now give a substantive reply?

Your response again being

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

Isn't it now time for you to give a substantive reply, and will you now do so?

[The Mayor](#)

Please see my response to MQ 2015 /3532.

Islamophobia, anti-Semitism and other forms of racism on TfL (1)

Islamophobia, anti-Semitism and other forms of racism on TfL (1)

Question No: 2015/4055

[Andrew Dismore](#)

Further to Question No: 2015/3805

'How many incidents of a) Islamophobia b) anti-Semitism and c) other forms of racism have been reported as having occurred on TfL services or premises in the last 12 months?

Your response being

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

Will you now give a substantive reply?

[The Mayor](#)

Please see my response to MQ 3805 / 2015.

Islamophobia, anti-Semitism and other forms of racism on TfL (2)

Islamophobia, anti-Semitism and other forms of racism on TfL (2)

Question No: 2015/4056

[Andrew Dismore](#)

Further to Question No: 2015/3806

'What instructions are given to bus drivers should they witness Islamophobia, anti-Semitism and other forms of racism on their buses, as to the action they should take?

Your response being

"If a driver witnesses any form of hate abuse where they or a passenger feel threatened or in danger, they are advised to make a "code red" call to London Buses' command and control centre. This approach is backed with guidance in the Big Red Book drivers' manual.

This means information can be passed to the Metropolitan Police Service without delay to enable officers to attend the scene where appropriate and for on-bus CCTV pictures to be downloaded as soon as the vehicle returns to its garage.

TfL continually refreshes guidance in light of incidents on the bus network and has been reminding bus staff to report any such cases to the central command and control centre as soon as they occur. It is also developing a poster to be sent and displayed at all bus garages and bus station mess rooms shortly.

From the confines of the cab, drivers cannot always be aware of everything happening around them. Their principal role must be to drive safely and remain in charge of the vehicle and its passengers, and not put themselves at potential risk by leaving the cab.

TfL and the police take the issue of hate crime extremely seriously and push for the strongest

penalties to be imposed for offences. No effort is spared to bring perpetrators to justice as can be seen by recent court cases and the decision of one offender to hand himself in at a police station. TfL can also provide analysis of Oyster data to assist with identification.

Conditions can be placed on persistent offenders to prevent them using TfL services. TfL has imposed transport system bans for criminal behaviour through Anti-Social Behaviour Orders and, more recently, Criminal Behaviour Orders obtained with the police and Crown Prosecution Service. It is at the court's discretion to grant such orders and any related conditions."

How many persistent offenders have been subjected to a) bans and b) other conditions preventing or restricting them using TfL services in the last 12 months ?

[The Mayor](#)

TfL continues to work closely with the police to bring offenders of these despicable crimes to justice and will apply to the Court for a Criminal Behaviour Order or other conditions where this is considered to be an appropriate course of action for the offender and their behaviour.

TfL is aware of six offenders who have committed a hate crime on the transport system and have received a Criminal Behaviour Order in the last 12 months, which place certain conditions including travel conditions. Please note that these offenders have received Criminal Behaviour Orders based on them being persistent offenders of crime and antisocial behaviour, rather than the hate crime offence alone. In most of these cases the offenders have been restricted from using certain stations or using the system while under the influence of alcohol.

Mayors' Statement Against Antisemitism

Question No: 2015/4057

[Andrew Dismore](#)

Further to Question No.: 2015/3809

'Have you signed the Mayors' Statement Against Antisemitism

http://www.ajc.org/site/c.7oJILSPwFfJSG/b.9294845/k.C234/Statement_on_AntiSemitism_by_Mayors_and_Municipal_Leaders.htm

and if not will you now do so?

Your response being

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

I am surprised that you could not answer this question when it was asked: surely you know whether or not you have signed this important statement? And if you don't know what you have or have not signed, what does that say about your professed commitment to dealing with this important issue? And what does that say about the extent to which you are on top of this one of your several jobs?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Metropolitan Police reserves

Question No: 2015/4058

[Andrew Dismore](#)

Press reports have suggested that the Met. is sitting on £431million in reserves, or 17.2 per cent of its budget. What is this money earmarked for, if anything; and do you consider this level of reserves to be right?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/12/2015

MOPAC/MPS reserves are currently £419 million.

As set out in the MOPAC budget submission £337 million of the reserves are earmarked for investment in IT and for our extensive programme of reform and transformation over the next 4 years, as well as to address budget pressures.

SNT bases

Question No: 2015/4059

[Andrew Dismore](#)

What is going on with the Kentish Town SNT base at 99 Kentish Town Road, and the Gospel Oak one at 104a Queens Crescent?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Police officers' standard of education

Question No: 2015/4060

[Andrew Dismore](#)

What are your views over the proposal that all new police officers should be educated to degree level?

[The Mayor](#)

I support the College of Policing (CoP) ambition to explore and develop the most appropriate entry standards for becoming a police officer.

However, I would like to add that police officers are doing a superb job for London, and this is backed up by the reduction in crime since I took office in 2008.

Tasers in Barnet

Question No: 2015/4061

[Andrew Dismore](#)

Further to Question No: 2015/3811

'Barnet has the highest rate of Taser deployment in London despite allegedly not being one of the higher crime boroughs. Barnet has a 54.5% deployment rate where Tasers are drawn on deployment of officers whereas Westminster has an 18% rate yet is by far the highest crime borough. What is the reason for this and is this due to decreasing officer numbers in the borough?

Your response being

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

Will you now give a substantive reply?

[The Mayor](#)

Please see my response to MQ 3811 / 2015.

Children under 18 in police cells

Question No: 2015/4062

[Andrew Dismore](#)

Further to Question No.: 2015/3814

Further to Question No: 2015/3509

'Over the last 6 months, how many children under 18 have been held a) overnight and b) over a weekend in police cells?'

Your response being:

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

Will you now give a substantive reply?

Your response being

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

Will you now give a substantive reply, as this question has been outstanding for several months?

[The Mayor](#)

Please see my response to MQ 3509 / 2015.

Prevention of Harassment warning letter - Form 9993. [1]

Prevention of Harassment warning letter - Form 9993. [1]

Question No: 2015/4063

[Andrew Dismore](#)

What investigation is made before the issue of a Prevention of Harassment warning letter - Form 9993; and in particular, is the potential recipient of the letter given an opportunity to make his or her case or explanation in response to any allegations before a decision is made to serve it on them? . And if not, why not?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Prevention of Harassment warning letter - Form 9993. [2]

Question No: 2015/4064

[Andrew Dismore](#)

If somebody disputes the circumstances leading to the issue to that person of a Prevention of Harassment warning letter - Form 9993, are they able to challenge it, and if so how?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Prevention of Harassment warning letter - Form 9993. [3]

Question No: 2015/4065

[Andrew Dismore](#)

If someone is issued with a MPS Prevention of Harassment warning letter - Form 9993, the equivalent of Police Information Notices, will the existence of this letter appear on any legitimate criminal record checks made at the request of an outside party, for example an employer or potential employer?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Police officer experience: Barnet

Question No: 2015/4066

[Andrew Dismore](#)

a) how many police constables are there presently stationed at Barnet; and b) how many of those have i) less than 2 years' service; and ii) less than 1 year's service?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Police officer experience: Camden

Question No: 2015/4067

[Andrew Dismore](#)

a) how many police constables are there presently stationed at Camden; and b) how many of those have i) less than 2 years' service; and ii) less than 1 year's service?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Complaints to TfL

Question No: 2015/4068

Len Duvall

A constituent has contacted me to ask how many complaints to TfL from members of the public go unanswered? Please give me this information.

The Mayor

Officers are drafting a response which will be sent shortly.

Leaseholder data

Question No: 2015/4069

Len Duvall

Please provide data for the number of leaseholders living in each London borough and parliamentary constituency in Greater London. Please state how many of these hold private freeholds and those that have local authority or housing association freeholds.

The Mayor

This information you request does not exist in this form, however there are two census tables which can give an estimate of the numbers of leasehold flats in London, broken down by London borough:

<https://www.nomisweb.co.uk/census/2011/KS401EW/view/2013265927?cols=measures>

https://www.nomisweb.co.uk/census/2011/DC4402EW/view/2013265927?rows=c_typaccom&cols=c_tenhuk11

TfL Property Partnerships 1

Question No: 2015/4070

Nicky Gavron

The Contract Notice for the TfL property partnerships scheme (TfL 578096) defines the contracting authority as TfL and "the Greater London Authority (GLA) and each 'functional body' (as defined by the section 424 of the GLA Act 1999) and any of the GLA's and its functional bodies' subsidiaries and future subsidiaries. This also includes any future functional body of the GLA and such body's subsidiaries."

Can you confirm that the GLA itself is in fact a contracting authority under the TfL Property Partnerships scheme?

The Mayor

Yes, the TfL Property Partnerships Framework has been set up in such a way as to allow the GLA to use the framework if it so chooses.

TfL Property Partnerships 2

Question No: 2015/4071

[Nicky Gavron](#)

Has TfL used the London Development Panel?

[The Mayor](#)

To date TfL has not used the London Development Panel.

As set out in my response to MQ 2015/4072 there are a number of reasons why TfL is currently pursuing a property partnerships framework to bring forward 50 sites over the next ten years. However, there may be sites outside of those 50 where it could be appropriate to use the London Development Panel in the future.

TfL Property Partnerships 3

Question No: 2015/4072

[Nicky Gavron](#)

Why does TfL feel the need to create its own Property Partnerships scheme instead of utilising the London Development Panel?

[The Mayor](#)

There are a number of reasons why TfL is developing a property partnerships framework.

TfL sought legal advice as to whether it could use the London Development Panel (LDP) to bring forward development in joint venture partnerships. The legal advice stated that while TfL could use the LDP for land disposals it could not be used for the type of joint venture partnerships TfL intends to pursue.

Also the LDP it is primarily formed of house builders. The mix of TfL's property portfolio makes it more appropriate to have a framework comprising a broader range of development expertise.

Mayoral land 1

Question No: 2015/4073

[Nicky Gavron](#)

How many residential units have been built on the 670 hectares of public land taken on by the Mayor in 2012? What is the tenure breakdown on these units?

[The Mayor](#)

The GLA estimates that almost 50,000 homes will be built on GLA owned land, with intensive marketing, procurement and planning work on the portfolio during the last three years. To date, 5,729 residential units have been built on land that was inherited by the Mayor in 2012. Of that total, 2,340 are affordable and 3,389 are private.

Mayoral land 2

Question No: 2015/4074

[Nicky Gavron](#)

How many residential units have been given planning permission for developments on the 670 hectares of public land taken on by the Mayor in 2012? What is the tenure breakdown on these units?

[The Mayor](#)

The following planning figures were achieved on the land that was inherited by the Mayor in April 2012:

26,296 residential units have received full planning, of which 7,457 are affordable and 18,839 are private.

3,506 units have been given resolution to grant, of which 820 are affordable, 1,841 are private, and 845 where the tenure is yet to be determined.

Green Belt development sites

Question No: 2015/4075

[Nicky Gavron](#)

The Spending Review and Autumn Statement says the Government will support "the regeneration of previously developed brownfield sites in the green belt by allowing them to be developed in the same way as other brownfield land". How many brownfield sites exist within London's Green Belt? Please give examples of the range of these sites.

[The Mayor](#)

Please see my response to this month's MQT oral update.

Section 106 renegotiations

Question No: 2015/4076

[Nicky Gavron](#)

How many S106BA applications have been referred to the Mayor? Can you please provide a list?

[The Mayor](#)

I have been consulted on six S106BA applications:

2 Trafalgar Way, Tower Hamlets

325 Lordship Road, Hackney

Sugar Quay, City of London

Pioneer Point, Redbridge

Britannia Music Site, Redbridge

Mast Pond Wharf, Greenwich

Schools on Green Belt 1

Question No: 2015/4077

[Nicky Gavron](#)

Do you agree that all education facilities constitute the very special circumstances that allow for construction on Green Belt?

[The Mayor](#)

Please see my response to this month's MQT oral update.

Schools on Green Belt 2

Question No: 2015/4078

[Nicky Gavron](#)

Is it appropriate for a local plan to note the Council will consider the release of Green Belt sites for schools where demand for new forms of entry cannot be met by the expansion of existing schools or new development on suitable brownfield land?

[The Mayor](#)

Please see my response to this month's MQT oral update.

Green Belt

Question No: 2015/4079

[Nicky Gavron](#)

Which GLA programmes are currently improving the environmental amenity of the Green Belt and Metropolitan Open Land?

[The Mayor](#)

The majority of projects being funded by the Mayor's Big Green Fund are improving land in the Green Belt or Metropolitan Open Land. In addition the Mayor is supporting the Garden Enfield initiative that aims to develop a sustainable market gardening in Enfield's Green Belt.

This is in addition to ongoing support for the Colne Valley Regional Park, Wandle Valley Regional Park and Thames Chase Community Forest.

Bond Filming at City Hall

Question No: 2015/4080

[Murad Qureshi](#)

How much did it cost the producers of the latest Bond film to hire City Hall?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Biggin Hill Airport (1)

Question No: 2015/4081

[Murad Qureshi](#)

How much funding does the Strategic Outer London Development Centre scheme provide to London Biggin Hill Airport and is this targeted at a particular area of the airport?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Biggin Hill Airport (2)

Question No: 2015/4082

[Murad Qureshi](#)

Although Biggin Hill is recognised as a transport related Strategic Outer London Development Centre, as a result of the aviation industry, it is poorly served by public transport. There are no rail links and road and bus connections are poor. Are there plans to make London Biggin Hill Airport more accessible?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Biggin Hill Airport (3)

Question No: 2015/4083

[Murad Qureshi](#)

Should aviation within in the capital, and neighbouring airports immediately outside the M25, become more integrated, following New York's example, to relieve pressure and increase capacity?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

People's Question Time

Question No: 2015/4084

[Murad Qureshi](#)

What boroughs have not hosted People's Question Time since 2000? Why have they not?

[The Mayor](#)

Since March 2001 there have been 32 PQT's, including the forthcoming March 2016 PQT. The following 6 boroughs have not hosted a statutory PQT - Barking and Dagenham, Hounslow, Islington, Southwark, Sutton and Westminster.

However, the Annual State of London Debate has been held in Westminster 8 times, with 2010 being held in London Borough of Southwark (City Hall) and 2014 and 2015 Royal Borough of Greenwich (O2). In addition, of those boroughs which have not hosted a statutory PQT or SOLD, I have held public consultation meetings in Barking and Dagenham and Sutton. Of course my monthly MQT, of which the public are free to attend, also takes place ten times a year in Southwark.

The PQT calendar for this Mayoral term was determined in October 2012 and was shared with the Assembly via email, with the full schedule of PQT dates and locations being approved by the GLA Oversight Committee in July 2013.

A review process is underway which will highlight the non-visited boroughs to the new Mayor and recommend that they are prioritised for the new Mayoral term.

Islamophobia in the Press

Question No: 2015/4085

[Murad Qureshi](#)

Noting that the Met reported a rise in Islamophobic offences of 70% in the 12 months up to July 2015, are you concerned about the misleading headline in the Sun newspaper suggesting that one in five British Muslims have sympathy for jihadis will exacerbate tensions between different communities across the UK, including London, and will you complain to OFCOM?

[The Mayor](#)

I am very concerned about anything which will encourage or exacerbate hate crime in London. In particular, I have been very concerned that Islamophobic hate crime has been rising, and has seen a further spike in this last month. Ill-informed press coverage can only make matters worse.

My focus in this case is to make sure that the MPS do all that they can to make the Muslim community in our city safe and feel safe. The small piece of good news hidden in these statistics relates to what we believe is the growing confidence of the Muslim community to report hate crime to the police

We have led a number of initiatives to improve the support to victims and make it more likely that offenders are caught. This has included launching the Hate Crime Reduction Strategy for London, and the new hate crime app to help give people the confidence to report such instances.

Both MOPAC and the police work closely with organisations who provide support and offer third party reporting in those communities targeted by hate crime. I urge victims or any concerned third party to report any incidents to the police, or if they are more comfortable through voluntary sector groups like Tell MAMA, as soon as possible to enable the police and support services to act and provide appropriate support to victims.

Update on Work Place Charging

Question No: 2015/4086

[Murad Qureshi](#)

If TfL used the powers under GLA Bill to implement work place charging, how many parking spaces would this affect and where are they located in Greater London?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Comments on Trip to Israel

Question No: 2015/4087

[Murad Qureshi](#)

On your trip to Israel you stated that it is the only democracy in Middle East, yet 4.5 million Palestinians under Israel's control can't vote. How does your comment tally with this fact and will you at least acknowledge that Palestine is under occupation by Israel?

[The Mayor](#)

My comments were in reference to Israel's use of parliamentary democracy for its system of government. They in no way detract from my support for a two state solution and the end to the difficulties experienced by Palestinians living there.

Congestion at Weekends in Marylebone (1)

Question No: 2015/4088

[Murad Qureshi](#)

What are the congestion levels along the Marylebone Road at weekends? Please could you provide the data for the equivalent peak times during the week for Saturday and Sunday (i.e. when people would be travelling to and from work)?

[The Mayor](#)

The table below shows congestion levels along the Marylebone Road. It shows average delay in minutes compared to free flowing (night time) traffic, for the weekday AM peak period (7-10am), Inter-peak and PM peak (4-7pm).

	Eastbound			Westbound		
Time Period	Weekday	Saturdays	Sundays	Weekdays	Saturdays	Sundays
AM	5.8	2.3	0.8	8.7	1.3	0.7
Inter	8.9	5.4	6.7	13.2	6.3	6.2
PM	12.6	9.7	18.8	10.6	7.5	12.3

The increase in congestion on a Sunday, equivalent to the evening peak period, can be attributed to traffic returning to central London after the weekend. TfL's engineers have previously reviewed the signal timings for this time to ensure the road network is operating effectively and strategies are implemented to balance the needs of all road users, including the high volume of pedestrians. We will continue to review this situation.

Air Pollution at Weekends in Marylebone (2)

Question No: 2015/4089

Murad Qureshi

What are the air quality levels along the Marylebone Road at weekends? Please could you provide the data for the equivalent peak times during the week for Saturday and Sunday (i.e. when the people would be travelling to and from work)?

The Mayor

The data from the Marylebone Road monitoring site is available on the London Air Quality Network site:

PM <http://www.londonair.org.uk/london/asp/datasite.asp?site=MY7>

NO2 <http://www.londonair.org.uk/london/asp/datasite.asp?site=MY1>

AFC Wimbledon Returning Home

Question No: 2015/4090

Murad Qureshi

How does your London Plan support AFC Wimbledon to move back to their historic home in Merton?

The Mayor

The AFC Wimbledon proposals include the delivery a new 20,000 seat football stadium (initial capacity 11,000) for the football club on the existing greyhound racing stadium site, the reprovision of a new squash club and fitness centre, 1,273 sq.m. of retail floorspace and 602 residential units.

London Plan Policy 4.6 seeks to support the continued success of London's diverse range of arts, cultural, professional sporting and entertainment enterprises and the cultural and economic benefits they offer to its residents, workers and visitors. In addition, London Plan Policy 3.3 provides strategic support for the provision of housing within London and Policy 3.19 supports the provision and enhancement of sports facilities are also relevant to the proposals.

Notwithstanding the above policy position, this is a live planning application and I am yet to take my final strategic development control decision on the case. My initial response to the proposals are set out in more detail within the GLA stage one planning report (ref: D&P/3130b/01) which is available online here: <https://www.london.gov.uk/what-we-do/planning/planning-applications-and-decisions/planning-application-search/wimbledon>.

Wandsworth Common to Fulham Buses

Question No: 2015/4091

[Murad Qureshi](#)

What have you done for the residents of Wandsworth Common who want to get to Fulham and North London using a more direct route than what the 219 and 319 buses currently provide?

[The Mayor](#)

The Wandsworth Common area is currently served by routes 219 (Clapham Junction to Wimbledon), 319 (Streatham Hill, Telford Avenue to Sloane Square) and G1 (Shaftesbury Estate to Streatham High Road, Green Lane). Journeys to Fulham and North London may be made by interchanging with other buses or Overground trains at Clapham Junction.

An additional bus for the area has previously been examined however the additional cost would have been £2m a year and as a result this was not progressed. This corridor will be re-examined during autumn 2016, taking into account residential developments in the area.

Red Routes in London (1)

Question No: 2015/4092

[Murad Qureshi](#)

Is there a case for more red routes in London and transferring responsibility of major thoroughfares from local councils to Transport for London?

[The Mayor](#)

I have no current plans to ask Transport for London (TfL) to review the red route network with a view to transferring responsibility for major thoroughfares from local councils to TfL.

My approach is to ensure that TfL and the London boroughs work collaboratively to deliver safer, more reliable journeys on all of London's roads. This collaborative approach is in line with the Traffic Management Act (2004) and ensures that boroughs and TfL work together on highway schemes which have an impact on the red routes and major borough roads. This approach considers the impacts of proposals on all transport modes, including impacts on walking and cycling.

As well as working together with London boroughs, TfL allocates funding, through the Local Implementation Plan process, to boroughs for projects which support the Mayor's Transport Strategy.

Red Routes in London (2)

Question No: 2015/4093

[Murad Qureshi](#)

Why are Oxford Street and New Oxford Street not red routes and so the responsibility of Transport for London?

[The Mayor](#)

The red routes were established after a consultation period in June 1992. This network subsequently formed the basis of the Transport for London Road Network which was established in 2000. The result of the consultation did not lead to Oxford Street and New Oxford Street being adopted as part of the red route network.

Red Routes in London (3)

Question No: 2015/4094

[Murad Qureshi](#)

Why is the whole of Barking Road not a red road and so the responsibility of Transport for London?

[The Mayor](#)

The red routes were established after a consultation period in June 1992. This network subsequently formed the basis of the Transport for London Road Network which was established in 2000. The result of the consultation did not lead to Barking Road being adopted as part of the red route network.

Red Routes in London (4)

Question No: 2015/4095

[Murad Qureshi](#)

Why is Cambridge Heath Road not a red route and so the responsibility of Transport for London?

[The Mayor](#)

The red routes were established after a consultation period in June 1992. This network subsequently formed the basis of the Transport for London Road Network which was established in 2000. The result of the consultation did not lead to Cambridge Heath Road being adopted as part of the red route network.

Additional Costs for 24 Hour Tube Service

Question No: 2015/4097

[Murad Qureshi](#)

How much will London Underground spend on additional gates between tube lines at main stations like Baker Street for prior to introduction of the Night Tube?

[The Mayor](#)

The station gating programme is essential to prevent access to parts of stations that are not part of the Night Tube network – this is both for customers' convenience and their safety. The programme will also include complementary works such as staff procedural training, and integration within the station's control and security procedures and fire alarm system. The cost of the programme is £1.9m.

Oyster and Pay As You Go on Heathrow Express

Question No: 2015/4098

[Murad Qureshi](#)

When can we expect Oyster and pay as you go being offered to passengers using the Heathrow Express now that it will be available on the Gatwick Express from January? Has Transport for London discussed the possibility with Heathrow Airports Limited?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Impact of VW Scandal on GLA Group (1)

Question No: 2015/4099

[Murad Qureshi](#)

Have the GLA's functional bodies done an audit of how many fleet vehicles have been affected by the VW scandal, and if not why not?

[The Mayor](#)

Please see my response to MQ 2015 / 3638.

Impact of VW Scandal on GLA Group (2)

Question No: 2015/4100

[Murad Qureshi](#)

Will the GLA functional bodies seek appropriate recompense from VW for any loss of resale value on its VW fleet vehicles?

[The Mayor](#)

Please see my answer to MQ 2015 / 3638.

Impact of VW Scandal on GLA Group (3)

Question No: 2015/4101

[Murad Qureshi](#)

Has Transport for London done an audit of how many licensed taxis and private hire vehicles operating in London have been affected by the VW scandal?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/12/2015

TfL has confirmed that there are no licensed London taxis affected by the Volkswagen emissions issues.

Volkswagen is recalling all affected vehicles as part of a structured rectification programme. At this stage it is unknown exactly how many licensed private hire vehicles, if any, are affected by this issue as Volkswagen engines are used in many different vehicle models. However, TfL has written to Volkswagen to seek clarity.

RE:NEW Programme (1)

Question No: 2015/4102

[Murad Qureshi](#)

What were the findings of the RE:NEW programme's recent event on Local Energy Supply?

[The Mayor](#)

The key finding from the RE:NEW programme's recent Local Energy Supply event was that there is a demand from organisations to understand their local energy supply options.

The RE:NEW Programme (2)

Question No: 2015/4103

[Murad Qureshi](#)

How many actual solid wall insulation installations has the latest phase of your RE:NEW energy efficiency retrofit programme delivered?

[The Mayor](#)

As at 9 December 2015, phase III of RE:NEW had supported organisations to contract for nearly 1,500 solid wall installations.

Licence Lite

Question No: 2015/4104

[Murad Qureshi](#)

Will your first round of Licence Lite generation contracts be supporting solar installations in London and community led energy projects?

[The Mayor](#)

Responses received from generators to the GLA's Licence Lite 'Invitation to Negotiate' currently under evaluation indicate that the first round of generating contracts could support solar installations on sites owned by a number of different London boroughs and social housing bodies. The Mayor aims to support community led projects as and when they respond to future invitations to join the GLA's framework for Licence Lite generators.

Building retro-fit

Question No: 2015/4105

[Murad Qureshi](#)

How are the findings of your recent study 'Creating Benchmarks for cooling demand in new residential developments' being utilised in your planning decisions?

[The Mayor](#)

Overheating in homes (and associated increased demand for cooling) is being increasingly recognised as a significant and growing problem. This document provides good practice benchmarks that can be used by developers to help them include design measures that will help reduce the need of active cooling and the risk of overheating in compliance with the cooling hierarchy identified in the London Plan. The study will also be used to inform future updates to the GLA's Energy Planning Guidance.

London Energy Plan

Question No: 2015/4106

[Murad Qureshi](#)

Can you provide details on the organisations involved and modelling being undertaken to prepare your forthcoming London Energy Plan?

[The Mayor](#)

Please see my response to MQ 4398/ 2015.

Carbon Dioxide Emissions

Question No: 2015/4107

[Murad Qureshi](#)

How are the findings of your recent study 'Non Domestic carbon dioxide emissions target: Feasibility and Viability Study' being used?

[The Mayor](#)

This report was prepared to support the Minor Amendments to the London Plan 2015 (MALP). Although the proposed amendments in relation to carbon dioxide emissions reductions were not taken forward in the MALP, the study will inform forthcoming planning guidance. It will also help boroughs develop their planning policies on energy and carbon dioxide emissions

RE:FIT (1)

Question No: 2015/4108

[Murad Qureshi](#)

Can you provide an update on your future funding arrangements for your RE:FIT programme?

[The Mayor](#)

The next phase of my RE:FIT programme will be funded by the GLA and, if a current bid is successful, the European Regional Development Fund.

RE:FIT (2)

Question No: 2015/4109

[Murad Qureshi](#)

Please provide an update on RE:FIT's SME retrofit programme

[The Mayor](#)

Work with SMEs is being taken forward as part of the wider RE:FIT programme. To date over 40 proposals have been developed with examples of energy saving measures delivered including lighting upgrades at Stratford Circus Arts Centre and Camden Arts Centre and installation of solar PV at Bush Theatre.

Beddington Incinerator

Question No: 2015/4110

[Murad Qureshi](#)

What role has the GLA played in assisting the establishment of the Sutton Decentralised Energy Network?

[The Mayor](#)

My Decentralised Energy Project Delivery Unit has assisted the London Borough of Sutton on their heat network project. We have helped them identify heat loads in the Hackbridge area, determine heat network routing and specifications and assess the connection to large heat consumers in the borough.

100% Clean Energy Target

Question No: 2015/4111

[Murad Qureshi](#)

Following the recent joint campaign from the IPPR and climate campaigners, why is London trailing the rest of the UK in cutting carbon?

[The Mayor](#)

Between 2000 and 2013, UK CO2 emissions have decreased by 16%, whereas London's CO2 emissions have dropped by 20% over the same time period. This is despite population growth in London of almost double the rate of the UK average (approx. 17% compared to approx 9%). Please see:

<https://www.gov.uk/government/statistics/final-uk-emissions-estimates>

<http://data.london.gov.uk/dataset/interim-leggi--2013>

<http://www.ons.gov.uk/ons/taxonomy/index.html?nscl=Population>

Hinkley Point

Question No: 2015/4112

[Murad Qureshi](#)

In relation to your answer to MQ 2015/3879, will you use your influence in government to reduce the burden of Hinkley Point on London consumers?

[The Mayor](#)

Please see my response to MQ 2015 /3880.

Sustainable Drainage Action Plan

Question No: 2015/4113

[Murad Qureshi](#)

What targets or milestones have you set in relation to this new plan?

[The Mayor](#)

The draft London Sustainable Drainage Action Plan sets a target of reducing flows in the combined sewer by 25% by 2040.

This is a consultation at present and one of the important consultation questions is whether this is the right target and how best to measure performance against it.

RE:NEW Phase 1

Question No: 2015/4114

[Murad Qureshi](#)

Can you provide further detail on the £399,557 underspend from RE:NEW Phase 1?

[The Mayor](#)

The GLA is working with boroughs to deliver further home energy retrofit linked to health outcomes.

TfL Energy Security (1)

Question No: 2015/4115

[Murad Qureshi](#)

With major concerns over future electricity supplies, has Transport for London put in place an energy security of supply plan?

[The Mayor](#)

TfL has a robust approach to mitigating the risk of any power outages on its network. TfL liaises with National Grid and UK Power Networks (UKPN) on a four-weekly basis to plan and understand any network issues. TfL is identified as a 'Vital' service under the UK government's Electricity Supply Emergency Code. This requires UKPN to ensure electricity supply for as long as practical under any rota disconnection plans.

In the event of grid failure, On-Line Battery Inverters at stations provide the first level of emergency power supply. Then TfL's Central Emergency Power Supply, located at Greenwich Power Station, would be deployed to enable safe stabilisation of the system.

TfL Energy Security (2)

Question No: 2015/4116

[Murad Qureshi](#)

What electricity back up services does Transport for London have in place in case of grid failure?

[The Mayor](#)

Please see my response to MQ 2015/4115.

RE:FIT (2)

Question No: 2015/4117

[Murad Qureshi](#)

Please provide an update on RE:FIT's SME retrofit programme

[The Mayor](#)

Please see my response to MQ 4109/ 2015.

Community Energy

Question No: 2015/4118

[Murad Qureshi](#)

Your Deputy Mayor for Energy recently wrote to the Treasury highlighting the "unintended consequences" of ending tax relief for community energy schemes and called for a "light-touch approach" to be taken. However, this request has been completely ignored, and the Chancellor confirmed in his Autumn Statement that the Treasury has now removed Enterprise Investment Scheme tax relief on community energy projects. In MQ [2015/1003](#) in March 2015 you stated that you would review how the London Green Fund could support community energy projects. Can you provide an update on this action?

[The Mayor](#)

Under the current phase of the London Green Fund (LGF) financially viable community projects can be supported through loans. However, eligible smaller projects could be grouped together in order to achieve economies of scale and become financially viable. The next phase of the LGF, to be launched next year, will explore other funding models for such projects.

Community Energy and Tax Relief

Question No: 2015/4119

[Murad Qureshi](#)

Do you support Community Energy England's legal action against HM Treasury over the decision to make community energy projects exempt from tax relief schemes?

[The Mayor](#)

My Deputy Mayor for Environment & Energy has written to the Parliamentary Secretary to the Treasury expressing my concern over the decision to make community energy projects exempt from tax relief schemes. I believe there should be an alternative solution, which mitigates against misuse whilst also supporting the community energy sector.

Health Inequalities in London (1)

Question No: 2015/4120

[Onkar Sahota](#)

How effective have you been in reducing the inequalities in childhood obesity across London?

[The Mayor](#)

Tackling childhood obesity requires a system wide approach. I have invested in a Healthy Schools London programme is an effective mechanism to reduce health inequalities in childhood obesity in London. 'Healthy Schools' are more likely to have higher than average rates of children eligible for free school meals. Healthy Schools London rewards schools that are creating environments conducive to the health and wellbeing of pupils and that encourage a healthy weight.

71% of London schools are engaged with the programme.

47% of London Schools are Healthy Schools (have achieved a Bronze Award).

25% of Healthy Schools have achieved the Silver Award and 11 schools the Gold Award.

On average, schools who have achieved the Healthy Schools London Bronze award have 26% more pupils who are eligible for free school meals, looked after children or children of service personnel. Healthy Schools London is reaching the most deprived pupils and contributing to reducing health inequalities within the capital.

Health Inequalities in London (2)

Question No: 2015/4121

[Onkar Sahota](#)

Why is the STI rate is 4.9x higher in Lambeth than Bexley. What have you done about it?

[The Mayor](#)

Some population groups are more likely to experience higher rates of STIs. PHE has reported that young people under the age of 25 and men who have sex with men are most at risk of getting STIs. This could explain the differences in Bexley and Lambeth. I have worked with my HIV Ambassador, Annie Lennox, to raise awareness about HIV and sexual health and Yvonne Doyle, my Health Adviser, is engaging partners to address the issues underlying HIV infection in London.

Health Inequalities in London (3)

Question No: 2015/4122

[Onkar Sahota](#)

Why is the mortality rates vary widely across London with Barking and Dagenham being 1.7x higher than Harrow. What have you done about it?

[The Mayor](#)

The causes of health inequalities are multiple and complex. Deprivation is the key overarching determinant, with other determinants of health including educational outcomes, income, housing, air quality, access to health services, levels of smoking, drug and alcohol use, diet, and physical activity. Much of the work of the GLA addresses a wide range of these determinants. It also requires multiple partners to address these determinants successfully.

Mortality rates vary with levels of deprivation. Harrow is less deprived than Barking and Dagenham.

My refreshed Health Inequalities Strategy delivery plan aims to work with partners including Public Health England and the NHS to tackle inequalities that occur in and across all London boroughs. The Indicators in the delivery plan will be monitored and tracked over time to gain a deeper understanding of the inequalities and inform policies to tackle them.

However, I must add that life expectancy has increased under my Mayoralty and the life expectancy gap between the richest and poorest boroughs has decreased.

Health Inequalities in London (4)

Question No: 2015/4123

[Onkar Sahota](#)

Why are rates of under 75 mortality from Cardiovascular diseases 2.1x higher in Hackney than Kensington and Chelsea? What have you done about this?

[The Mayor](#)

The causes of health inequalities are multiple and complex. Deprivation is the key overarching determinant. Deprived groups are more susceptible to developing cardiovascular disease before 75 years.

Hackney has higher levels of deprivation than Kensington and Chelsea.

I refer you to my answer to MQ 2015/4122.

Health Inequalities in London (5)

Question No: 2015/4124

[Onkar Sahota](#)

Why are rates of under 75 mortality from respiratory disease 2.4x higher in Barking and Dagenham than Bromley? What have you done about this?

[The Mayor](#)

The causes of health inequalities are multiple and complex. Deprivation is the key overarching determinant. Deprived groups are more susceptible to developing respiratory disease before 75 years.

Data indicates a higher incidence of people smoking, a major contributory factor in respiratory disease, in Barking and Dagenham than Bromley, along with other aspects of deprivation.

Air pollution can contribute to respiratory disease deaths. Improving air quality is one of my priorities and I have delivered an ambitious package of investment and policy including investing millions in upgrading the bus fleet, and developing the world's first Ultra Low Emission Zone.

I refer you to my answer to MQ 2015/4122.

Slow Broadband Areas

Question No: 2015/4125

Onkar Sahota

I have been contacted by a constituent in East Acton who is unable to access adequate broadband speeds. What is the Mayor and the Connectivity Advisory Group doing to address the slow broadband speeds experienced by many Londoners, and by when does he expect the problem to be resolved?

The Mayor

Since the first ever Connectivity Summit, which I convened in September 2014, I have continued to work with connectivity providers through the London Connectivity Group.

During these meetings we have presented key problem areas as seen in the Connectivity Map and discussed how to make the capital the best connected city in Europe by improving affordable access to superfast connections for homes and small businesses.

I am seeking to ensure that everyone who wants it can access high-speed digital connectivity, including through my Connectivity Ratings Scheme (<http://wiredscore.london>), the Connectivity Toolkit (<http://www.london.gov.uk/connectivity>), lobbying and other measures.

The Government recently announced its intention to introduce a Universal Service obligation that gives everyone the right to a minimum 10Mbps connection by 2020. This will be consulted on from spring 2016.

Knife Crime in Ealing

Question No: 2015/4126

[Onkar Sahota](#)

Please provide a breakdown of knife crime with injury offences in the borough of Ealing for the last four years. Please provide a break down by month.

[The Mayor](#)

Please find attached in Appendix A Knife Crime with Injury offences in Ealing for the last 4 rolling years (Dec 2011 - November 2015).

Offence volume in Ealing varies month to month, in the most recent rolling year (to November 2015) there has been a very slight increase in the number of offences (+1.2% or +2 offences) compared to the previous rolling year.

There is a huge amount of activity that MOPAC and the MPS are doing to combat knife crime, spending £6.8m this year and undertaking over 10,000 weapons sweeps. Our comprehensive approach tackles the issue of knife crime from every angle - prevention, intervention and enforcement. This includes:

Prevention - A gangs prevention programme which will support young people excluded from school and at risk of becoming involved in gang related activity.

Prevention and intervention - Redthread service in trauma centres to provide youth intervention services when victims of serious youth violence present at A&E.

Intervention - London Gangs Exit and Resettlement Service to deliver a comprehensive gang intervention and exit service across all London boroughs in conjunction with the London CRC.

Intervention and enforcement - Shield Group Violence Intervention model is being piloted in Lambeth, Haringey and Westminster to hold all gang members accountable for crime committed by their peers.

Enforcement - Operation Teal and Equinox: MPS operations to knife crime and tackle violent crime including knife crime in night time activities including visible patrols and weapon sweeps and targeting habitual knife carriers.

Please also see my answers to oral MQs 3989 and 4243.

Knife Crime in Hillingdon

Question No: 2015/4127

[Onkar Sahota](#)

Please provide a breakdown of knife crime with injury offences in the borough of Hillingdon for the last four years. Please provide a break down by month.

[The Mayor](#)

Please find attached as Appendix B Knife Crime with Injury offences in Hillingdon for the last 4 rolling years (Dec 2011 - November 2015).

In the most recent rolling year (to November 2015) there has been no change to the number of offences compared to the previous rolling year. Offence volume in Hillingdon varies by month, and in November 2015 there were 13 offences compared to 2 offences for the previous month, however, overall volume is quite low.

There is a huge amount of activity that MOPAC and the MPS are doing to combat knife crime, spending £6.8m this year and undertaking over 10,000 weapons sweeps. Our comprehensive approach tackles the issue of knife crime from every angle - prevention, intervention and enforcement. This includes:

Prevention - A gangs prevention programme which will support young people excluded from school and at risk of becoming involved in gang related activity.

Prevention and intervention - Redthread service in trauma centres to provide youth intervention services when victims of serious youth violence present at A&E.

Intervention - London Gangs Exit and Resettlement Service to deliver a comprehensive gang intervention and exit service across all London boroughs in conjunction with the London CRC.

Intervention and enforcement - Shield Group Violence Intervention model is being piloted in Lambeth, Haringey and Westminster to hold all gang members accountable for crime committed by their peers.

Enforcement - Operation Teal and Equinox: MPS operations to knife crime and tackle violent crime including knife crime in night time activities including visible patrols and weapon sweeps and targeting habitual knife carriers.

Please also see my answers to oral MQs 3989 and 4243.

Metropolitan Line Extension to Watford Junction (1)

Question No: 2015/4128

[Navin Shah](#)

This work is just starting. Please explain why it will take until 2020-21 to be completed?

[The Mayor](#)

The main construction work for the project is planned to start in summer 2016, with a target to complete it in late 2020.

The Metropolitan Line Extension is a major infrastructure project. To minimise disruption, works will need to be carried out on sections of operational London Underground and Network Rail track, which limits the time available for construction. Scheduling this aspect of work is largely dictated by the availability of times trains are not running and when other maintenance and project works are not taking place in the area. The work involves the construction of a 400m viaduct, two completely new stations and numerous new and reconstructed bridges along the route.

The project team will be rigorously looking at the building schedule with their contractors to see if there are any opportunities to make cost-effective time savings.

Metropolitan Line Extension to Watford Junction (2)

Question No: 2015/4129

[Navin Shah](#)

Will you own the new track?

[The Mayor](#)

TfL will own the new track between Croxley (Baldwins Lane Junction) and Watford High Street Junction, close to Wiggenshall Road and just before Watford High Street Station. At this point the Metropolitan line trains will move onto existing Network Rail track and infrastructure to Watford Junction.

Metropolitan Line Extension to Watford Junction (3)

Question No: 2015/4130

[Navin Shah](#)

Do you believe there is currently a good case to convert the Euston DC Line north of Harrow and Wealdstone to more efficient AC power, whenever the DC equipment becomes life-expired?

[The Mayor](#)

TfL has no plans to convert the Euston DC Line north of Harrow and Wealdstone to AC power. There would be limited benefits given the DC equipment would have to remain for the section shared with the Bakerloo line south of Harrow & Wealdstone.

Metropolitan Line Extension to Watford Junction (4)

Question No: 2015/4131

[Navin Shah](#)

If all services running from Marylebone and perhaps over your extension from Watford Junction convert from diesel to electric power, would they have to use DC when sharing track with you?

[The Mayor](#)

The diesel trains from Marylebone are run by Chiltern Railways and currently share tracks with LU trains north of Harrow-on-the-Hill, which have DC power up to Amersham. It would be the decision of the DfT, Network Rail and Chiltern to convert these trains to electric.

Diesel trains could share the DC powered track from Harrow-on-the-Hill and, in theory, on the new route to Watford Junction, although TfL has no current proposals or budget to accommodate this.

There are a number of technical changes that would be required to accommodate a mixed National Rail and LU fleet on the new extension between Croxley and Watford High Street Junction and there is current no budget to pursue this. The case for providing such a service would need to be proven too.

Road Traffic around Brent Cross (1)

Question No: 2015/4132

[Navin Shah](#)

Regarding your previous comments on Brent Cross, when did your technical policy change from analysis of junctions to 'performance of corridors'?

[The Mayor](#)

TfL's technical policy has not changed. Analysis of individual junctions is one aspect of corridor performance and the two are directly linked. By looking at corridors as a whole, TfL can understand the overall impact on the area rather than at isolated locations. This is necessary for large-scale projects.

Understanding the behaviour of particular junctions is important in identifying pinch points and addressing locations of concern that may arise from increasing demand in the future.

Road Traffic around Brent Cross (2)

Question No: 2015/4133

[Navin Shah](#)

Why specifically did you decide junctions over 90% saturated would not be analysed or mitigated to the same degree as lesser ones?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Road Traffic around Brent Cross (3)

Question No: 2015/4134

[Navin Shah](#)

Which specific junctions have been treated as 'over 90% saturation' and therefore beyond hope of mitigation?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Brixton Water Lane

Question No: 2015/4135

[Valerie Shawcross](#)

Please give an update on progress on the installation of the new zebra crossing on Brixton Water Lane to provide a safer crossing place to the Sainsbury's store.

[The Mayor](#)

The zebra crossing was installed on 27 August 2015 by the London Borough of Lambeth, with Local Implementation Plan funding, which is provided by TfL to boroughs to deliver the Mayor's Transport Strategy on local roads. This was delivered earlier than the anticipated date of October 2015.

Accident hotspots

Question No: 2015/4136

[Valerie Shawcross](#)

Please provide a list of the ten most dangerous junctions in terms of pedestrian injury per London Assembly constituency.

[The Mayor](#)

As you know, improving the safety of the road network is one of my top priorities. This is why I stretched my road safety target earlier this year to deliver a 50 per cent reduction in the number of people killed or seriously injured (KSI) on London's roads by 2020, compared to the Government's 2005-09 baseline. And I have an ultimate goal to eliminate death and serious injury from London's roads.

Like you, I am worried about the number of pedestrian casualties on London's roads. Although pedestrian KSI casualties decreased in 2014 to the lowest level on record, there are still far too many pedestrians being killed or seriously injured. In July 2014, TfL published London's first Pedestrian Safety Action Plan, containing 31 key actions to improve pedestrian safety across London and substantial activity and investment is underway.

TfL has doubled the number of Pedestrian Countdown signals from 200 to 400, and plans to install 400 more by summer 2016. In July 2015, TfL launched the Pedestrian Town Centre Pilots Programme, investing up to £10m in Tooting and Peckham to redesign junctions, streets and pavements to make a safer and more appealing environment for pedestrians. TfL is also

trialing Intelligent Speed Adaptation (ISA) on London Buses, to understand the effectiveness of ISA in promoting speed compliance across the road network and improving safety, particularly for pedestrians.

The tables attached in Appendix D show ten junctions within each London Assembly constituency, ranked by the number of pedestrian casualties during the three year period 2012 to 2014, the most recent finalised figures available from the police.

As part of the Road Modernisation Plan, TfL is investing £4bn in improving London's road infrastructure - the biggest investment in a generation. TfL prioritises its activity to where pedestrians, cyclists and motorcyclists are at greatest risk. This includes schemes to improve pedestrian safety, for example designing safer junctions, roundabouts and pedestrian crossings. Many of the junctions listed are included in these schemes, such as Borough High Street, Vauxhall Cross, Wandsworth High Street, Holloway Road and Evelyn Street/Bestwood Street.

Working with TfL, the police are also able to prioritise their resources to the worst performing locations for vulnerable road user safety. Operation Safeway, which was launched in November 2013, deploys officers from the Roads and Transport Policing Command at key junctions across the Capital, enforcing against traffic offences such as speeding and jumping red lights as well as engaging with them on road safety advice. As of October 2015, Operation Safeway has been expanded to target three times as many junctions - more than 300 across the capital.

The number of pedestrian casualties at these junctions does not take into account the amount of walking. Around 29 million journeys are walked every day in the capital and walking has increased by 1.5 per cent between 2013 and 2014, and by 18 per cent since 2000. In contrast, the number of pedestrians Killed or Seriously Injured in London fell by 7 per cent between 2013 and 2014, to the lowest level on record.

TfL is committed to working with its partners, including all of London's Boroughs, to address pedestrian safety across London, and is making significant investments to do so.

Accessibility on London Overground

Question No: 2015/4137

[Valerie Shawcross](#)

Which ten stations do you believe should next be prioritised for access improvement works on London Overground?

[The Mayor](#)

The following Overground stations are scheduled for accessibility enhancements up to the end of Network Rail's Control Period 5 (2019).

Blackhorse Road

Brondesbury

Hackney Downs

Headstone Lane

Queens Park

Seven Sisters

South Tottenham

White Hart Lane

TfL is pursuing further accessibility funding as part of the DfT's Access for All scheme, which will look at station accessibility enhancements between 2019 and 2024. Ongoing analysis is under way to identify which specific further priorities TfL will nominate as part of this scheme.

Roadworks in London

Question No: 2015/4138

[Valerie Shawcross](#)

For the most recently available reporting periods, how many breaches of the Mayor's Code of Conduct for Roadworks have been recorded and what were the penalties applied?

[The Mayor](#)

My Code of Conduct seeks to collectively raise the standard of roadworks undertaken across London and reduce their impact on the travelling public. It does not in itself create breaches and there are no penalties which are applied directly from it.

TfL uses the London Permit Scheme (LoPS) to control roadworks by ensuring road space is 'booked' in advance for carrying out specific works at a specific place at a specific time. LoPS creates a number of offences, including working without a permit or breaching permit conditions, and these offences are subject to Fixed Penalty Notices (FPNs).

TfL also operates a Lane Rental scheme to manage works on the TfL Road Network at traffic-sensitive places. A daily charge of £800 or £2500 applies depending on the location.

For the period 01 April 2015 to 14 November 2015 TfL has:

Issued 840 FPNs and recovered £0.10m from utility companies for offences under LoPS

Undertook 12 prosecutions against utility companies for offences under LoPS and the New Roads and Streetworks Act 1991

Recovered a total of £0.24m from utility companies in charges for over-running works

Received a total of £6.44m in Lane Rental Charges

Bus Lanes (1)

Question No: 2015/4139

[Valerie Shawcross](#)

Do you have any plans to allow electric cars to use the bus lanes?

[The Mayor](#)

Please see my response to MQ 2014/1844.

Bus Lanes (2)

Question No: 2015/4140

[Valerie Shawcross](#)

Do you have any plans to scrap bus lanes in the next two or three years?

[The Mayor](#)

No.

HS2 Costs

Question No: 2015/4141

[Valerie Shawcross](#)

Does the HS2 line from London to Birmingham still represent value for money given that costs have spiralled from £21.4bn in 2011 to closer to [£30bn today](#)?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/12/2015

HS2, along with expanding airport capacity and Crossrail 2, is one of a package of measures needed to unlock the UK's full economic potential. A high-speed rail network is needed to increase rail capacity between London and the rest of the UK. Following discussions with DfT officials, I have recently secured a number of changes to HS2 which should help reduce the construction impacts while maximising the transport and development opportunities it generates. This includes a commitment to establish a new Euston strategic board to oversee development during the construction of HS2 and plans for the wider area.

My understanding is that much of the increase announced by the Chancellor in his 2015 Autumn Statement is due to updating the costs to reflect 2015 prices. I expect the Government to deliver on investing taxpayers' money wisely.

Safe Vehicles (1)

Question No: 2015/4142

[Valerie Shawcross](#)

How many Vauxhall Zafira B vehicles are currently licensed by TfL?

[The Mayor](#)

TfL currently licenses 5,752 Vauxhall Zafira vehicles. However, it does not capture the level of detail to provide Vauxhall Zafira B information specifically.

Safe Vehicles (2)

Question No: 2015/4143

[Valerie Shawcross](#)

What is TfL doing to ensure that Vauxhall Zafira B vehicles are safe for use in London?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Spending Review (1)

Question No: 2015/4144

[Valerie Shawcross](#)

The Chancellor has announced that the TfL revenue grant will be phased out by 2019/20. Can you confirm how much revenue grant TfL will receive in 2016/17, 2017/18 & 2018/19?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Spending Review (2)

Question No: 2015/4145

[Valerie Shawcross](#)

What further efficiency savings have TfL identified that will allow it to cope with the loss of the £700m revenue grant? How much is anticipated in the current business plan and how will it be delivered?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Spending Review (3)

Question No: 2015/4146

[Valerie Shawcross](#)

What unbudgeted plans do TfL have to generate additional income from the 5,700 acres of land it owns in London that will allow it to cope with the loss of the £700m revenue grant?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Spending Review (4)

Question No: 2015/4147

[Valerie Shawcross](#)

What additional financial flexibility will be provided to TfL by the Government?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Spending Review (5)

Question No: 2015/4148

[Valerie Shawcross](#)

The Chancellor has announced £11bn in Transport Spending in London. Can you break down the figure by financial year and between the investment grant and borrowing headroom?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Spending Review (6)

Question No: 2015/4149

[Valerie Shawcross](#)

The government will spend more than £600 million between 2015-16 and 2020-21 to support uptake and manufacturing of ultra-low emission vehicles (ULEVs) in the UK. How much of that spending will be coming to London?

[The Mayor](#)

Bidding processes are currently underway and it is too early to quantify what share of OLEV's funding will come to the capital.

However, it is clear London should be awarded a fair share of that funding as we have a clear plan in place to support the uptake of these vehicles and we have achieved a higher market share than anywhere else in the UK. TfL's Ultra Low Emission Vehicle Delivery Plan demonstrates how we will further develop the right infrastructure, incentives and supporting policies to make Ultra Low Emission Vehicles (ULEVs) an easy and obvious choice to consumers.

The Government, as part of this funding, must remain committed to incentives such as the plug-in car grant until the vehicle market becomes more mature and suitably competitive - this is particularly the case for strategic fleets, such as vans, taxis and private hire vehicles, which remain at a critical moment in their transition.

Spending Review (7)

Question No: 2015/4150

[Valerie Shawcross](#)

What changes are you planning to make to operational service plans in the new business plan as a result of the CSR? Specifically bus subsidy, bus modernisation, borough funding and LIPS as well as fare levels.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Increasing the Enforcement against fare evasion (1)

Question No: 2015/4151

[Valerie Shawcross](#)

How many staff work in the enforcement teams tackling fare evasion across the network?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Increasing the Enforcement against fare evasion (2)

Question No: 2015/4152

[Valerie Shawcross](#)

What is the staff cost of this team?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Increasing the Enforcement against fare evasion (3)

Question No: 2015/4153

[Valerie Shawcross](#)

Does TfL have any plans to increase the number of staff in this team in 2016/17?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

20 MPH Zones

Question No: 2015/4154

[Valerie Shawcross](#)

Based on historical costs, what is the price per kilometre, to turn a TfL or borough road into a 20MPH zone?

[The Mayor](#)

20mph limits that have been introduced as trials on the Transport for London Road Network, not requiring significant physical changes other than signage and road markings, have cost in the order of £25,000 per km to introduce (excluding staff costs).

Where more substantial physical measures are required the cost may be considerably more depending on the specific circumstances and location. Ongoing costs for compliance and enforcement may also be required.

Pedestrian Countdown (1)

Question No: 2015/4155

[Valerie Shawcross](#)

Pedestrian Countdown will be in place at 400 sites by 2017 according to the 2014 Business plan. The TfL website suggests they are in place now. Can you confirm how many are in place today and when all 400 are due to be installed?

[The Mayor](#)

As of 14 November 2015, there were 486 sites featuring pedestrian countdown.

TfL has committed to delivering pedestrian countdown at a further 400 sites by April 2016.

Pedestrian Countdown (2)

Question No: 2015/4156

[Valerie Shawcross](#)

What is the average cost of installing pedestrian countdown at a set of traffic lights?

[The Mayor](#)

For a standard crossroads, the generic cost to install pedestrian countdown is approximately £20,000. This assumes the junction already has a new style of traffic signal controller (2005 onwards) and requires no additional cabling. This also includes the cost of temporary signals for the down time of the junction.

For a standalone pedestrian crossing, such as a conversion from a pelican crossing, the generic cost is approximately £8,000. Again, this assumes the crossing already has a new style of traffic signal controller and that no additional cabling is required.

Any additional cabling, controller replacements and controller hardware or sites with additional crossing points would be additional to the approximate values above.

Oxford Street

Question No: 2015/4157

[Valerie Shawcross](#)

What is TfL's estimate of the costs of pedestrianising Oxford Street?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/12/2015

TfL with Westminster City Council is undertaking an assessment of a number of options for enhancing Oxford Street and the surrounding area, including pedestrianising parts of Oxford Street.

This work will include a detailed assessment of the costs and benefits of each option and this is due to be complete by mid-2016. Once this work has concluded I will make it available for the Assembly and others to consider.

Cycle Superhighways

Question No: 2015/4158

[Valerie Shawcross](#)

Can you confirm that CS4, CS9, CS10 & CS11 are still due to be installed?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Cycle Parking Spaces (1)

Question No: 2015/4159

[Valerie Shawcross](#)

The 2014 TfL Business Plans says, "We created an extra 66,000 cycle parking spaces between 2008 and 2011 and are set to deliver a further 80,000 by 2015/16." What has been the average cost of providing 80,000 cycle parking spaces?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Cycle Parking Spaces (2)

Question No: 2015/4160

[Valerie Shawcross](#)

How many cycle parking spaces will be created in 2016/17. What budget has been assigned?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Cycle Training (1)

Question No: 2015/4161

[Valerie Shawcross](#)

How many children received cycle training in 2014/15 and 2015/16?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Cycle Training (2)

Question No: 2015/4162

[Valerie Shawcross](#)

What has been the cost of providing that training?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Cycle Training (3)

Question No: 2015/4163

[Valerie Shawcross](#)

What training is planned in 2016/17 in terms of cost and numbers of children trained?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Cycle Training (4)

Question No: 2015/4164

[Valerie Shawcross](#)

How many schools currently provide cycling proficiency lessons? Do TfL support this work financially? If so, what is the cost to TfL in 2016/17?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Bus Driver Pay

Question No: 2015/4165

[Valerie Shawcross](#)

Can you confirm that there are currently 18 different bus companies offering 18 different pay deals, resulting in 80 different rates of pay?

[The Mayor](#)

There are 23 separate companies operating buses under contract to TfL. Each of these has its own contracts of employment, rates of pay and other conditions. This is not surprising.

To meet differing personal requirements staff can choose to work different types of shifts. Each area of London has its own economy and requirements, giving different operational requirements. The labour market near Heathrow Airport is different to that in the suburbs; some routes are busy late and at night and others are quieter. Lastly, staff are rewarded for long service and loyalty. They progress to higher rates with greater rewards. If employees transfer between companies they retain these conditions under the TUPE regulations. What is important is that drivers are able to work on routes and at times that suit them taking into account the overall remuneration.

All of these have been negotiated with the trade unions and approved by the members as part of collective bargaining arrangements which have delivered satisfactory industrial relations for the past 25 years.

All Electric Bus Fleet (1)

Question No: 2015/4166

[Valerie Shawcross](#)

Can you confirm the cost to TfL, of introducing the electric and H2 Fuel Cell buses into the network in 2016/17?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

All Electric Bus Fleet (2)

Question No: 2015/4167

[Valerie Shawcross](#)

What is the cost of a single deck diesel or hybrid bus contract versus the cost of an electric or H2 Fuel Cell contract so we can see the cost to TfL of introducing more electric or H2 Fuel Cell sooner than planned?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

All Electric Bus Fleet (3)

Question No: 2015/4168

[Valerie Shawcross](#)

How many single decker bus contracts are up for renewal in 2016/17 and how many of them will specify an electric or H2 Fuel Cell bus is required?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Defibrillators (1)

Question No: 2015/4169

[Valerie Shawcross](#)

Does TfL have any plans to ensure that every tube station has a Defibrillator?

[The Mayor](#)

TfL is one of many organisations working closely with the London Ambulance Service (LAS) to provide Automated Defibrillator Units where they are most needed across the capital. The location and number of machines at any one station is not specified by TfL but by the LAS in conjunction with NHS guidance. LAS takes into account a number of factors, including history of incidents, customer footfall, geographical layout and density of crowds at certain times. There are currently 146 stations equipped with the units. In the New Year, TfL and LAS will review current arrangements.

Defibrillators (2)

Question No: 2015/4170

[Valerie Shawcross](#)

What is the total cost of providing a defibrillator on a station and training staff to use it?

[The Mayor](#)

London Underground is able to purchase defibrillators at a discounted rate which includes the price of the device and an alarmed wall cabinet. The total list price is around £950 per unit.

There are no associated training costs as defibrillators are designed for any person (staff or public) to use. However, the London Ambulance Service provides free training to TfL staff on request.

Tram Extensions

Question No: 2015/4171

[Valerie Shawcross](#)

How much expenditure is planned in order to develop Tramlink extensions to Crystal Palace, Sutton and Bromley in 2016/17?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

New Routemaster (1)

Question No: 2015/4172

[Valerie Shawcross](#)

Have TfL budgeted to buy a further 200 NRMs in 2016/17?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

New Routemaster (2)

Question No: 2015/4173

[Valerie Shawcross](#)

Can you show how 2,000 NRMs will be on London's streets by 2020. Please break down the purchases by financial year.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

New Routemaster (3)

Question No: 2015/4174

[Valerie Shawcross](#)

What has been the total cost of the NRM programme?

[The Mayor](#)

The total capital cost of the New Routemaster programme, as outlined in the TfL Board paper of 5 November 2014, is estimated to be £304.1 million.

New Routemaster (4)

Question No: 2015/4175

[Valerie Shawcross](#)

What is TfL's estimate for the cost of each individual bus? E.g. What would the cost be to order the extra 200 buses?

[The Mayor](#)

The unit cost of the first 600 buses is £354,500 and for the subsequent 200 buses is £349,500. TfL does not have a unit price for further buses but would anticipate these being significantly lower, reflecting the increased volume and economies of scale available through the supply chain.

TfL Staffing (1)

Question No: 2015/4176

[Valerie Shawcross](#)

The 2014/15 Annual Workforce Monitoring Report says, "As at 31 March 2015, TfL employed 23,960 people". I am keen to know how many people were employed directly and how many were employed via an agency or as contractors or as consultants, etc.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

TfL Staffing (2)

Question No: 2015/4177

[Valerie Shawcross](#)

Can you break down those figures for the operational part of TfL and the non-operational part?

[The Mayor](#)

This information is published in the 2014/15 Annual Workforce Monitoring Report.

TfL Staffing (3)

Question No: 2015/4178

Valerie Shawcross

For each pay grade, what is the cost to TfL of directly employing someone versus using an agency/contractor/consultant? I want to know what would happen to the finances if TfL only used directly employed staff in the future.

The Mayor

Officers are drafting a response which will be sent shortly.

Garden Bridge

Question No: 2015/4179

Valerie Shawcross

If TfL decided to end its involvement in the garden bridge Project how much of the £20m, already committed would not be recoverable?

The Mayor

TfL has spent or committed around £20m of the public contribution to the project to cover the costs of the planning and development of the scheme, securing planning permissions, discharging planning conditions, and progressing the project to the point where the Garden Bridge Trust is able to let the construction contract. This money has been committed and would not be recoverable.

The funding agreement between TfL and the Garden Bridge Trust was revised in November 2015 to lower TfL's component of the public sector contribution to the project to £10m, meaning the net public sector contribution to the project will be £40m. The new arrangements make additional provision for a £20m loan from TfL to the Garden Bridge Trust. This loan will be repaid by the Trust, securing even greater return on the public sector's investment in the project.

Full details of TfL's financial contribution to the project can be found in the Deed of Grant, Deed of Variation and Loan Facility Agreement documents available online at <https://tfl.gov.uk/corporate/publications-and-reports/temple-footbridge>.

Bus user surveys

Question No: 2015/4180

[Valerie Shawcross](#)

Please provide a brief explanation of the methodology for TfL's bus passenger surveys (when passengers are surveyed in person at bus stations etc) are carried out and how a good range of experiences are captured, i.e. the range of routes, days and times surveyed and so on. How many of these surveys are carried out at the busiest times and locations?

[The Mayor](#)

Customer satisfaction interviews are carried out with passengers getting off buses throughout Greater London between 7.30am and 9pm. Sampling takes account of variations in travel by time of day, location and demographic profile. Currently 38 per cent of all interviews are conducted during peak periods which is broadly in line with passenger journeys. Approximately 13,000 interviews take place each year, and questions are asked on over 20 different attributes of the respondent's most recent bus journey, including safety & security, crowding, reliability and value for money.

A Games Plan for London (1)

Question No: 2015/4181

[Fiona Twycross](#)

Is this document being produced in house or by a contractor?

[The Mayor](#)

We are launching the Games Plan in the new year and will publish details of the plan on the GLA website.

A Games Plan for London (2)

Question No: 2015/4182

[Fiona Twycross](#)

How many video games developers are there in London at present?

[The Mayor](#)

We are aware of 610 London companies who are either developers or publishers or both.

A Games Plan for London (3)

Question No: 2015/4183

[Fiona Twycross](#)

What support have you provided to the video games industry since being elected in 2008?

[The Mayor](#)

We are committing funding to support the video games industry over the next three years. We will announce further details at the beginning of January.

Digital Skills

Question No: 2015/4184

[Fiona Twycross](#)

What success criteria will you measure your Digital Careers Roadshow against?

[The Mayor](#)

The Digital Careers Roadshow has the following measures of success each event: (i) 120 Job Centre staff members trained through the programme; (ii) 100 businesses exhibiting and recruiting at each event; (iii) 250 entry-level jobs to be offered at each event; (iv) 35% of young people achieving employment as a result of attending an event and/or meeting the businesses and stakeholders participating; (v) at least £50,000 leveraged from the private sector.

Affordable Business Premises

Question No: 2015/4185

[Fiona Twycross](#)

Following the current campaign being run by the FSB, what steps are you taking through the LEP to help SMEs deal with rent hikes?

[The Mayor](#)

Over 12 months ago, the LEP SME working group (SMEWG) established a working group, the Open Workspaces Providers Group (OWPG) which role is to provide advice and guidance on affordable workspace. Since the group was set up they have published a guidance on how to set up a workspace. The group has also just commissioned a research on the economic and social value of workspaces. The outcomes of the research will be feeding into the future work of the LEP SMEWG and how to ensure that affordable workspace for SMEs remains in London.

Please also see my response to oral MQ 4392.

Israel Trade trip

Question No: 2015/4186

[Fiona Twycross](#)

Please detail the criteria used to assess the success or otherwise of this trade trip for London businesses?

[The Mayor](#)

The criteria used to evaluate every trade mission organised as part of the Mayor's Export Programme is: sales won, joint ventures/partnerships signed, and jobs created as a direct result.

Broadband - Universal Service Obligation

Question No: 2015/4187

[Fiona Twycross](#)

What impact will this announcement have in London and will you lobby the government to bring forward the implementation date from 2020?

[The Mayor](#)

Last month the Prime Minister set out the Government's intention to introduce a legal right to request a 10Mbps connection by the end of the current Parliament.

The Universal Service Obligation will be designed to target the remaining 5% of the UK that will not have access to superfast services beyond the Government's 2017 commitment. This 5% is likely to include some parts of London.

The Government has announced the intention to begin consultation in the spring next year.

Through the London Connectivity Group, we will seek to better understand the implications for London and will continue to lobby all stakeholders to ensure that everyone in London has access to high speed digital connectivity.

Apprenticeship by sector and level (1)

Question No: 2015/4188

[Fiona Twycross](#)

Can you provide me with a breakdown of apprenticeships started in London, by sector, further broken down by level and academic year quarter for 2012/13, 2013/14, 2014/15 and 2015/16 to date?

[The Mayor](#)

The data that you have requested is attached as Appendix F.

The apprenticeship start data is owned by the SFA and the data provided within this response has been extracted from the SFAs LEP data cube via a data sharing agreement between the GLA and the SFA.

Apprenticeship by sector and level (2)

Question No: 2015/4189

[Fiona Twycross](#)

Can you provide me with a breakdown of apprenticeships started in London, by sector, further broken down by level and broken down again by gender by academic year quarter for 2012/13, 2013/14, 2014/15 and 2015/16 to date?

[The Mayor](#)

The data that you have requested is attached as Appendix G.

The apprenticeship start data is owned by the SFA and the data provided within this response has been extracted from the SFAs LEP data cube via a data sharing agreement between the GLA and the SFA.

Apprenticeship by sector and level (3)

Question No: 2015/4190

[Fiona Twycross](#)

Can you provide me with a breakdown of apprenticeships started in London, by sector, further broken down by level and broken down again by age by academic year quarter for 2012/13, 2013/14, 2014/15 and 2015/16 to date?

[The Mayor](#)

The data that you have requested is attached as Appendix H.

The apprenticeship start data is owned by the SFA and the data provided within this response has been extracted from the SFAs LEP data cube via a data sharing agreement between the GLA and the SFA.

Apprenticeship by sector and level (4)

Question No: 2015/4191

[Fiona Twycross](#)

Can you provide me with a breakdown of apprenticeships started in London, by sector, further broken down by level and broken down again by ethnicity by academic year quarter for 2012/13, 2013/14, 2014/15 and 2015/16 to date?

[The Mayor](#)

The data that you have requested is attached as Appendix I.

The apprenticeship start data is owned by the SFA and the data provided within this response has been extracted from the SFAs LEP data cube via a data sharing agreement between the GLA and the SFA.

Apprenticeship by sector and level (5)

Question No: 2015/4192

[Fiona Twycross](#)

Can you provide me with a breakdown of apprenticeships started in London, by sector, further broken down by level and broken down again by disability by academic year quarter for 2012/13, 2013/14, 2014/15 and 2015/16 to date?

[The Mayor](#)

The apprenticeship start data is owned by the SFA and the data provided has been extracted from the SFAs LEP data cube via a data sharing agreement between the GLA and the SFA.

However, disability data of apprenticeship starts is not collected by the SFA and is therefore not available to the GLA.

Fair pay for under 25s

Question No: 2015/4193

[Fiona Twycross](#)

Your response to MQ 2015/3951 does not answer the question that I have asked. Have you made representations to the Chancellor of the Exchequer as Mayor of London to advocate for fair pay to under 25 year olds with regards to the new National Living Wage? Given in your response to MQ 2015/3500 you stated "there is a risk that people may choose to pursue NLW paying employment over an apprenticeship if the apprenticeship is offering comparatively lower pay", could you tell me if you have raised your concerns about this with the Chancellor of the Exchequer?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

London Ambitions Careers Offer

Question No: 2015/4194

[Fiona Twycross](#)

Can you tell me when the London Ambitions Careers Offer will be active and available to access by schools and colleges as your response to MQ 2015/3953 suggests it is still in the development stages despite being launched in June 2015?

[The Mayor](#)

The London Ambitions Careers Offer was launched in June 2015 and provides a framework for schools and colleges to develop their careers education strategies. I am currently working with the London Enterprise Panel and London Councils on a London Ambitions implementation plan.

The London Ambitions Portal, which will bring together business offers for schools into one place, will be piloted from January- March 2016. Team London is already recruiting voluntary Enterprise Advisers (funded via the Careers & Enterprise Company) from the world of work to help teachers to develop and implement a careers education plan. The Careers Clusters Programme, funded under the European Structural Investment Framework 2014-20, will be launched in early 2016 for applications.

Apprenticeship Levy

Question No: 2015/4195

[Fiona Twycross](#)

How will the Apprenticeship Levy work in London? How many businesses in London will contribute to the levy?

[The Mayor](#)

As announced at Autumn Statement, legislation will be introduced in Finance Bill 2016 to provide for the apprenticeship levy, which we wait to examine. The levy will be collected from eligible employers across the UK from April 2017, through the Pay as You Earn (PAYE) system administered by HMRC, and will apply to both public and private sectors.

The rate for the levy will be set at 0.5 per cent of an employer's pay bill. Each employer will receive an allowance of £15,000 to offset against their levy payment. This means that the levy will only be paid on any pay bill in excess of £3 million.

In order to calculate the number of employers that will fall in to scope of the levy would require in depth payroll data for every business in London which is held by HMRC. The Government is due to publish draft clauses for legislation early in the New Year, and HMRC will publish Tax Information and Impact Notes at this time.

Based on available data, it is estimated that between 6,500 and 9,000 businesses based in London (less than 2 per cent of all London businesses) have a pay bill of more than £3 million and will be subject to the apprenticeship levy.

At the UK level, between 23,000 and 26,000 businesses are likely to have a payroll beyond the £3 million threshold for the apprentice levy (less than 1.5 per cent of all UK businesses). However, it is important to note that businesses based in other areas of the UK that will be subject to the levy, may also have local sites or branches located in London.

Area Reviews of FE in London

Question No: 2015/4196

[Fiona Twycross](#)

What is the target end date for the Area Review of FE in London that your office is conducting next year?

[The Mayor](#)

The timeline for the Area Review of FE in London is subject to agreement with Government. The timeline will be published once agreed.

Digital Skills Programme

Question No: 2015/4197

[Fiona Twycross](#)

How will you actively encourage women to take part in your Digital Skills programme?

[The Mayor](#)

The £5 million Digital Talent programme has a specific focus on engaging young women and Londoners from disadvantaged backgrounds to take up opportunities presented in the digital and tech sector.

The programme will be match funded by £2 million from the European Social Fund and therefore activity will specifically target these cohorts.

For example, Tech London Advocates 'Women in Tech' are working with us to bring in female role models from the digital and tech sector to coordinate activity that will inspire girls and young women to pursue opportunities presented by the programme.

London's universities

Question No: 2015/4198

[Fiona Twycross](#)

The Government have announced they would freeze the repayment threshold of graduates paying back their student loans at £21,000 a year meaning the average graduate would pay back about £3,000 extra, while disadvantaged students who had previously been eligible for support grants would be even worse off with the replacement of maintenance grants with loans. How will you ensure that London's universities do not lose out on talent and how will you ensure that disadvantaged young people are still able to access Higher Education?

[The Mayor](#)

In the last recorded year (2013/14), a higher proportion of young Londoners (at Level 3) progressed into higher education compared to the rest of England (63% to 58% respectively). For pupils eligible for free school meals (FSM), London's performance is even stronger - 65% to 56% in England. The most recent destination data published by the Higher Education Statistics Agency shows that only 6% of graduates were unemployed, with 89% in work or further study. I am confident that London's higher education institutions will continue to offer value for money in providing life changing opportunities for Londoners.

Social Security Reform

Question No: 2015/4199

[Fiona Twycross](#)

As Mayor of London which, if any, of the social security reforms introduced or proposed since 2010 have you opposed?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

GLA Food Programme

Question No: 2015/4200

[Fiona Twycross](#)

Does the Mayor still plan to halve the budget of the GLA Food Programme in 2016/17, as was outlined in the Mayor's budget last year?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Spending Review (1)

Question No: 2015/4201

[Fiona Twycross](#)

In 2015/16, £70 million of London boroughs' New Homes Bonus allocation will be top-sliced and pooled for use on a programme of projects across London agreed by the London Enterprise Panel. What impact would the proposed reduction in New Homes Bonus payments - from six years to four years - have on the economic development funding and objectives of the London Enterprise Panel?

[The Mayor](#)

The £70 million New Homes Bonus top slice was announced for 2015/16 as part of the first Growth Deal for London. The programme is funding a wide range of projects across all 33 London Boroughs.

The NHB top slice was always understood to apply to 2015/16 allocations only. The second Growth Deal for London, for which funding is available from 2016/17, does not include any element of NHB funding. The LEP has no current discretion over NHB allocations from 2016/17.

In the Chancellor's joint Spending Review and Autumn Statement, the government announced intention to consult on reforms to the New Homes Bonus.

The LEP has provisionally been granted £65m for the Further Education Capital Programme in 2016/17 and a further £38 million in future years. In addition, the LEP has a £20 million allocation which will support delivery of the London Regeneration Fund from 2016/17.

Spending Review (2)

Question No: 2015/4202

[Fiona Twycross](#)

What number and proportion of London businesses will benefit from the extension of business rate relief announced in the Spending Review?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Childcare

Question No: 2015/4203

[Fiona Twycross](#)

In response to question 2015/1090 you outlined that a paper would be published by the Greater London Authority this summer (2015) outlining "our proposals for additional work by the GLA in this area". Can you please provide a copy of this paper?

[The Mayor](#)

I will ensure that my officers send you a copy of the report that I commissioned the Family and Childcare Trust to write. The report outlines approaches to partnership working across early years education and childcare in London to address service provision and quality. This report will inform further work that I can undertake on early years education and childcare.

Measuring Cultural Participation

Question No: 2015/4204

[Fiona Twycross](#)

In your response to my recent question (2015/1925) you said 'I am aware that Arts Council England is currently exploring options for re-collection of local-authority level data'. Can you provide a further update, and will make representations in favour of this so you can monitor participation levels across London Boroughs?

[The Mayor](#)

The Arts Council are planning to launch a significant national data collection programme in the new year. Consultation with stakeholders will take place in the first half of 2016. GLA Culture and London Councils will work with them to ensure that this is beneficial and appropriate for local authorities in London.

DCMS Consultation

Question No: 2015/4205

[Fiona Twycross](#)

Will you be responding to the DCMS #OurCulture consultation to make the case for Arts and Culture in London?

[The Mayor](#)

My Deputy Mayor for Culture has written a letter to the Minister of State for Culture and the Digital Economy making the case for Arts and Culture in London for the forthcoming White Paper on Culture.

Ask Boris

Question No: 2015/4206

[Fiona Twycross](#)

A constituent has asked will you consider moving the time of your 'Ask Boris' Twitter Q&A so people who are unable to use social media during regular office hours can participate?

[The Mayor](#)

#AskBoris is one of a number of ways in which I make myself accountable to Londoners and the Q&A session often takes place around lunchtime to allow as many people as possible to participate. However, as I hope you and your constituent will appreciate, no time can be suitable for all.

For those who would like to participate in #AskBoris but are not always able to do so, there are other events held throughout the year which Londoners can attend and hold me to account. This includes two People's Question Time events held annually at venues across London and my annual State of London Debate which this year took place at the O2 in RB Greenwich. For those interested, the next PQT will take place in Croydon in March 2016.

Finally, as you will be aware, I also attend the monthly Mayor's Question Time event where I am scrutinised by the London Assembly. This is available to watch live and subsequently on the Greater London Authority website. Londoners are able to suggest questions to ask by contacting a particular [Assembly Member](#) or political group using the email address suggestaquestion@london.gov.uk.

Accessibility on TfL services

Question No: 2015/4207

[Fiona Twycross](#)

Has the recent expansion of TfL services lead to a reduction in the overall proportion of stations that have disability access?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Allotments

Question No: 2015/4209

[Fiona Twycross](#)

A constituent has contacted me about the lack of allotments in London. They referred to the CPRE report from 2012 which states that "Section 55 of the London Government Act (1963) supersedes the Small Holdings and Allotments Act, stating that the provision of allotments by inner London boroughs is at the discretion of the local authority." However the waiting time for an allotment in many London Boroughs is several decades. Can the London Food Board identify any other further areas to increase provision of allotments? My constituent suggested considering identifying land in communal gardens of council estates, any unused land next to stations that TfL might own or converting some bedding plant borders in parks. Will the Food Board look into these suggestions?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/12/2015

This is a good issue to be considered by the London Food Board and I shall ask Rosie Boycott, who advises me on food issues, to discuss with planning officers and consider how to take it to the next edition of the Board's Boroughs Implementation Group, which will be in March 2016.

Your constituent may be interested to learn more about the Capital Growth programme, www.capitalgrowth.org which is now one of the largest urban community food growing networks in the world, with almost 2,500 spaces all over London.

Your constituent will be able to find the Capital Growth spaces nearest to them and may be able to use some of their services, such as support to people to grow their own food, access to discounted training, networking events, support with growing to sell and discounts on equipment.

Bus KPIs and EWT targets (1)

Question No: 2015/4210

Caroline Pidgeon

In response to my question on TfL bonuses and bus KPIs (2015/3112) you stated 'Bus route schedules are regularly revised to improve reliability and reflect conditions at the time. Minimum Excess Wait Time (EWT) standards are similarly set in relation to known traffic disruption on routes and can be updated to reflect more recent road conditions if necessary. This means the system incentivises bus operators to meet achievable targets and exert influence over reliability through well-developed service control methods'.

Please state which bus routes have had their Minimum EWT standards updated in the last twelve months and when each update occurred?

The Mayor

In the past year, Minimum Performance Standards were updated for the 48 routes shown in table 1 in Appendix J.

In addition to this, new schedules were introduced on 237 routes to improve reliability and reflect changed traffic conditions, these are shown in table 2.

TfL publishes Minimum Performance Standards by route as well as current performance online at <https://tfl.gov.uk/forms/14144.aspx>

Bus KPIs and EWT targets (2)

Question No: 2015/4211

Caroline Pidgeon

In response to my question on TfL bonuses and bus KPIs (2015/3112) you stated the KSI figure for 2014 was 185. Data published on the TfL website seems to contradict this figure, showing as many as 1310 KSIs (10 killed, 1300 seriously injured/hospitalised). Please would you explain this significant discrepancy?

The Mayor

Officers are drafting a response which will be sent shortly.

Bus KPIs and EWT targets (3)

Question No: 2015/4212

Caroline Pidgeon

What plans does TfL have to improve the way in which it presents information about collisions caused by buses so that it is actually useful to other road users?

The Mayor

TfL is currently reviewing the bus safety data on its website in order to make it easier for stakeholders and the public to understand who is being injured by buses, where and what are the long-term trends. Changes to the website are planned for spring 2016.

Piccadilly Line delays

Question No: 2015/4213

[Caroline Pidgeon](#)

The Piccadilly Line suffered from ongoing delays in November, with serious disruption nearly every morning for a two week period. London Underground put this down to a 'lack of available trains' and 'leaves on the line'. With proper management and planning, surely these problems can be avoided. Would you explain how this was allowed to happen and what steps are being taken to make sure it does not happen again?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Accessible transport (1)

Question No: 2015/4214

[Caroline Pidgeon](#)

What proportion of ticket machine areas and Help Points in TfL stations have hearing loops? By when will it be 100%?

[The Mayor](#)

Currently over 90 per cent of ticket halls have an induction loop, either in a Help Point or in the Station Control Point window. By the autumn of 2016 this will have risen to 99 per cent. TfL will continue to work on a solution for the remaining stations that will bring the total up to 100 per cent.

In addition to induction loops TfL is also equipping all staff with handheld mobile devices which will enable them to provide visual information. All staff will have these by April 2016.

Accessible transport (2)

Question No: 2015/4215

[Caroline Pidgeon](#)

What plans does TfL have to improve the availability of information regarding lift closures? Will TfL commit to introduce a single page on the website to show all closures?

[The Mayor](#)

TfL is currently reviewing the way that lift closure information can be presented on its website with a view to introducing lift closure information on a single page in the new year.

Accessible transport (3)

Question No: 2015/4216

[Caroline Pidgeon](#)

What plans does TfL have to introduce magenta gilets for gate-line staff, in order to make finding them a lot easier for disabled and visually impaired passengers?

[The Mayor](#)

TfL has recently issued all frontline staff with a new uniform. To ensure the uniform is both smart and as visible as possible, the design features bold red detail which contrasts against the blue garments. In addition, the accentuated use of the roundels on the garments increases their visibility. All staff are currently required to wear high visibility vests once beyond the gateline.

TfL has no plans to introduce the magenta gilet to staff on gatelines as these are worn by TfL's Travel Ambassadors rather than permanent station staff, and are only used at special events or in times of service disruption. However, all station staff receive robust training in offering help and assistance to disabled and visually impaired passengers in a proactive way.

Loampit Vale

Question No: 2015/4217

[Caroline Pidgeon](#)

In response to my question on the Loampit Vale TfL consultation (2015/3569) you stated that the cycle lane was going to be removed, because it was too narrow and replaced with a 4m width traffic lane.

Are you aware that traffic lanes of 4m width are contrary to long established London Cycling Design Standards, which advise strongly against lane widths of less than 4.5 metres as being unsafe for overtaking?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Cycle Lane widths

Question No: 2015/4218

[Caroline Pidgeon](#)

In response to question 2015/3095 you stated that cycle lanes should not be less than 1.5 metres wide. Why is this half a metre less than the minimum of 2 metres recommended in the Transport Committee's 'Gearing Up' report on cycle safety?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

CIRAS introduction on TfL contractors' vehicles (again)

Question No: 2015/4219

[Caroline Pidgeon](#)

In response to my question on CIRAS introduction on TfL contractors' vehicles (2015/2538) you stated: 'CIRAS does not currently cover HGV operations'. However the Head of CIRAS recently stated: 'The work that we do is open to all UK transport operators whether it's a heavy goods vehicle, cycle schemes, river services, rail or bus and coach'.

After taking so long to introduce CIRAS for TfL contracted bus services, when will you introduce CIRAS for HGVs and other vehicles contracted to TfL and Crossrail?

[The Mayor](#)

As also set out in my response to 2015/2538, the main components of CIRAS - collision reporting, analysis and investigation - are already contractual requirements for all operators working in TfL supply chains. This reporting, investigating and management of bad practice across the TfL supply chain was introduced by TfL and Crossrail in 2012 to manage work-related road risk.

TfL met with the Head of CIRAS in October. It is now working with CIRAS, and fleet operators already using CIRAS, to see if this system can complement or enhance the existing safety and reporting mechanisms already in TfL contracts.

CIRAS introduction for coaches operating in London

Question No: 2015/4220

[Caroline Pidgeon](#)

Will you make it mandatory for coach companies operating in London to be signed up with CIRAS?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Victoria Line Extension

Question No: 2015/4221

[Caroline Pidgeon](#)

Has Transport for London considered extending the Victoria Line to Streatham?

[The Mayor](#)

From 2016, the Victoria line will have the capacity to operate up to 36 trains per hour per direction, which would make it the UK's highest frequency rail line. This capacity is required to meet the forecast growth on the line. When this growth is taken into account, the Victoria line is forecast to be operating at full capacity from Brixton during peak hours.

Any extension south of Brixton would mean the line would become too crowded and people would no longer be able to board at Brixton. The best solution for the Streatham area is to enhance the capacity of existing rail lines that have capacity to grow by improving signalling and upgrading trains to increase capacity on services through Streatham and enabling passengers to make easier journeys across the network by upgrading interchanges and better integrating services.

Crossrail 2 station in Streatham

Question No: 2015/4222

[Caroline Pidgeon](#)

Would it be possible for Crossrail 2 to have a station in Streatham? What work has been carried out to look into this option?

[The Mayor](#)

TfL has undertaken an extensive options analysis process to arrive at the proposed route. Various options for Crossrail 2 serving Streatham were considered as part of this analysis, which took place in 2009, 2010 and 2011. During this time, a number of options were reviewed, assessed and ultimately discounted in comparison with a preferred route which provides an interchange with the Northern line.

Options which include a station in Streatham are not able to deliver Northern line relief nor free up train paths into Waterloo, both of which are key objectives of the scheme. Consequently, they make the business case for the scheme as a whole far less attractive.

Private Hire vehicles and congestion charge exemptions (1)

Question No: 2015/4223

[Caroline Pidgeon](#)

In response to my question on private hire vehicles and congestion charge exemptions (2015/2535) you stated:

"In the past 12 months, 94 per cent of vehicles checked were found to be correctly exempted from the Congestion Charge. The remainder were issued with penalty charge notices and had to pay the charge."

Please provide a breakdown of the actual figures each year for the last five years, showing how many vehicles were stopped and how many were correctly exempted.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Private Hire vehicles and congestion charge exemptions (2)

Question No: 2015/4224

[Caroline Pidgeon](#)

Other than spot checks, what additional steps could TfL take to crack down on private hire vehicles which are misusing their congestion charge exemption?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Cycle training for disabled people

Question No: 2015/4225

[Caroline Pidgeon](#)

Further to your response to my question on the take up of free adult cycle training (2015/3115) please could you tell me how many disabled people had cycle training and how many had access to a suitable cycle to do the training?

Please provide figures for disabled children and adults separately.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

TfL cycle guide delivery arrangements

Question No: 2015/4226

[Caroline Pidgeon](#)

I have been contacted by a constituent who had sent away for some local TfL cycle guides. They were sent to him using a courier 'signed for' service.

What arrangements does TfL use for responding to requests from members of the public to be sent cycle guides and other publications? Are you confident that they represent good value for money?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Road safety equipment

Question No: 2015/4227

[Caroline Pidgeon](#)

Furzedown Ward was due to hold a 'speed day' in November to help with enforcement of the 20mph zone there. However due to an issue between TfL and the police this has been delayed until an unspecified date next year.

Please explain why there has been this delay.

[The Mayor](#)

TfL and the MPS are committed to working with local communities to improve road safety in their areas and as part of this are in the process of rolling out Community Roadwatch to all London Boroughs. Community Roadwatch gives local residents the opportunity to work side by side with their local Safer Transport Teams, and use speed detection equipment to identify speeding vehicles in their communities. Warning letters are issued where appropriate, and the information captured is used to inform future police enforcement activity.

TfL and the MPS were aiming to have Community Roadwatch up and running in all London Boroughs by December 2015. Unfortunately there have been unavoidable delays in MPS procurement of the speed detection devices, which are being funded by TfL, which need to be purchased through a European tender process. This meant that the rollout of Community Roadwatch in Wandsworth, originally planned for November 2015, has had to be postponed. The Safer Transport Team was unable to support the 'speed day' they had been planning with the Council and Furzedown Ward. The operation will be rearranged once the equipment is in place.

TfL is providing support to the MPS to help ensure that the equipment is procured and delivered as quickly as possible. As a result of the delay the rollout of Community Roadwatch to the remaining 27 boroughs will now be in early 2016.

Taxi numbers

Question No: 2015/4228

[Caroline Pidgeon](#)

How many new black taxis were registered with TfL and passed for use on the streets of London each month since January 2006?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Station rezoning (1)

Question No: 2015/4229

[Caroline Pidgeon](#)

What is the cost of rezoning Stratford, Abbey Road, Canning Town, Star Lane, Stratford High Street, Stratford International and West Ham stations as zone 2/3 stations?

[The Mayor](#)

As set out in MD 1562, the rezoning of Stratford, Stratford High Street, Stratford International, Abbey Road, Canning Town, Star Lane, and West Ham stations as zone 2/3 will result in a reduction in fare revenue of around £8m a year. This includes £1m for the rezoning of the smaller stations adjacent to the Stratford stations.

The rezoning is a key element of my plans to secure the Olympic legacy and should ultimately be self-funding as a result of the increased value of land owned by GLA functional bodies in the Stratford area.

This makes the case for the Stratford rezoning unique and so it should not be taken as a precedent justifying further changes elsewhere.

Station rezoning (2)

Question No: 2015/4230

[Caroline Pidgeon](#)

Given the locations of the recent East London stations to be rezoned as zone 2/3 stations, will you look again at rezoning Bermondsey as a zone 1/2 station? It can not be right that Bermondsey is in the same zone as Stratford.

[The Mayor](#)

Please see my response to MQ 2015/4229.

Human Trafficking and Kidnap Unit (1)

Question No: 2015/4231

[Caroline Pidgeon](#)

How many permanent members of staff within the MPS Human Trafficking and Kidnap Unit work specifically on Human Trafficking cases and what percentage of their working time is dedicated to work on human trafficking?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/12/2015

The primary role of the MPS Trafficking and Kidnap Unit is to investigate allegations of modern slavery where an organised criminal network is involved or the case is so complicated it requires additional specialist resources. Every officer has responsibility for investigating modern slavery allegations.

In addition, the unit also provides 24/7 response to 'crime in action' kidnap & extortion investigations. These cases arise on an unpredictable basis and it is not possible to identify time spent on them.

Human Trafficking and Kidnap Unit (2)

Question No: 2015/4232

[Caroline Pidgeon](#)

How many of the 255 arrests made by the MPS Human Trafficking and Kidnap Unit between 1st January 2014 and 30th September 2015 were for offences of human trafficking and within that number how many were related to human trafficking for labour exploitation?

[The Mayor](#)

Of the 255 arrests made by the MPS Human Trafficking and Kidnap Unit (Jan-Sept inclusive) 115 were for Modern Slavery Offences. Of the 115 arrests 18 were for labour exploitation offences.

Human Trafficking and Kidnap Unit (3)

Question No: 2015/4233

Caroline Pidgeon

What percentage decrease has the MPS Human Trafficking and Kidnap Unit seen to its budget in (1) 2010/11 (2) 2011/12 (3) 2012/13 (4) 2013/14 (5) 2014/15.

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/12/2015

Financial Year	Estimated Annual Budget	Percentage change from previous year's budget
	£'000	
2009/10	5,557	
2010/11	5,513	0.81% decrease
2011/12	5,416	1.75% decrease
2012/13	5,943	9.73% increase
2013/14	6,024	1.36% increase
2014/15	5,494	8.80% decrease

The present Human Trafficking and Kidnap Unit was created from the amalgamation of the Kidnap and Specialist Investigations Unit and the Trafficking and Prostitution Unit in 2012/13. Prior to this both Units were part the of Organisational Crime Command and were not separately budgeted for. Consequently, the budgets within the table above for the financial years prior to 2012/13 have been estimated by apportioning the overall budget for the Organisational Crime Command.

On the formation of the Human Trafficking and Kidnap Unit in 2012/13, the staffing of the Unit was increased by five Detective Constables posts and one Detective Sergeant post. In 2014/15 there was a transfer of five Detective Constable posts out of the Unit into the Met Intelligence Bureau, as part of the centralisation of intelligence capability within the Specialist Crime and Operations Business Group.

Human Trafficking and Kidnap Unit (4)

Question No: 2015/4234

[Caroline Pidgeon](#)

How long does it take for police officers to complete the online mandatory training on human trafficking, how is knowledge and awareness of trafficking amongst police officers tested thereafter and how frequently is follow-up training offered to police?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/12/2015

The College of Policing mandatory Modern Slavery training package is available to all MPS staff through eLearning. It is expected to take approximately 40mins to complete. Knowledge is tested within the programme itself.

Modern Slavery forms part of the new recruit's syllabus and is delivered on their initial training course. It is also included within the Detective Constables training syllabus.

Follow up bespoke training is delivered by the Trafficking & Kidnap Unit officers to Borough colleagues as and when requested by Operational Command Unit Commanders.

Human Trafficking and Kidnap Unit (5)

Question No: 2015/4235

[Caroline Pidgeon](#)

How many of the 82 permanent positions within the MPS Human Trafficking and Kidnap Unit are unfilled and currently being recruited?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/12/2015

The unit currently has 15 vacancies.

2 Detective Inspectors

1 Detective Sergeant

12 Detective Constables

Recruitment is currently in progress.

Police body worn Camera

Question No: 2015/4236

[Caroline Pidgeon](#)

Further to your confirmation of plans to introduce police body worn video to all frontline police officers, please can you confirm the timescale (and completion date) for roll-out?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Stop & Search

Question No: 2015/4237

[Caroline Pidgeon](#)

In the last four years what percentage of people stopped and searched by the police are (1) male (2) female. Please provide percentages for each year and for each borough, providing average percentage totals for the four year period.

[The Mayor](#)

Please see the attached table in Appendix K.

Hand-held metal detectors (1)

Question No: 2015/4238

[Caroline Pidgeon](#)

How much did the Metropolitan police spend on handheld scanners in a) 2012/13 b) 2013/14 c) 2014/15 and d) what is the forecast spend in 2015/16?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/12/2015

The MPS currently have 326 hand held scanners at a cost of approximately £55 per unit. In each of the last 3 financial years 7 scanners have been purchased, the 2015/16 forecast is to purchase a further 7 scanners.

Hand-held metal detectors (2)

Question No: 2015/4239

[Caroline Pidgeon](#)

How many handheld scanners does the MPS currently have? Please provide a total figure and a borough breakdown.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/12/2015

The table below provides details of the number of hand held metal detectors as at November 2015:

Borough	Number of Hand Held Metal Detectors
Barking and Dagenham	4
Barnet	2
Bexley	5
Brent	6
Bromley	7
Camden	5
Croydon	6
Ealing	7
Enfield	15
Greenwich	8
Hackney	43
Hammersmith and Fulham	5
Haringey	28
Harrow	6
Havering	2
Hillingdon	6
Hounslow	12
Islington	12
Kensington and Chelsea	9
Kingston-upon-Thames	12
Lambeth	5
Lewisham	10
Merton	6
Newham	23
Redbridge	9
Richmond-upon-Thames	5

Southwark	11
Sutton	4
Tower Hamlets	3
Waltham Forest	27
Wandsworth	15
Westminster	8
TOTAL	326

Hand-held metal detectors (3)

Question No: 2015/4240

[Caroline Pidgeon](#)

Do the MPS routinely use handheld scanners in stop & search procedures?

[The Mayor](#)

The MPS does not routinely use handheld scanners in stop & search procedures but they are available for use by officer when operational circumstances dictate.

1997 Knives Act

Question No: 2015/4241

[Caroline Pidgeon](#)

How many people have the MPS charged under the 1997 Knives Act since 2010? Please breakdown by year and by offence and provide totals.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/12/2015

Since 2010, no people have been charged by MPS under the 1997 Knives Act

MPS reserves

Question No: 2015/4242

[Caroline Pidgeon](#)

An FOI has revealed that the MPS has £431 million in reserves. At a time when the MPS budget is so tight and there has been talk of scrapping all PCSOs, shouldn't these funds be used to keep PCSOs and protect neighbourhood policing?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/12/2015

Please see my response to MQ 4058 / 2015.

MPS female officers

Question No: 2015/4244

[Caroline Pidgeon](#)

This month marks 100 years since the first female constable with official powers of arrest started patrolling. What specific work is the MPS doing to recruit more female officers? What percentage of the MPS is female?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/12/2015

As of 30th November 2015 26 per cent of MPS officers are female.

The MPS seeks to mitigate any perceived barriers and to emphasise the positive opportunities that might influence a woman's decision to join the service.

For example, the MPS uses targeted media campaigns and provides positive action preparation workshops for potential female recruits throughout all stages of the recruitment process.

Improving female representation is also central to initiatives like the Community Ambassador Programme, which aims to build links with under-represented communities.

A new approach to alcohol related disorder

Question No: 2015/4245

[Caroline Pidgeon](#)

MPS Commander Simon Letchford suggested at a meeting of the London Assembly Police and Crime Committee on December 3rd that fining those who have been drinking with people who commit alcohol related disorder could be a new approach adopted to tackle this problem. Is this something the MPS is considering piloting? What are your thoughts on such an initiative?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Schools not registered with Ofsted (1)

Question No: 2015/4246

[Caroline Pidgeon](#)

How are you aiding Ofsted in tackling unregistered schools, some of which are believed to be within London, which pose a safety risk to children?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Schools not registered with Ofsted (2)

Question No: 2015/4247

[Caroline Pidgeon](#)

What pressure are you placing on the Department for Education to ensure that there is a proper and speedy procedure in place for closing unregistered schools where there are welfare concerns?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Schools not registered with Ofsted (3)

Question No: 2015/4248

[Caroline Pidgeon](#)

Have you discussed the issue of unregistered London schools, which constitute a safeguarding risk, with Government ministers and will you provide details of these discussions?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Schools Fairer funding formula

Question No: 2015/4249

[Caroline Pidgeon](#)

Are you actively involved in lobbying central government prior to the introduction of a national funding formula for schools under which London schools in some areas could lose vital funding which reflects their high levels of deprivation?

[The Mayor](#)

My Deputy Mayor for Education met with the Secretary of State for Education in November 2015 and raised concerns about the proposed changes to the national funding formula and the potential implications for London. The Secretary of State confirmed that a consultation document will be issued in the New Year and I will be responding to this.

London health devolution bids (1)

Question No: 2015/4250

[Caroline Pidgeon](#)

Are you ensuring that sufficient time is being given to discussions regarding sub-regional health pilot bids so as to increase the likelihood of success and demonstrate that London can take on the responsibility of greater devolution?

[The Mayor](#)

London health and care devolution is based on the principle of subsidiarity. Pilots are being developed and owned at local and sub-regional level. Discussions have been underway since the autumn and activity is due to commence from April 2016. The London Health Board, which I chair, will have political oversight of the devolution plans as they develop.

London health devolution bids (2)

Question No: 2015/4251

[Caroline Pidgeon](#)

Are there plans in place for how pilot schemes will be evaluated and what is the desired long term outcome following the conclusion of the pilots?

[The Mayor](#)

Plans for evaluation are being developed by local partners.

London Ambulance Service

Question No: 2015/4252

[Caroline Pidgeon](#)

Following the placing of the London Ambulance Service into special measures what discussions have you had regarding the GLA taking over the running of the service?

[The Mayor](#)

I have had no such discussions.

Personal Service Companies

Question No: 2015/4253

[Caroline Pidgeon](#)

How many temporary employees at Transport for London are currently engaged via employment agencies through their own Personal Service Companies?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Name-blind recruitment

Question No: 2015/4254

[Caroline Pidgeon](#)

Please state what the policy is towards the use of name-blind recruitment for each organisation within the GLA Group.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Public safety in private hire vehicles.

Question No: 2015/4255

[Caroline Pidgeon](#)

A constituent has asked me to seek clarification from you as to what safeguards will be in place for public safety in private hire vehicles in London where the operator insists on the adoption of ride sharing.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Right to Buy (1)

Question No: 2015/4306

[Tom Copley](#)

We agree with the Mayor that 2015/18 Affordable Homes Programme funding should not be used to pay for Right to Buy replacement homes. However, can the Mayor provide information on how housing associations will pay for Right to Buy replacements in Greater London if, as reported, the Greater London Authority does not allow them to use funds from the 2015/18 Affordable Homes Programme?

[The Mayor](#)

No final decisions on the funding of housing association Right to Buy sales have been made, but under the terms of the deal agreed between associations and national government the receipts from sales, including recompense for the discount, should be more than enough to fund the cost of replacements.

Right to Buy (2)

Question No: 2015/4307

[Tom Copley](#)

Can the Mayor please provide more information on how the Greater London Authority will monitor whether funding from the 2015/18 Affordable Homes Programme is being used to fund Right to Buy replacements?

[The Mayor](#)

Please see my answer to MQ 4306 /2015.

Use of red diesel in transport refrigeration units

Question No: 2015/4308

[Stephen Knight](#)

Are you aware of the increasing use of subsidised 'red diesel' to power auxiliary engines, typically used on refrigerated delivery vehicles to keep goods cool in transit? Given red diesel was originally intended to support agriculture vehicles primarily for use otherwise than on roads, will you lobby the government to close this loophole which allows E27 - Large Eddison Screw highly polluting diesel engines to operate in London and other UK cities using low tax diesel?

[The Mayor](#)

Rebated 'red diesel' has been used to fuel auxiliary engines on semi-trailers, to power fridge motors, powder blowers and hydraulic pumps, for many years. This is not considered to be road fuel and it is a legitimate use of the fuel without paying road-fuel duty. HMRC recognise this.

Many rigid temperature controlled vehicles already use refrigeration plant powered by electric motors, driven from the vehicle electrical system. However, diesel engines remain popular on temperature controlled semi-trailers on articulated vehicles.

Transport for London is aware of this situation and has recently held discussions with manufacturers of battery-electric or cryogenic refrigeration systems, which are beginning to gain popularity in the temperature controlled logistics market. This is an emerging market which my technical experts are continuing to monitor closely, with a view to encouraging take-up of these very clean systems, which also have noise benefits.

Central London - Euro Standard of vehicles

Question No: 2015/4309

[Stephen Knight](#)

Please provide a list of the vehicles currently being driven in central London (Congestion Charging Zone) on an average weekday (24hrs) broken down by Euro standard and vehicle

type (i.e. passenger car, bus and coach, light goods vehicle, heavy goods vehicle)?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Oxford Street - pedestrian injuries

Question No: 2015/4310

[Stephen Knight](#)

Please list the number of pedestrians injured in all collisions on Oxford Street in 2014, and separately 2015 to date, broken down by severity (i.e. fatal, serious, slight) and the mode of transport with which the pedestrian came into conflict?

[The Mayor](#)

The data requested is provided at Appendix C.

Oxford Street - cycling injuries

Question No: 2015/4311

[Stephen Knight](#)

Please list the number of cyclists injured in all collisions on Oxford Street in 2014, and separately 2015 to date, broken down by severity (i.e. fatal, serious, slight) and the mode of transport with which the cyclist came into conflict?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Domestic retrofitting (1)

Question No: 2015/4312

[Stephen Knight](#)

How much funding do you intend to allocate for domestic retrofitting through your 2016/17 budget?

[The Mayor](#)

I intend to allocate around £900,000 for my RE:NEW domestic retrofitting programme in 2016/17.

RE:NEW has already delivered improvements to around 112,000 homes and is working to support the retrofit of a further 175,000 homes by 2017.

Domestic retrofitting (2)

Question No: 2015/4313

[Stephen Knight](#)

Given the withdrawal of the recent Home Improvement Fund, what is your estimate for the number of homes that will need to be retrofitted without public support in order for London to meet its climate change targets?

[The Mayor](#)

I expect that the vast majority of homes in London will need retrofitting to meet our 2050 climate change target. The proportion that may need to receive public funding support up until 2050 is not known.

RE:NEW - statistics

Question No: 2015/4314

[Stephen Knight](#)

Will you agree to publish data on the delivery of your domestic homes retrofit programme (RE:NEW) - including the number of homes visited and measures installed (e.g. cavity wall insulation, loft insulation, boiler and heating upgrades) - on a quarterly basis so that progress against your targets can be more easily monitored?

[The Mayor](#)

The RE:NEW target is tonnes of CO2 saved as a result of Mayoral homes efficiency programmes. Data on CO2 saved is reported each quarter to the Investment and Performance Board and is published on the GLA website.

River Lee Pollution

Question No: 2015/4315

[Stephen Knight](#)

A constituent has contacted me with concerns over the level of pollution that is routinely washed into the River Lee and its tributaries following rainfall, including oils, heavy metals, dirt and dust. What steps is the GLA and TfL taking to ensure pollution is intercepted before it reaches rivers, as already happens on many roads operated by the Highways Agency?

[The Mayor](#)

This is a long standing and recurrent problem caused by heavy rainfall effectively washing the urban fabric of London.

Good practice in road gulley maintenance is a way to reduce but not eliminate the problem. TfL follows this practice on a cyclical programme across the TfL Road Network.

The Mayor recently launched a consultation on his London Sustainable Drainage Action Plan. This Plan aims to retrofit more sustainable drainage across London. This will help to tackle the issue but it is recognised that this will take consistent action over many years by many agencies including London Boroughs, TfL and many other owners and managers of land. The Draft Action Plan can be found at:

<http://www.surveygizmo.com/s3/2220306/London-Sustainable-Drainage-Action-Plan>

MPS Water Cannon

Question No: 2015/4316

[Stephen Knight](#)

Given you have no plans to sell the water cannon purchased last year (MQ2015/3620) can you confirm that they will become part of the Metropolitan Police Service's historical collection? Do you agree with me that their public display could serve a useful educational purpose by prompting discussion about the principles of policing by consent?

[The Mayor](#)

The Commissioner has been clear that he will retain the water cannon that have been purchased for training and exercising purposes.

MPS museum - historic collections of the emergency services

Question No: 2015/4317

[Stephen Knight](#)

What if any discussions did your Deputy Mayor for Policing and Crime have with those currently managing the historic collections of the London Fire Brigade and London Ambulance Service before deciding to establish a permanent home for the Metropolitan Police Service's collection alone? Given your previous support for a single 'blue light' museum (MQ2012/0483) will you re-examine the case for bringing together the historic collections of the Metropolitan Police Service, London Fire Brigade and London Ambulance Service?

[The Mayor](#)

I have in the past explored options to establish a blue light museum which financially proved to be unviable. However, that doesn't mean I wouldn't welcome the opportunity to have a blue light museum in the future but we have prioritised the police museum because of the need to move the existing Crime Museum ahead of the closure of New Scotland Yard.

Housing measures announced in Government Spending Review and Autumn Statement

Question No: 2015/4318

[Stephen Knight](#)

Were you right to herald the Chancellor's investment in new 'starter homes' and shared ownership properties in London, when it is now clear that many of these new homes will be provided in place of affordable rented accommodation for people on low incomes?

[The Mayor](#)

London needs many more new homes of all tenures. Given that 86% of people want to own their own home it is right that Government focuses efforts of helping them to do so, especially in London, and I welcome the substantial investment in housing that the Government set out in the Spending Review.

London Housing Bank

Question No: 2015/4319

[Stephen Knight](#)

Of the £200m of loan funding you have made available to developers to accelerate the pace and delivery of new homes, how much has been allocated to date? Please also list the number of new homes this has brought forward?

[The Mayor](#)

Funding allocations are published on the GLA website.

2008-2011 Housing programme

Question No: 2015/4320

[Stephen Knight](#)

How many schemes (and units) begun under the 2008-11 National Affordable Housing Programme (NAHP) achieved practical completion in the 2011-15 programme period?

[The Mayor](#)

This information is available online under the GLA's monthly affordable housing statistics.

2011-2015 Housing programme (1)

Question No: 2015/4321

[Stephen Knight](#)

How many schemes (and units) begun under the 2011-15 Affordable Housing Programme (AHP) have achieved practical completion in the 2015-18 programme period to date?

[The Mayor](#)

No schemes in the 2011-15 Affordable Homes Programme will claim completion in the 2015-18 period, or beyond. Information on completions by programme is available via the GLA's monthly published statistics.

2011-2015 Housing programme (2)

Question No: 2015/4322

[Stephen Knight](#)

Please list the number of schemes funded through the 2011-15 Affordable Housing Programme which claimed 'practical completion' in i) January; ii) February; and iii) March 2015. Please also indicate whether practical completion was self-certificated?

[The Mayor](#)

For completions up until and including financial year 2013/14 this information is available via the GLA's annual published statistics. The information for 2014/15 will be available via the GLA's annual published statistics in the New Year when the scheme details are published.

2011-2015 Housing programme (3)

Question No: 2015/4323

[Stephen Knight](#)

Please list the number of grant awarded schemes and their total value for which 'practical completion' was still outstanding on 1st April 2015?

[The Mayor](#)

It is not possible to answer this as not all of current allocations are split into a set number of schemes (which happens at a later stage in processing grant claims).

2011-2015 Housing programme (4)

Question No: 2015/4324

[Stephen Knight](#)

How many, if any, waivers have been signed to date releasing registered providers, private developers or boroughs from the delivery timescales specified in their original contracts with the GLA?

[The Mayor](#)

No waivers were signed allowing any providers to claim completion for homes in the 2011-15 Affordable Homes Programme after March 2015.

Mayor of London - new planning powers

Question No: 2015/4325

[Stephen Knight](#)

What is your response to the amendment to the Housing and Planning Bill - tabled by the housing and planning minister - making provision "for the secretary of state to invite the mayor of London or a combined authority to prepare or revise a development plan document for a local planning authority in their area that is failing to progress the document"? Is this a power you specifically requested?

[The Mayor](#)

This was part of the package of powers I sought to gain for London and was included in my written evidence submitted to the Housing and Planning Bill committee.
<http://www.publications.parliament.uk/pa/cm201516/cmpublic/housingplanning/memo/hpb28.htm>

London Rental Standard - transparency and statistics

Question No: 2015/4326

[Stephen Knight](#)

Further to your answer to MQ2015/3643 - in which you stated that you constantly review the appropriate format for providing data - will you look again at providing a table showing the number of i) private landlords; and ii) letting agents that have been accredited to your London Rental Standard in each and every month since its launch, as opposed to the cumulative total currently displayed on the GLA website?

[The Mayor](#)

I see no need to present the information in the format you suggest.

Targeting rogue landlords

Question No: 2015/4327

[Stephen Knight](#)

Further to your answer to MQ2015/3645, will you provide a list of the "separate measures" you have taken to target rogue landlords since 2012?

[The Mayor](#)

I have taken the following measures:

- Worked with the Department for Communities and Local Government on the excellent measures that have been announced in the Housing Bill to support local authorities in their enforcement work, as well as the proposals currently out for consultation on the extension of mandatory HMO licensing.
- Lobbied hard for additional resources to be made available to local authorities in London for enforcement, resulting in two rounds of Rogue Landlord Funding being released by the Department.
- Supported London Boroughs with their enforcement work directly by hosting two oversubscribed best practice-sharing events at City Hall for London local authorities.
- Supported the London Lockdown project (multiple London boroughs working together) to clamp down on criminal landlords across London.

Super Connected Cities Programme: Public Wifi (1)

Question No: 2015/4328

[Stephen Knight](#)

Will you provide an update regarding the geographical coverage of free Wifi achieved to date as a result of the grants awarded to public building through the Super Connected Cities Programme?

[The Mayor](#)

£1.75m of funding from London's Super Connected Cities Programme was allocated to funding for public Wi-Fi projects.

In total, 81 public museums or libraries were provided funding. A full list is provided below.

Bruce Castle Museum	Valence Library	Whitehall Museum
Greenwich Heritage Centre	Wood Green Library	Honeywood Museum
Imperial War Museum	Hornsey Library	Little Holland House
National Gallery	Marcus Garvey Library	Donald Hope Library
National Portrait Gallery	Alexandra Park Library	Mitcham Library

Natural History Museum	Muswell Hill Library	Morden Library
The Horniman Museum and Gardens	Highgate Library	Pollards Hill Library
Valance House Museum	St. Ann's Library	Raynes Park Library
Eastbury House	Stroud Green Library	West Barnes Library
Royal Air Force Museum	Coombes Croft Library	Wimbledon Library
Tate Modern	Sutton Central Library	Redbridge Museum
Tate Britain	Beddington Library	Redbridge Central Library
The Stephens Collection	Worcester Park Library	Fulwell Cross Library
Petrie Museum	Cheam Library	Canada Water Library
The Grant Museum	Life Centre	Kingswood Library
UCL Art Museum	Middleton Circle Library	Walthamstow Library
British Museum	Westcroft Leisure Centre	Lea Bridge Library
Guildhall Library	Wallington Library	North Chingford Library
City Business Library	Phoenix Centre	Hale End Library
Barbican Library	Tudor Drive Library	Higham Hill Library
Shoe Lane Library	New Malden Library	Wood Street Library
Artizan Street Library	Old Malden Library	Vestry House Museum
Barking Learning Centre	Surbiton Library	Willesden Green Library
Dagenham Library	Hook Library	Kilburn Library
Marks Gate Library	Tolworth Library	Harlesden Library
Robert Jeyes Library	Kingston Library	Kingsbury Library
Thames View Library	Kingston Museum	Brent Museum

Super Connected Cities Programme: Public Wifi (2)

Question No: 2015/4329

[Stephen Knight](#)

How many of the 80 public buildings awarded Wifi grants out of the £1.75m fund forming part of the Super Connected Cities Programme are now fully live?

[The Mayor](#)

All 81 of the public buildings funded now have live WiFi connectivity.

Gender pay gap

Question No: 2015/4330

[Stephen Knight](#)

How have you used your position as Mayor to accelerate the closing of the gender pay gap which the World Economic Forum reports will now take 118 years to close globally given the city's position as an economic trailblazer?

[The Mayor](#)

In November this year, some of my advisers hosted three business breakfast roundtable discussions on my behalf to promote the adoption of flexible-hiring policies by London's businesses within the legal, professional & businesses services and science, technology, engineering and construction sectors. At each of the breakfast roundtables businesses discussed the issues surrounding part-time/flexible work and flexible-hiring and were encouraged to implement flexible hiring policies to enable parents who have childcare commitments to more easily fit their work patterns around their family life.

The events were co-hosted by Timewise who have identified the lack of advertised flexible working opportunities as a barrier to career progression by women in particular. Women may feel stuck in a job where they have already negotiated flexible working or remain outside of employment until their childcare commitments change as their children become older as they do not feel alternative options exist. By urging businesses to advertise that their jobs are open to flexible and part-time working I hope to create many more opportunities for career progression and higher earning potential for women in London.

In work training

Question No: 2015/4331

[Stephen Knight](#)

In light of the IPPR finding that the UK has seen the greatest decline in Europe of in work training since 2008 what are you doing to improve the access to training for workers in London given the impact it can have on career progression?

[The Mayor](#)

London Enterprise Panel officers had oversight of the European Social Fund programme Skills Support for the Workforce which saw delivery of in-work training between June 2013 and July 2105. Over 8,000 employees enrolled on a course delivered under the programme and more than 5,500 of these workers achieved a qualification.

Under the ESF 2014 -2020 programme approximately £11m will be invested in a programme supporting career progression for low skilled and low paid parents and other workers. It is expected that this programme will be tendered by the Skills Funding Agency in the first half of 2016.

Adult education

Question No: 2015/4332

[Stephen Knight](#)

What support have you provided to adult education facilities in London which provide access to the training vital for many to make career progression?

[The Mayor](#)

Adult education services were among a range of providers who delivered activities under the recent and forthcoming rounds of European Social Fund programmes, which the London Enterprise Panel supports and takes a strategic lead on. For further information on specifications being developed in the current funding round please visit the LEP's website.

National living wage

Question No: 2015/4333

[Stephen Knight](#)

Will you write to retailers in the city urging them to extend the new national living wage to under 25 year olds on their payroll so that young people are not penalised in terms of pay merely due to their age?

[The Mayor](#)

No. I will continue to urge all employers across London, who can afford to do so, to sign up to paying the London Living Wage and become officially accredited by The Living Wage Foundation. I believe this is the best way to ensure that hard-working Londoners aged 18 and over are fairly rewarded through their pay.

Commissioning employment support

Question No: 2015/4334

[Stephen Knight](#)

Following the announcement within the Comprehensive Spending Review that you will be jointly responsible for commissioning employment support will you commit to taking forward the recommendations of the Economy Committee's report 'A Helping Hand'?

[The Mayor](#)

I am delighted that the Chancellor has recognised the considerable amount of work that the GLA and London Councils together have achieved in developing a devolution proposition for London around employment and complex dependency.

We are also informed by the Assembly's work on this issue which has thrown up some important issues reflected in the recommendations of the 'A Helping Hand' report.

Commissioning employment support- the third sector

Question No: 2015/4335

[Stephen Knight](#)

What discussions have you had with representatives from the voluntary and community sector in London who have a wealth of experience in helping the long term unemployed and what plans do you have for such discussions in future?

[The Mayor](#)

Team London works closely with the voluntary and community sector in all our work. When we launch new programmes, we consult widely with the sector through relevant research and focus groups. This ensures we learn from best practice, do not duplicate provision and partner with experienced organisations to delivery our projects.

With our youth unemployment programme, 2Work, we began the programme by undertaking significant research and conducting a number of focus groups to understand existing provisions. We then appointed four delivery partners following a competitive tender process. Our NEET prevention programme, HeadStart, was co-created with The Challenge, a leading youth charity. Through this programme, 70% of young people are considered 'work ready' by employers; in comparison to 20% of their normal recruitment pipeline.

All our programmes are guided by our advisory board that is attended by senior charity representatives and business professionals. London was recently named European Volunteering Capital 2016 in recognition of the close working between Team London and the third sector in London.

Access to training support for 16-19 year olds

Question No: 2015/4336

[Stephen Knight](#)

While the announcement that the national base rate for 16-19 funding will be protected in cash terms is welcome, what are you doing to ensure that unprotected additional funding for disadvantaged students is maintained so that young Londoners can still get the extra help they need to access training?

[The Mayor](#)

The Education Funding Agency has jurisdiction nationally over the funding for 16-19 year olds, including disadvantaged learners. At a London level, the Youth Programmes being delivered through the European Structural Investment Funds will certainly be targeting disadvantaged students as part of the overall provision available to help more young people in to positive education and training.

Apprenticeships levy- Small tech companies

Question No: 2015/4337

[Stephen Knight](#)

What are you doing to ensure that the voice of small London technology companies will continue to be heard when it comes to national decisions on apprenticeships following the greater influence that larger businesses are likely to expect after the introduction of the apprenticeships levy?

[The Mayor](#)

Given that c98% of London's businesses can be classified as SMEs, I consider that it is vital that smaller businesses are not disadvantaged by the introduction of the apprenticeship levy if London is to make a meaningful contribution to the Government's target of 3million Apprenticeships by 2020. As such, the GLA Group of Functional Bodies' response to the Government's consultation on the levy strongly advocated that a proportion of the revenue raised by the levy be used to support non levy paying SMEs to help them access Apprenticeships and choose the right ones for their business.

I was also encouraged to see within the Government's English Apprenticeships: Our

2020 Vision document that SMEs will be able to access information advice and guidance via the planned Digital Apprenticeship Service.

My Officers will continue to engage with tech industry stakeholders, through channels such as the Digital Talent Programme and Tech.London to establish their concerns. In particular I am setting up a Digital Talent Task Force that will champion the needs of smaller companies. GLA Officers will capture the views of smaller tech firms and share these with Government to shape the implementation of the levy in advance of its introduction in 2017.

Apprenticeship standards employer-led bodies

Question No: 2015/4338

[Stephen Knight](#)

What efforts are you intending to make to secure positions for London's leading tech and creative firms on the new employer-led bodies due to set apprenticeship standards, as announced within the spending review, given the vital need for new talent within these growth industries in the London economy?

[The Mayor](#)

I welcome the Government's commitment to establishing an Institute for Apprenticeships, an industry led body to oversee standards for apprenticeships. There are already excellent quality assurance activities that could be expanded such as Creative Skillsets' 'Pick the Tick' programme which engages directly with digital and creative employers and experts in the assessment of creative courses. Since the introduction of the trailblazer programme by Government I am delighted to note that creative businesses across fashion, theatre and media are all developing apprenticeship standards for their sectors. As details emerge about this new body I will encourage the representation of employers from all the sectors critical to London's future prosperity, including representation from the tech and creative sectors.

I also welcome the introduction of Digital Degree Apprenticeships standards and the creation of vocational pathways to higher level skills that intermediate, advanced, higher level and now degree apprenticeships bring as a viable alternative to academic pathways.

371 Bus Route

Question No: 2015/4340

[Stephen Knight](#)

Will you consider extending the 371 bus service so that it connects to Kingston Hospital?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Metropolitan Police Service sponsorship

Question No: 2015/4342

[Andrew Boff](#)

What is the total amount of all donations and sponsorships, whether in cash or in kind, which have been given to the Metropolitan Police Service in the last three years?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/12/2015

2012/13

The total amount of cash received was £1.4m of which £450k was from the Association of Payment Clearing Services (APACS) for Dedicated Cheque & Plastic Card Unit (DCPCU) funding, £200k from Arsenal Football Club and £100k from the World Society for the Protection of Animals with a further 30 smaller amounts ranging from £317 to £30k.

The total amount of in kind donations and sponsorship was £1.6m of which £1.5m was received from various organisations for Employer Supported Policing Sponsorship with a further 21 smaller amounts ranging from £399 to £30k

2013/14

The total amount of cash received was £1.624m of which £750k was from APACS for DCPCU funding and £200k from Arsenal Football Club with a further 105 smaller amounts ranging from £50 to £24k.

The total amount of in kind donations and sponsorship was £3.5m of which £1.6m was received from various organisations for Employer Supported Policing Sponsorship, £720k from the Thames Valley Partnership, £685k from Accenture for IT software and £250k from Adnas Ltd for the traceable liquid trial.

2014/15

The total amount of cash received was £1.788m of which £896k from APACS for DCPCU funding, £150k from Live Nation and £105k Arsenal Football Club with a further 102 small amounts ranging from £75 to £30k.

The total amount of in kind donations and sponsorship was £1.98m of which £1.83m was received from various organisations for Employer Supported Policing Sponsorship with a further 21 smaller amounts ranging from £1k to £40k.

From January 2016 full details can be found using this link

http://www.met.police.uk/foi/c_lists_and_registers.htm

Taser body-worn video camera contract

Question No: 2015/4343

[Andrew Boff](#)

How much will the contract for Taser to provide the Metropolitan Police Service's body-worn video cameras cost?

[The Mayor](#)

Following a competitive procurement process MOPAC has awarded the contract to Axon (formally Taser) for a 3 year period with the option to extend for a further 3 years with a maximum value of £6.9M

Body-worn video contract

Question No: 2015/4344

[Andrew Boff](#)

With Taser having won the contract to provide the Metropolitan Police Service's contract to provide body-worn video camera contract, what other companies applied for the contract?

[The Mayor](#)

Six suppliers took part in a mini-competition using the East Midlands Strategic Commercial Unit Framework.

Metropolitan Police Service command and control system (1)

Question No: 2015/4345

[Andrew Boff](#)

It was recently reported that the Metropolitan Police Service's aging command and control system's update had been delayed. How long is the delay expected to take, and when will the new system be operational?

[The Mayor](#)

MOPAC awarded contracts to Lockheed Martin and Northrup Grumman for the provision of a new command and control system. There have been some problems which are currently being worked through to enable the new system to be implemented. The timescales are currently being defined.

Metropolitan Police Service command and control system (2)

Question No: 2015/4346

[Andrew Boff](#)

What associated costs, if any, have there been because of the delays to the updating of the Metropolitan Police Service's command and control system?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Sugar Tax

Question No: 2015/4347

[Andrew Boff](#)

Following the cross-party health select committee's decision to support proposals for the introduction of a 20 per cent levy on soft drinks and in line with your role to tackle health inequalities, would you consider backing the introduction of such a levy in London as a means of reducing health inequalities related to obesity and diabetes?

[The Mayor](#)

As I said at the "Better Health for London: One Year On" conference and in response to MQ 2015/3690, I am willing to explore the implications of introducing a sugar tax in London.

Seven Sisters Road

Question No: 2015/4348

[Andrew Boff](#)

Residents of Stamford Hill have welcomed your opposition to the narrowing of the Seven Sisters Road. Have you changed your mind?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

London Ambulance Service

Question No: 2015/4349

[Andrew Boff](#)

How much funding, if any, has the GLA given to the LAS over this mayoralty? Could any figures be broken down on a year-by-year basis?

[The Mayor](#)

For the last two years the GLA has supported the London Ambulance Service festive campaigns to reduce alcohol-related calls to the service:

2014/15: £20,000 contribution from the GLA

2015/16: £28,000 contribution from the GLA

Historical sexual offences

Question No: 2015/4351

[Kemi Badenoch](#)

The Lord Chief Justice recently stated that the increase in the number of sex offences being reported is not due to more historical cases being recorded. In the last three years how many sexual offences were reported to the Metropolitan Police Service, and how many of these were considered historical?

[The Mayor](#)

Please see Appendix E.

Definition of historical offence

Question No: 2015/4352

[Kemi Badenoch](#)

When the Metropolitan Police Service records an offence as historical, what definition does it use?

[The Mayor](#)

Please see my response to MQ 4351 / 2015.

Metropolitan Police Service change programme

Question No: 2015/4354

[Kemi Badenoch](#)

The Deputy Mayor for Policing and Crime recently told the Police and Crime Committee that around £360 million worth of savings had been identified in the Metropolitan Police Service, where have these potential reductions been identified?

[The Mayor](#)

MOPAC and the MPS have been on a journey of radical reform and transformation to meet the challenges we face. Over the last four years in making savings our reform of the MPS has:

- reformed the back office, including a £216m deal to outsource support services, relocating this service outside London to maximise value;

- led from the front in the journey towards national procurement for goods and services, with MOPAC and the MPS recently awarded a 10 year contract to provide a National Uniform Managed Service (NUMS);

- decommissioned out of date IT systems unreformed over many decades and begun development of cutting-edge IT capability to support the work and the transformation of the MPS;

- released assets in order to invest in new technology and new methods of public contact.

Detention under Section 136 of the Mental Health Act

Question No: 2015/4355

[Kemi Badenoch](#)

The latest statistics from the Health and Social Care Information Centre have shown that people suffering a mental health crisis are now less likely to be detained by the police. Using the most recent figures available, how many people have been detained in Metropolitan Police Service cells under Section 136 of the Mental Health Act when compared to figures over the last three years?

[The Mayor](#)

Data on this subject has only been collected since 2013. The data provided relates to the calendar year (Jan - Dec):

2013: 87

2014: 22

2015: (so far Jan-Oct): 14

Prüm opt in

Question No: 2015/4356

[Kemi Badenoch](#)

The Home Office has said there is a "clear and compelling case" for the UK to sign up to EU-wide agreements for the rapid and efficient sharing of DNA, fingerprint and vehicle information. Do you support this opt-in and what benefits, if any, do you feel it would have for the Metropolitan Police Service?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Animal Cruelty Register

Question No: 2015/4357

[Steve O'Connell](#)

Following the recent case of torture carried out against "Chunky" the Chihuahua, who was given drugs, set on fire and had his neck broken by a teenage gang, do you support the growing calls for the introduction of an animal cruelty register in London?

[The Mayor](#)

The terrible treatment of this poor animal is an outrage. However, an animal cruelty register, requiring new legislation, should only be introduced if it would meet a need not currently being met.

The courts already have the power to ban anyone convicted of causing an animal unnecessary suffering for as long as they consider appropriate, and it is a criminal offence to breach such an order.

I do however agree that it is important to treat animals well and that the punishments for these crimes should be kept continually under review to ensure they are acting as a deterrent.

Funding of male rape charities

Question No: 2015/4358

[Kemi Badenoch](#)

You say the GLA has awarded £52,666 to male rape charities over this mayoral term. Could you please give a year-by-year breakdown of this funding?

[The Mayor](#)

My Office for Policing And Crime (MOPAC) assumed responsibility for the funding of local support services to victims of crime in October 2014. The funding awarded to male sexual violence charities since then breaks down as follows:

2014-15: £32,666

2015-16: £20,000

Support services for male victims of abuse are also funded by the Ministry of Justice, which provides £200,000 for a range of support services across England and Wales including specifically for male victims of abuse in London. For more information please visit:

<https://www.gov.uk/government/news/new-support-for-male-rape-and-sexual-violence-victims>

Trade Union Bill (1)

Question No: 2015/4360

[Richard Tracey](#)

Given the continued delays to the introduction of the Night Tube, despite its overwhelming popularity with Londoners, do you agree that the Trade Union Bill cannot be introduced quickly enough?

[The Mayor](#)

Yes. As you know, I have long argued that Londoners need protection from the disruptive impacts of strike action taken by staff in essential public services such as London Underground.

In the past strike action has been taken too readily and often as a result of a relatively low proportion of balloted trade union members voting to strike.

I fully support the Government's proposals which will ensure that in future when strikes are called they are backed by the majority of the workforce.

I am fully committed to introducing a Night Tube service as soon as possible. London Underground has made a very fair offer to the trade unions on pay and Night Tube.

Trade Union Bill (2)

Question No: 2015/4361

[Richard Tracey](#)

Do you accept that should the Trade Union Bill prove insufficient to deal with the issue of spurious and unreasonable strike action, it will be necessary to look again at how best to protect Londoners from the actions of a militant minority?

[The Mayor](#)

I am fully supportive of the Government's proposals which should ensure that in future, before strikes are called, they will need the support of the majority of the workforce. This will protect users of essential public services in the Capital, such as the Tube, from the effects of disruptive and often unnecessary industrial action.

I will continue to press Government to ensure that the interests of Londoners are fully protected.

Cost Benefit Ratios

Question No: 2015/4362

[Richard Tracey](#)

Please provide me with the current estimated cost and the cost benefit ratio of the following projects: Crossrail 2, the Silvertown Crossing, the Sutton Tram extension, the Crystal Palace Tram Extension and the Bakerloo Line Extension.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Online crime reporting

Question No: 2015/4364

[Roger Evans](#)

Sussex Police is encouraging members of the public to report crimes via email using its new resolution centre. What plans does the Metropolitan Police Service have to increase the ability of the victims of crime to report their experiences via email?

[The Mayor](#)

The MPS are aware of the Sussex work and are currently developing their own solution to enable on line reporting of crimes. The intention is that during 2016 the MPS will launch a 'digital police station' where the public can choose to address non-emergency matters online. As part of this work they intend to enhance the current online crime reporting service, which is already used by over 400 victims of crime per week.

GPS tagging

Question No: 2015/4365

[Roger Evans](#)

Following the successful trial of GPS tagging, what plans does the Metropolitan Police Service have to expand the use of GPS tags?

[The Mayor](#)

My Office for Policing And Crime (MOPAC) is working with the MPS to develop plans for use of GPS tagging as part of our wider partnership strategy to tackle reoffending in London. MOPAC and the MPS are developing a proposal to test use of GPS tags as part of the Gripping the Offender pilot, a whole system approach to tackling repeat offending in North and East London. Currently GPS tags can only be used on a voluntary basis so my office is negotiating with Government to allow mandatory use of GPS tagging by the courts as part of this pilot. Funding and procurement processes for the national roll out of GPS tags as a sentencing tool are also currently being reviewed by the Ministry of Justice, which may well impact on the expanded use of GPS tagging in London.

Harold Wood Station

Question No: 2015/4366

[Roger Evans](#)

The Shenfield-bound platform at Harold Wood Station has just two barriers, both of which are wide, luggage barriers. This frequently leads to long queues and long waits for my constituents. Please will you confirm that there will be an increase in the number of barriers well before Crossrail starts in 2019?

[The Mayor](#)

Yes, there will be an increase in ticket gates at platform level from two gates (both wide-aisle gates) to three gates (two standard-width, one wide-aisle) by spring 2016.

Membership of The Commonwealth Local Government Forum

Question No: 2015/4367

[Roger Evans](#)

The Commonwealth Local Government Forum (CLGF) brings together city leaders to exchange good practice policy in areas of sustainable city development, cultural diversity, social cohesion and urban resilience. Does the Mayor agree that London should become a member of the CLGF to benefit from its high-level worldwide network and to ensure that London's experiences can be shared with its Commonwealth counterparts?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Counter Terrorism Database

Question No: 2015/4368

[Roger Evans](#)

A report by the National Audit Office claims that a counter-terrorism database designed to prevent criminals and extremists from sneaking into Britain breaks down twice a week. What conversations have the Metropolitan Police Service had with the Home Office to ensure that vital information on potentially dangerous people entering Britain is retained in the event of the database crashing?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/12/2015

MOPAC and the MPS fully recognise the risk that is identified in this question. Ensuring that operational officers have the best information available to enable them to make informed decisions is critical. With regard to the Counter-terrorist database, be assured that the Metropolitan Police Service has an open and productive dialogue with the Home Office on all issues, and in particular, high importance is placed on the efficient working of such vital systems.

Clearly, it would not be appropriate for MOPAC or the MPS to comment specifically about the operational working of a Home Office computer system.

Body Worn Cameras

Question No: 2015/4369

[Roger Evans](#)

A recent report by the College of Policing and MOPAC revealed that footage obtained through body worn cameras have "no overall impact" on the number of stop and searches conducted. Given the challenges faced by the Metropolitan Police Service in improving its relationship with certain groups in London, what further measures are needed to ensure that the introduction of body worn cameras results in an increase in public confidence in the police?

[The Mayor](#)

The public have welcomed the decision to roll out body worn video across the Met and the recent report by MOPAC and the College of Policing found that 92% of Londoners surveyed agreed that body worn video would make the police more accountable. The MPS is beginning a significant programme of public engagement to ensure that Londoners from all backgrounds and communities are aware of the purpose of body worn video and understand the benefits it brings in terms of accountability and evidence.

As body worn video becomes an integral part of day to day policing, we believe that, based on the figures above, it will increase public confidence and demonstrate real benefits.

Body Worn Camera Technical Support

Question No: 2015/4370

[Roger Evans](#)

A recent report by the College of Policing and MOPAC found that some officers felt frustrated with the lack of accessible practical and technical support regarding how to use the body worn camera. What measures are the Metropolitan Police Service putting in place to ensure that officers have the support necessary to use the body worn video camera as effectively as possible?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/12/2015

One of the purposes of running the pilot, with an accompanying independent report, was to gather feedback from officers and staff from which to learn and improve.

In response, the MPS have refined their training, introduced local super users / champions, worked with the supplier to improve the product and put in place 24hr first line support via telephone alongside developing short informative training videos that are accessible from any MPS computer.

Fares freeze

Question No: 2015/4372

[Steve O'Connell](#)

Last month you made clear that a 4 year fares freeze would reduce TfL's budget by about £2 billion. What impact would a £2 billion reduction in TfL's budget have on my constituents in Croydon?

[The Mayor](#)

In my role as Mayor I have balanced the need for value for money for Londoners with the need to continue investment in our transport network. TfL receives ongoing funding from central Government to enable investment in transport infrastructure to support London's growing population. In addition, TfL continues to drive efficiencies and to develop opportunities for additional non-fare revenue to support this investment in transport and deliver best value for tax and fare payers.

Nevertheless, a four year fare freeze would have a very significant and negative impact on TfL's budget. Many vital projects would not take place, including in Croydon.

Now the Spending Review high level outcomes are known, TfL is undertaking a detailed review of what this means for its Business Plan.

TfL's Budget Reduction

Question No: 2015/4373

[Steve O'Connell](#)

What impact would a £2 billion reduction in TfL's budget have on my constituents in Sutton?

[The Mayor](#)

In my role as Mayor I have balanced the need for value for money for Londoners with the need to continue investment in our transport network. TfL receives ongoing funding from central Government to enable investment in transport infrastructure to support London's growing population. In addition, TfL continues to drive efficiencies and to develop opportunities for additional non-fare revenue to support this investment in transport and deliver best value for tax and fare payers.

Nevertheless, a four year fare freeze would have a very significant and negative impact on TfL's budget. Many vital projects would not take place, including in Sutton.

Now the Spending Review high level outcomes are known, TfL is undertaking a detailed review of what this means for its Business Plan.

Tram Extensions

Question No: 2015/4374

[Steve O'Connell](#)

What impact would a £2 billion reduction in TfL's budget have on the chances of any tram extensions happening in either Sutton or Crystal Palace?

[The Mayor](#)

I have always said that the priority for any tram extension would be to unlock development which in turn will help provide funding towards the scheme. The Sutton extension has the potential to achieve this and discussions are ongoing with Sutton and Merton about the level of development that could be delivered and the size of any possible contribution.

The impact of the recent Spending Review decision on TfL's ability to fund future schemes is currently being reviewed.

Police vehicles

Question No: 2015/4375

[Tony Arbour](#)

What is the average purchase price to the Metropolitan Police Service of a new (1) patrol car, (2) response car, (3) area car, (4) traffic car, (5) armed response unit car, (6) motorcycle, (7) van, (8) dog unit vehicle, (9) mobile custody unit, (10) vehicle removal truck, and (11) unmarked police car?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

SmartWater financial contributions

Question No: 2015/4376

[Tony Arbour](#)

What financial contribution, if any, has been received by the Metropolitan Police Service from SmartWater as part of their partnership to provide burglary prevention traceable liquid for households?

[The Mayor](#)

The MPS have not received any financial contribution from SmartWater as part of their partnership to provide burglary traceable liquid for households.

Weapons discovered at airports

Question No: 2015/4377

[Tony Arbour](#)

In the last three years, how many weapons have been confiscated by the Metropolitan Police Service at airports in London, and what weapons were confiscated?

[The Mayor](#)

The Metropolitan Police started recording on the MPS crime recording system (CRIS) weapons seized at Heathrow and London City airports from 1st Jan 2013.

This indicates that from 1st Jan 2013 the following weapons were seized at Heathrow and London City Airport:

Pepper Spray	=	886
CS Gas	=	142
Knives	=	723
Stun guns	=	22
Kubatan's/other	=	23
		<hr/>
Total		1796

Armed patrols at sporting events

Question No: 2015/4378

[Tony Arbour](#)

What plans does the Metropolitan Police Service have to make armed patrolling routine at sporting events following the deployment of armed officers at Wembley Stadium during the England versus France football international?

[The Mayor](#)

The MPS has no plans for routine armed patrols at sporting events. Every event in the MPS, including, sporting events, is subject to an individual assessment of the threats and risks which informs the policing response. In some cases this assessment may result in an armed response being authorised for deployment, either directly to the event or as part of a contingency response.

Following the attacks in Paris the Commissioner has increased the number of armed officers on duty in London. Further plans to ensure that London has an appropriate number of armed officers available for duty are being developed.

Where there is no armed deployment authorised to a particular event, Armed Response Vehicle crews are routinely briefed on the existence of major and sporting events that are occurring in London.

Police officers working with convicted criminals

Question No: 2015/4379

[Tony Arbour](#)

It was recently reported that a Metropolitan Police Service officer was still running a gym in Sussex with a convicted criminal. In the last three years how many police officers were found to also be working in roles not compatible with holding the office of constable and what sanctions were taken against them?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/12/2015

Officers must declare their business interest outside their role in the police service. In the last 3 years over 5,000 'Business Interests' applications were made and of these 23 were declined as they were 'not compatible with the role of the office of constable'.

No sanctions were taken against these 23 officers due to the business interest being subsequently withdrawn and therefore no sanction was necessary.

It is not possible to discuss the specific example cited but I understand that the MPS has reviewed the position formally.

National Crime Agency warrants

Question No: 2015/4380

[Tony Arbour](#)

Following the collapse of a trial there is concern about the way in which the National Crime Agency used warrants and production orders. Is there any concern within the Metropolitan Police Service that any of its work could be affected by this?

[The Mayor](#)

Following increased scrutiny of warrant applications the MPS has taken measures over a number of years to ensure applications are comprehensive, thorough and robust. Internal departments including Legal Services, Covert Governance, The Crime Academy and Met Prosecutions have issued advice and briefings for applicants and provided case specific advice where appropriate. A small number of applications have been retrospectively reviewed by Legal Services in the wake of the NCA approach and found to have been compliant with policy and legislation. Work is ongoing to identify any organisational learning.

Hoax 999 calls

Question No: 2015/4381

[Tony Arbour](#)

It was recently reported that a schoolboy in Berkshire wasted £23,000 of taxpayers' money after making hoax 999 calls. How much money has been wasted in London as a result of hoax calls to the emergency services in the last three years?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/12/2015

LFEPa

London Fire Brigade has made very good progress in reducing attendance to hoax calls (malicious false alarms). Numbers are down from over 3,460 ten years ago (in 2006), to substantially less than half that number now. There is no real additional cost for attendance at hoax calls as fire engines are already full-funded, but the notional cost based the numbers of appliances and the time spent at these calls (rounded to a full hour) was £1.6 million in 2015 to date. The data and costs for the last three calendar years, plus 2015 as at mid-December, are set out below.

Calendar Year	Incidents	Appliance hours at incidents	Total Notional Cost (@£298 per appliance per hour)**
2012	1791	3526	£2,488,300
2013	1485	2826	£1,914,352
2014	1411	2546	£1,620,822

2015 to date*	1257	2387	£1,629,464
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** based on the 2015/16 rate for attendance at a chargeable special service call

MOPAC

The total number of hoax calls to the MPS for the past 3 years is provided in the table above. The MPS does not hold corresponding financial information for this data.

London Ambulance Service

Please see below the figures for hoax/nuisance calls from January 2012 - December 2014.

Year	No. Of Hoax Calls
2014	811
2013	1300
2012	1840

Please note that these figures are based on an LAS vehicle arriving on scene and also on crews filling out a Patient Report Form where the Hoax Call code was used. We do not have specific costings for responding to hoax calls but the latest (2013/14) reference cost available for attending incidents (See and Treat) is £187.66 per incident.

Specialist operations separated from police forces

Question No: 2015/4382

[Tony Arbour](#)

The National Police Chief's Council has launched a programme to establish new cross-force specialist operations units which could be funded directly by central government. What specialist operations, if any, does the Metropolitan Police Service expect it will potentially cede to these new cross-force bodies?

[The Mayor](#)

MOPAC and the MPS will look at the proposal made by the Home Secretary and the NPCC to see how they can improve the delivery of services in London. London of itself constitutes a region. This does not preclude collaboration. The MPS already work closely with BTP and the City of London Police in a number of areas. We are considering what further collaboration may be appropriate.

Payments to covert sources

Question No: 2015/4383

[Tony Arbour](#)

Concerns have been raised about a decision by the Metropolitan Police Service to cut the payments to covert informants. What preparations have been taken by MOPAC and the MPS to prepare for any problems related to the reduction in payments provided to covert police informants?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/12/2015

My Deputy Mayor holds regular meetings with the senior officers responsible for covert policing in order to understand the nature of this work. This is a forum to share any concerns about such changes.

This is, however, in the specific, an operational matter and one that should not to be discussed in detail in the public domain.

Ticket fraud

Question No: 2015/4384

[Tony Arbour](#)

It was recently reported that in the last six months music and sports fans have lost more than £1.2 million across the UK to ticket fraud. What work have you, MOPAC and the Metropolitan Police Service undertaken to reduce the number of Londoners who fall victim to ticket-related fraud?

[The Mayor](#)

In October the Falcon Prevention team re-launched the Safe Ticketing Anti-Fraud Forum with leading players in the industry including the Concert Promoters Association, Association of Independent Festivals, Premier League, RFU and others. The forum is focused on reducing the opportunities for criminals to commit ticketing crime; developing data and intelligence sharing between the industry and police; identifying and sharing leading industry best practice and promoting public awareness campaigns. In November the MPS supported the industry's awareness campaign. Such scams are also included in Falcon's Little Book of Big Scams shared with the public and private sector.

MOPAC set clear expectations of the MPS within its Business Crime Strategy to make a measurable improvement in its response to online fraud. The Business Crime Change Board, chaired by Deputy Mayor Stephen Greenhalgh monitors progress. Recent improvements to Action Fraud were identified through the board and action put in place.

Money laundering

Question No: 2015/4385

[Tony Arbour](#)

It was recently reported that the UK is failing to detect billions of pounds which is being laundered through companies each year, with a large number of these companies based in London. What work are you, MOPAC and the Metropolitan Police Service undertaking to combat money laundering by businesses located in London?

[The Mayor](#)

The MPS has dedicated teams that combat money laundering (ML) and a network of 9 hubs that support the 32 London Boroughs and provide expert advice on POCA (Proceeds of Crime Act) Offences and the confiscation and restraint of criminal assets.

MPS attendance at NCA Joint Money Laundering Intelligence Tasking (JMLIT) meetings allow intelligence sharing with the banking industry under Section 7 of the Crime and Courts Act 2013. Also, the MPS presents at trade-based and financial services forums attended by ML and compliance professionals showing ML typologies.

The NCA UK Financial Intelligence Unit (UKFIU) also handles Suspicious Activity Reports from the financial services sector. The MPS conduct innovative work to identify trends and enabling criminal businesses to be identified.

Collaboration between Police Forces (1)

Question No: 2015/4386

[Tony Arbour](#)

What collaboration, if any, has the Metropolitan Police Service undertaken with the police forces it shares a geographical boundary with, such as Essex Police, Hertfordshire Constabulary, Kent Police, Sussex Police and Thames Valley Police?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/12/2015

MPS and MOPAC have a formal collaboration agreement with those other forces operating in the Greater London Region as part of a shared Regional Organised Crime Unit (ROCU) as well as collaboration agreements share with all forces as part of the national landscape for policing (in particular, CT policing and the architecture of the national police chiefs council).

Operationally, MPS works very closely with neighbouring forces where crime networks operate across the policing border for example gangs, child sexual exploitation, fraud or other areas of serious and organised criminality.

Collaboration between Police Forces (2)

Question No: 2015/4387

[Tony Arbour](#)

What plans are there to expand collaboration between police forces which share a geographical border with the Metropolitan Police Service?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/12/2015

Please see my response to MQ 4386 / 2015.

Threats to elected representatives

Question No: 2015/4388

[Tony Arbour](#)

What assessment have you, MOPAC and the Metropolitan Police Service made of an apparent increase in the regularity with which elected representatives, both locally and nationally, are threatened online and offline?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/12/2015

Where elected officials have been threatened, online or offline, the MPS has acted robustly to fully investigate the matter and to take steps to reduce the risk faced by the individual.

The current MPS crime systems do not enable a search based on whether an individual is an elected individual, however, there are other means in place to identify trends and patterns of offending.

Tube Closures due to overcrowding

Question No: 2015/4389

[Caroline Pidgeon](#)

With passengers using the London Underground now at record levels is it not time that TfL centrally collected and regularly published details of all Local Station Control measures relating to partial closures of London Underground stations so that a full picture can be obtained of the levels of overcrowding and disruption facing passengers

[The Mayor](#)

London Underground collects details of all temporary station controls that are reported by each station on the central electronic Information Reporting Form (eIRF).

Details of station closures are published on the TfL website:

<https://tfl.gov.uk/corporate/publications-and-reports/underground-services-performance>.

Details of temporary station controls are currently not published. When these incidents form part of the normal operations at the stations they may not all be logged by station staff or recorded in detail. Temporary station controls are implemented to ease congestion at entrances, in ticket halls, on concourses and at platform level. They include shutting one or more ticket gates to restrict customer flows into the station or reversing the direction of an escalator to ease crowding in particular areas of the station. Temporary station controls normally last only a few minutes, and other entrances often remain available during that period for customers to use.

LU is committed to developing ways to collect details of temporary station controls centrally to allow for the better management of stations and for effective learning across the network. Methods in development include the modernisation of station log books to make them electronic to encourage the central collection of temporary station controls. As well as a system to automatically report temporary station controls based on gate line entry data. For example, if a significant decrease in entries is seen during the morning or evening peak, this would be automatically logged as a temporary station control.

Automatic Number Plate Recognition data (1)

Question No: 2015/4390

[Caroline Pidgeon](#)

How much Automatic Number Plate Recognition data does the Metropolitan Police Service retain beyond the normal two year deletion period. What is its nature and the number of these plate 'reads'?

[The Mayor](#)

There are around 38,000,000 ANPR reads gathered around the UK each day, hence the database contains around 21,000,000,000 reads that are older than 2 years. Once the NAS becomes operational, it is unlikely the MPS will hold any older data. 'Reads' over 2 years old only include textual data.

Automatic Number Plate Recognition data (2)

Question No: 2015/4391

[Caroline Pidgeon](#)

What are the policies of the Metropolitan Police Service in storing data from Automatic Number Plate Recognition Data and dealing with requests from members of the public for information about themselves under section 7 of the Data Protection Act.

[The Mayor](#)

The MPS follows data storage policies set out in National ANPR Standards for Policing. This document is published on the Home Office, MPS and College of Policing [websites](#).

Requests for disclosure of ANPR data from the public are considered on a case by case basis and a decision made on whether the information can be shared.

Mayor's 2015 Recycling target - what happened

Question No: 2015/4395

[Jenny Jones](#)

Two years ago when I asked you (2013/0859) where you expected London's overall household recycling rate to be in 2015, you said "I want London to achieve a 45 per cent municipal waste recycling rate as forecasted in my municipal waste management strategy". Last year I repeated this question (2014/5032) and you said "I still want London to reach my 45% recycling target in 2015/16". What is your response to the latest annual recycling figures published by DEFRA which revealed that London only managed to recycle 33.1% of household waste in 2014/15?

[The Mayor](#)

London's 2014/15 recycling performance is disappointing - a 1 per cent fall on last year's performance. It is important to note that the entire country's recycling performance has again stalled.

It's also worth mentioning that Londoners continue to be the lowest producers of waste per head, and five London boroughs are amongst the top ten boroughs in the country producing the least waste. This should be celebrated in light of sustained population and economic growth.

London's high proportion of high density housing stock, varied collection services by borough, and transient and diverse populations all challenge local authorities to deliver cost effective and well participated recycling services. There is no denying that considerable and united effort is needed to improve collection services and invest in more local recycling infrastructure to get London up to 45 per cent recycling performance over the next year.

LWARB have invested tens of millions of pounds into new recycling infrastructure in London, and its new Resource London programme will provide funding and communications support to London boroughs to deliver consistent and high quality recycling collection services.

Community Energy and Edinburgh City Council

Question No: 2015/4396

[Jenny Jones](#)

With reference to your answer to 2015/1677, have your officers identified opportunities for the GLA to create a similar programme to Edinburgh City Council's, which could support community energy projects across the GLA estate?

[The Mayor](#)

My buildings retrofit programmes continue to investigate solar opportunities on the GLA estate and on borough estates. Including recently holding a successful event on implementing community energy solutions for renewables.

London Energy Plan - evaluating solar potential

Question No: 2015/4397

[Jenny Jones](#)

How will your forthcoming London Energy Plan evaluate the potential for solar in London?

[The Mayor](#)

We are updating the analysis conducted in the Decentralised Energy Capacity study (published in 2011), to assess the technical and economic potential for solar PV in London. The technical potential is driven by factors such as available roof space while the economic potential varies based on the different scenarios considered in the London Energy Plan. A deployment rate is then applied to recognise that the economic potential is not going to be realised initially. This analysis is mapped across London for domestic and non-domestic buildings.

London Energy Plan - consultants

Question No: 2015/4398

[Jenny Jones](#)

Can you list all consultants working on the London Energy Plan, the work they are undertaking and costs associated with their work?

[The Mayor](#)

Organisation	Workstream	Cost (2014-2015)	Cost (2015-2016)
AECOM	Developing an energy demand model for domestic and non-domestic buildings in London until 2050	~£87,000	~£10,000
Element Energy	Developing models that estimate: power demand and generation in London until 2050; and potential for heat networks in London until 2050	~£19,000	~£74,000
Buro Happold	Developing a model to estimate the potential for solar PV until 2050	~£10,000	~£6,000

Removal of tax relief for Community Energy

Question No: 2015/4399

[Jenny Jones](#)

With the Chancellor now confirming that community energy projects will no longer be able to access the Enterprise Investment Scheme (EIS) tax relief and Social Investment Tax Relief (SITR), will you examine opportunities to support London community energy projects?

[The Mayor](#)

City Hall hosted a community energy event in November to celebrate the successes of the sector in London. We continue to work with community energy representatives to further explore the impacts of the changes and how the sector can be supported in future.

London Green Fund - project update

Question No: 2015/4400

[Jenny Jones](#)

With reference to 2015/1546 can you provide an update on the status of projects the London Green Fund has supported?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Solar PV - GLA work with boroughs

Question No: 2015/4401

[Jenny Jones](#)

Which London boroughs have you worked with to promote solar installations in London?

[The Mayor](#)

I have worked with 11 London boroughs to promote solar installations through my RE:NEW programme and 10 London boroughs through my RE:FIT programme.

Solar Power - C40 Cities Group

Question No: 2015/4402

[Jenny Jones](#)

Has the potential for the use of solar power in cities been discussed through your work with the C40 Cities group?

[The Mayor](#)

Yes.

Stop and Search training results

Question No: 2015/4403

[Jenny Jones](#)

The stop and search pilot training, designed by the College of Policing with the Equality and Human Rights Commission, aimed to address effectiveness, fairness and how the Metropolitan Police interact with the public, is due to be completed and evaluated by March 2016. Why have you not waited for these results before launching a new stop and search campaign?

[The Mayor](#)

The MPS constantly reviews its use of stop and search, and as part of Operations Teal and Sceptre, the use of targeted stop and search in areas with high levels of knife enabled crime and violence is one of the tools used.

I was pleased to see the MPS take part in the recent College of Policing training pilot, which included many of the innovative changes to stop and search practice introduced in London since the STOP IT initiative in February 2012. MOPAC has also ensured that Members of the MOPAC Community Monitoring Network have had the opportunity to observe the training and provide direct feedback to the College of Policing. Both I and the MPS look forward to receiving the findings of the pilot.

Stop and Search Reference group

Question No: 2015/4404

[Jenny Jones](#)

How many times has the Metropolitan Police Service's Stop and Search Reference groups met? Please provide a breakdown of each borough for 2014 and 2015.

[The Mayor](#)

The stop and search community monitoring groups meet at least once a quarter as laid out in their terms of reference, but may meet more frequently than this if they deem it necessary dependent upon local circumstances.

The meetings are not co-ordinated or managed by MOPAC.

Disclosure and Barring Service waiting list

Question No: 2015/4405

[Jenny Jones](#)

How many people are currently waiting for the Metropolitan Police to respond to their Disclosure and Barring Service application? How many of these applications are for: a) voluntary positions b) working in education c) caring profession? What has been the average waiting time for dealing with applications in the last six months?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/12/2015

As of 7 December 2015, the MPS had 68,336 outstanding Disclosure and Barring Service (DBS) applications. A normal work in progress amount for the MPS would be in the region of 25,000 at any one time.

I recognise the significant impact of the delays in processing DBS applications and have raised this issue directly with the MPS Commissioner. There are now a range of actions in progress to improve the situation including the recruitment of additional staff and the establishment of a dedicated evening team to resolve the backlog. TfL has also provided a number of dedicated staff to the MPS to assist in clearing the backlog.

MOPAC is continuing to work with the Home Office and MPS to find further ways to improve the speed of the process, including by the secondment of a senior colleague.

Unfortunately, MPS systems are not defined in such a way as to be able to sift particular professions so unfortunately we are unable to provide the requested breakdown of applications.

Applications are processed in chronological order. The Met's system is unable to calculate of average waiting times; however a plan is in place that will clear the backlog of applications by March 2016.

Safer Neighbourhood Board Meetings

Question No: 2015/4406

[Jenny Jones](#)

How many times have Safer Neighbourhood Boards met? Please provide a breakdown of each borough and each month in years 2013, 2014, 2015.

[The Mayor](#)

Safer Neighbourhood Boards are local mechanisms and it is for local people to decide how best to organise themselves within the wider framework.

All Safer Neighbourhood Boards are required to hold at least one public meeting per year. Most Boards do much more than this and the majority have met at least three times in each of the last two years.

Road Death Investigation Manual

Question No: 2015/4407

[Jenny Jones](#)

When will the Metropolitan Police publish their new Road Death investigation Manual?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/12/2015

This is a restricted document and not suitable for publication.

Injury Collision Investigation training

Question No: 2015/4408

[Jenny Jones](#)

What training is provided for Metropolitan Police officers when dealing with an injury collision investigation? Please differentiate between borough officers attending the scene and those responsible for the follow up investigation.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Road Death Investigation review

Question No: 2015/4409

[Jenny Jones](#)

Could you publish the Metropolitan Police response to the joint inspectorate review of road death investigation and prosecution?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/12/2015

Following the review of road death investigation and prosecution, Her Majesty's Inspectorate conducted follow-up enquiries and confirmed that all MPS recommendations had either been implemented or are in progress. This is a HMIC process and not held for publication by the MPS. There is no specific report detailing the MPS response.

Family liaison officer

Question No: 2015/4410

[Jenny Jones](#)

Will every bereaved family from a road crash in London continue to be assigned to a family liaison officer?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Bereaved feedback

Question No: 2015/4411

[Jenny Jones](#)

What feedback does the Metropolitan Police Service ask or receive from bereaved and injured victims or family members of road collision incidents?

[The Mayor](#)

All feedback from victims and bereaved family members of any major crimes, including road collision incidents, is combined into training packages for staff along with national best practice.

Road collision performance indicators

Question No: 2015/4412

[Jenny Jones](#)

Will the Metropolitan Police Service participate on a working group with campaigners to agree key performance indicators regarding collision investigation, instead of using the number of prosecutions as an indicator, in an effort to promote community confidence?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/12/2015

The MPS would welcome invitations to join productive working groups seeking to improve the efficiency and quality assurance of collision investigations. The current performance data concentrates on traditional crime investigation outcomes, which is not always appropriate.

The link with community confidence is recognised and how the provision of information may contribute to this; however this must be balanced against the legal constraints associated with such investigations.

Uninsured drivers

Question No: 2015/4413

[Jenny Jones](#)

How many uninsured drivers have been caught in London, as a result of proactive policing? Please provide a break down by borough for years 2013, 2014 and 2015?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Uninsured vehicles

Question No: 2015/4414

[Jenny Jones](#)

What was the total number of uninsured vehicles seized in London in each of 2013, 2014 and 2015?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/12/2015

In 2013, 38,267 vehicles were seized across London.

In 2014, 28,848 vehicles were seized across London.

In 2015 (to end November), 22,911 vehicles have been seized across London.

Drink driving limit

Question No: 2015/4415

[Jenny Jones](#)

The UK has one of the highest 'drink-drive' limits in the EU. Will you lobby government to lower the threshold and support safer driving in London?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/12/2015

Driving a vehicle when over the prescribed limit of drink and/or drugs, legal or illegal and is an offence under the Road Traffic Act. The current national drink drive limit in the UK based on blood alcohol level is 0.8 grams per litre. The level across Europe ranges from 0.2g to 0.8g, with Scotland currently at 0.5g per litre.

The Road Safety Collisions Partnership and Policing Action Group, of which the MPS is a member, will keep this under review and will particularly follow outcomes achieved in Scotland.

Serious Collision Investigation Unit budget

Question No: 2015/4416

[Jenny Jones](#)

What was the Metropolitan Police budget for the Serious Collision Investigation Unit in 2014 and 2015?

[The Mayor](#)

The Serious Collision Investigation Unit has been subsumed within the Roads and Transport Policing Command. A large part of the funding is provided by the Mayor, via Transport for London with the Metropolitan Police contributing the remainder. The total budget for the Roads and Transport Policing Command including the Serious Collision Investigation Unit was £7.35m in Financial Year 2014/15 and £7.45m in 2015/16.

Forensic Collision Investigators

Question No: 2015/4417

[Jenny Jones](#)

How many Metropolitan Police forensic collision investigators were assigned to the Serious Collision Investigation Unit?

[The Mayor](#)

There are 30 police officer (Constable) posts. In addition there are 5 police staff posts.

Serious Collision Investigation unit

Question No: 2015/4418

[Jenny Jones](#)

How many collisions resulting in fatalities or injuries did the Metropolitan Police Service's Collision Investigation Unit attend and investigate in years 2014 and 2015? Please include figures for collisions that the unit attended, but did not investigate any further.

[The Mayor](#)

The Serious Collision Investigation Unit (SCIU) attends all fatal and very serious collisions and where the enquiry is complex and beyond the capacity of standard traffic trained officers or a local borough based officers. The SCIU will provide a collision file in all cases.

In 2014 the SCIU attended 761 incidents, of which 601 were serious collisions. Of these, 268 were dealt with locally and passed to the MPS Central Collision Unit.

In 2015 to date the SCIU have attended 662 incidents, 531 of these being serious collisions, 211 of these collisions were dealt with locally and passed to the MPS Central Collision Unit.

Homicide and Serious Crime Command

Question No: 2015/4419

[Jenny Jones](#)

What was the Metropolitan Police Homicide and Serious Crime command budget in 2014 and 2015?

[The Mayor](#)

The budget for the MPS Homicide and Serious Crime Command for years 2014 and 2015 are £47,575,465 and £40,703,153 respectively.

Detectives in the Homicide and Serious Crime Command

Question No: 2015/4420

[Jenny Jones](#)

How many detectives were there in the Metropolitan Police Homicide and Serious Crime Command in 2014 and 2015?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Number of Homicide and Serious Crime command investigation

Question No: 2015/4421

[Jenny Jones](#)

How many homicides were investigated in the Metropolitan Police Homicide and Serious Crime command in 2014 and 2015?

[The Mayor](#)

In 2014 there were 90 recorded homicides. 81 were recorded as murder and nine as manslaughter. In 2015 to date (as of 9 December 2015) there have been 112 homicides recorded. 104 recorded as murder, 7 as manslaughter and 1 recorded as corporate manslaughter.

South London cat killer

Question No: 2015/4422

[Jenny Jones](#)

Over 28,000 people have signed a petition calling on the Met police to do more to stop a gruesome spate of cat killings in South London, particularly in Croydon. What are you doing to ensure these are properly investigated?

[The Mayor](#)

These are dreadful crimes, and I am very aware of the distress this is causing to those directly involved and the wider community. We must do all what we can to ensure that the perpetrator is brought to justice quickly.

I have been assured a full investigation is being undertaken and engagement with the community has been taking place. This is a complex matter, and specialist advice has been sought from veterinary surgeons and animal welfare charities.

The Borough Commander at Croydon has met petition organisers and is keeping them updated.

Wandsworth Town Centre changes (1)

Question No: 2015/4423

[Darren Johnson](#)

Does the Mayor consider that TfL proposals to increase cycling times through Wandsworth town centre are likely to help deliver his 'cycling revolution'?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Wandsworth Town Centre changes (2)

Question No: 2015/4424

[Darren Johnson](#)

Does the Mayor consider that there is a risk of people switching from cycling or walking to driving to Wandsworth town centre, given TfL's projections of increased cycling and walking times and decreased driving times as part of its latest proposals for the regeneration of Wandsworth town centre?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Stationary vehicles blocking Cycle Superhighways

Question No: 2015/4425

[Darren Johnson](#)

Your response to 2015/2651 discusses parking and loading restrictions along CS7 yet my original question asked about the problem posed to cyclists by vehicles that are not parked but which have come to a stop beyond the stop line after traffic lights turn red and are blocking junctions along CS7. They are on the carriageway as part of the main flow of traffic. Please now explain what measures you will take to deter this practice.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Communicating CIRAS start date to TfL bus drivers

Question No: 2015/4426

[Darren Johnson](#)

What steps have you taken to ensure that all drivers of buses contracted to TfL are aware that the CIRAS confidential safety reporting system will be rolled out across the bus network from 4th Jan 2016 onwards?

[The Mayor](#)

An awareness programme has been put in place to support the aims of CIRAS on the London bus network. This includes:-

- Two presentations to bus operators' managing directors at joint TfL-bus company meetings earlier in 2015

- Nomination of key contacts within each bus company to work with CIRAS

- Key contacts attending workshops at CIRAS' offices on November 27 and December 1

- Workshop actions to promote CIRAS aims within bus operator organisations

Communication campaigns are being planned for each company including at garage level. This includes:-

- displaying posters and leaflets in shared staff areas, canteens and mess rooms

- giving bus operator employees a CIRAS contact card

- the use of CIRAS video presentations for staff inductions, team meetings and briefings

- articles in staff newsletters

- Updates shared with staff representatives

London Service Permits and CIRAS

Question No: 2015/4427

[Darren Johnson](#)

Do TfL have plans to make the issuance of London Service Permits to coach companies conditional on their adoption of CIRAS?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Epping Forest Bus Cuts

Question No: 2015/4428

[Darren Johnson](#)

Residents in Epping Forest are extremely worried about the prospect of Essex County Council withdrawing funding for the well-used 167 bus route. Although this is outside London this service falls within TfL's remit so please could you update me on what you are doing as Mayor and Chair of TfL to try and retain these services and what options TfL are considering for the future operation of these services?

[The Mayor](#)

Essex County Council has informed TfL of its intent to withdraw the subsidy payment contributing to TfL bus services in its area with effect from 1 April 2016. TfL is discussing this decision with the council. Depending on the outcome of these discussions, TfL will then review the possible options taking into full account of cross boundary travel and TfL's overall funding outlook. Any proposed changes will be subject to consultation.

Crowd management on London Underground

Question No: 2015/4429

[Darren Johnson](#)

How does TfL prevent dangerous crowds from building up in tube stations? Is this done through automated counting on turnstiles or do station staff visually assess the extent of crowding in stations and take action when required?

[The Mayor](#)

The safety of customers and staff is TfL's top priority and it does all it can to ensure that customers can travel safely at all times. Each station is required to have a Congestion Control and Emergency Plan (CCEP) in place to ensure that any congestion on platforms, concourses and other areas in a station does not impact on the safety of customers. The CCEP takes into account factors including the capacity of the station.

Temporary station controls may be implemented to ease congestion at entrances, in ticket halls, on concourses and at platform level. They include shutting one or more ticket gates to restrict customer flows in to the station or reversing the direction of an escalator to ease crowding in a particular area of the station. Temporary station controls normally last only a few minutes, and other entrances may remain available during that period for customers to use.

The CCEP outlines the different temporary station controls for a station and how congestion is identified. Temporary station controls are primarily identified using station staff's own first person visual and CCTV assessments. It is not possible to judge crowd management solely on automated counting from the ticket gates given that, for example, there is no automated way to account for customers interchanging between trains at a station. Congestion must be visually assessed, for instance crowding at the top or bottom of escalators.

Parliamentary seats and population growth

Question No: 2015/4430

[Darren Johnson](#)

Given the GLA's leading role in tracking the rapid increase in London's population, especially the intensive growth in certain constituencies, will you make the case with Government for getting GLA intelligence more involved with the process of regularly reviewing London's Parliamentary seats?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/12/2015

England's Boundary Commission is responsible for making recommendations to Government on possible changes to England's parliamentary constituencies. The next review is due to begin next year and I understand the Commission plan to submit their final recommendations in the autumn of 2018, in line with government legislation. Given the extensive projections undertaken by GLA Intelligence into London's population, that is expected to reach 10m people by 2030, I would encourage the Boundary Commission to have discussions with the GLA as they undertake their review.

Parliamentary seats and funding

Question No: 2015/4431

[Darren Johnson](#)

What work have you done with London councils to make the case for extra Government funding for services to cover the growth in population?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/12/2015

I continue to work very closely with London Councils, and have done for several years, in making the case to government for London to retain a greater share of the money raised in the capital being spent in the capital to help pay for much needed infrastructure, given the projected growth in London's population. I very much welcome the contribution from the London Assembly in also making this a priority. I was delighted that the government has recently announced the devolution of 100% of business rates, and I will continue to lobby government for the further devolution of property taxes. I have also been working with London Councils on making the case to government for public service reform. This joint work led to the recent ground breaking health devolution agreement, between the GLA, the London boroughs and the government that will help secure improvements to the delivery of health and care in the capital.

House price increases

Question No: 2015/4432

[Darren Johnson](#)

Are you concerned that the Office for Budget Responsibility expect house prices across the UK to continue rising faster than average earnings for the next four years?

[The Mayor](#)

Yes, and that is why it is imperative that we significantly increase the supply of new homes in London and across the country to bear down on costs.

Housing association disposals

Question No: 2015/4433

[Darren Johnson](#)

What records does the GLA hold on registered social landlords disposing of properties in London? Does the GLA have any involvement in this matter?

[The Mayor](#)

This information is recorded by the social housing regulator, not the GLA. The GLA has no involvement in the matter.

Helping disabled young people into employment (1)

Question No: 2015/4434

[Joanne McCartney](#)

What action have you taken to help young disabled people into London's employment market?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Helping disabled young people into employment (2)

Question No: 2015/4435

[Joanne McCartney](#)

Can you provide me with the number of disabled young people in:

- a) full-time employment
- b) part-time employment
- c) zero-hours contracts

in London, by year, since 2008 to present?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Silver Street station

Question No: 2015/4436

[Joanne McCartney](#)

Will you reinstate signage at Silver Street train station to inform alighting passengers that this is the stop to get off for those travelling to North Middlesex University Hospital? If so, when will this be completed by?

[The Mayor](#)

North Middlesex University Hospital features on the wayfinding signage that provides the walking distance and direction to the hospital outside both station exits. TfL is also investigating including the hospital on the onboard destination announcements. This would be more beneficial than platform signage, as it would prevent the signs being obscured by passengers standing on the platforms, and is more helpful for passengers with disabilities. TfL will keep you updated on progress.

West Anglia Main Line (1)

Question No: 2015/4437

[Joanne McCartney](#)

Can you answer me directly whether TfL were able to inspect the trains inherited from Abellio Greater Anglia before May 2015?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

West Anglia Main Line (2)

Question No: 2015/4438

[Joanne McCartney](#)

Can you provide me with an end date for the works to alleviate the issues currently causing delays and cancellations on the West Anglia Line to Enfield Town, which was taken over by London Overground in May 2015, will be completed?

[The Mayor](#)

Despite some problems, performance on the new London Overground route to Enfield Town has improved considerably since May 2015. In particular, fleet reliability has trebled and the amount of delay minutes associated with the fleet has reduced by 75 per cent. Very few trains are now formed short. This work will continue, with various initiatives due to conclude between December 2015 and July 2016, ranging from on-train modifications to app-based defect reporting. More initiatives to further improve performance will continue, as TfL identifies opportunities for improvement.

The problems on the route have been exacerbated by issues involving infrastructure failures, which sit outside of TfL's direct control. However, TfL is working closely with Network Rail and LOROL to focus on every failure, regardless of whose responsibility it is, in order to ensure a plan is in place to improve reliability.

West Anglia Main Line (3)

Question No: 2015/4439

[Joanne McCartney](#)

In respect of the West Anglia Line to Enfield Town since May 2015, can you please provide the number of:

- a) train cancellations
- b) trains with reduced number of carriages.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Disclosure and Barring Service (DBS) checks (1)

Question No: 2015/4440

[Joanne McCartney](#)

I understand that TfL staff within the MPS are now being deployed to assist them with clearing their backlogs for taxi and private hire drivers. How many cases are outstanding?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Disclosure and Barring Service (DBS) checks (2)

Question No: 2015/4441

[Joanne McCartney](#)

When do you expect the backlog on DBS checks to be cleared and for future checks to be done within the target time?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/12/2015

Please see MQ 4440 and MQ 4405 / 2015.

Serious Youth Violence in Haringey

Question No: 2015/4442

[Joanne McCartney](#)

High Road in Haringey, which runs from Turnpike Lane through Wood Green, has been named the worst road in the capital for knife crime. There have been 58 stabbings between 2012 and 2014 which more than double the number in the next worst street. What action are you currently taking to prevent this serious issue in Haringey and across London?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/12/2015

Haringey deploys a number of tactics to reduce and detect knife crime offences that include proactive and reactive police operations and joint working with the Local Authority Community Safety team and Health partners. The MPS carries out proactive intervention and prevention work against known gang members and MOPAC have funded Haringey local authority £245,000 in financial year 2015/16 to fund gang intervention initiatives in the borough. MOPAC also continues to work with key partners to provide a strategic pan London response to helping young people affected by gang violence.

Please see my response at MQT on 16 November for more information about the work that MOPAC and the MPS are doing to tackle knife crime and serious youth violence.

Additionally, Haringey is also a Shield pilot borough. This innovative approach is a Strategic Ambition project that brings together, enforcement, engagement and an offer of help for gang members, and aims to reduce victims of gun and knife crime.

MOPAC Staff (1)

Question No: 2015/4443

[Joanne McCartney](#)

How many MOPAC staff are based at the Empress State Building? What functions do they perform?

[The Mayor](#)

MOPAC has 42 staff permanently based at Empress State Building. Staff there are engaged in providing the following services:

audit, risk and assurance services to the Met, GLA and other clients, and;

evidence and insight

Staff based at ESB will spend time working from City Hall as well as the offices of MOPAC's clients that receive audit, risk and assurance services.

There is no cost to MOPAC of staff being hosted at Empress State Building

MOPAC Staff (2)

Question No: 2015/4444

[Joanne McCartney](#)

What is the cost of hosting MOPAC staff members at the Empress State Building?

[The Mayor](#)

Please see my response to MQ 4443 / 2015.

MOPAC Evidence and Insight Team

Question No: 2015/4445

[Joanne McCartney](#)

What work has been undertaken by the evidence and insight team? How has this work been disseminated to the public sector and organisations including in those organisations that assist with preventing offending?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Vacancies in Dedicated

Question No: 2015/4446

[Joanne McCartney](#)

How many PCSO, PC's, Inspector and Sergeant budgeted numbers and current vacancies are there in each safer neighbourhood team? Please provide this information per borough and in excel format.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/12/2015

Please see Appendix M for vacancies as of 30th November 2015.

SNT Ward Buildings

Question No: 2015/4447

[Joanne McCartney](#)

Further to my question (Question 2015/3850) - what is the cost to the MPS of those 20 vacant buildings not being in use?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/12/2015

There are now 19 vacant buildings with total annual running costs of £429,000.

Average Officer Cost

Question No: 2015/4448

[Joanne McCartney](#)

Please can you provide me with the average cost (including all on costs) for each rank of staff below:

- i) PCSO
- ii) Police Constable
- iii) Police Sergeant
- iv) Chief Inspector
- v) Superintendent
- vi) Chief Superintendent
- vii) Commander

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/12/2015

The table below provides the average 2015/16 pay costs for all the ranks requested. These costs include all pay allowances plus employer's national insurance and accrued pension contributions.

Average Pay Costs

2015/16

	£
Uniform Ranks	
Constable	53,141
Sergeant	65,584
Inspector	82,616
Chief Inspector	87,665
Superintendent	102,296
Chief Superintendent	120,243
Commander	145,925
Detective Ranks	
Constable	55,963
Sergeant	65,341
Inspector	80,687
Chief Inspector	86,774
Superintendent	99,613
Chief Superintendent	119,488
PCSOs	39,274

Dollis Valley Greenwalk

Abstractions in London

Question No: 2015/4449

[Joanne McCartney](#)

How many Officer Shifts were abstracted from each London Borough in the years i) 2012 ii) 2013 iii) 2014? Please can these be broken down by borough and provided in an excel format.

[The Mayor](#)

Please see the attached spreadsheet in Appendix L.

Note that the following events took place in each of the reporting periods:

2012:

HM Queen's Diamond Jubilee

Olympic & Paralympic Games

2013:

Operation Malham - Lee Rigby Murder

Operation True Blue - Margaret Thatcher Funeral

2014:

Israeli/Palestinian Protests

NATO Conference in South Wales

Operation Purple Wave - Search for Alice Gross

Trade mission to Israel and the Occupied Palestinian Territories

Question No: 2015/4450

[Stephen Knight](#)

Do you now regret the remarks you made on your recent trip to Israel and the occupied Palestinian territories which resulted in your trade mission being cut short and what costs resulted from changes to your planned schedule for this trade mission (i.e. changing flights)?

[The Mayor](#)

I am disappointed that comments I made opposing calls for a boycott of Israel were taken out of context on social media and cited by organisers of some of the events I was due to attend in Ramallah as a reason for cancellation - not least because opposition to boycotts is stated UK government policy.

However, a good part of my programme went ahead as planned, including meeting faith and civic leaders at the Haram al-Sharif/Temple Mount, Western Wall and Church of the Holy Sepulchre; discussing trade and the importance of a two state solution with Prime Minister Rami Hamdallah; and meeting Palestinian and British businesses at a reception at the British Consul General's residence in East Jerusalem. In addition, an affordable housing workshop and an event with the Palestine Women's Business Forum also went ahead with the participation of Sir Edward Lister and London Tech Ambassador Eileen Burbidge, respectively.

As a result of changes to my schedule in Ramallah, the GLA incurred a cost of £345.08 for tea, coffee and lunch for City Hall staff and members of the press at the Movenpick Hotel during my private meeting with Prime Minister Rami Hamdallah.