

Written Answers to Questions Not Answered at Mayor's Question Time on 25 May 2016

Routemaster buses

Question No: 2016/1327

[Caroline Pidgeon](#)

Will you cancel the procurement of 'new routemaster' buses?

[The Mayor](#)

Londoners deserve a bus fleet that is greener, more affordable and more functional than the 'new' Routemasters. Therefore, I will not make any further purchases of the new buses.

The Cable Car

Question No: 2016/1328

[Caroline Pidgeon](#)

What are your plans for the Emirates Airline cable car?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 28/06/2016

My manifesto made clear that every Londoner and visitor to our city deserves a world-class service, whatever form of transport they use. I will ensure that the Emirates Air Line continues to provide a service to customers, and that it provides customers with value for money.

Cutting duplicated services (1)

Question No: 2016/1329

[Caroline Pidgeon](#)

How much money do you expect to save by merging engineering functions within TfL, and over what timespan?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 13/06/2016

I have asked TfL to undertake a root and branch review of the way it is structured. Consolidating engineering functions is one of the ways in which it will deliver a more effective and efficient organisation to deliver cost reductions. TfL is now working through the detail to identify the timescale and level of savings.

Cutting duplicated services (2)

Question No: 2016/1330

[Caroline Pidgeon](#)

Apart from merging engineering services, please set out the 'duplicated' TfL services you intend to cut and how much you expect to save by doing so.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 13/06/2016

TfL is taking action to drive down costs in operational and investment delivery, increase commercial income and be more commercially focused. Fundamental to achieving this outcome is the root and branch review I have asked TfL to undertake of the way it is structured.

TfL cycling budget

Question No: 2016/1331

[Caroline Pidgeon](#)

In your manifesto you promised to increase the proportion of the TfL budget spent on cycling. Please outline the extent of this increase and when it will materialise.

[The Mayor](#)

Over the coming months I will be working with TfL to develop a new plan that meets this commitment, this will be published in due course.

Cycle Superhighways (1)

Question No: 2016/1332

[Caroline Pidgeon](#)

What are your priorities for developing the Cycle Superhighways?

[The Mayor](#)

I am absolutely committed to making it easier and safer to cycle in London. I have an inbox full of cycling schemes to consider and I am determined to learn the lessons from previous projects as I increase TfL's spend on cycling and increase the current Cycle Superhighway provision.

I am working with TfL to agree a future programme of cycling investment, to be published in due course, taking into account lessons from the earlier schemes to ensure Cycle Superhighway routes are developed in the right locations, with a focus on segregation.

Cycle Superhighways (2)

Question No: 2016/1333

[Caroline Pidgeon](#)

What is your intention with the planned CS11 from Swiss Cottage to the West End?

[The Mayor](#)

Since the public consultation for CS11 closed on 18 March 2016, TfL has been analysing the thousands of responses received and considering the issues raised. This work is expected to be completed by the summer and will inform a decision on the way forward.

Rotherhithe to Canary Wharf cycling and pedestrian bridge

Question No: 2016/1334 (Oral)

1 Commitments

[Caroline Pidgeon](#)

When will the Rotherhithe to Canary Wharf bridge be open?

[The Mayor](#)

Sadiq Khan (Mayor of London): Can I congratulate you on your re-election? Firstly, I will say what a great project this is. It points to the future of river crossings in London. It is a fantastic opportunity to give this part of London a much-needed new pedestrian and cycling crossing.

I made a commitment, as you are aware, in my manifesto to deliver the major infrastructure that London needs for the long term, including new river crossings for east London. These crossings should benefit and regenerate the communities that need it the most. They should include cycling, walking and public transport options and help to break down the physical barriers that can alienate parts of the city. The bridge will relieve pressure on the Jubilee line at Canada Water and will offer a huge boost for new jobs and homes, while promoting greener and safer ways of crossing the Thames on foot and by bike.

I have tasked TfL with progressing this project. That work is taking place now and in due course I will be able to set out in more detail, including a projected opening date.

Caroline Pidgeon MBE AM: Thank you very much and congratulations on your election as Mayor.

I am strongly committed to this bridge and I am really delighted to hear your words today and your support in writing in your manifesto and at the London Cycling Campaign hustings. However, I really feel that to deliver this we need more than just words.

You said you have asked TfL to progress this project. In that instruction, have you asked TfL to bring forward a really clear plan on how it can build this quickly, fund it in the most cost-effective way - I think there is private sector money that can fund this - and perhaps use companies that are already approved as part of TfL's own framework to build it as quickly as possible?

Sadiq Khan (Mayor of London): Chairman, there are lots of good ideas in that question. I am not sure if I am allowed to say that. We need to establish the right solution first and some options could be delivered more quickly than others. The work that I have asked TfL to undertake will consider the timescales for the different options to see how quickly we can deliver the improvements.

Just in case you are concerned that there is already a design out there, it is just one design. I want to make sure that we achieve the best value through fair and transparent procurement processes. The current bridge concept is a complex design challenge with a record-breaking span, which will result in high costs. We need to ensure that we have the most cost-effective design and I have tasked TfL to do that work.

Caroline Pidgeon MBE AM: This really is pressing for me. Unlike the Garden Bridge, it has a strong transport case. You have mentioned the Jubilee line pressures, particularly at peak hours in the morning. Rotherhithe's roads are highly congested. With new developments planned in the area, we are expecting the number of people using the Jubilee line to double up to 2020, and so I really want to accelerate this project.

I understand from talking to experts that using the work we have already carried out to date, the bridge could go through planning, design and build within around four years. Not only is this something that you could commission, but you could effectively lay the foundation stone - or whatever you do - with a bridge in your term of office. This is a win-win for you.

Will you guarantee that in the next couple of months you will publish the information from TfL and progress this urgently?

Sadiq Khan (Mayor of London): Firstly, it is not about me; it is about the fact that we need the river crossing there that we have discussed. Just so that we are clear, I am going to learn the lessons of procurement failures. There is just one design out there now. Some of the things we need to look at are procurement, design and speed. Timescales are very important. How we pay for it is very important. For obvious reasons, I want to do that as soon as I can.

Caroline Pidgeon MBE AM: Brilliant. Thank you for that commitment. Not only is the lack

of a bridge a barrier to cycling in that area but also the lack of a cycle hire scheme. I am not sure if you are aware that the most eastward cycle hire docking station south of the river is just a few hundred metres from here at City Hall. Despite Rotherhithe and Bermondsey being a really flat area, it has been excluded from the scheme to date.

Will you, therefore, commit not only to deliver this Rotherhithe to Canary Wharf bridge but also to extend the cycle hire scheme out to Rotherhithe by the end of your four-year term?

Sadiq Khan (Mayor of London): We are looking, Chairman, at how we extend the cycle hire scheme and that will, clearly, include areas not previously covered.

Caroline Pidgeon MBE AM: There is a huge anomaly. If you look at the map of the cycle hire scheme, this huge swathe of southeast London just is not part of it. If you –

Sadiq Khan (Mayor of London): There are lots of anomalies in that cycle hire scheme. We are going to explore them.

Caroline Pidgeon MBE AM: If you are going to build this bridge, which it sounds like you are committed to doing if you can, will you also consider extending the cycle hire scheme out to Bermondsey and Rotherhithe?

Sadiq Khan (Mayor of London): I do not see any reason why we should not.

Caroline Pidgeon MBE AM: Brilliant. Thank you very much for that.

Safer walking routes for children

Question No: 2016/1335

[Caroline Pidgeon](#)

When will you publish details of your proposals for safer walking routes to school for children?

[The Mayor](#)

I have asked TfL to develop proposals for a programme to deliver safer walking routes to schools. I expect to publish details later in the year.

20mph zones

Question No: 2016/1336

[Caroline Pidgeon](#)

How do you intend to encourage the roll-out of 20mph zones in London?

[The Mayor](#)

As I said in my manifesto, I am enthusiastic about the roll out of further 20mph speed limits across the city and I back the '20's Plenty For Us' campaign. There is strong evidence that this will help to reduce casualties and make our city a more liveable place for everyone. I will ask TfL to develop an approach over the next few months, working in partnership with London boroughs to deliver more 20mph limits across the capital.

Funding transport infrastructure

Question No: 2016/1337

[Caroline Pidgeon](#)

Your manifesto pledge to freeze fares while continuing investment in new transport infrastructure was based on a series of assumptions. If those assumptions prove to be overly optimistic which will you do - raise fares or cut investment in infrastructure?

[The Mayor](#)

I have committed to freezing fares over my four years in office. TfL is already undertaking a root and branch review of the organisation to ensure my fares freeze is delivered without affecting investment.

Silvertown tunnel (1)

Question No: 2016/1338

[Caroline Pidgeon](#)

When will you review the Silvertown tunnel project?

[The Mayor](#)

I made a commitment in my manifesto to deliver the major infrastructure that London needs for the long term, including new river crossings for east London. These crossings should benefit and regenerate the communities that need them most. Ideally, they should include cycling, walking and public transport options and help to break down the physical barriers that can alienate parts of the city.

The Silvertown tunnel has the potential to meet current and future demand to cross the river in that location and importantly could transform cross-river public transport connections. But I am still considering the merits of the tunnel and will review this as part of the six month public examination which is due to take place following the Development Consent Order.

Silvertown tunnel (2)

Question No: 2016/1339

[Caroline Pidgeon](#)

When you review the Silvertown tunnel project will cancelling it be a possible outcome?

[The Mayor](#)

Please see my response to MQ 2016/1338.

Uber drivers in Bristol

Question No: 2016/1340

[Caroline Pidgeon](#)

There is evidence of TfL-licensed Uber drivers operating in Bristol on a significant scale. How can TfL carry out enforcement against private hire vehicles and drivers it has licensed that are operating outside of London?

[The Mayor](#)

TfL will take action against any licensed driver and/or operator found to be operating illegally and will act on evidence reported by any relevant authority across England and Wales.

Black Taxi and Private Hire enforcement

Question No: 2016/1341

[Caroline Pidgeon](#)

What steps will you take to 'ensure that driver safety standards are rigorously enforced across the black taxi and private hire industry', as promised in your manifesto?

[The Mayor](#)

I will ensure that existing safety standards across both the taxi and private hire industries are enforced, and where possible, seek to improve them for the benefit of passengers in London.

Enforcement of these standards is a key component to ensure passenger safety and security when using taxi and private hire services. TfL has previously announced its intention to increase the size of the taxi and private hire compliance team to 82 officers. While this is a step in the right direction, I believe they can go further and I have asked TfL to look at ways to further increase their enforcement capability.

Enhanced standards for the private hire industry are set to be implemented by TfL throughout this year, including a more stringent topographical exam to test drivers' navigational skills and geographical understanding of London, disability equality assessments and an English language requirement. Importantly, TfL is also implementing a requirement that all private hire vehicles must be covered by a hire and reward insurance policy throughout the duration of the vehicle licence. These revised standards will go further in ensuring the safety, security and comfort of passengers and other road users.

I will continue to push for both higher standards and better enforcement.

Paper receipts for black taxi credit card payments

Question No: 2016/1342

[Caroline Pidgeon](#)

TfL has decided that under the new credit card mandate, black taxi drivers will not be required to offer a paper receipt to passengers paying by credit card. Will you ask TfL to review this decision?

[The Mayor](#)

TfL is discussing this with the UK Cards Association (UKCA) and major card providers.

Currently, the UKCA guidelines require printed receipts to be provided, on request, for credit and debit card transactions. This reflects the scheme rules for major card providers such as Visa and MasterCard. TfL's Electronic Payment Guidelines mirror this requirement to ensure taxi drivers remain compliant with their obligations for processing card transactions.

Step-free access

Question No: 2016/1343

[Caroline Pidgeon](#)

Your manifesto promised 'a more ambitious approach to step-free access in London Underground and TfL-run stations'. What new initiatives do you intend to take on this front and what is the timescale?

[The Mayor](#)

I want London's transport system to be accessible to all Londoners and I am working with TfL to develop more innovative ways to fund step-free projects and to use new technology and construction techniques so more can be delivered.

The previous TfL spending plans suggested that there is scope to increase the TfL funding that is available to improve step-free station access, and I will examine this possibility as I work with TfL to develop its new Business Plan over the coming months.

Workplace parking levy (WPL)

Question No: 2016/1344

[Caroline Pidgeon](#)

Will you investigate introducing a Workplace parking levy in central London and Canary Wharf, in order to reduce congestion?

[The Mayor](#)

I am aware of your support for a Workplace Parking Levy in London but further work would be required to better understand the impacts of such a scheme on, for example, congestion and emissions. I am not currently planning to undertake this work.

Dangerous longer lorries

Question No: 2016/1345

[Caroline Pidgeon](#)

What steps will you take to prevent the use of the new 18.55m lorries in London?

[The Mayor](#)

To date, TfL have found that there is insufficient evidence to warrant restricting 18.55m lorries (known as longer semi-trailers (LSTs)) in London on safety grounds. This is largely because ongoing DfT research shows that almost all such vehicles are being used for motorway activity such as delivering bulk goods to out-of-town warehouses.

The use of these trailers in London appears to be extremely limited, and TfL does not expect to see any uplift in their use in the near future. TfL will keep this under review.

Rail freight

Question No: 2016/1346

[Caroline Pidgeon](#)

What steps will you take to encourage rail freight?

[The Mayor](#)

The freight industry as a whole makes an invaluable contribution to London's economy. Rail freight has a clear role as an alternative to road freight to reduce road volumes, improving road safety and reducing congestion. I will be working with TfL to explore all available options to make this vitally important sector safer and more sustainable, including by using rail.

Extending the 'Baby on Board' badge scheme

Question No: 2016/1347

[Caroline Pidgeon](#)

Will you investigate extending the 'Baby on Board' badge scheme to other transport users who may have a need for a seat, such as people with hidden disabilities?

[The Mayor](#)

TfL is exploring a badge and card for customers with hidden disabilities and conditions to help them get a seat on public transport. It is currently working with stakeholders to understand how successful the badge and card could be in helping customers get a seat. A trial of the badge and card could form part of an awareness-raising campaign and TfL will continue to engage with interested groups on the best way to take this forward.

Use of apps by black taxi and private hire drivers

Question No: 2016/1348

[Caroline Pidgeon](#)

Increasingly black taxi and private hire drivers use apps for taking bookings. Will you investigate the way in which these apps function so as to ensure that the drivers are not being distracted while driving?

[The Mayor](#)

It is legal for drivers to use cradled devices, including smart phones and tablets, so as long as they are operating their vehicle safely and in accordance with road traffic laws while driving. That means all taxi and private hire drivers must give their full attention to the road when driving, and must always operate their vehicles with safety in mind. TfL and the police take enforcement action where that is not the case.

Garden Bridge (1)

Question No: 2016/1349

[Caroline Pidgeon](#)

On the 5th February 2016 you were quoted in the Evening Standard "I fully support the Garden Bridge. However, there are real concerns about the procurement process at City Hall, and these need to be fully investigated by the next Mayor."

What steps do you now intend to take to investigate the procurement process that led to the awarding of the design contract for the Garden Bridge?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 13/06/2016

The early days of this project clearly fell short of our expectations on transparency. I am determined to run the most open and transparent administration London has ever seen which is why I have already published the previously undisclosed full business plan for the Garden Bridge alongside a list of its funders.

Garden Bridge (2)

Question No: 2016/1350

[Caroline Pidgeon](#)

The Mayoral Decisions 1647 and 1472 state the Garden Bridge Trust has demonstrated to the previous Mayor's satisfaction that it has secured a satisfactory level of funding to operate and maintain the Garden Bridge for at least five years from its completion.' However, the Mayoral reply to Question 2016/0949 stated that 'The Garden Bridge Trust's accounts and details of its fundraising are commercially sensitive and these are not routinely shared with TfL or the GLA'.

Are you satisfied with the current arrangements for the Greater London Authority providing financial guarantees to both Westminster and Lambeth Councils on the basis of the Garden Bridge Trust's accounts and details, when its fundraising is not being routinely shared with either TfL or the GLA.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 13/06/2016

I am determined to run the most open and transparent administration that London has ever seen and this project has fallen short in that regard. That is why I have already published documents which were not disclosed by the previous Mayor, including the Garden Bridge Trust's Business Plan and details of funding that has been secured.

Mayoral Decisions 1472 and 1647 - signed by the previous Mayor - together require the Garden Bridge Trust to demonstrate that a satisfactory funding strategy has been put in place to operate and maintain the bridge for the first five years after it opens, before the GLA's guarantees to Westminster and Lambeth Councils and the Port of London Authority can be entered into.

Personal Service Companies

Question No: 2016/1351

[Caroline Pidgeon](#)

Please publish a table showing how many current temporary employees at Transport for London have been engaged via employment agencies for more than (a) six months, (b) 12 months, (c) 18 months, (d) 2 years, (e) 3 years, (f) 4 years and (g) 5 years. Please also breakdown the figures for each time period showing how many employees in each category were paid (1) over £100,000 per year, (2) over £144,000 per year, and (3) over £200,000 per year.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 11/07/2016

I am determined to bring the number of agency workers at TfL down as part of the root and

branch review I have ordered into how TfL is organised and how it operates. This will include reducing rates paid to agency workers, tighter controls on when such workers should be engaged and significantly, cutting existing numbers of agency workers. Immediate action has been taken by TfL with reductions, particularly in those working on Information Technology projects, saving more than £260,000 every week.

Temporary workers should normally only to be used for time-limited projects and where the competitive market for the right skills means that TfL has no other options to secure the people it needs to deliver services and investment such as modernisation of London Underground, building Crossrail and improving the road network. For example, there is an acute shortage of people with the necessary engineering skills which means that there is a relatively small pool of suitably qualified candidates who often prefer to work on an agency basis.

Temporary workers are not employed by TfL and so are paid a daily charge rather than a salary or other annualised sum. The charge covers all costs beyond salary (i.e. National Insurance, pension, etc) which can be equivalent to more than one third of the total employment costs of directly employed staff.

The table below shows the number of individuals receiving more than £100,000 per annum in daily charges broken down as requested. TfL will also now look at how best this information can be released on a regular basis in a similar way to the information it publishes about its directly employed staff.

	Total Temporary Workers	Annual actual daily charges paid		
		£100,000 - £143,999	£144,000 - £199,999	Over £200,000
6-12 months	638	33	1	0
12-18 months	389	109	13	0
18-24 months	296	96	7	0
2-3 years	344	96	14	0
3-4 years	178	49	7	1
4-5 years	99	25	5	1
5+ years	254	82	11	2
Total	2,198	381	58	4 (see note)

The total numbers receiving more than £100,000 and £150,000 differ from those given in [MQ 2016/0945](#) (under the previous Mayor) because the table above is based on actual payments for actual time worked, rather than simply annualising the daily charge.

Agency staff are not entitled to paid annual leave and therefore may work more days than direct employees.

Parking enforcement of taxi ranks

Note: in two of these roles, notice has been served or permanent recruitment is underway. The other two are highly-skilled critical infrastructure roles where appropriately skilled and experienced candidates are scarce.

Private Hire Vehicles

Question No: 2016/1352

[Caroline Pidgeon](#)

I have been asked by a constituent to inquire as to what steps you intend to take to cap the number of Private Hire Vehicles that operate in London. Will you either lobby for new legislation or alternatively consider using Section 77 of the 1999 Greater London Authority Act to promote a Bill in Parliament yourself on this issue?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 28/06/2016

My manifesto made clear that every Londoner and visitor to our city deserves a world-class service, whatever form of transport they use and a key part of this is securing the future of the taxi trade.

Like you, I am concerned about the growing number of private hire vehicles on our streets. Promises were made and broken by the previous Mayor, who was unable to handle the range of difficult issues facing the taxi and private hire trades, not least in his inability to address the unsustainable rate of growth of private hire vehicles and a lack of action to ensure that enforcement activity was sufficient to match this growth.

My Deputy Mayor for Transport, Val Shawcross, is working closely with the TfL Commissioner to kick-start a programme of activity to support the taxi trade and address a range of issues including passenger safety; enforcement; transparency; and of course how we address the unsustainable growth of private hire vehicles. We will be making announcements in due course but I would like to assure you that this one of my highest priorities.

Proposed new waiting area for Private Hire Vehicles at Heathrow airport

Question No: 2016/1353

[Caroline Pidgeon](#)

Has Transport for London undertaken any analysis of the impact on congestion and pollution that would be created by the proposal of Heathrow airport to create an 800-car waiting area for Private Hire Vehicles?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 13/06/2016

No, unfortunately Heathrow is yet to engage TfL on the detail and any analysis of its proposal.

It could have the potential to address significant concerns from the local community related to increased private hire activity and air quality if done correctly. However, the only way we can address the significant contribution to congestion and pollution from Heathrow is to work in partnership. I urge Heathrow to engage TfL and other stakeholders on its proposal to make sure it has a positive impact.

Surface transport access to Heathrow airport remains a considerable challenge. This level of intervention clearly demonstrates the problems associated with Heathrow's current operation, yet alone an expanded airport, in the context of my aim to improve air quality.

Tube delays caused by overcrowding

Question No: 2016/1354

[Caroline Pidgeon](#)

In answer to Question 2015/2029 the previous Mayor stated that "Train delays recording crowding are not reported separately, although this is currently under review." Will you now undertake to ensure that this information is routinely available to the public via the TfL website and the London Datastore.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 13/06/2016

This information will be made available on the TfL website and London Datastore in June 2016, starting with data from April 2016.

Chief Digital Officer

Question No: 2016/1355

[Caroline Pidgeon](#)

When will you appoint your new Chief Digital Officer?

[The Mayor](#)

I am committed to appointing a new Chief Digital Officer because I believe London can become a world-leading tech hub. However, I do not intend to rush making my key appointments. I want to take time to determine the key responsibilities of this crucial role and be sure to find the right person.

Cyber security strategy?

Question No: 2016/1356

[Caroline Pidgeon](#)

What is the timetable for the development of your cyber security strategy?

[The Mayor](#)

Cyber security of London is vitally important to me and I want to make sure all Londoners and businesses are as safe online as they can be. I want to bring businesses and enforcement together to review how we develop the best possible strategy for London.

I will then ensure that the plans for cyber security are featured in my new Police and Crime Plan, which I will be preparing and consulting on in the next few months.

Knife crime strategy (1)

Question No: 2016/1357

[Caroline Pidgeon](#)

Will there be a public consultation on your knife crime strategy with submitted evidence?

[The Mayor](#)

As set out in my manifesto, I intend to work closely with local authorities, schools, youth services, and community organisations in developing a knife crime strategy to keep Londoners safe.

Knife crime will be a main feature of my Police and Crime Plan and consultation will take place through this process. We will publicise how this will happen and ensure we engage with as wide a network of stakeholders, including the public, as is possible.

Knife crime strategy (2)

Question No: 2016/1358

[Caroline Pidgeon](#)

Which external stakeholders do you intend to meet to help shape your knife crime strategy?

[The Mayor](#)

Please see my response to MQ 1357 / 2016.

Water Cannon (1)

Question No: 2016/1359

[Caroline Pidgeon](#)

What is the time-frame for the sale of the water cannon and are there currently any prospective buyers?

[The Mayor](#)

In my manifesto, I committed to sell the water cannons. I am currently in the process of considering the available options.

Water Cannon (2)

Question No: 2016/1360

[Caroline Pidgeon](#)

In the event that no buyer is found for the redundant water cannon purchased by the previous Mayor, will you investigate whether these vehicles could be lent to the Museum of London and/or donated to the MPS Historical Collection? Do you agree with me that their public display could serve as a useful educational purpose by prompting discussion about the principles of policing by consent?

[The Mayor](#)

Please see my response to MQ 1359 / 2016.

Victim's Commissioner

Question No: 2016/1361

[Caroline Pidgeon](#)

When will you appoint your independent victim's commissioner?

[The Mayor](#)

London has a hugely diverse range of victims' needs and victims still lack a real voice for change and improvement, whether in terms of their experience with the criminal justice system or with support needs more broadly. I know from my experience as a lawyer and MP that we need to do more to support victims and give them a stronger voice in the criminal justice system.

I, with the help of my new Deputy Mayor for Policing and Crime, will look to make an appointment shortly. However, I as I have been clear; I am in no rush to make my appointments as I want to ensure I appoint the right person for the job.

Track My Crime

Question No: 2016/1362

[Caroline Pidgeon](#)

When will the Track My Crime online portal be developed and launched so that victims of crime are able to access information online about the progress of their cases?

[The Mayor](#)

As I said in my manifesto, I think it is important that we give victims as supportive a service as possible, and Track My Crime is one way of keeping victims informed of progress.

I have instructed MOPAC and the MPS to take this forward and will report back when there is a timescale in place.

New homes on GLA Land

Question No: 2016/1363

[Caroline Pidgeon](#)

How many homes were built on GLA land in 2015/16?

[The Mayor](#)

The previous Mayor left the cupboard bare on housing.

In 2015/16, 1,178 homes were built on GLA Land. A further 607 homes were built on Land development projects (Kidbrooke Regeneration, Hale Village and Barking Riverside) where the GLA holds a major interest or joint venture but does not own the land.

Affordable Housing Supply

Question No: 2016/1364

[Caroline Pidgeon](#)

Please provide a breakdown, by borough, of the number of net conventional affordable housing completions recorded by the London Development Database in 2015/16. Please also list as a percentage of total net conventional supply.

[The Mayor](#)

The previous Mayor left the cupboard bare on housing.

The 2015/16 data on housing delivery will be provided in the next London Plan Annual Monitoring Report, which is due to be published in March 2017. Data for 2015/16 will be submitted to us by the boroughs later in the year, after which we will need to do detailed work checking the data with them before it is ready for publication.

Affordable Homes Target

Question No: 2016/1365

[Caroline Pidgeon](#)

What are the primary reasons for the previous Mayor's failure to meet his target to build 100,000 GLA funded affordable homes by the end of his second term?

[The Mayor](#)

The previous Mayor left affordable housing delivery in London hanging in the balance - last year a mere 13% of approvals were for affordable housing and he delivered the lowest number of affordable homes since records began in the early 1990s. I am determined to turn around this pitiful record of affordable housing delivery which falls woefully short of meeting Londoners needs.

Details of housing outturn are available via the Affordable Housing Live Tables on DCLG's website and housing outturn statistics on the GLA's external website.

Building more affordable homes

Question No: 2016/1366

[Caroline Pidgeon](#)

Do you accept that in order to build "thousands more homes for Londoners each year" and achieve a "step change in new housing supply", additional capital investment will be required by the GLA? If so, will you lobby government to lift the GLA's artificial borrowing limits with reference to financing more affordable housing?

[The Mayor](#)

The previous Mayor left the cupboard bare on housing but I am determined to turn things around.

Additional capital investment will be required to deliver more affordable homes for Londoners. I am currently in negotiations with Government on funding for the affordable housing programme and will report on the outcomes of these negotiations on this in due course.

Homes for London

Question No: 2016/1367

[Caroline Pidgeon](#)

When will Homes for London be established and how will it be structured?

[The Mayor](#)

I am currently in the process of establishing 'Homes for Londoners' and will provide further details shortly. Please also refer to my response to oral MQ 2016/ 1410.

New Homes on TfL Land

Question No: 2016/1368

[Caroline Pidgeon](#)

What is your estimate for the number of new homes that could be built on TfL land?

[The Mayor](#)

We estimate that TfL land could support between 20,000 and 40,000 new homes, depending on the available financial subsidy and allowable densities.

This includes the 10,000 homes already publicly identified as being brought forward through TfL's Property Partnerships framework, which aims to generate £1.1bn to reinvest in the transport network.

It also includes between 10,000 and 30,000 homes on additional sites, which have been identified as part of a review of TfL's landholdings across London. There may also be further capacity on 9,000 smaller so called infill sites that are currently being assessed.

Overseas investment in London's housing market

Question No: 2016/1369

[Caroline Pidgeon](#)

Further to your stated intention to crack down on the sale of new-build homes to overseas investors, will you commission much needed research into the effects of overseas investment on the price, affordability and supply of homes across London?

[The Mayor](#)

I am committed to giving Londoners 'first dibs' on new homes built on public land, and will be exploring how I can use my suite of powers to ensure that they are not disadvantaged in buying new homes in London more generally. As part of putting this into place I will consider whether further research into the effects of overseas investment is required.

Money laundering in London's housing market

Question No: 2016/1370

[Caroline Pidgeon](#)

How many London homes were sold as a result of confiscation orders in 2015/16? Please also state how many homes had their ownership investigated by the Metropolitan Police Service (MPS) Proceeds of Corruption Unit (POCU) in 2015/16?

[The Mayor](#)

Unfortunately MOPAC and the MPS do not hold the data on confiscations.

The MPS Proceeds of Corruption Unit moved to the national Crime Agency (NCA) last year. The data on the number of homes which had their ownership investigated by this unit is therefore held by the NCA.

London Rental Standard

Question No: 2016/1371

[Caroline Pidgeon](#)

Please provide a table showing the number of: i) private landlords; and ii) letting agents that were accredited to the London Rental Standard as at 31 March 2016; and separately 8 May 2016?

[The Mayor](#)

The previous Mayor failed Londoners who rent their home.

As of March 2016, 15,279 landlords and 351 letting agent firms were accredited to the London Rental Standard. I'm afraid that data on the number of accreditations to the London Rental Standard is collected two months in arrears, so this data from March 2016 is the most recent held by the GLA.

Housing Moves

Question No: 2016/1372

[Caroline Pidgeon](#)

How many social tenants moved through the 'Housing Moves' mobility scheme in 2015/16?

[The Mayor](#)

246 households moved through Housing Moves in 2015/16.

Seaside and Country Homes scheme (1)

Question No: 2016/1373

[Caroline Pidgeon](#)

How many homes were made available to households through the Seaside and Country Homes scheme in 2015/16? Please also state the number of applications made during this period.

[The Mayor](#)

177 properties were made available to Seaside & Country Homes in 2015/16. Over the same period, there were 485 applications to the scheme.

Seaside and Country Homes Scheme (2)

Question No: 2016/1374

[Caroline Pidgeon](#)

In light of your manifesto commitment to increase the number of homes offered to older Londoners wanting to downsize or in need of specialist care, will you examine the feasibility of expanding the Seaside and Country Homes scheme?

[The Mayor](#)

I will be looking at the scheme in more detail.

Mayoral Planning Decisions

Question No: 2016/1375

[Caroline Pidgeon](#)

How many planning applications of 'potential strategic importance' were referred to the Mayor in 2015/16?

[The Mayor](#)

429 referrals were received in 2015/16.

Planning - financial viability assessments

Question No: 2016/1376

[Caroline Pidgeon](#)

How many independent viability assessments were commissioned by the GLA's Planning Unit in 2015/16?

[The Mayor](#)

The GLA commissioned two independent reviews of financial viability appraisals in 2015/2016.

Off-site affordable housing

Question No: 2016/1377

[Caroline Pidgeon](#)

How many planning applications were approved by the Mayor in 2015/16 where affordable housing is to be provided off-site?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Planning decisions meetings in public

Question No: 2016/1378

[Caroline Pidgeon](#)

Given your desire to "lead the most transparent, engaged and accessible administration London has ever seen" will you commit to publishing the agendas for your planning decisions meetings, so that it is easier for the public to find out when you will be taking decisions on key planning applications? Will you also consider holding these meetings in public?

[The Mayor](#)

All planning applications where I exercise my powers to call in decisions, and at which the Greater London Authority becomes the planning authority, must hold a Representation Hearing open to the public. In the majority of schemes that are referred to me under the Mayor of London Order (2008) my role is initially as a statutory consultee rather than the decision maker.

I am obliged to provide my comments on the conformity of the application to the London Plan within 6 weeks and the relevant reports and comments are publically available. Once the borough has resolved to make a decision, it must then refer that decision to me and at that point I can decide whether to intervene in the application.

I have a 14 day period in which to respond to these referrals, given the rapid turnaround for me exercising my strategic planning role; it would not be logistically possible to hold such regular meetings in public because of these stringent statutory deadlines.

Office-to-residential change of use (1)

Question No: 2016/1379

[Caroline Pidgeon](#)

Given your commitment to support small business and protect business space, will you make the case to government for a wider exemption from new planning rules allowing for the conversion of office space into residential properties?

[The Mayor](#)

Yes. In my manifesto I made a commitment to work with local authorities to stop the excessive conversion of commercial space under permitted development rights. Under the current legislation, I will support boroughs in bringing forward Article 4 Directions to remove these rights where appropriate. I will also support calls for wider exemptions from these planning rules where they are potentially threatening businesses and employment.

Office-to-residential change of use (2)

Question No: 2016/1380

[Caroline Pidgeon](#)

Will you review the impact this policy is having on the viability of local economic centres in outer London?

[The Mayor](#)

Yes. I will continue to monitor the impact of office to residential permitted development through the London Development Database in collaboration with local planning authorities. Forthcoming GLA research on the London office market and town centre health checks will provide further evidence on the impact of this policy.

GLA Land

Question No: 2016/1381

[Caroline Pidgeon](#)

How do you envisage using public land in London more creatively to generate future income for the GLA?

[The Mayor](#)

The majority of the GLA owned land is under contract. I will explore the full range of options available to maximise best value from publically owned land in London.

First Steps - average income

Question No: 2016/1382

[Caroline Pidgeon](#)

Can you confirm the median annual income of households accessing First Steps homes in 2015/16?

[The Mayor](#)

I'm afraid that this information is not yet available.

Electric vehicles charging network

Question No: 2016/1383

[Caroline Pidgeon](#)

Will you conduct a review of the current charging infrastructure available to owners of electric vehicles in London with a view to improving the accessibility and reliability of the existing network?

[The Mayor](#)

I support the delivery of electric charging infrastructure in partnership with the private sector to enable a major expansion in the use of electric vehicles. In recent months, TfL has been working with Bluepoint London to improve the performance of the Source London electric vehicle charging network it operates. It continues to work with other operators and new entrants to the market.

TfL's Ultra Low Emission Vehicle Delivery Plan includes actions to ensure London has reliable and accessible charging infrastructure, which I will keep under review.

Electric vehicles - rapid charging network

Question No: 2016/1384

[Caroline Pidgeon](#)

What steps are you taking to ensure that the rapid charging infrastructure needed to support London's new electric taxis and buses is ready by 2018?

[The Mayor](#)

TfL is working with suppliers to deliver 150 rapid charge points by 2018, rising to 300 by 2020. These are particularly intended to support the electrification of taxis, private hire vehicles and other commercial fleets.

In March 2016, TfL started procurement for a framework of suppliers for rapid charge points in London and is currently identifying potential charge point locations on TfL, borough and private land. TfL will make these sites ready for use by upgrading the power capacity where necessary. The first rapid charge points will be installed by summer 2017.

I am committed to delivering the electric charging infrastructure vital for a major expansion of electric vehicle use in London.

Domestic and workplace retrofit schemes

Question No: 2016/1385

[Caroline Pidgeon](#)

What if any plans do you have for the domestic and workplace retrofit schemes (RE:NEW and RE:FIT) currently run by the GLA?

[The Mayor](#)

With around 80 per cent of London's CO2 emissions coming from buildings, I am committed to increasing the pace and scale of retrofit activity in our homes and workplaces - not only to help make London a zero carbon city but also to cut energy bills and tackle fuel poverty. I am currently exploring what more can be done to improve the work of RE:NEW and RE:FIT.

Zero-carbon city

Question No: 2016/1386

[Caroline Pidgeon](#)

Will you agree to set a series of interim targets so that progress against your goal of London becoming a zero-carbon city by 2050 can be monitored?

[The Mayor](#)

The detailed analysis for any new carbon goals will be undertaken as part of the development of my Environment Strategy and will consider interim targets.

Green energy for the Tube

Question No: 2016/1387

[Caroline Pidgeon](#)

What percentage of London Underground's energy supply came from renewable sources in 2015/16?

[The Mayor](#)

In 2015/16, 17.5 per cent of the energy used by London Underground was from renewable sources. I would like to see this increase and this is why I plan to establish a land audit of TfL to map available land for renewable energy generation.

I will also launch a feasibility study for the reduction of energy consumption on the public transport network, and commission research into the possibility of generating electricity from surplus heat on the Tube.

Transport for London - Trees in London (1)

Question No: 2016/1388

[Caroline Pidgeon](#)

How many street trees were removed by TfL due to maintenance or other work in 2015/16? Please provide a breakdown of the reason for removal (e.g. safety concerns, natural causes, self-set trees in the wrong location, 3rd party claims, GLA Group schemes, developer requests).

[The Mayor](#)

A total of 420 trees were removed from the TfL road network in 2015/16, while 1,163 were planted, a net increase of 743 trees. The reasons for the removals were:

Safety	30
Natural causes	287
To enable developments (compensation paid to TfL)	14
To enable scheme delivery	88
Third-party property claim	1

Transport for London - Trees in London (2)

Question No: 2016/1389

[Caroline Pidgeon](#)

How many street trees were planted by TfL in 2015/16? Please provide figures broken down by type of planting (i.e. additional or replacement).

[The Mayor](#)

A total of 1,163 trees were planted on the TfL road network in 2015/16, while 420 were removed - a net increase of 743.

Parliament Square - Pedestrian injuries

Question No: 2016/1390

1 Attachments

[Caroline Pidgeon](#)

Please provide a table of the number of pedestrians injured in all collisions in Parliament Square, broken down by year (between 2005 and 2015), severity (i.e. fatal, serious, slight) and the mode of transport with which the pedestrian came into conflict.

[The Mayor](#)

The table at Appendix A gives the number of pedestrian casualties in Parliament Square between 2005 and 2015 (data for 2015 are provisional), showing the type of vehicle that was in direct conflict with the pedestrian. There were no pedestrian fatalities at Parliament Square between 2005 and 2015.

I have asked TfL to look at the part-pedestrianisation of Parliament Square to create a public space worthy of a Unesco Heritage Site.

TfL cycling budget

Question No: 2016/1391

[Caroline Pidgeon](#)

Please confirm TfL's net expenditure (£) on cycling in 2015/16 and planned expenditure in 2016/17? Please also express these figures as a percentage of gross expenditure.

[The Mayor](#)

TfL spent £158m on cycling in 2015/16. This was £13m higher than the £145m budget because works were brought forward from the 2016/17 programme. It represents two per cent of gross expenditure, including Crossrail, or four per cent of expenditure excluding Crossrail, net of fares and other operating income. Net expenditure is provided as it provides a like-for-like comparison.

For 2016/17, I will be working with TfL over the coming months to develop a new plan that meets my commitment to increase the proportion of its budget spent on cycling. This will be published in due course.

GLA Land & Property Ltd - revenue raising

Question No: 2016/1392

[Caroline Pidgeon](#)

How much revenue was raised from GLA Land & Property Ltd's estate in 2015/16?

[The Mayor](#)

In 2015/16 GLA Land and Property Limited had net receipts of £61.5m from land sales and estate income of £3.6m.

TfL revenue from Associated Newspapers Ltd

Question No: 2016/1393

[Caroline Pidgeon](#)

How much revenue was generated through TfL's contract with Associated Newspapers Limited in 2015/16, which allows for the distribution of free Metro newspapers on TfL property?

[The Mayor](#)

The 2015/16 revenue generated from the distribution of free Metro newspapers on TfL property was £4.6m.

GLA Sponsorship

Question No: 2016/1394

[Caroline Pidgeon](#)

What was the total amount of private sponsorship raised by the Greater London Authority in 2015/16?

[The Mayor](#)

The total income from commercial partnerships for the year 2015/16 was £2,724,801.

Parliament Square – Cycling injuries

Question No: 2016/1395

1 Attachments

[Caroline Pidgeon](#)

Please provide a table of the number of cyclists injured in all collisions in Parliament Square, broken down by year (between 2005 and 2015), severity (i.e. fatal, serious, slight) and the mode of transport with which the cyclist came into conflict.

[The Mayor](#)

The table at Appendix B gives the number of pedal cycle casualties in Parliament Square between 2005 and 2015 (provisional data), showing the type of vehicle in direct conflict with the pedal cyclist.

There were no cyclist fatalities at Parliament Square between 2005 and 2015.

I have asked TfL to look at the part-pedestrianisation of Parliament Square to create a public space worthy of a Unesco Heritage Site.

Rotherhithe bus services

Question No: 2016/1396

[Caroline Pidgeon](#)

Will you re-examine the case for introducing a shuttle bus service running round the Rotherhithe peninsula to meet the growing transport needs of this area?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 13/06/2016

TfL is working closely with Southwark Council to understand the impacts of development in the local area on demand for bus services. The results of this review will be available by autumn 2016.

Improvements have already been made to reliability on route 381 by increasing the number of buses and drivers in January 2016, to address delays caused by roadworks at Elephant & Castle. Additionally, frequency increases on route C10 were introduced in October 2015. Larger buses on route C10 to improve capacity were introduced in March 2016.

FGM

Question No: 2016/1397 (Oral)

1 Commitments

[Peter Whittle](#)

Between 2009 and 2014, 4,000 women and girls in London were treated for female genital mutilation (FGM). Despite being a crime, of which there is a much increased public awareness, there has yet to be a successful prosecution. Does the Mayor agree that this is a totally unacceptable situation, and if so, can he explain how he intends to ensure that the MPS bring to bear the full force of the law on the perpetrators of this appalling practice?

[The Mayor](#)

Sadiq Khan (Mayor of London): Thank you, Chairman. Congratulations on your election as well, Assembly Member Whittle.

Firstly, thank you for raising this important issue. FGM is a practice that London and I will not tolerate. Tackling FGM in partnership with the police, criminal justice partners and specialist organisations will be an important part of my mayoralty. Some people say that FGM is a “cultural practice”. It is not. FGM is violence against women and girls.

It is extremely disappointing that there is yet to be a successful prosecution. It is, however, important to recognise that prosecution for FGM is an incredibly complex matter for both the police and the Crown Prosecution Service (CPS). I am aware that often victims are only identified many years later, often at the point at which they come forward for gynaecological or maternity services.

That is why I believe that education will be our most effective tool in combatting this horrific

abuse. The Mayor's Office for Policing and Crime (MOPAC) will be working closely with health and education services to try to eradicate this practice. Prevention work, working with communities and providing appropriate education and support to women and girls is vital. We also need to educate men so that they do not expect their wives and daughters to be subjected to this. Everyone needs to be vigilant. I ask all Assembly Members and all of London's elected politicians to reach out and be part of awareness-raising in the communities that they represent and to ensure that any signs of vulnerability are followed up.

Peter Whittle AM: Thank you very much, Mr Mayor. Once again, many congratulations on your great achievement in becoming Mayor.

I welcome your comments about this being a form of violence against women and girls. What I would be interested to hear is your observation on the place education plays because educating people has been the emphasis in this area for a very long time and of course people are doing wonderful work in that area, but I would suggest to you that it is simply not enough and that the time has come to enforce the law.

In my various talks with the police, I have been slightly concerned by what I could only call a slightly complacent attitude, which seems to suggest that it is very difficult to get the girls to come forward and it is almost left at that. In no other situation of abuse of minors are things ever left just at that.

I would like to hear your comments on that. Should the police take - and would you encourage - a much more rigorous approach to flagging up girls who are at risk as opposed to simply girls who have already undergone the procedure?

Sadiq Khan (Mayor of London): I am happy, Chairman, to work with anybody to address this issue. Let us speak about what else can be done. If there are ideas that you have that you think the police, the CPS, local authorities or schools are not doing, we need to ensure that they do them because one young person who is subject to FGM is failure. I am willing to explore whatever it takes to try to resolve this. Any ideas you have please come forward with them, yes.

Peter Whittle AM: Thank you, Mr Mayor.

South Acton Estate

Question No: 2016/1398 (Oral)

2 Supplementary Questions

1 Commitments

[David Kurten](#)

Many of the residents of South Acton Estate feel they have been given a raw deal by Ealing Council and the developers who are re-generating their estate. Will the Mayor use his influence to ensure that tenants are given an equivalent home in the re-generated estate without having to jump through numerous hoops, and that leaseholders are compensated adequately so that they can afford to purchase an equivalent home at market rates in the re-generated estate and are not forced to move out of London due to the terms of their compulsory purchase orders?

The Mayor

Sadiq Khan (Mayor of London): Thank you, Mr Chairman. Congratulations to Assembly Member Kurten. Some of you who were not at the various hustings will not realise this, but I grew up on a council estate. As someone who grew up on a council estate, I fully understand concerns about regeneration. I intend to develop a common set of principles with London's boroughs and housing associations that I hope will begin to earn the trust of local residents.

In this particular case my understanding is that the estate was clearly not fit for purpose. I believe that many of the blocks in the South Acton Estate had reached the end of their lifespan and before the comprehensive masterplan was adopted there had been a series of aborted standalone regeneration schemes, going back to 1999. My understanding is that social housing tenants with secure tenancies, who decided to return to the estate, are being offered homes with rents at equivalent levels. I understand that the 360 leaseholders have been offered the option of either owning a new property on the estate, through a shared equity lease, or being offered full market value for their current property with an additional 10% compensation. The borough is confident that this arrangement provides a route for all residents, who wish to do so, to remain living in this area. As I set out in my manifesto, I will require that estate regeneration only takes place where there is resident support.

David Kurten AM: Thank you, Mr Mayor, for your answer. I do appreciate that you are committed to seeing there is justice for council estate tenants and leaseholders where there is regeneration. In this case, Peter [Peter Whittle AM] and I went to a residents' meeting in March 2016. There was another residents' meeting earlier this month. What the residents say to me is they feel is that at the initial stages the regeneration scheme sounded fantastic. All the tenants and leaseholders on the estate would get a really good deal out of the regeneration. The tenants would be able to come back and get an equivalent flat, and leaseholders would be compensated to the full value of the homes that they lived in. At the moment there is a lot of anger and fear on the estate. What I am being told by some of the tenants there is that they are being pushed out to live temporarily outside Ealing borough, in some cases outside London as well, with no guarantee or firm promise of return.

Tony Arbour AM (Chairman): Do you have a question?

David Kurten AM: Yes. Leaseholders as well feel they are not being properly compensated and they will not be able to afford to live in the area they come from and be able to afford a new flat in the estate. What can you do to make sure that all the leaseholders and tenants actually do get an equivalent flat in the estate after it has been regenerated and are not forced out of London? I can give you the names of people who are going to have the bailiffs coming around next Friday with compulsory purchase orders.

Sadiq Khan (Mayor of London): Thank you, Assembly Member Kurten. My understanding, Chairman, is that the estate regeneration scheme is being delivered by Acton Gardens LLP, a joint venture between L&Q Housing Association and Countryside Properties. They were selected by the Council and the residents in 2010. I am not certain that I have any powers to interfere in what is happening in this scheme.

What I can do is to make clear what my intention is going forward. I have set out in my

manifesto - and I am happy to send you a copy of the relevant section in relation to this - what my expectation is going forward. I am sure you will appreciate that what I cannot do is retrospectively untangle what is a long-standing scheme in this part of London.

David Kurten AM: Thank you, Mr Mayor.

Cultural Strategy

Question No: 2016/1399

[Peter Whittle](#)

The Mayor has spoken of his desire to open up access to the arts to as many Londoners as possible. What in practical terms does the Mayor hope to do to achieve this, including, potentially, through a revised Culture Strategy?

[The Mayor](#)

Access to the arts for all Londoners is something I feel passionately about. London is at the top of its game when it comes to culture and my new Culture Strategy will work towards London becoming the most pro cultural city in the world. This is one of my core priorities.

I will introduce a London Borough of Culture competition and launch a Love London campaign to bring culture to as many Londoners as possible. I want to open up the creative sector to all Londoners regardless of their background, working with the creative industries to ensure there are more training and apprenticeship opportunities that lead to creative jobs.

Red Route parking ticket representations

Question No: 2016/1400

[David Kurten](#)

A number of motorists who have received parking tickets on red routes since at least as far back as March 21st have been unable to make representations to TfL due to a message on the relevant part of the TfL website since the aforementioned date stating: ' Our online representations service is currently unavailable while we make improvements. We apologise for any inconvenience this may cause.' Will the Mayor move to fix the errant part of TfL's website immediately, and ensure that no member of the public who has received a red route parking ticket but has been unable to make online representations will be unfairly penalised due to this website error?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 28/06/2016

The new web service for making a representation will be available later this summer. TfL is sorry that this service is not available while it works with its new service provider to upgrade the facility.

Representations can still be made by writing to TfL and enquiries can still be made over the phone and this is clearly stated on the website. These systems are configured to allow additional time for customers to write to TfL. TfL has assured me that no one has been penalised while it does this upgrade work.

Philanthropy

Question No: 2016/1401

[Peter Whittle](#)

The mayor has spoken approvingly of the number of millionaires and billionaires living in London. Does he agree that such wealth could and should be the source of increased private philanthropy, whether in the arts or in tackling wider social needs, and if so, what initiatives he would put in place?

[The Mayor](#)

Private philanthropy plays an important role in supporting charities and socially beneficial initiatives across the capital and more widely. I welcome the support of businesses that back mayoral programmes to improve the lives and wellbeing of Londoners who are most in need.

I would like to see a new age of philanthropy in London and I will ask officers to explore what the GLA can do to support this.

Beddington Incinerator

Question No: 2016/1402

[David Kurten](#)

The previous Mayor reverted a planning application to build an incinerator in Sutton, which was contrary to the London Plan, back to Sutton Council on the basis that it is tied to a Community Heating Scheme which was in the London Plan. The works are proceeding at speed and the developer, Viridor, is allegedly ahead of schedule whereas the Community Heating Scheme is allegedly running into hurdles due to pressure on Barratts to install a potentially uneconomic heating scheme on their Felnax site. Does the Mayor have concerns about the circumstances surrounding this application, the alleged irregularities of the planning process and the impact on air quality and Londoners' health which the incinerator may cause? If he does have concerns, will the Mayor urgently investigate the circumstances of the planning process and consider applying for a halt to the building works pending a review?

[The Mayor](#)

I am not aware of any irregularities in relation to this application and understand that the decision was lawful, most pertinently a judicial review against Sutton's decision to grant planning permission for Viridor's Energy Recovery Facility was rejected by the Courts.

I understand that the planning decision places a duty on the developer to provide CHP pipe network and assist third parties in the delivery of a local heat network as well as the establishment of a CHP working group, which Sutton Council is leading on to drive forward the local heat network.

I am also advised that there was a thorough assessment by air quality consultants on behalf of the Council and by the Environment Agency, where it was concluded that the ERF would not give rise to any adverse health impacts, with NOx levels remaining within safe levels (no more than 1% above current levels).

I am afraid I do not have any powers to investigate the scheme or halt building works.

Immigration and Housing

Question No: 2016/1403

[David Kurten](#)

Will the Mayor acknowledge that rapid immigration over the last 25 years is one of the major causes of the shortage of homes in the capital, and does he recognise that it is necessary to leave the European Union and implement an Australian style points system for immigration in order to begin to solve the housing crisis in the capital?

[The Mayor](#)

I do not share the Assembly Member's view of the impact of immigration on London's housing shortage. Net migration from overseas is offset by net domestic migration out of London to the rest of the UK. Looking forward, our ageing population is likely to reduce household sizes and significantly increase the demand for new homes, largely independently of overseas migration rates.

The fundamental cause of London's housing shortage is that London has failed to match its success in creating jobs with success in creating new homes. We have simply failed to build enough new homes to accommodate the growing labour force. Given the absolutely vital role that overseas migrants play in London's construction industry, restricting immigration to London as you suggest likely to worsen this situation rather than improve it.

Cycling scheme in Enfield

Question No: 2016/1404

[David Kurten](#)

Local businesses and residents are concerned about the adverse impacts of the proposed A105 Green Lanes Mini Holland scheme in Enfield on accessibility, safety, air quality, the local economy and traffic log jam. What steps will the Mayor take to consider the contents as set out in a pre-action letter, to take account of a majority opposed to the scheme and to assess the value for money of the proposals?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 13/06/2016

The A105 Mini-Holland scheme is being delivered by the London Borough of Enfield, who is the highway authority and undertook the design and consultation on the project.

The results of the A105 Green Lanes consultation can be found on the Cycle Enfield website. In total there were over 1,600 responses to the consultation, of which 60 per cent supported or partially supported the scheme. Consultation responses have been analysed and used to shape final designs, which have changed as a result of the consultation input.

TfL has reviewed the A105 proposals in terms of their wider network impacts and to ensure they meet quality requirements (including cycling level of service) and are proportionate; good value; affordable; deliverable and in line with programme objectives and TfL Surface outcomes. Ultimate responsibility for the scheme, however, rests with London Borough of Enfield as the local highway authority.

London's Economy and the EU

Question No: 2016/1405 (Oral)

[Fiona Twycross](#)

How does continued membership of the EU deliver economic benefits to Londoners and the capital's businesses?

[The Mayor](#)

Sadiq Khan (Mayor of London): Thank you, Chairman. Thank you, Assembly Member Twycross.

I would first of all like to note that this is my first Mayor's Question Time and it is appropriate that my first question and many others during this session relate to the most pressing and important issue the capital and the country faces: the European Union (EU) referendum. The weight of Assembly Members' questions today reflects how vital this issue is to the Londoners whom you and I represent. I will be campaigning to remain in the EU and I hope Londoners agree with me and also vote to remain. I urge people to find out how to register, make sure they are registered by the deadline - 7 June 2016 - and get out the vote on 23 June 2016.

In answer to your specific question, the EU is vital to London's economic success. It has been estimated that over half a million London jobs were associated with trade with the EU and a third of London's business branches - 141,000 - sold goods and services to the EU. Overall, 44% of the UK's exports are to the EU, far more than to any other region of the world. London's businesses do not want to leave the EU and 81% of large companies are in favour of remaining. We must not give up now on the economic prize of an EU single market for services, which will open up Europe to London's strengths, attract new companies and enable entrepreneurs and established firms to sell across the Continent and its more than 500 million consumers. Consequently, it has been estimated that London's economy might generate an extra 75,000 jobs by 2030.

There are many other benefits from our collaboration with the EU. For instance - something that I know you care about passionately - students from London are able to study overseas on the Erasmus Programme and London's higher education (HE) sector is benefiting from EU students here.

Fiona Twycross AM: Thank you. I would like to join other colleagues in congratulating you on your election. For those of us who recognise how supportive our city is of the EU, it is no surprise that a pro-EU candidate succeeded in the election.

I would like to expand a little bit on the issue of jobs and the risk to jobs if we leave the EU. We know that over half a million jobs in London are associated with the EU and that London has effectively become the gateway to Europe. Of the world's 250 largest companies, 40% have their European headquarters here in London and 60% of the top non-European companies have their headquarters in London as opposed to other parts of the EU.

What risk to jobs is posed by us leaving the EU? What impact would that have on Londoners' jobs?

Sadiq Khan (Mayor of London): The Prime Minister [The Rt Hon. David Cameron MP] and the Chancellor [The Rt Hon. George Osborne MP] have been talking about the conversations they have had with leading businesses in London and around the country. During the last year I have been speaking to businesses across London and they are concerned about the consequences of us leaving the EU.

Last week one of the visitors I had invited to City Hall was the former Mayor of New York, Mike Bloomberg, and very shortly he is opening a fantastic new building in London, which will employ, according to him, more than 4,000 Londoners. They have already employed lots in London. This will be the European headquarters. It will be in London. The point he made to me was: why would they have chosen London as the European headquarters if London was outside the EU?

I would just remind colleagues that the gross domestic product (GDP) of the EU is larger than China and is larger than the United States of America. During the course of the campaign I met with multinationals, I met with large companies, I met with the Confederation of British Industry, I met with London First and I met with many, many others. What is remarkable about our great city is that some of the world's leading companies have their European headquarters located here in London. Think of Sony; think of AIG Insurance; think of China Telecom. There is a positive case for remaining in Europe. However, it is right that the Governor of the Bank of England and others are just expressing concern about the consequences should we leave the

EU.

Fiona Twycross AM: Thank you.

Workers' Rights

Question No: 2016/1406 (Oral)

1 Supplementary Questions

[Jennette Arnold](#)

In what ways does the UK's membership of the European Union help ensure workplace rights to Londoners?

[The Mayor](#)

Sadiq Khan (Mayor of London): I believe that the UK's membership of the EU has strengthened workplace rights for Londoners with minimum paid leave, rights for agency workers, paid maternity and paternity leave, equal pay, antidiscrimination laws and protection for the workforce when companies change ownership. These are all in place thanks to our membership of the EU and they are enshrined in EU legislation.

It is not clear that such progress would have been made if the UK had been outside the EU. Many of these rights are now the accepted norm for UK workers. Trying to recreate them would be wasteful and would negatively affect both contractual employment relationships and employee relationships.

Jennette Arnold OBE AM (Deputy Chair): Thank you, Mr Mayor, for that full answer. Can I just ask, I know you have not had a lot of time to settle down yet, but have you had any meetings with the Government in terms of its push for us to remain in the EU? It would, clearly, impact on London greatly.

Sadiq Khan (Mayor of London): I have had various meetings with Ministers in the Government, all of whom have been very charming and nice, I hasten to add. I have spoken to the Prime Minister and we discussed this and to the Chancellor and we discussed this. I have had other meetings as well with Government Ministers.

Clearly, the next few weeks are crucial. This Thursday, it will be four weeks until the referendum. Those of us who believe in remaining in the EU need to put aside party differences and campaign together to persuade other Londoners to support our campaign to remain in the EU.

Jennette Arnold OBE AM (Deputy Chair): Mr Mayor, on my way to work this morning I was overhearing many travellers speaking and what was constant in their refrain was the confusion and the misinformation that there is. One lady captured it and said that all she wants to know are the facts.

Are you going to be part of giving Londoners the facts about the benefits of remaining in the EU over the next four weeks?

Sadiq Khan (Mayor of London): Can I say, Assembly Member Arnold, this will be important

to the Chairman to show the difference a new regime makes. I will listen to the Assembly. I will make a speech this Thursday in light of what you have said to set out the facts. How is that?

Jennette Arnold OBE AM (Deputy Chair): Thank you. Welcome. We will get more of that as time goes on. Thank you very much.

Sadiq Khan (Mayor of London): My pleasure.

Security and the EU

Question No: 2016/1407 (Oral)

[Joanne McCartney](#)

Will the security of London be compromised if the UK leaves the EU?

[The Mayor](#)

Sadiq Khan (Mayor of London): Thank you. The safety of Londoners is one of my main priorities and that is why one of the first things I did upon becoming Mayor was to meet with the Mayor of Paris, Anne Hidalgo, to discuss London's security and how to combat the international threat of terrorism.

As I have said before, I will campaign for Britain to remain in the EU. I believe that we are safer in the EU. It also plays a vital role in facilitating information on threats across member states, in implementing tough controls at airport security and repatriating criminals through the European Arrest Warrant. It is important that MOPAC and the MPS work closely with Europe and other international partners to share information and to constantly strive to improve our counterterrorism capabilities. I am proud to be Mayor of an international city and, as Mayor, I will do everything that I can to protect Londoners from all forms of international and cross-border crime.

Through information pooling with international partners including Interpol and Europol, the MPS works to disrupt drug-trafficking networks, modern slavery rings, money laundering and cybercrime, as well as terrorist networks. Earlier this year, specialist teams from Hungary, Italy and Cyprus also shared their expertise with the MPS and all of London's emergency services as part of the Exercise Unified Response, a disaster training exercise, which I attended. This type of co-operation is vital to ensuring London's resilience in the face of any terrorist threat.

Nonetheless, as Mayor of London, I do not wish to cause panic. Whatever decision the British people arrive at on 23 June 2016, I will work relentlessly with the MPS and international partners to ensure the safety and security of Londoners.

Joanne McCartney AM: Thank you, Mr Mayor. You have, quite rightly, illustrated that there is an international dimension to many crimes these days, particularly terrorism.

The Home Secretary last year announced that UK policing would become part of the Prüm Treaty, which will allow for quick DNA matching and vehicle registration checks within a matter of 15 minutes as opposed to the 143 days that it takes at the moment. When I put this to Boris Johnson, when he was Mayor a short while ago, he suggested that the UK could just

really start again and start negotiating these international treaties with the EU.

Do you think that is a reasonable way forward or would you prefer us to stay in and to continue with the methods we have at the moment?

Sadiq Khan (Mayor of London): Can I just say this, Chairman: unlike the previous two Mayors, I have been a minister in government. To negotiate bilaterally is hard enough; it takes forever. As for the idea of negotiating with 26, 27 or 28 countries, it is going to be very difficult. We have this team of countries now, the EU. It is not easy to negotiate by any means, but it is far easier negotiating with one club rather than bilaterally. Of course, I do not want to cause panic and we will do whatever is needed to keep our city safe, but it will be difficult.

Joanne McCartney AM: Thank you.

Health in London

Question No: 2016/1408 (Oral)

[Onkar Sahota](#)

One of London's greatest assets as an international city is its world class Health Service. Given your statutory role in relation to producing a health inequalities strategy, what do you intend to do to defend London's NHS from what amounts to, in my view, the Government's attacks and the threat of EU withdrawal.

[The Mayor](#)

Sadiq Khan (Mayor of London): Thank you, Assembly Member Dr Sahota. You have huge experience of London's National Health Service (NHS).

London's doctors, nurses, paramedics and other healthcare workers work tirelessly to provide high-quality health services in London. In my manifesto, I committed to being a champion for London's NHS, protecting people from the worst of the Government's failures on health and fighting for greater support. The NHS is facing major challenges, with the London population projected to grow to over 10 million and more than 15% aged over 65 by 2036. London also faces significant health inequalities, including a variation in healthy life expectancy of 13.6 years for men and 17.6 years for women between boroughs. This is larger than in any other region in the UK.

Health and health inequalities are influenced by a wide range of issues including transport, housing and access to services in the NHS, and so action must be taken collaboratively by many different bodies across our city. I will work with partners in the NHS and in local government to develop a new Health Inequalities Strategy to set out how we will tackle these inequalities and improve the health of all Londoners together. I will also work through the London Health Board to oversee health and healthcare in London, making the strongest possible case to the Government for the resources and powers that the NHS in London needs.

I will also campaign to stay in the EU, which has a positive impact on the health of Londoners. It has enabled action to be taken on poor air quality, for example, which contributes to almost 10,000 early deaths per year in London. It funds more than €80 billion of research, with the

UK leading more collaborative health research projects than any other country.

Dr Onkar Sahota AM: Thank you, Mr Mayor. First of all, let me congratulate you on your victory. How refreshing it is to hear you being a champion for health and health issues in London, in contrast to your predecessor. I know that we all want to work with you to improve the health of this fair city and to tackle health inequalities.

Also, health research is very important for London. I know we want London to be a capital of research. Last year alone we had £232 million from the EU invested here. Would you agree that being part of the EU allows London to become a centre for excellence, getting investment for our health issues and also creating more jobs in the high technology industry?

Sadiq Khan (Mayor of London): Research and development in London in this area is quite remarkable; just go to the Crick Centre in King's Cross and St Pancras. We lead the world when it comes to research and development in this area. We should not be embarrassed saying that. Part of that is being a member of the EU with 500 million people on our doorstep. They see the benefits to the world from innovation in London. Think about what a beacon we are for talent around the world. If you are a scientist in America, China, India or Australia and are passionate about innovation, where do you want to be? You want to be in London. Why would we leave the EU and risk the reputation we have?

Dr Onkar Sahota AM: Good. Thank you, Mr Mayor.

Air Quality in London

Question No: 2016/1409 (Oral)

1 Supplementary Questions

[Leonie Cooper](#)

Air quality in London is monitored as a result of a European Directive. Despite this, London's air quality is currently very poor and the UK Government is now being taken to court by Client Earth for its failure to address this issue with any urgency. Do you think that leaving the EU would in any way assist in improving air quality and health?

[The Mayor](#)

Sadiq Khan (Mayor of London): Chairman, I am sure you will forgive me for congratulating my good friend, neighbour and current Ward Councillor, Assembly Member Cooper, to the Assembly.

Assembly Member Cooper, I was elected on a mandate to improve air quality, which causes the equivalent of almost 10,000 deaths each year. This will be one of my top priorities as Mayor. Last week I published a report commissioned under the former Mayor. This showed that exposure to air pollution disproportionately impacts London's most deprived and vulnerable communities. The EU plays an essential role in improving air quality. Nearly half of the health effects linked to air pollution are caused by pollution from outside London. Tackling these effectively requires co-ordinated pan-European action. The EU has established the legal framework by which we regulate air pollution. Client Earth had to use this in the Supreme Court to force the Government to take action. I have now joined the judicial review as an interested party and I will use EU law to hold this Government to account. Tackling air

pollution, and protecting the health of Londoners, is just one of the many reasons we need to stay in the EU.

Leonie Cooper AM: Thank you very much for the congratulations, Mr Mayor. Right back at you. It is very nice to someone from south London, someone from Tooting and indeed someone from Furzedown, occupying the position of Mayor of London. Obviously I was very pleased to be able to see, working in Wandsworth, a Labour gain.

Moving to the air quality issue, thank you very much for your comments on my question. I wondered if you would comment a bit further on whether or not you think that with the current UK Government and the Prime Minister with a previous history of starting off from "hug a husky" and then moving to comments like, "Get rid of all the green crap" - and I would just like to make it very clear that I am quoting - whether coming out of Europe would create a disincentive for the Government in terms of enforcement. Do you agree it is unlikely to continue with any movements toward tackling air quality?

Sadiq Khan (Mayor of London): Assembly Member Cooper, one of the previous Assembly Member questions was all about how we do not need the EU because national parliaments would have got here anyway, in relation to the improvements made with protection at work. Air quality is a good example where this Government has been dragged, kicking and screaming, to try to address the issues that are affecting your constituents and affecting me because of government failure. I will give you an example with air quality. The air in London is directly responsible for almost 10,000 Londoners dying prematurely each year according to the last full year for which we have data. There are children in London whose lungs are underdeveloped because of the air. Some of these school playgrounds are next to roads that cause the pollution leading to children having underdeveloped lungs and the air is in breach of the Air Quality Directive. The air in London is a killer, it makes you sick and it is illegal. Notwithstanding that the Government seems to be acting in a slow manner. That is why organisations like Client Earth are bringing cases to the Supreme Court, citing EU legislation. I want to be a mayor that addresses these issues. Rather than being the last generation that does not get it; I want to be the first generation that gets it.

Leonie Cooper AM: The last Mayor of London, in my estimation, did not really move ahead very far. Since you have come in you have made an announcement already on a consultation over air quality and also revealed the shocking fact that a report had been prepared and not released.

Would you agree with me that having a Labour Mayor in City Hall is going to enable us to move forward on the things that the first Labour Mayor achieved, such as the Congestion Zone, going to Paris and finding about the bike hire schemes and introducing the Ultra Low Emission Zone? Is that the kind of thing we should be doing from City Hall?

Sadiq Khan (Mayor of London): I have been speaking to mayors from around Europe and around the world over the last two or three weeks. What is quite clear is we have gone from eight years being one of the world leaders when it comes to addressing the issue of climate change, and innovation in this area, to being at best mediocre. I want to return to being a world leader.

Leonie Cooper AM: Thank you, Mr Mayor.

Housing in London

Question No: 2016/1410 (Oral)

1 Commitments

Tom Copley

In light of your "urgent audit of City Hall's preparedness to tackle the housing crisis" - which discovered that the previous Mayor left office with the capital facing affordable home delivery at near-standstill, an acute construction skills crisis, and a flawed process of identifying public land for homes (Mayor of London, *Mayor reveals full extent of London's housing crisis*, 16.05.16) - how will you begin addressing the challenge of providing the homes Londoners desperately need?

The Mayor

Sadiq Khan (Mayor of London): Thank you, Chairman. As I made clear throughout my campaign, tackling London's housing crisis is my biggest priority. I was shocked to discover so little progress had been made under the last mayor. London's planning pipeline of new homes given consent last year contained just 13% affordable housing. The former Mayor delivered the lowest number of new affordable homes since current records began in 1991, just 4,880. Boris Johnson has left the cupboard bare when it comes to delivering affordable housing in the city. This appalling legacy will be a millstone around the neck of hard-pressed Londoners for years to come as it typically takes two to three years to build schemes and get them occupied.

I intend to move quickly to start putting this right, starting with getting TfL to release hundreds of their surplus sites to support new housing delivery. I also plan to convene an alliance of all the organisations who are building homes in London - including boroughs, housing associations, developers and investors - to make the case to government for the powers and resources we need to deliver. I will be working with this new alliance to get to grips with construction skill training that needs a radical overhaul if we are to have the workers to build the homes we need. Annual construction apprenticeship starts in London average just 7% of the national total. A total of 100,000 planned apprenticeship starts were missed in the Mayor's second term.

Tom Copley AM: Thank you, Mr Mayor. I listened with interest to your exchange with Assembly Member

Devenish earlier. For his benefit, because he seemed to think the last Mayor's record was so brilliant, the last Mayor never exceeded the number of homes that were built in 2008/09, all of which were started under his predecessor. All of those statistics are available on the Department for Communities and Local Government's (DCLG) website if you would like to check them. We need to get our facts right. The last Mayor's record on housebuilding, as you have set out, was woeful, particularly on affordable housebuilding.

Can I turn to Homes for Londoners, which is one of your main manifesto commitments? Your manifesto refers to Homes for Londoners directly commissioning and constructing new homes. Do you see Homes for Londoners as delivering a new layer of municipal housing?

Sadiq Khan (Mayor of London): There is no reason why it could not.

Tom Copley AM: Excellent.

Sadiq Khan (Mayor of London): To give you the context, if the Mayor walks away from this it leads to the situation you have talked about. To give you an example, the former Mayor gave up chairing the London Housing Board in 2012. Homes for Londoners will be working with councils, housing associations and developers. There is no reason why we could not do as you suggest.

Tom Copley AM: Fantastic. That is very exciting. I know this is early days but do you have any idea whether there will be a board, for example? Will there be a whole range of people on a board offering their advice and expertise? Is that how you envisage this?

Sadiq Khan (Mayor of London): Deputy Mayor for Housing James Murray was appointed in the last day or two. The days have blurred into one. He has already started to meet with council leaders, housing associations and developers. There are employers in London who have problems recruiting and retaining and have bought buildings for their staff, almost like halls of residences. It is quite remarkable that in 2016 London they are having to do that. They may be interested in joining Homes for Londoners. One of the things we are looking at is the structure and constitution. What I do not want to do is spend money on structures, bodies and buildings. What I want to do is go in and fix London's housing crisis.

Tom Copley AM: Given how influential the office of Mayor is, are you going to be looking to attract institutional investment and perhaps some of this overseas investment that currently goes into buying things off-plan, encouraging people to instead put their money into a pot of money here that can pay them a return on their investment but will be used to deliver housing that is more productive and will suit the needs of Londoners better than luxury flats?

Sadiq Khan (Mayor of London): It is a very important point you raise. Nobody is against people investing in London and trying to get a good rate of return. The issue is using our homes as gold bricks for investment. For example, people may want to invest in the wholesale side of building homes and find out the financial side of things. That is in stark contrast to buying homes - I call them "homes" rather than "units" - off-plan as an investment that are left empty. You are right to remind me that there are lots of people who want to invest in our great city. We should encourage that.

Tom Copley AM: Thank you. Thank you, Mr Chairman.

Key worker housing

Question No: 2016/1411 (Oral)

[Navin Shah](#)

London is struggling to recruit key workers such as teachers and emergency services employees because of the high cost of housing in the capital. How will you address this issue to ensure that workers providing essential services can afford to live in our city?

[The Mayor](#)

Sadiq Khan (Mayor of London): Thank you, Chairman. The cost of housing is a critical issue for essential service workers. The average house price is now 11 times the average NHS

London worker's salary. The average London rent equates to 66% of an average London nurse's take-home wage. It is not just nurses and ambulance staff who cannot afford to live here; it is doctors and Londoners working in financial services, too. Boris Johnson's housing crisis does not just affect keyworkers; it affects all of London's workers. The average London house now costs £535,000, 14 times the average wage. People renting privately now pay on average 36% of their gross income on rent. The former Mayor has left the cupboard bare. Last year he delivered the lowest number of new affordable homes since current records began in 1991, just 4,880. Only 13% of the homes granted planning permission were affordable.

Navin Shah AM: Thank you, Mr Mayor. My congratulations to you as well. Thank you for drawing a picture based on the facts as to how difficult the whole situation is. What is interesting is that the Chief Executive of NHS Employers commented at the Assembly's Health Committee meeting:

"There has to be a profound intervention in the housing market. It is intolerable for our workforce to have to move further and further out of London in order to be able to afford to work in London. Given the hours and patterns of work we ask them to undertake, it is not just sustainable for us."

We also had at the London Assembly the former head of the London Ambulance Service, who similarly echoed concerns regarding the situation with the Ambulance Service staff also having major challenges due to this situation.

Mr Mayor, do you agree therefore that we cannot really protect London's vital public services - such as the NHS, police and fire services - without solving London's housing crisis and ensuring there is a decent stock of keyworker housing?

Sadiq Khan (Mayor of London): Absolutely. It is not sustainable for police officers who keep us safe, and those who work in the health and fire services and other essential services, to be living on the outskirts of London and travelling an hour and a half each way to keep us healthy and safe. The context is this that NHS surplus land is being given to PropCo and other companies and is being sold to the highest bidder. The highest bidder builds luxury flats or property unaffordable to these Londoners, which are often sold to investors overseas using our homes as gold bricks. What I am saying to the Government is to work with Homes for Londoners and work with us, to ensure that this land is used to address the needs you have identified in your question, Assembly Member Shah, which is to build genuinely affordable homes for Londoners to buy or rent.

Navin Shah AM: Mr Mayor, would you agree that it was a mistake and short-sighted for the former Mayor to remove keyworker housing requirements from the London Plan? Certainly the London Plan is the key to unlocking opportunities for provision of keyworker housing. Would you therefore consider altering the London Plan and introducing robust policies for keyworker housing requirements? This is something that needs to be done. I was very pleased when you mentioned in response to Assembly Member Copley's question that you wish to move quickly on affordable housing. Will you therefore look at altering the London Plan at the earliest opportunity to include the provision of keyworker housing and the policies to go with that?

Sadiq Khan (Mayor of London): Assembly Member Shah, you will be aware, as I have discovered, that MQT is two-and-a-half hours. If I were to list every single mistake the former

Mayor made, the Chairman would rule me out of order because we would need more time.

Let me address the second part of your question about key public service workers. I recognise the problem vital public services have in recruiting and retaining the essential staff that keep the city running. I want to increase the supply of genuinely affordable housing to support public servants and all businesses in the capital, in the private as well as the public sector, enabling them to better recruit and retain staff. On some sites - for example, former NHS sites annexed to a NHS site - you can understand why the requirement you are talking about would be invaluable for them and the allocation of those finite resources. We need to reduce the cost generally across London. As I said to you, there are businesses that cannot recruit and retain because of the housing crisis in London as well.

Navin Shah AM: Thank you.

Keeping fares low for Londoners

Question No: 2016/1412 (Oral)

[Florence Eshalomi](#)

In recent YouGov polling, it was revealed that Londoners' No.1 priority for the Mayor is keeping the cost of public transport low. How much will your proposed transport measures save the average London public transport user?

[The Mayor](#)

Sadiq Khan (Mayor of London): Thank you, Chairman. For the avoidance of doubt, I intend to be the Chair of the TfL Board.

Londoners have endured an overall 42% increase in fares over the eight year term of my predecessor. No one will pay a penny more in 2020 on TfL fares than they do now. This will save the average household around £200 over my four-year term. Some people will save much more. For example, a regular user of a bus and tram seven-day pass will save around £400. This comes on top of the bus Hopper that I announced on my second day in office. It will be introduced in September 2016, making life cheaper and easier for millions of Londoners.

I am committed to being a Mayor for all Londoners. That means helping Londoners by alleviating the pressure of ever increasing transport costs.

Florence Eshalomi AM: Thank you, Mr Mayor. I feel a bit bad that I did not congratulate you, but as a follow south Londoner I am really happy to see a south Londoner.

Sadiq Khan (Mayor of London): I have made a note, Flo!

Florence Eshalomi AM: I am happy to see a south Londoner as the Mayor. Again, congratulations. A number of my residents across Lambeth and Southwark definitely welcome the fare Hopper. It is something I was using when I was studying at university in Holland. It is so great to see we are going to have that in the UK and London now. That is going to benefit so many people.

In terms of real costs, Mr Mayor, are you aware of the Government general grant cost and that

London is the only world city that does not receive that operational subsidy? Do you think this is fair? Will you be asking the Government to reverse this decision?

Sadiq Khan (Mayor of London): This was in the last Budget. There should be a *quid pro quo*. If central government is taking money away from London it should be giving us more devolution and more powers to make sure we can address what it has taken away. One of the things I will be talking to the Government about - I have already met with the Chancellor on one occasion - is giving more devolution to London. Business rates is one area where it is devolving power. The Government deserves credit - not for taking money away from London - for devolving powers away from Whitehall; whether it is to Scotland, Wales or Greater Manchester. My point is that it is not mission accomplished for London. We do need more devolution to London.

Florence Eshalomi AM: Regarding more devolution and looking at the cost - and it is great to see you will be chairing TfL - in terms of the cuts and fare freeze it is going to result in a real term fare freeze of 10% for Londoners, in contrast to the 13% that it went up under your predecessor. Where there are concerns around increasing infrastructure costs around the whole transport network, how are you able to do this where your predecessor failed?

Sadiq Khan (Mayor of London): There is a difference with a fulltime mayor with the political will to get things done. This, for me, is not a stepping stone to another job. I have asked the TfL Commissioner to undertake a root and branch review of the organisation, to ensure this freeze will be delivered without affecting investment. You are right, we need both an affordable and modern transport system. I am the only Mayor who has been a Transport Minister before. I am going to use that experience to make sure we continue to invest in the infrastructure of our city.

Florence Eshalomi AM: Thank you.

Keeping Londoners safe

Question No: 2016/1413 (Oral)

[Unmesh Desai](#)

How do you aim to deliver a safer capital for Londoners?

[The Mayor](#)

Sadiq Khan (Mayor of London): Chairman, can I congratulate Assembly Member Desai on his election. I know I do not look old enough but we have been friends for 25 years and so it is good to see him here at the Assembly.

The safety of London is one of my core priorities. On my first working day as Mayor I met with the Commissioner of the MPS and the Commissioner of the London Fire Brigade [Ron Dobson CBE QFSM]. Over the coming months we will be producing London's next Police and Crime Plan that will set out my full strategy for improving our safety. There is much work to be done. Local officers and PCSOs visible to the public and in touch with their communities are vital to our safety and confidence. I am concerned at cuts to neighbourhood policing. Restoring it is one of my priorities for the MPS. I have pledged to be a mayor for all Londoners. I want to make our city safer for all. I will lead action against hate crime, violence

against women and girls, youth violence and online crime to make sure that everyone in our city is safe, whoever and wherever they may be.

Terrorism remains a real concern for me and for Londoners. I will use my platform and my powers to work with like-minded people and attack terrorism at its roots, by promoting integration and challenging extremism. In my first few days as Mayor I have met with the MPS's counterterror lead and with the Mayor of Paris to discuss how we can work together to tackle this threat. I have also now met with the Home Secretary.

I will continue to support the fantastic prevention and protection work that the fire brigade in London does to prevent fires from starting, enforcing and encouraging safer buildings, and supporting the most vulnerable people in our communities to live safer and healthier lives. I will be undertaking a review of the London Fire Brigade to ensure it has the resources it needs.

Unmesh Desai AM: Thank you, Mr Mayor. Can I firstly congratulate you on your election as Mayor.

I want to ask you very specifically today about your plans to address the growing problem of gang-related violence on London's streets. In my own constituency of City and East we have seen the growth of this kind of crime. In Newham gang-related offences went up by 40% in the 12 months to January 2016. In Tower Hamlets knife crime with injury went up by 53% over the same period. In both boroughs serious youth violence has increased over the last 12 months. These are not just statistics. We are talking about real people here whose lives have been ruined and, in some cases, ended. It is extremely serious. As you will no doubt know, this is a topic that my colleagues in the Labour group of the London Assembly had been raising for over a year before the previous Mayor finally took notice.

Can you tell me what your current thinking is on how to tackle this problem that is blighting our city?

Sadiq Khan (Mayor of London): Can I thank you for that question. This will be one of my main priorities for the new Deputy Mayor for Policing and Crime. She understands how important this is.

You are right. A 20-year-old was tragically killed 30 metres from my home a few weeks ago. As a father of two teenaged daughters it is personal to me for obvious reasons. I will implement a tough knife crime strategy that focuses resources on tackling the city's gangs and I will crackdown on shops illegally selling knives, whilst at the same time working on tougher community payback for those caught with knives. Education is also extremely important so I will work closely with local communities, schools and youth services to develop anti-gang strategies; while working with community organisations to further youth engagement, building up a review of the anti-gang matrix system. I will also ensure that school liaison officers continue to work closely with schools.

I make this point not just to you Assembly Member Desai but to all Assembly Members. If there are ideas you have and if there is experience you have, I want to hear from you as to how we grapple with this issue.

Unmesh Desai AM: Thank you. Mr Mayor, clearly, there is an urgent call coming from our

young people. They want our help in putting an end to these types of crimes. Just yesterday our police cadets launched a campaign of information for young people called “Choose a life, not a knife”.

In stark contrast to the great work of our young people, your predecessor had a strange view on this matter. Late last year my colleague and now Deputy Mayor Joanne McCartney [AM] asked him to write to all schools in London urging them to engage in the subject of knife crime. What he told us then was he thought this would, “glamorise knife crime in the minds of young people”. I am baffled by that logic.

Do you agree with his assessment? Will you look at doing more to help schools talk about and deal with this issue with their young people?

Sadiq Khan (Mayor of London): No, I do not agree with the former Mayor in relation to those comments. One of the key things that Deputy Mayor Sophie Linden and I are going to do is to make sure we deal with the preventing young people choosing to carry a knife side of things. Education is very important. Every time somebody carries a knife it is a failure. We have to stop them doing that. There is a lot of great work taking place in some schools.

The task is this: we have to make sure head teachers recognise that educating their children does not mean their school is tarnished or labelled as a “problem school”. We have got to get rid of the stigma around educating young people of the many, many, many negatives of carrying a knife.

Unmesh Desai AM: Thank you, Mr Mayor.

Childcare in the capital

Question No: 2016/1414 (Oral)

1 Commitments

[Len Duvall](#)

The cost and availability of childcare in the capital contributes to one of the lowest levels of female labour market participation in Western Europe. This hurts London's economy and damages women's future earnings potential and professional progression. How do you intend to address this issue?

[The Mayor](#)

Sadiq Khan (Mayor of London): Thank you, Chairman. As a parent I both understand and agree that the cost and availability of childcare is a major issue for London families. On average London's childcare costs are 34% above the national average. London's low rate of maternal employment is a driver of gender inequality, child poverty and harms our economy.

That is why in my manifesto I said I would work with London boroughs, childcare providers, employers and London parents to develop a strategy focused on making London's childcare more affordable and accessible to the families who need it most. As part of this we will look at what we can do to support London's childcare providers to provide a high quality and affordable offer for families, including keyworker status for childcare workers and business rate relief. We will also look at targeted support for the families who need it the most, and work

with government to ensure that childcare policy works for London. I am looking forward to beginning that work in the coming months.

Len Duvall AM: Thank you, Mr Mayor. Can I congratulate you on the way that you are answering some of the questions this morning? It is quite refreshing and a change from previous experiences.

Mr Mayor, you may not be aware but in 2017 to 2019 - subject to checking because the previous incumbent in your position was always overplaying the issue - there are figures publicly available that there will be approximately £11.5 million in unallocated revenue funding that will come in to play because your predecessor closed down various programmes last year. That money will become available.

Will you consider - I think the word is "consider" - allocating a small proportion of that sum to the issue of childcare? It sounds that you will in terms of the plan that you have outlined but, of course, you want it evidence based and you want to work with partners. Will you consider allocating a small proportion of that fund for some strategic interventions such as the ones you have already outlined - there may well be others - to this cause?

Sadiq Khan (Mayor of London): Chairman, this is a good example of good ideas from Assembly Members that I should consider. Can I go away and think about that? It is a cracking idea. Strategically, there are things we can do. It was not in the manifesto but I have talked in the past about a childcare commission. You are right. Are there things that we can do strategically and provide some leadership and co-ordination from City Hall? Can I take that away?

Len Duvall AM: Thank you.

Rebuilding community relations

Question No: 2016/1415 (Oral)

3 Supplementary Questions

[Andrew Dismore](#)

What will you do to rebuild community relations, in the aftermath of what was considered by many to be a divisive mayoral election campaign by Zac Goldsmith?

[The Mayor](#)

Sadiq Khan (Mayor of London): Thank you, Chairman. During the mayoral election campaign I stated that I would be proud to be mayor of a city where those from different backgrounds do not simply tolerate each other but respect, embrace and celebrate our diversity. I will strive to be a mayor for all Londoners throughout my mayoralty. My subsequent election was not just a vindication of this but a mandate to push ahead with policies that bolster community cohesion and celebrate London's diversity. As Mayor I am committed to building stronger communities in shared spaces through planning, housing and regeneration policies. I want all Londoners to have the opportunity to feed into these strategies so they will have a real impact.

I also want to encourage active citizenship among Londoners to improve integration and

community relations. I will be meeting with City Hall teams to develop strategies and programmes that enable people from different communities to meet and engage with one another. I will be meeting with the various faith groups in London, to see how we can use their great sense of civic duty, tireless effort and excellent community contacts to address some of London's main problems. I intend to celebrate our diversity through events, such as International Women's Day, Black History Month, Holocaust Memorial Day, Interfaith Week, the Remembrance Service and religious festivals.

One of the first things I did as Mayor was to attend with you, Assembly Member Dismore, a Holocaust event where I had the privilege to meet Holocaust survivors and to hear their stories. This occasion also gave me a further opportunity to find out more about the appalling increase in anti-Semitic attacks in London. These conversations served to reinforce my commitment to adopt a zero tolerance attitude towards all forms of hate crime.

Andrew Dismore AM: Thank you for that answer. It is a very positive approach to the issue. Do you think that the Conservative campaign in the election had a divisive effect on communities in London?

Sadiq Khan (Mayor of London): Chairman, can I answer that this way? I am trying to be magnanimous, Andrew. My concern is that I spent my entire life trying to encourage young people, particularly those from minority communities, to get involved in mainstream society, to get involved in mainstream politics and to get involved in civic society. My concern is whether the Conservative campaign set back the cause. If you are a young Londoner from a minority community, if you are a young Londoner who is a Muslim, are you going to think once, twice, three times about whether you stand for public office and get involved in mainstream politics or think, "Sod that"? If you are a parent, an uncle, an aunty, a grandparent or a mentor, will you hand-on-heart encourage young Londoners of Islamic faith and young Londoners from diverse backgrounds to get involved in mainstream politics?

That is why we have to redouble our efforts, all of us, to encourage all Londoners to get involved in mainstream politics and to understand that this is their City Hall. We serve at their pleasure and we will be the best Assembly and the best Mayor this city has ever seen.

Andrew Dismore AM: That is also very positive. One of the concerns I had was the crude stereotyping we saw in the campaign from the Conservative Party, particularly, for example, towards South Asians talking about you taking away their jewellery through some stupid tax. That is the crudest sort of stereotyping. I am concerned it may have some traction. What are you going to try to do to rebuild or improve relations with the South Asian communities?

Sadiq Khan (Mayor of London): Can I reassure all Londoners, Chairman, who are Sikh, Hindu or Tamil, your gold is safe with me as the Mayor of London.

Andrew Dismore AM: I hope everybody else's gold is safe as well.

Sadiq Khan (Mayor of London): Those are the communities the Conservatives targeted. It is worth reminding ourselves that there were decent people in the Conservatives who were critical of the campaign. There were decent people in the Conservatives who spoke out about this. This is not tribal. That type of politics has had its day. The results on 5 May 2016 showed not simply the Conservative Party, which chose that campaign, but showed the country

and the world that London chose hope over fear and unity over division.

There is a reason why Donald Trump [presumptive Republican nominee for President of the United States] made me the exception to his stupid rule. My point to Donald Trump is that I am not the exception. The vast, vast, vast majority of Muslims condemn unequivocally acts of terror done in the name of Islam. Those of us who choose to live in London and those of us who were born here do not simply have friends from different faiths or those who are not members of an organised faith. We take pride in that. They are members of our family. We work with them. We break bread with them. I want to be a Mayor for all Londoners, Andrew.

Andrew Dismore AM: Again, that is a very positive response, Mr Mayor. Can I also raise the point you made about the Jewish community and anti-Semitism. Certainly the event at Allianz Park was a successful event for the community and also in terms of the way they opened out to you. That is something to be built on and you did a very good job in trying to reassure the Jewish community throughout the campaign. I very much welcome your statement about anti-Semitism, which is a real issue.

In this context, one of the real problems we faced during the campaign were the comments of Ken

Livingstone [former Mayor of London], which were absolutely appalling. Do you agree with me that one of the best things we could possibly do to reassure people is to have Ken Livingstone thrown out of the Labour Party?

Sadiq Khan (Mayor of London): I heard them moments after he said them. I was clear in my mind that they were appalling and disgusting. There can be no place for people with those views in our Party.

Animal Welfare Strategy

Question No: 2016/1416 (Oral)

3 Supplementary Questions

2 Commitments

[Nicky Gavron](#)

The capital's green spaces offer numerous environmental, social, and economic benefits. How do you intend to protect and improve them?

[The Mayor](#)

Sadiq Khan (Mayor of London): Thank you, Chairman. London's parks and green spaces are the places where Londoners can relax, exercise, play and enjoy the capital's natural heritage. They are also a green infrastructure that helps make the capital economically vibrant and resilient to climate change. I want London to become the first national park city, a banner under which we promote the environmental, social and economic benefits of London's green space. Therefore, Chairman, I will consider how to strengthen the level of protection given to green spaces through London Plan policy and explore how new developments can provide additional green space.

I will protect the Green Belt from development, ensure major infrastructure schemes and

regeneration programmes maximise every opportunity to include green roofs and walls, trees, rain gardens and greener walking and cycling routes, establish an Environmental Improvement Programme that helps to support projects to increase tree cover, restore rivers and maximise healthy outdoor play and recreation for all Londoners, particularly children, review and update the All London Green Grid, London's green infrastructure framework, and promote the concept of natural capital accounting to ensure that the true social and economic value of London's green infrastructure is revealed to properly inform the business case for long-term investment and to leverage funding. We have been bestowed a wonderful legacy of parks and green spaces. I want London to show leadership in the planning, design, management and funding of this vital asset.

Nicky Gavron AM: Thank you, Mr Mayor. First, I want to congratulate you on becoming our Mayor for all Londoners. Secondly, I want to thank you too for the way you have answered the previous set of questions because, as the daughter of a Holocaust survivor, your answers were really important to me. Thirdly, thank you for your response, which was extremely comprehensive. There is a lot to go back to there but I just want to ask a couple of questions now on this.

The first is that, as we all know, London's brownfield sites are desperately needed for infrastructure and housing for Londoners. What is less well-known is that many of those brownfield sites are unofficial open sites and many have been reclaimed by nature. We must build on them and as we build on them and concrete over them, there will be an even greater premium on the strongly protected sites, the Green Belt and metropolitan open land. Recently there has been an accelerated erosion and loss of these sites. My question is: will you undertake to precisely define in your new London Plan and flag up before that the very special circumstances in which you will allow any building on those sites?

Sadiq Khan (Mayor of London): Chairman, can I thank Assembly Member Gavron for that question and her comments. We spent time in Paris during the climate change conference and you have been on a teacher to me over the last year about this area, so thank you for your work in this area.

Can I think about that and look into that? You are right; we have to think about design, about definition and about providing guidance, because the London Plan is there for years. We are thinking already about seeing if we could have Supplementary Planning Guidance in other areas do the detailed work required to make sure the London Plan can withstand the changes over the next few years, for example bringing back into use a brownfield site that is now the land you described because nature has taken its course. Let me go away and think about that and whether we can do that. What I would not want to do is provide definitions that become out of date because of things changing and evolving, but I take your point. I want the plan to be useful but also to be quite clear that we have to protect the precious heritage we have.

Nicky Gavron AM: Yes. Nature can colonise anywhere and the brownfield sites have to be built on but we have a problem with ambiguity and room for manoeuvre around what are the very special circumstances under which you are allowed to build on Green Belt land.

Sadiq Khan (Mayor of London): Local authorities would welcome that guidance because what local authorities want, and developers want, is certainty. Nobody wants to go through a planning process and then be challenged, have an appeal and stuff. I take your point. I do not want to give a definitive answer, Chairman, because then Nicky will come back and tell me off

next time.

Nicky Gavron AM: Fair enough.

Sadiq Khan (Mayor of London): Let me do the work and I will come back with an answer.

Nicky Gavron AM: My second question is about London's wildlife sites and wild places, which I know you are personally passionate about. You want access to nature for children. Well over half the London boroughs have no officer with any part of their brief to survey, monitor or manage wildlife sites and places. Moreover, at the GLA level, the strategic level, we have only two officers.

I listened to what Assembly Member Len Duvall was saying about that £11.5 million that is there for you to be able to dispose of and maybe that is a source, but my question is: will you consider putting greater - and I mean greater - resources into the overview and assessment of wildlife sites at a strategic level in the GLA?

Sadiq Khan (Mayor of London): This is one of the issues where we need to work far more closely with London Councils and the local authorities. Local authorities have suffered huge cuts over the last few years, which is one of the reasons we have the problems you are alluding to. By the way, the MPS enforcement team has also lost people in relation to enforcing some of this area as well. Even if we were able to find the extra money from somewhere else, we cannot do it by ourselves. What I will do is work with other key agencies in London to see how we can work together to try to address this issue, making sure that wildlife gets protected in London.

Nicky Gavron AM: There is already quite a lot of working together but is not working –

Sadiq Khan (Mayor of London): Some of that is pooling resources, which is really important.

Nicky Gavron AM: OK. I will wait to hear from you.

Taking Inspiration from Europe

Question No: 2016/1417

[Leonie Cooper](#)

The last Labour Mayor was inspired by the example of the city of Paris when he signed-off the bicycle hire scheme. Do you think that taking inspiration from European cities is something you will positively consider?

[The Mayor](#)

Absolutely, London's cycle-hire scheme was inspired by Vélip' bikes in France and we can continue to learn from our fellow Europeans. London doesn't just embrace different cultures, we learn from them - using the best ideas and making them our own.

One of my first engagements as Mayor was to meet with the Mayor of Paris, Anne Hidalgo, to discuss how our two great cities can work together and learn from each other in order to tackle the biggest challenges we face, such as security, housing and air pollution.

I look forward to working closely with Paris, and other cities across Europe to tackle the shared challenges we face together.

Renewables

Question No: 2016/1418

[Leonie Cooper](#)

Germany is far ahead of the UK in its approach on renewables. Do you take inspiration from this, and do you have any plans to move ahead in this area over the next four years?

[The Mayor](#)

Yes. Renewable energy will play an increasingly important role in helping to secure a low carbon energy system for London and meeting our targets to utilise energy generated or sourced within London. The installation of renewables in London has typically relied on national incentives (such as the feed in tariff for solar PV), but we will work closely with key stakeholders to determine what more the GLA can do to support renewables and learn the relevant lessons from elsewhere in the world.

AFC Wimbledon

Question No: 2016/1419

[Leonie Cooper](#)

The previous Mayor called in the Application by AFC Wimbledon for a stadium on Plough Lane. When is this matter likely to be considered, as it is of great interest to local people?

[The Mayor](#)

I will be discussing this with my planning officers and I will consider the options for moving forward as quickly as possible.

Air Pollution (1)

Question No: 2016/1420

[Leonie Cooper](#)

How will you tackle London's toxic air?

[The Mayor](#)

I was elected on a mandate to improve air quality, which kills the equivalent of almost 10,000 fellow Londoners each year. In my first week in office I announced a policy consultation on a major package of measures to tackle air pollution which I expect to launch in the coming weeks.

These measures include consulting on proposals to extend the Ultra Low Emission Zone to the North and South Circular Roads and the possibility of bringing forward elements of the original proposals earlier than 2020. This would be complemented by a proposed requirement for heavy vehicles to meet the ULEZ standards (i.e. Euro VI) across London by 2020.

To ensure action is taken as soon as possible, and to give an early signal to Londoners about the need to tackle vehicles like diesel, which are disproportionately polluting, I am considering an extra charge on the most polluting vehicles entering central London from 2017. TfL will also lead by example, expanding and accelerating its efforts to reduce emissions from the bus fleet.

These measures, when combined with support and national action from Government, will ensure London meets EU legal standards for air quality as soon as possible while improving public health and reducing inequalities.

Air Pollution (2)

Question No: 2016/1421

[Leonie Cooper](#)

How can the proposed ULEZ be enhanced to create a truly Ultra-Low Emission Zone?

[The Mayor](#)

Please see my answer to Question 2016 /1715.

Air Pollution (3)

Question No: 2016/1422

[Leonie Cooper](#)

What steps will you take to protect children from air pollution as they walk to school?

[The Mayor](#)

I am committed to improving air quality for all Londoners, and have announced a policy consultation on a major package of measures to tackle air pollution, such as bringing forward or expanding the Ultra Low Emission Zone.

Children must be able to walk to and from school in a clean, safe environment. I have asked the GLA and TfL to look at how they can further encourage children to do this while protecting them from air pollution by establishing clean, safe walking routes.

These routes would aim to address specific local air quality issues and concerns, and remove barriers to walking to and from school. Examples could include green infrastructure or public realm improvements to make an alternative route more attractive, clean and safe. These would build on work underway as part of STARS (Sustainable Travel: Active, Responsible, Safe) to encourage more active travel choices at schools, nurseries and colleges as well as the work undertaken by the GLA on engaging with schools on raising awareness about poor air quality.

Air Pollution (4)

Question No: 2016/1423

[Leonie Cooper](#)

Will you commit to engage with the European Commission to ensure that the Euro Standards testing regime is tightened up?

[The Mayor](#)

Absolutely. Londoners deserve better and need to be assured that their vehicles are low emitting on the street and not just in the showroom. I stand with other city leaders, and the Government, who believe the decision by European member states to delay real driving emissions testing was disappointing. This will mean car manufacturers can continue to emit more than double the official NO_x emissions limits until 2020.

Many cars driven in London are manufactured across Europe. The only way to have a say on how this market operates is to engage on this matter and remain an active member of the European Union. I will ensure the GLA Brussels office and air quality team make London's voice heard loud and clear.

Air Pollution (5)

Question No: 2016/1424

[Leonie Cooper](#)

What steps will you take to clean up London's bus fleet?

[The Mayor](#)

I have set a target of buying only clean electric or hydrogen buses from 2020 and I have instructed TfL to explore how it can implement clean bus corridors in areas where the greatest impact can be made from changes to the fleet.

In addition, I am proposing that double-deck buses will now need to meet Ultra Low Emission Zone standards a year early and 3,000 more existing buses will be retrofitted with upgraded exhaust systems to cut oxides of nitrogen outside the central zone.

In addition, the London Resilience Forum works with agencies to respond to the outcomes of extreme adverse weather conditions.

The Cold Homes Crisis (1)

Question No: 2016/1425

[Leonie Cooper](#)

Will you commit to establish a Fuel Poverty Strategy for London?

[The Mayor](#)

I am concerned by the levels of fuel poverty in London and am committed to exploring how best I can support the boroughs in delivering their fuel poverty programmes, and attracting more Energy Company Obligation investment in London to improve the energy efficiency of homes of fuel poor households.

I will also be exploring other means of alleviating fuel poverty through the establishment of Energy for Londoners and supporting the rollout of smart meters, particularly to households with pre-payment meters who are currently paying higher tariffs when they can least afford them.

The Cold Homes Crisis (2)

Question No: 2016/1426

[Leonie Cooper](#)

How many people died in London last year because their home was too cold?

[The Mayor](#)

I'm afraid that the latest data from ONS on excess winter mortality is for 2014/15. Whilst this data acknowledges that poor thermal efficiency can be a contributing factor, it is unable to quantify the impact of cold homes.

The Cold Homes Crisis (3)

Question No: 2016/1427

[Leonie Cooper](#)

Has the GLA conducted any research on the impact that social security changes have had on the level of fuel poverty in London?

[The Mayor](#)

I have been informed that the GLA has not conducted research into the impacts of social security changes on the level of fuel poverty in London. However, it monitors the level of fuel poverty in the capital using the Department of Energy and Climate Change's annual fuel poverty statistics.

The Cold Homes Crisis (4)

Question No: 2016/1428

[Leonie Cooper](#)

Will you examine Islington Council's SHINE scheme as a possible way forward in delivering a Fuel Poverty Advice and Referral Service for London?

[The Mayor](#)

Islington Council's SHINE scheme is leading the way on fuel poverty advice and referrals and I will be looking to learn from it in order to provide necessary support to households in fuel poverty. I will also be looking at how we can attract a greater level of Energy Company Obligation investment from the energy suppliers, which will support schemes like SHINE.

Energy Security (1)

Question No: 2016/1429

[Leonie Cooper](#)

What steps are you taking to ensure the future security of energy supply given the warnings of a "capacity crunch"?

[The Mayor](#)

The GLA's London Energy Plan is a valuable evidence base of data allowing different scenarios for London's energy use to 2050 to be modelled. This includes an assessment of the capacity in the current energy system and scenarios for managing increased demand on the system from population growth. This evidence base will be used during the development of my Environment Strategy and will allow solutions to be developed for the energy system that avoid a 'capacity crunch' in London.

Energy Security (2)

Question No: 2016/1430

Leonie Cooper

How much of London's energy is currently derived from decentralised generation?

The Mayor

Using data available for 2014, we estimate that around 5% of London's energy demand is currently met through decentralised energy comprising renewables and combined heat and power.

DECC figures for annual estimates of capacity and generation for renewables and combined heat and power can be found at the following websites:

<https://www.gov.uk/government/statistics/regional-renewable-statistics>

<https://www.gov.uk/government/statistics/energy-trends-september-2015-special-feature-article-combined-heat-and-power-in-scotland-wales-northern-ireland-and-the-regions-of-england-in-20>

Energy Security (3)

Question No: 2016/1431

Leonie Cooper

Please provide a breakdown on the current sources of London's energy supply?

The Mayor

London's energy supply for 2013 as a proportion of total GWh of energy use was approximately:

Gas = 50%

Electricity = 30%

Petrol/diesel (road transport) = 18.5%

Residual (coal, oil) = 1.5%

More information can be found here: <http://data.london.gov.uk/dataset/interim-leggi--2013>

With specific regards to sources for power generation supplying London, this is largely dependent upon the national grid fuel mix with relatively small amounts of generation (please see MQ 2016/ 1430) within London:

Biomass = 11.7%

Coal = 30.9%

Hydro = 2.0%

Natural gas = 26.3%

Nuclear = 18.3%

Photovoltaic = 1.0%

Wind = 9.8%

Source: Future Energy Scenarios 2015 (<http://fes.nationalgrid.com/fes-document>)

Waste and Recycling (1)

Question No: 2016/1432

[Leonie Cooper](#)

What steps will you take to increase London's recycling rate?

[The Mayor](#)

There is clearly more that London boroughs can do to increase recycling rates, including the provision of food waste collections for all households, harmonising the numerous recycling collection systems across London and accelerating the transition to a circular economy which in turn will significantly reduce the amount of waste households produce. Waste is an opportunity to create jobs in reuse, repair and materials innovation.

Waste and Recycling (2)

Question No: 2016/1433

[Leonie Cooper](#)

How much of London's waste is currently sent to landfill?

[The Mayor](#)

Around a third (4.9 million tonnes) of all waste produced in London (15 million tonnes) goes to landfill each year.

This is broken down into:

Household, Commercial and Industrial (C&I) waste - circa 2.1 million tonnes

Construction, Demolition and Excavation (CDE) waste - 2.8 million tonnes

I will work closely with the boroughs, and the London Waste and Recycling Board to boost recycling rates and grow London's waste infrastructure to help divert more waste from landfill.

Household waste is reported and audited by Defra (2015). C&I and CDE waste producers are not required to produce waste data. These figures are estimates and projections based on the best available data from Defra and the Environment Agency.

Waste and Recycling (3)

Question No: 2016/1434

[Leonie Cooper](#)

What do you regard as the main challenges to increasing rates of recycling in London?

[The Mayor](#)

London is a diverse and highly urbanised city with a growing population. There are a number of challenges we face to increasing London's recycling rate in a cost-effective way. There is considerable variation in service provision across borough boundaries, which make it difficult for residents to know what they can recycle when they move. Providing recycling services in areas of high density can be expensive, and having a highly mobile and diverse population can make communicating recycling services difficult. London also has fewer gardens generating green garden waste compared to the rest of the country.

Please see my response to MQ 2016/1432 for actions I will take to address these challenges to help boroughs to deliver more consistent services to boost London's recycling rate

Climate Change (1)

Question No: 2016/1435

[Leonie Cooper](#)

How will you work with other European cities to tackle the causes and effects of climate change?

[The Mayor](#)

London has a strong working relationship with many European (as well as international) cities when it comes to tackling the causes and effects of climate change. For example London is:

- signed up to the Compact of Mayors and the Covenant of Mayors

- active in the C40 Cities Network and Eurocities.

- working with numerous European cities on EU funded projects such as Celsius and Horizon 2020 Smart Cities

- working in collaboration with New York and other global cities on replicating Energiesprong, the transformational Dutch whole house retrofit approach

- working with Paris, Copenhagen, Amsterdam Scotland and Catalonia on the Circular Economy

This summer I intend to submit an application to become a full voting member of C40's steering committee as a European representative. I will also develop new and strengthen existing relationships with cities that we can share and learn from. I will explore opportunities for European funding to develop projects that address the causes and impacts of climate change.

Climate Change (2)

Question No: 2016/1436

[Leonie Cooper](#)

How has government policy impacted on the ability of the GLA to fight climate change?

[The Mayor](#)

With regards to climate change mitigation, the specific impacts of recent government policies upon London's greenhouse gas emissions are not yet clear. However, policy changes including cuts to Feed-in Tariff for solar PV, cuts to the Energy Company Obligation, de-funding of the Green Deal without any replacement programme, removing tax incentives for community energy investment and excluding renewable energy from the Climate Change Levy are likely to have a significant impact on London's ability to tackle climate change and reduce carbon emissions.

With regards to adaptation the Government's National Adaptation Programme argued that adapting to climate change requires local action and placed significant responsibility for adaptation on Local Authorities. In cutting funding to Local Authorities, the Climate Ready Support Service and the Climate Change Partnerships, Government both reduced Local Authorities' capacity to act and removed the support that they could draw on. This has meant that the GLA has had to increasingly fill this gap with ever reducing resources at the local level.

Climate Change (3)

Question No: 2016/1437

[Leonie Cooper](#)

What risks does climate change pose to London's economy and what steps will you take to insulate it to climate "shocks"?

[The Mayor](#)

As a world financial centre intricately linked into the global economy, London is vulnerable to climate shocks from abroad and at home.

To manage these risks, I will diversify London's economy to reduce our vulnerability through the financial markets and international supply chains. I will work with Government and the London Climate Change Partnership to better understand these shocks and use the review of my strategies to create the policies, partnerships and programmes to address them.

I believe that in addressing our own climate risks, we can not only support our own growth, but compete better in the growing international market for climate services.

Climate Change (4)

Question No: 2016/1438

[Leonie Cooper](#)

What role can divestment from fossil fuels play in weaning the economy off fossil fuels?

[The Mayor](#)

I want to take all possible steps to divest the London Pension Fund Authority of its remaining investments in fossil fuel industries to send a clear message to the energy industries around London's climate change intentions and to promote investment in renewable energy and the low carbon economy.

Climate Change (5)

Question No: 2016/1439

[Leonie Cooper](#)

What steps are you taking to prepare for the two extreme weather events that are considered the most likely manifestation of climate change in London, heatwaves and flooding?

[The Mayor](#)

Firstly I would note that the risk of drought is an additional climate risk that will be exacerbated by climate change.

I will maintain support and funding for the existing programmes and partnerships that tackle these risks (including the Drain London Programme, the London Sustainable Drainage Action Plan, the Heat Risk Management Framework, the Water Advisory Group and the London Climate Change Partnership). In parallel, as part of the development of my Environment Strategy, I will see how these programmes and partnerships can be improved and what new actions may be required.

The London Resilience Forum also works with a host of agencies to ensure London's preparedness for any such extreme events.

Flooding (1)

Question No: 2016/1440

Leonie Cooper

How many London homes are currently at risk from fluvial and tidal flooding?

The Mayor

The table below sets out the number of homes at currently at risk of various levels of tidal and fluvial flooding in London using the latest information from the Environment Agency. It is worth noting that the actual numbers will change regularly as new development is constructed, flood risk modelling and mapping is refined and new flood defences are constructed.

London has very good defences against tidal flooding and a more mixed but generally good level of protection against fluvial flooding. There will also be homes at risk of surface water flooding and of flooding from sewers and groundwater.

Residential Properties at Flood risk in London

Risk Level	Tidal	Fluvial	Tidal & Fluvial
High	1084	8826	705
Medium	702	26115	1837
Low	321495	74090	27744
Very low	100	2086	9
Total	323381	111117	30295

Key:

- High - each year, there is a chance of flooding of greater than 1 in 30 (3.3%).
- Medium - each year, there is a chance of flooding of between 1 in 30 (3.3%) and 1 in 100 (1%).
- Low - each year, there is a chance of flooding of between 1 in 100 (1%) and 1 in 1000 (0.1%).
- Very Low - each year, there is a chance of flooding of less than 1 in 1000 (0.1%).

Flooding (2)

Question No: 2016/1441

Leonie Cooper

How many London businesses are currently at risk from fluvial and tidal flooding?

The Mayor

The table below sets out the number of non-residential properties currently at various levels of risk of tidal and fluvial flooding in London using the latest information from the Environment Agency. This is not a direct correlation to the number of businesses as the table will include premises which are not homes and not businesses, for example schools, churches etc. It is worth noting that the actual numbers will change regularly as new development is constructed, flood risk modelling and mapping is refined and new flood defences are constructed.

London has very good defences against tidal flooding and a more mixed but generally good level of protection against fluvial flooding. There will also be businesses at risk of surface water flooding and of flooding from sewers and groundwater.

Non Residential Properties at Flood risk in London

Risk Level	Tidal	Fluvial	Tidal & Fluvial
High	471	2153	154
Medium	225	4413	478
Low	40476	11299	4058
Very low	11	804	59
Total	41183	18669	4749

Key:

- High - each year, there is a chance of flooding of greater than 1 in 30 (3.3%).
- Medium - each year, there is a chance of flooding of between 1 in 30 (3.3%) and 1 in 100 (1%).
- Low - each year, there is a chance of flooding of between 1 in 100 (1%) and 1 in 1000 (0.1%).
- Very Low - each year, there is a chance of flooding of less than 1 in 1000 (0.1%).

Super Sewer

Question No: 2016/1442

[Leonie Cooper](#)

What steps will you take to ensure that the Thames Tideway Tunnel is delivered on time, on budget and at the minimum level of disruption and cost to Londoners?

[The Mayor](#)

I am aware that GLA and TfL staff have scrutinised the proposals for the Tunnel and presented evidence to consultations and public hearings. This has resulted in a range of measures written into the consent for the Tunnel that limit construction impacts, make use of barges on the river to transport spoil and construction materials and establish a long list of detailed requirements which need to be signed off either by myself, TfL or colleagues in London Boroughs and other public agencies.

Through attendance at a range of project meetings, TfL and GLA staff are continuing to encourage the project to move more materials by barge (hence reducing HGV movements), reduce impacts (including on the rail, highway and bus networks), integrate with other major projects - for example Northern Line Extension and Counters Creek Sewer and to speed up the delivery of the project.

This has resulted in a reduction of 200 000 HGV movements compared to the consented project and a shortening of the overall construction programme by approximately 18 months.

OfWat are the cost regulator and whilst some of the above measures will increase costs, shortening the programme will generally reduce costs and the project is set to leave an exciting range of opportunities for more river passenger and freight transport on the Thames through a legacy of modern wharf facilities and more trained staff.

Solar

Question No: 2016/1443

[Leonie Cooper](#)

What steps will you take to increase Solar PV generation in London?

[The Mayor](#)

Solar PV is one of many low carbon energy technologies that I will support to help London move towards becoming a zero carbon city by 2050. My new Environment Strategy will include steps to help realise the potential for solar PV generation in our capital, as part of this I have committed to producing a Solar Energy Strategy.

Meetings

Question No: 2016/1444

[Leonie Cooper](#)

When will you next meet the Secretary of State for Energy and Climate Change?

[The Mayor](#)

I have already exchanged letters with the Secretary of State for Energy and Climate Change and my office is setting up a programme of meetings with Government Ministers over the coming weeks as I get to work delivering on my manifesto commitments that will put London back on the right track. I will meet the Secretary of State for Energy and Climate Change as soon as possible.

Aircraft Noise

Question No: 2016/1445

[Leonie Cooper](#)

What steps will you take to tackle aircraft noise?

[The Mayor](#)

The regulation of aviation, including aircraft noise, is the responsibility of the Civil Aviation Authority (CAA), working within the parameters set by Government. In turn, the CAA provides a framework for the airports and National Air Traffic Services, which manages the air space.

While aviation technology improvements will deliver improvements to noise levels, aircraft noise remains a concern both for me and for thousands of Londoners. I will ensure the interests of Londoners are represented and their concerns addressed. This is one of the reasons I support a new runway at Gatwick, which will have significantly lower noise impacts than a new runway at Heathrow.

Water Bills

Question No: 2016/1446

[Leonie Cooper](#)

What steps will you take to ensure water bills are kept to a minimum for hard pressed Londoners?

[The Mayor](#)

Water security is critical to the future of this city. I will therefore work with London's water companies to make sure that London gets the water infrastructure it needs to support its growth and to ensure that water bills remain affordable, especially to low-income households.

I will also ensure that my buildings retrofit programmes incorporate water efficiency measures.

Routemaster Buses

Question No: 2016/1447

[Tom Copley](#)

When will the new Routemaster buses be fitted with opening windows?

[The Mayor](#)

TfL started doing this in April this year and the programme will be complete in September. The same window design is being added at the manufacturing stage to buses currently on order.

Londoners deserve a bus fleet that is greener, more affordable and more functional than the 'new' Routemasters. Therefore, I have made it clear that I will not make any further purchases of these buses.

Housing

Question No: 2016/1448

[Tom Copley](#)

What will be your key priorities for addressing London's housing crisis?

[The Mayor](#)

The previous Mayor left the cupboard bare on housing. We will not be able to fix the crisis overnight. My top priority for addressing London's housing crisis is to deliver thousands more homes every year through my new body - Homes for Londoners - and ensure that 50% of new homes are genuinely affordable. This will include homes for social rent, homes for first time buyers to 'part-buy part-rent' and a new London Living Rent product, with rents based on a third of average local incomes.

In order to deliver these homes, we need to unlock public land and I will immediately be working with TfL to unlock sites all across London. I will also create a construction skills academy to increase the capacity of the house building industry.

I will also improve the Private Rented Sector by naming and shaming rogue landlords, setting up a not for-profit lettings agency and supporting boroughs' licensing schemes. I will also work with boroughs to co-ordinate the procurement of private rented homes for temporary accommodation and to provide real leadership to tackle rough sleeping.

Work programme for Housing and Land Directorate

Question No: 2016/1449

[Tom Copley](#)

Please provide the current work programme for the Housing and Land directorate, with anticipated dates for the release of new strategies.

[The Mayor](#)

The work programme of the Housing and Land directorate is still in development, and I have not yet set target dates for revising my statutory strategies.

Private sector rents

Question No: 2016/1450

Tom Copley

Please provide (a) median and (b) average private rental prices by (i) postal area and (ii) borough for as far back as available by the Greater London Authority.

The Mayor

The Valuations Office Agency (VOA) publishes statistics on average rents at local authority level here: <https://www.gov.uk/government/statistics/private-rental-market-statistics-may-2016>

Under the terms of our data-sharing agreement with the VOA we are unable to share the rents data we receive at post code area level. However you can access this information using the London Rents Map, located here on the GLA website: <https://www.london.gov.uk/what-we-do/housing-and-land/renting/london-rents-map>

Supported Housing

Question No: 2016/1451

Tom Copley

What will 'Homes for Londoners' do to ensure there are enough supported housing units for Londoners?

The Mayor

I am currently in the process of establishing 'Homes for Londoners'. It is too early to say exactly how it will work to achieve its objectives.

London Pride (1)

Question No: 2016/1452

Tom Copley

Will you be attending London Pride this year?

The Mayor

During the mayoral election campaign I stated that I'd be proud to be the Mayor of a city where those from different backgrounds don't simply tolerate each other, but respect, embrace and celebrate each other. That is why I am delighted to be attending the Pride celebrations on 25 June this year.

I will be walking in the parade alongside thousands of LGBT+ Londoners from across London's diverse communities, public services, campaigners, the military, sporting groups, charities, LGBT+ businesses and companies and I will also be speaking on the main stage in Trafalgar Square.

London Pride (2)

Question No: 2016/1453

[Tom Copley](#)

Will you promote London Pride in the Mayor's emails about forthcoming cultural events?

[The Mayor](#)

Pride is included across all our marketing and communications channels and assets as detailed below:

Feature in Events newsletter, potential readership of 52k

LDN.gov tweet announcing the start of the festival - 19k followers

Feature in London@Work staff bulletin 800+ staff

London.Gov Facebook post

Posters up in City Hall

Feature spot on London.gov events page and possibly home page

It will also feature in partners communications:

London and Partners newsletter

Feature on visit London web page

HCA Land

Question No: 2016/1454

[Tom Copley](#)

How much of the land inherited from the HCA has yet to be disposed of by the GLA?

[The Mayor](#)

A summary of the position regarding the inherited HCA land is as follows:

Category	Size (Hectares)
Sold and no property interest retained	9.58
Built out, under construction or subject to contractual commitment	218.22
Being marketed	0.52
Future development (dependencies etc.)	1.26
Retained (reversionary interest, investment, infrastructure etc.)	4.21
Total	233.79

Brownfield Land

Question No: 2016/1455

[Tom Copley](#)

How much brownfield land owned by the GLA Group is available for development? Please provide a breakdown by functional body.

[The Mayor](#)

To ascertain a pipeline for release, the property strategy for 2016-2020 is currently under review by all functional bodies.

Garden Bridge

Question No: 2016/1456

[Tom Copley](#)

Will you commission an independent investigation into the Garden Bridge design and engineering contract procurement processes?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 13/06/2016

The early days of this project clearly fell short of our expectations on transparency. I am determined to run the most open and transparent administration London has ever seen which is why I have already published the previously undisclosed full business plan for the Garden Bridge alongside a list of its funders.

Euston Underground

Question No: 2016/1457

[Tom Copley](#)

Access to Euston Underground station is currently restricted due to escalator works which are not due to be completed until mid-2017. The situation is becoming intolerable. What measures can be taken to improve passenger flow and ease overcrowding in the ticket hall while these works are taking place?

[The Mayor](#)

The escalator refurbishment work at Euston station is essential to ensure reliability.

TfL has deployed additional staff at the station who are working alongside TfL's Travel Ambassadors to guide customers. I have asked TfL to look whether any more can be done to help customers and ease overcrowding in the ticket hall.

In advance of the works, TfL issued a wide range of communications to customers to inform them of the changes and provide information about alternative travel options. These included posters, station announcements and signage alterations, complemented by articles in the Metro newspaper, tweets and almost 100,000 customer email alerts.

Air BnB

Question No: 2016/1458

[Tom Copley](#)

Will you or a member of your team meet with Airbnb to discuss how they can help enforce the 90-days per year maximum limit on short term lets?

[The Mayor](#)

The statutory enforcement powers for 90 days short term lets resides with the boroughs and currently the issues affects a relatively small number of boroughs. Airbnb and similar companies could share information with the relevant local authorities to help them with enforcement, subject to data protection issues. However, some of this data is already available online, which local authorities could utilise. I will ensure a relevant member of GLA staff meets with Airbnb to discuss this.

Impact of EU exit on housing development in London

Question No: 2016/1459

[Tom Copley](#)

What would be the impact of EU withdrawal on housing development in London?

[The Mayor](#)

I believe that EU withdrawal would have a serious negative impact on housing development in London at a time when we already face a serious shortage of housing. A recent survey by Building magazine found that two-thirds of the construction sector backs continued EU membership, with more than half saying withdrawal would lead to less foreign investment and drive up labour and material costs.

Traffic Enforcement at Whitechapel Market

Question No: 2016/1460

[Unmesh Desai](#)

Are TfL now carrying out traffic enforcement including ticketing at Whitechapel Market? If so, how are they ensuring that any enforcement properly regulates and enforces good behaviour while not preventing market traders from properly unloading and going about their business, particularly given that a penalty notice for a brief transgression could easily wipe out at least a day's profit?

[The Mayor](#)

TfL is working with the MPS and the London Borough of Tower Hamlets to ensure that traffic enforcement at Whitechapel Market results in improved safety and reduced congestion, while supporting a thriving market.

TfL is currently considering whether any amendments can be made to the timings of restrictions which would be of benefit to all road users and improve compliance. If an appropriate solution can be found, consultation would take place later this year.

Cycle Superhighway Works and Pedestrian Safety

Question No: 2016/1461

[Unmesh Desai](#)

The Cycle Superhighway works have removed the central reservation from Whitechapel Road between Vallance Road and Cambridge Heath Road. This has both introduced previously banned right hand turns and has removed the pedestrian refuge role performed by the reservation, thus increasing the hazard to pedestrians. What remedies are being devised for these two problems?

[The Mayor](#)

TfL has recently delivered a range of cycle improvements and enhanced pedestrian facilities, along the existing Cycle Superhighway 2 between Aldgate and Bow. Because of limited road space, the central reservation was removed so cyclists could be segregated from other traffic.

Pedestrians are encouraged to cross the roads at the signalised crossings. Although TfL is not aware of any safety issues at this location, it will continue to monitor the changes, including through the Road Safety Audit process. TfL will also monitor compliance with banned turns and work with the Metropolitan Police Service if any enforcement action is needed.

Direct bus route from Barking and Dagenham to Queen's Hospital

Question No: 2016/1462

[Unmesh Desai](#)

Many people in Barking and Dagenham get a raw deal when it comes to transport and access to health services. There is currently no direct bus route from the borough to Queen's Hospital in Romford and many people face extremely long journeys with multiple changes just to get to their local hospital. Will the Mayor consider the possibility of extending the number 5 bus route to stop directly outside the hospital?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 28/06/2016

Following discussions with a number of stakeholders, including the local council and the NHS, TfL will consult on diverting the route 5 via Queens Hospital. This could link many areas of Barking & Dagenham and Newham with the hospital. I am also planning a review of the provision of bus services to London's hospitals.

Borough Commander for Barking and Dagenham

Question No: 2016/1463

[Unmesh Desai](#)

Following the recent retirement of Chief Superintendent Sultan Taylor, has the Metropolitan Police Commissioner indicated to you a likely timeframe within which a replacement Borough Commander for Barking and Dagenham will be appointed?

[The Mayor](#)

The Borough Commander's post for Barking and Dagenham will be filled in the normal way through a policing panel. It is anticipated that this will take place shortly.

A13 Riverside Tunnel

Question No: 2016/1464

[Unmesh Desai](#)

The Mayor will be aware that the Chancellor recently invited Transport for London to bring forward proposals to finance the A13 Riverside Tunnel in Barking and Dagenham in the 2016 Budget. Can the Mayor assure me that he will work closely with TfL and the London Borough of Barking and Dagenham as these proposals are worked up?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 13/06/2016

TfL will work on my behalf with the London Borough of Barking and Dagenham to explore funding and delivery options for the scheme and to develop a solution that is deliverable, addresses the issues caused by the A13, and which also realises the development potential of the Castle Green site. A significant funding gap remains and needs to be addressed for any scheme to be successfully delivered.

Re-zoning Maryland Station

Question No: 2016/1465

[Unmesh Desai](#)

Seven stations in and around Stratford were recently rezoned from zone 3 to Zone 2/3, saving commuters up to £200 a year. The only station in the area that was not is Maryland. Will you commit to looking at including Maryland in this re-zoning, as supported by myself, Newham Council and local MP Lyn Brown?

[The Mayor](#)

The re-zoning of stations in the Stratford area from Zone 3 to Zone 2/3 was done as part of plans to secure the Olympic legacy and on the basis that it would be self-funding due to the increased value of the land owned by the Greater London Authority in the area. These considerations do not apply in the same way to Maryland.

The decision to re-zone the other stations was also made to prevent passengers from having to travel through Zone 3 on the Jubilee line to reach Stratford. Without these changes Jubilee Line users would still have had to buy a Zone 3 ticket, which would have put them at a disadvantage compared to Central Line users.

I have taken action to benefit all Londoners by committing to freeze TfL fares at 2016 prices for four years. In addition, customers from Maryland are benefitting from lower fares and improved concessions following TfL's take-over of the service in 2015.

Election administration in Barnet

Question No: 2016/1466

[Andrew Dismore](#)

Will you support the calls for an independent inquiry into the election administration fiasco in Barnet?

[The Mayor](#)

An independent investigation into problems with electoral registration lists that arose at Barnet on 5th May is underway. This was commissioned by Barnet Council, in consultation with the Electoral Commission. The review is being led by Mark Heath, Returning Officer at Southampton and Regional Returning Officer for the South East. The scope covers what caused incorrect registers to be provided at the start of the day, the scale of impact on voters and preparedness for the referendum. It is due to report in early June.

Jeff Jacobs, as the Greater London Returning Office, and the London Elects team are contributing information to this investigation, as requested by Mark Heath.

I understand that the Assembly are also setting up an Election Review Panel and that the Barnet issues will form part of the scope of the review.

Details of Barnet's investigation can be found here:

<https://www.barnet.gov.uk/citizen-home/news/Council-announces-further-details-of-independent-elections-investigation-.html>

80th anniversary the Battle of Cable Street

Question No: 2016/1467

[Andrew Dismore](#)

Will you make arrangements for the commemoration of 80th anniversary the Battle of Cable Street in October this year?

[The Mayor](#)

The battle of Cable Street was a signal moment in the fight against racism and anti-Semitism in Britain, as well as the campaign against slum landlords and mass unemployment. It is important that it is properly commemorated and remembered.

My office is meeting with the London Jewish Forum to discuss planned events, and I look forward to having further discussions with the Trade Unions and others who wish to be part of the commemoration as to how City Hall might be involved.

EU referendum campaign

Question No: 2016/1468

[Andrew Dismore](#)

What role will you be taking in the EU referendum campaign?

[The Mayor](#)

As Mayor I'll be campaigning until 23 June, trying to persuade Londoners and the British people that keeping Britain in the European Union is not just about jobs and opportunities, but it is also about the positive, patriotic and values based case for Britain remaining part of the European Union.

225 bus

Question No: 2016/1469

[Len Duvall](#)

There is a long established wish to improve access to bus services and public transport connectivity in the North Downham estate area. One aspiration put forward by the community to achieve this is an extension to the 225 bus route beyond Hither Green. I understand that due to the current traffic disruption being caused by the Lewisham Gateway works, TfL do not feel further investigation of options for the 225 is appropriate at the current time. Will you give me an assurance that exploration of extension to the 225 will be investigated by TfL as soon as possible once works on Lewisham Gateway are complete?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 13/06/2016

TfL has previously been investigated and it was felt that the additional subsidy required for the extension could not be justified considering forecast levels of usage, including taking into account of the current works at Lewisham Gateway.

However, TfL will continue to work with Lewisham council to keep routes in this area under review as population grows or other changes occur make this connection a more viable option.

185 bus capacity

Question No: 2016/1470

[Len Duvall](#)

I have heard anecdotal reports of severe overcrowding on route 185 through Lewisham and Catford, particularly at peak times, but also during the very early mornings - from 6am - when I understand that passengers in the Catford/Forest Hill area travelling towards Victoria have been left standing at bus stops. Please can you ask TfL to review this route?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 13/06/2016

In spite of an increase in capacity in 2014, the reliability of this route has been affected recently by road works at Vauxhall, Oval and Lewisham. With some of these now complete and other action taken by TfL, I understand that reliability has now improved. Nevertheless, I have asked TfL to keep routes in this area under review.

Catford Loop rail services

Question No: 2016/1471

[Len Duvall](#)

Although the Catford Loop services are currently operated by Govia Thameslink, which is, therefore, not amongst the first rail franchises to move to new management arrangements involving TfL, please confirm that the justified, local dissatisfaction with the current very poor two trains per hour service is firmly on TfL's radar for consideration when management changes are put in place.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 28/06/2016

I am seeking to ensure that TfL takes responsibility for more suburban commuter routes, building on the success of the London Overground and transfer of Greater Anglia services to TfL Rail.

TfL and I are aware of local dissatisfaction with the Thameslink service, and this will be taken into consideration in our discussions with the DfT.

Catford Town Centre

Question No: 2016/1472

[Len Duvall](#)

What is the latest position on negotiations between TfL and Lewisham Council regarding their regeneration plans for Catford Town Centre and the possible re-routing of the South Circular?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 08/08/2016

TfL has been working closely with the London Borough of Lewisham to support its regeneration plans for Catford town centre by considering rail and surface transport enhancements that would unlock potential development.

Alternative design options for the road network in Catford town centre, which retain the existing gyratory system or replace it with a two-way road, are currently being refined. They will then be modelled to understand their differing impacts on the town centre for all users. The preferred option would need to align with the borough's plans for the town centre and make the case for investment to fund it.

The borough is working up its proposals for the regeneration of the town centre, including redevelopment of its own significant land holdings. It is anticipated that this and TfL's work will have been completed by the end of year, which will enable decisions to be made on how best to support the regeneration and development of Catford.

TfL is working with Lewisham and other partners to deliver smaller scale transport improvements in the interim. Further assessment is also being undertaken on the impact rail devolution and the Bakerloo line extension could have, which could help unlock development.

Vehicle Excise Duty Devolution (1)

Question No: 2016/1473

[Len Duvall](#)

Do you support the devolution of revenue from the Vehicle Excise Duty to London?

[The Mayor](#)

Londoners pay more than £500m per year in Vehicle Excise Duty (VED). Under current Government plans this money is set to be ring fenced and allocated for Highways England to fund road improvements - almost exclusively outside London. I will make the case to Government that proceeds from VED are more fairly distributed to the capital as well as elsewhere. Full devolution of VED to the capital is one option that I want to keep open in my overall funding discussions with Government.

The power to set rates would also make it possible to apply this charge more effectively to help tackle the particular challenges we face in London. For example, a rate structure that incentivises clean vehicles could help improve air quality.

Vehicle Excise Duty Devolution (2)

Question No: 2016/1474

[Len Duvall](#)

If the revenue was devolved, what would you spend it on?

[The Mayor](#)

Londoners pay more than £500m per year in Vehicle Excise Duty (VED) and from 2020 this will be allocated to Highways England to fund road improvements - almost exclusively outside London. I believe VED generated in London should stay in London.

Revenue from VED could be used, in discussion with London Councils, on targeted road investment to ensure London's complex road network can cope with changes in the way people travel and the city's growth.

Furthermore, restructuring the way VED is levied could help to tackle air quality, both by incentivising cleaner vehicles and investing the revenue raised into measures to make London a more liveable city.

Vehicle Excise Duty Devolution (3)

Question No: 2016/1475

[Len Duvall](#)

When will TfL report on the logistics of merging the congestion charge, ULEZ and LEZ into a single road charging scheme? Will the report be made public?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 13/06/2016

During my first week in office I set out plans for a consultation on measures to tackle air pollution in London to protect health and reduce inequalities, and to help achieve compliance with EU legal limits as soon as possible.

Following consultation, I will consider whether and how to take these proposals forward, including the potential to integrate the different schemes to create a simple unified system.

Oakwood and Arnos Grove stations

Question No: 2016/1476

[Joanne McCartney](#)

A local resident has contacted me with an issue experienced on the 17th January 2016 when access to Arnos Grove and Oakwood stations were closed due to lack of staff, a fact only ascertained after car parking charges had been paid. What measures are in place to limit the closure of stations due to a lack of staff?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 13/06/2016

I will ensure that TfL's measures to minimise the closure of stations due to lack of staff are robust. This will include better availability of a pool of cover staff and the ability to move them between different stations as required, as well as comprehensive staff training to ensure adequate cover. I will also ensure TfL looks into a better way of providing information to their customers at their car parks.

On this particular incident on 17 January 2016, it was the Piccadilly line that was suspended, rather than the station closing. This was put in place as an emergency measure from 15.55 until the following day, due to an earlier incident at Hatton Cross station. Arnos Grove and Oakwood stations remained open, with staff available to help provide customers with information on how to complete their journeys.

Station closures due to lack of staff

Question No: 2016/1477

[Joanne McCartney](#)

Please provide details of London underground station closures in 2015 and 2016 due to a lack of staff.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 08/08/2016

Unlike many other metros and parts of the national rail network, all London Underground stations have staff on duty during operational hours. All stations are controlled and staffed from first train to last. This enables staff to provide immediate support and assistance to customers travelling on the Tube network.

Instances where stations are closed due to a lack of staff are infrequent and usually of a short duration. There were 67 station closures in 2015 and 21 station closures in 2016 (up to 31 March) due to staff unavailability. The majority of these closures lasted for 25 minutes or less.

London Underground has a number of measures in place to limit the closure of stations due to staff unavailability, which includes moving staff between stations, as and when required. I will ensure that station closures due to lack of staff are kept to an absolute minimum, and that London Underground's measures to limit station closures due to staff unavailability are robustly applied.

Oyster card scanners on buses

Question No: 2016/1478

[Joanne McCartney](#)

I have received the following questions from a local constituent who has seen an increase in Oyster card scanners on buses not working.

- a) Do drivers notify TfL each time the Oyster card scanner breaks down?
- b) What is the cost to TfL each time a Oyster card scanner breaks down?
- c) Are these figures included in the figures estimated for fare evasion?
- d) Why do the Oyster card scanners break down?
- e) What action is being taken to rectify the faults with the Oyster card scanners?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 13/06/2016

Taking each question in turn:

- a) Yes. Drivers report faults on card readers and TfL also monitors readers remotely, so this is not reliant upon drivers reporting issues.
- b) Reader maintenance is covered through TfL's contract with its ticketing supplier, Cubic. That contract also includes penalties on Cubic for poor reader performance to reflect the fact reader failures affect TfL's ability to collect revenue.
- c) No, TfL does not categorise issues with scanners as fare evasion
- d) Faults generally are due to software or connectivity issues. While readers are generally extremely reliable, the operating environment means there will inevitably be occasional failures. These failures are often transient; a reader may go out of service for a few minutes before recovering.
- e) TfL and Cubic review all reader failures to identify trends so that corrective action can be taken. TfL will also shortly release new reader software that is intended to improve reader reliability and remote monitoring.

Car parking at London Underground stations

Question No: 2016/1479

[Joanne McCartney](#)

Local residents in Enfield have noticed that tickets issued at Oakwood and Arnos Grove stations car parks expire at midnight, despite travelcards expiring at 4.30am the following morning. Would it be possible to extend the car parking tickets to comply with travelcards?

[The Mayor](#)

Daily tickets at car parks across the TfL portfolio currently run from 03:00 until 02:59am the following day. I have asked TfL to look at the change you suggest and for Graeme Craig, Director of Commercial Development at TfL, to write to you with an update.

Haringey Companion Badge scheme

Question No: 2016/1480

[Joanne McCartney](#)

The London Borough of Haringey implemented the Haringey Companion Badge scheme to prevent Blue Badge thefts. Following work by myself and local councillors, TfL recognised the companion badge in November 2012, following residents' complaints that TfL enforcement officers were issuing them parking tickets. However, I have heard from residents again that they have recently received PCNs from TfL wardens who are unaware of the scheme. TfL have now reminded all employees about the scheme but would it be possible to look into the possibility of having TfL branding/recognition on the badges to prevent incorrectly issued PCNs?

[The Mayor](#)

TfL has raised this issue with the Metropolitan Police Service's Police Community Support Officers who enforce parking contraventions on the TfL Road Network in Haringey.

I have asked TfL to discuss your suggestion of including a TfL logo on the Companion badges with the London Borough of Haringey and to report back to you directly.

Seven Sisters empty train service

Question No: 2016/1481

[Joanne McCartney](#)

I have received concerns from a local resident about the announcement made on the Victoria Line (11 May 2016) that the empty carriage that begins at Seven Sisters underground station will cease running. This could potentially lead to overcrowding on trains and impact on the London Overground service from Seven Sisters. Can you tell me why this decision has been made, what impact assessments have been made and the outcome of any assessment?

[The Mayor](#)

On Sunday 15 May 2016, TfL introduced a new Victoria line timetable which increases capacity for customers north-east of Seven Sisters by 40 per cent. The Victoria line now provides a 34 trains per hour service between Brixton and Walthamstow Central stations of during weekday peak times (7:00 until 10:00 and 16:15 until 19:30) and 30 trains per hour at peak times during the weekend.

While customers using Seven Sisters station will no longer be able to board an empty train in the morning peak, the enhanced service will mean more frequent trains which are more evenly loaded, helping the increase in service demand from customers further north.

Vagrancy as an Offence (1)

Question No: 2016/1482

1 Attachments

[Joanne McCartney](#)

Please can you provide me with the number of offences that were recorded by the MPS as 'vagrancy' in the calendar years 2011, 2012, 2013, 2014 and 2015? Please can you provide this information per year and per borough in Excel format.

[The Mayor](#)

Please find the attached information as Appendix C. The crime data consists of confirmed criminal offences under the Vagrancy Acts (1824 and 1935) as well as non crime Anti-social Behaviour Begging/Vagrancy incidents recorded by the MPS.

Begging (Vagrancy Act 1824)

Sleeping Out (Vagrancy Act 1935)

Being on enclosed premises for an unlawful purpose (Vagrancy Act 1824)

Any petty chapman or peddler trading without a licence (Vagrancy Act 1824)

Other offences against the Vagrancy Act 1824

Non Crime Anti-Social Behaviour - Begging / Vagrancy Issues

Resisting or obstructing constables

Indecent exposure with intent to insult any female. Exposing the person in any street etc. or in view thereof, or in any place or public resort with intent to insult any female

Offences by prostitutes; common prostitute behaving in a riotous and indecent manner in a public place

Wandering abroad and exposing wounds or deformity to obtain alms

Collecting alms or endeavouring to procure charitable contributions by fraudulent pretence

Pretending or professing to tell fortunes.

Please refer to the notes page of the attachment for guidance.

Vagrancy as an Offence (2)

Question No: 2016/1483

2 Attachments

[Joanne McCartney](#)

Please can you provide me with the number of i) arrests ii)cautions and iii)charges that were brought against perpetrators for offences marked as 'vagrancy' in the calendar years 2011, 2012, 2013, 2014 and 2015? Please can you provide this information per year and per borough in Excel format.

[The Mayor](#)

Please find the information attached as Appendices D and E. Custody data has been supplied for the below offences, plus where a record has been marked to indicate an offence under the Vagrancy Act 1824.

Begging (Vagrancy Act 1824)

Sleeping Out (Vagrancy Act 1935)

Being on enclosed premises for an unlawful purpose (Vagrancy Act 1824)

Any petty chapman or peddler trading without a licence (Vagrancy Act 1824)

Other offences against the Vagrancy Act 1824

Non Crime Anti-Social Behaviour - Begging / Vagrancy Issues

Resisting or obstructing constables

Indecent exposure with intent to insult any female. Exposing the person in any street etc. or in view thereof, or in any place or public resort with intent to insult any female

Offences by prostitutes; common prostitute behaving in a riotous and indecent manner in a public place

Wandering abroad and exposing wounds or deformity to obtain alms

Collecting alms or endeavouring to procure charitable contributions by fraudulent pretence

Pretending or professing to tell fortunes

Please refer to the notes page of the attachment for guidance.

Multiple Occupancy Housing

Question No: 2016/1484

[Joanne McCartney](#)

Please can you provide me with the number of times i) private landlords who own multiple occupancy houses in London have been found to not hold a Housing of Multiple Occupancy licence and ii) how many received penalties for not having a licence in the last three calendar years? Please can you provide this information per year and per borough in Excel format.

[The Mayor](#)

At present this information is only held at borough-level and is not centrally collected by any public body. One of my top priorities as Mayor will be to improve the quality of rented properties by naming and shaming rogue landlords.

Overcrowding in Private Housing (1)

Question No: 2016/1485

[Joanne McCartney](#)

Please can you provide me with the number of private tenancies per London Borough over the three calendar years that were found to be 'overcrowded' as defined by the Housing Act 1985 section 324? Please provide this information in Excel format.

[The Mayor](#)

I'm afraid that this information is not available. Robust, consistent information on overcrowding at borough level and by tenure is only available from the Census. As a result it is difficult to monitor changes in rates of overcrowding in this detail between censuses. Census data for each of these measures, by borough and tenure, is available via the Office for National Statistics' website, www.nomisweb.co.uk.

Overcrowding in Private Housing (2)

Question No: 2016/1486

[Joanne McCartney](#)

Overcrowding in private tenancy housing is a serious issue in London leading to deprivation and lack of safety. As the new Mayor what will you do to ensure that multiple occupancy housing is effectively licensed and the overcrowding in private tenancies is clamped down on?

[The Mayor](#)

Improving private rented housing is one of my top priorities, and I am deeply concerned about the levels of overcrowding and poor conditions across the sector. As I set out in my manifesto, I will name and shame rogue landlords and support boroughs who want to set up landlord licensing schemes.

Use of Drones (1)

Question No: 2016/1487

[Joanne McCartney](#)

Please can you provide with the number of i) offences ii) arrests and iii) charges for the illegal use of drones in the last five calendar years? Please provide these per borough, including Heathrow, in excel format.

[The Mayor](#)

Due to the low counts of incidents the MPS are unable to supply information at a borough level but London wide data is shown below.

Between April 2014 and April 2016 inclusive there were:

42 recorded offences notifiable to the Home Office involving the use of Unmanned Aerial Systems

5 recorded arrests in relation to three separate incidents, all occurring in 2015.

3 arrestees received cautions, with the remaining two having no further action taken.

There were two additional cases which led to prosecutions/convictions in London although do not appear on MPS systems due to cross force recording practices.

Use of Drones (2)

Question No: 2016/1488

[Joanne McCartney](#)

Please can you provide me with the number of incursions to the drone ban enforced by the MPS over the time the US President was visiting in April of 2016?

[The Mayor](#)

I am afraid it is not possible to provide this information as the MPS cannot reveal security details or tactics in relation to protected people such as visiting heads of state.

Transport Links at Canada Water

Question No: 2016/1489

[Florence Eshalomi](#)

What steps will the Mayor take to improve transport at Canada Water, specifically will he support a new pedestrian and cycling bridge from Rotherhithe to Canary Wharf, the extension of the cycle hire, additional Jubilee Line services, the improvement of the local road network and approach to the Rotherhithe Tunnel, including removal of the Lower Road Gyratory and additional bus capacity?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 13/06/2016

TfL is working closely with Southwark Council officers to understand current and future transport demand in the Canada Water Opportunity Area and to develop a package of further improvement measures to cater for this demand. This package could include the schemes highlighted but clearly identification of funding will be a critical element. To this end, Transport for London and Southwark Council are exploring how developer funding can be secured to mitigate development scheme impacts, and other private and public sources to help deliver these projects.

In particular, as I said in my manifesto, I am backing schemes to break down the City's physical barriers. I have therefore asked Transport for London to take forward work on the Rotherhithe to Canary Wharf pedestrian and cycle bridge.

The Garden Bridge

Question No: 2016/1490

[Florence Eshalomi](#)

Does the Mayor think it is time to revisit the Garden Bridge Project and TFL commitment to funding ongoing costs?

[The Mayor](#)

Please refer to my MQT oral update on 25 May.

Safer A23 Campaign

Question No: 2016/1491

[Florence Eshalomi](#)

Does the Mayor agree with the Safer A23 Campaign along Streatham High Road to help improve pedestrian crossing at St Leonard's junction of Streatham High Road and the need for improved TfL rail infrastructure to serve Streatham residents?

[The Mayor](#)

I recognise the need for improved pedestrian facilities at St. Leonard's junction. However, I am advised that introducing a signalised crossing either on the south side of St. Leonard's junction across Streatham High Road, or at nearby Streatham Green, would have significant adverse impacts for road users on the A23 and the surrounding network, including rat running on local roads, significant delays to buses and blocking of junction exits, particularly in the evening peak.

TfL will work with the London Borough of Lambeth and other stakeholders to assess alternative options for improved pedestrian facilities at St. Leonard's junction. This includes more radical options to redistribute traffic flow and/or introduce banned turns where feasible. Subject to the outcome of this work, a public consultation could be undertaken in 2017.

I agree that the best way to improve transport connectivity in Streatham is to improve the existing rail network. It is my firm commitment to push for TfL to take over responsibility for more commuter routes, including those serving Streatham. This would build on the success of the London Overground.

Weekly Capping (1)

Question No: 2016/1492

Florence Eshalomi

How much has weekly capping saved contactless users since it was introduced? Please breakdown figures by month.

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 08/08/2016

On average, weekly capping saves customers around £4 per week compared to the cost of pay as you go fares and daily caps. While TfL is not able to provide a financial breakdown in the form requested, a proxy measure is the number of people benefiting. The table below shows the trend since the introduction of contactless payments, with nearly 50,000 users benefitting each week by May 2016.

Contactless payments: average number of customers where weekly capping applied

Month	No. of weekly caps	Month	No. of weekly caps
Oct-14	7,382	Aug-15	20,175
Nov-14	11,413	Sep-15	28,395
Dec-14	17,060	Oct-15	31,382
Jan-15	12,201	Nov-15	32,331
Feb-15	13,389	Dec-15	37,503
Mar-15	16,395	Jan-16	42,142
Apr-15	18,762	Feb-16	41,438
May-15	19,993	Mar-16	43,048
Jun-15	21,886	Apr-16	45,331
Jul-15	20,108	May-16	46,115

Please note: Bank Holiday weeks are excluded

Weekly Capping (2)

Question No: 2016/1493

Florence Eshalomi

How much money has TfL spent in promoting weekly capping? Please breakdown figures by month.

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 13/06/2016

TfL's promotional activity, for example posters, videos and emails, will typically highlight a range of pay as you go benefits, rather than dealing with only one aspect, such as weekly capping. Further information can also be found on TfL's website on the following link:

<https://tfl.gov.uk/fares-and-payments/oyster/using-oyster/price-capping>

TfL's spend on this kind of promotional activity over the past year, where weekly capping was one of the benefits mentioned, was £129k.

The table below shows the costs in the month in which the cost was incurred:

Month	Spend (£000's)
Mar-15	51
Feb-16	50
Mar-16	28
Total	129

Weekly Capping (3)

Question No: 2016/1494

[Florence Eshalomi](#)

Do you think it is fair that Oyster users have not been able to benefit from weekly capping and won't benefit until 2018 at the earliest? Will you ask TfL to take action to bring forward the date when weekly capping will be extended to Oyster?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 13/06/2016

Extending Monday to Sunday capping to Oyster customers is a complex process that requires changes not only to the card readers, but to back office and retailing systems, including substantial development of the computer systems supporting contactless. This means that extending Monday to Sunday capping to Oyster customers will happen towards the end of a planned series of improvements that will benefit Oyster customers, which will be delivered through 2017 and into 2018.

Accessible PHVs

Question No: 2016/1495

[Florence Eshalomi](#)

Do you agree with Transport for All that 25% of Private Hire Vehicles in London should be wheelchair accessible by 2018?

[The Mayor](#)

My aim is to make London a fairer city that is open and accessible to all. London's transport infrastructure is key to this, which is why I will do all I can to make our city more accessible to people with disabilities, including those who use wheelchairs.

Taxi and private hire vehicles can clearly play a vital role and I will ask TfL to look at ways we can increase the number of accessible vehicles used by the private hire industry.

Airport Expansion

Question No: 2016/1496

[Florence Eshalomi](#)

Do you agree with the House of Commons Transport Committee who said on the 4th May 2016, "We urge the Government to take a decision on airport expansion without further delay."?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 13/06/2016

Yes.

I have spoken in favour of expansion at Gatwick Airport, which the Airports Commission itself confirmed was at a lower cost to the taxpayer, more viable and with significantly fewer environmental emissions than Heathrow expansion.

Black Cabs

Question No: 2016/1497

[Florence Eshalomi](#)

What steps will you take to begin the renaissance of the black taxi?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 13/06/2016

In my Manifesto for London, I set out my ambition to create a transport network which offers commuters a world-class experience and a key part of this is securing the future of the taxi trade. Our capital has the best and most qualified taxi drivers in the world and I'm determined to put in place measures to allow the industry to flourish both now and in the future.

A key part of this is protecting our two tier system, which is fundamental to a thriving trade. I will ensure that the special status that taxi drivers work so hard for is preserved and introduce measures to create a fair playing field for taxi and private hire drivers. Promises were made and broken by the previous Mayor, who was unable to handle the range of difficult issues facing the taxi and private hire trades, not least in his inability to address the unacceptable rate of growth of private hire vehicles and a lack of action to ensure that enforcement activity was sufficient to match this growth.

My Deputy Mayor for Transport is already working very closely with TfL's Commissioner to kick-start a programme of activity to support the taxi trade. I will announce further action in due course.

Engineering Functions Within TfL

Question No: 2016/1498

[Florence Eshalomi](#)

Can you confirm when TfL's business and finance review be published? Will it include proposals to merge engineering functions within TfL?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 13/06/2016

Please see my answer to MQ 2016 /1329.

Consultants And Agency Staff (1)

Question No: 2016/1499

1 Attachments

[Florence Eshalomi](#)

Please provide figures, from 2008/09 to 2015/16, showing the cost to TfL of consultants and agency staff?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 19/09/2016

As I said during my election campaign, under Boris Johnson TfL spent too much money on consultants and agency staff. I have asked TfL to undertake a root and branch review of the organisation, including its staffing arrangements. This will include reducing rates paid to agencies for supplying temporary staff, tighter controls on when such workers should be engaged and significantly cutting existing numbers of agency workers. I have stressed that, of course, there should not be undue consequences to this and TfL must continue its efforts regarding the London Living Wage.

Immediate action has been taken by TfL with reductions, particularly in those working on Information Technology projects, saving more than £260,000 every week.

The figures you requested are in the table below.

Consultants And Agency Staff (2)

Question No: 2016/1500

[Florence Eshalomi](#)

How many permanent and agency staff were employed by the TfL Group & Corporation in 2015/16?

[The Mayor](#)

In 2015/16 the TfL Group employed 27,920 permanent staff and 3,294 agency staff.

I am committed to reducing the use of consultants and agency staff at TfL. I have asked TfL to undertake a root and branch review of the organisation, including its staffing arrangements.

TfL Land (1)

Question No: 2016/1501

[Florence Eshalomi](#)

TfL currently plans to develop 300 acres that will include 10,000 homes. What additional land have you identified, over and above the initial 300 acres, that you think should be developed?

[The Mayor](#)

TfL is now assessing the capacity for development of a further 300 acres over and above the initial 300 acres identified.

TfL Land (2)

Question No: 2016/1502

[Florence Eshalomi](#)

Does retaining ownership of the TfL land you intend to develop relate to the freehold or the leasehold of the land?

[The Mayor](#)

TfL intends to take a long-term stake in its property developments, both to optimise value for tax and fare payers and, as most TfL sites are operational, to ensure access for maintenance. TfL will therefore generally retain the freehold; increasingly it will also look to retain a leasehold interest.

TfL Land (3)

Question No: 2016/1503

[Florence Eshalomi](#)

What is your definition of an affordable home?

[The Mayor](#)

As set out in my manifesto, I define genuinely affordable housing as including social rented homes, my new London Living Rent homes where rents are based on one-third of average local incomes, and shared ownership or 'part-buy part-rent' homes.

TfL Land (4)

Question No: 2016/1504

[Florence Eshalomi](#)

You plan to generate a long-term and secure revenue stream. Can you break down what this revenue stream comprises of?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 19/09/2016

TfL has a plan to deliver £3.4bn net revenue from sources other than fares over a ten year period. Of this, £1.1bn is assumed to be coming from property development, which will be a combination of capital receipts and revenue (the exact split is yet to be determined). The remaining £2.3bn is split evenly between advertising revenue and asset management income from a range of sources that includes car parking, retail and other rental income.

Vanity Projects

Question No: 2016/1505

[Florence Eshalomi](#)

Please list the projects you consider to be vanity projects introduced by the previous Mayor?

[The Mayor](#)

I am still getting to terms with the mess that Boris Johnson left and dealing with his failed legacy is my main priority. Rather than listing what I believe to be his failures or vanity projects, I instead prefer to now look forward to see how these challenges can be overcome to improve the lives of all Londoners.

Cycling Budget

Question No: 2016/1506

[Florence Eshalomi](#)

What percentage of TfL expenditure do you want the cycling budget to have under your Mayoralty?

[The Mayor](#)

In my manifesto I committed to increase the proportion of TfL's budget spent on cycling. Over the coming months I will be working with TfL to develop a new plan that meets this commitment. Details of this plan will be published in due course.

Cycle Superhighway Programme (1)

Question No: 2016/1507

[Florence Eshalomi](#)

Will you resurrect Cycle Superhighways 6 & 12?

[The Mayor](#)

I am working with TfL to agree a future programme of cycling investment, taking into account lessons from the earlier schemes to ensure routes are developed in the right locations, with a focus on segregation.

The recently opened North-South Cycle Superhighway from Elephant and Castle to the City is now formally known (and marked on-street) as Cycle Superhighway 6.

Cycle Superhighway Programme (2)

Question No: 2016/1508

[Florence Eshalomi](#)

When will Cycle Superhighways 4, 9, 10 & 11 open?

[The Mayor](#)

I am working with TfL to agree a future programme of cycling investment, to be published in due course, taking into account the results of consultations where they have taken place and lessons from the earlier schemes to ensure Cycle Superhighway routes are developed in the right locations, with a focus on segregation.

Cycle Superhighway Programme (3)

Question No: 2016/1509

[Florence Eshalomi](#)

Do you have any plans for brand new Cycle Superhighways?

[The Mayor](#)

I am working with TfL to agree a future programme of cycling investment, taking into account lessons from the earlier schemes to ensure routes are developed in the right locations, with a focus on segregation.

Cycle Superhighway Programme (4)

Question No: 2016/1510

[Florence Eshalomi](#)

How much of the Cycle Superhighways network is currently segregated? How much is planned to be segregated in the future?

[The Mayor](#)

Approximately 35km of the Cycle Superhighways network is segregated or semi-segregated from traffic through a combination of features such as cycle tracks and traffic wands. The recently opened East-West, North-South, CS5 and CS2 routes are substantially segregated throughout.

I am working with TfL to agree a future programme of cycling investment and my focus will be on segregation, whenever possible, taking into account the needs of other road users.

Cycle Superhighway Programme (5)

Question No: 2016/1511

[Florence Eshalomi](#)

For those sections of the Cycle Superhighways not segregated can you explain why they are not?

[The Mayor](#)

The design of a Cycle Superhighway is influenced by many factors, which can vary along a route as it passes through different types of roads. For example, in some places segregation may not be possible because of limited road space or because of a need for parking or loading.

Cycle Superhighway Programme (6)

Question No: 2016/1512

[Florence Eshalomi](#)

Will all newly built Cycle Superhighways be fully segregated?

[The Mayor](#)

The design of a Cycle Superhighway is influenced by many factors which can vary along a route as it passes through different types of roads. My focus will be on segregation, whenever possible, taking into account the needs of other road users.

Quietways (1)

Question No: 2016/1513

[Florence Eshalomi](#)

When will the first seven quietways open?

[The Mayor](#)

Quietway 1, Waterloo to Greenwich, is due to launch in June 2016. Much of the route is already open for use, including the new walking and cycling link adjacent to Millwall football ground. TfL has received positive feedback from users.

Quietways 2 to 7 will all be substantially complete by spring 2017. Sections of these Quietway routes will be open and signed before spring 2017 as they are completed.

Quietways (2)

Question No: 2016/1514

[Florence Eshalomi](#)

When will the subsequent twelve quietways open and where do they start and end?

[The Mayor](#)

The subsequent 12 routes are expected to be substantially complete by the end of 2017.

The routes are currently at an early stage of development and have not yet been consulted on. As a result, alignments, interventions and timescales are subject to change but currently the 12 routes are expected to be:

Enfield Town to Meridian Water

Victoria Park to Newham Way via the Greenway

Paddington to Uxbridge via Grand Union Canal

Kennington Park to Burgess Park

Greenwich to Erith via Thames Path

Leyton to Blackhorse Road

St Mark's Road to East Acton

Cannon House to Angel

Greville Road to Compayne Gardens

Southwark to Canada Water

Victoria to Earls Court

Fitzrovia to Pimlico

Quietways (3)

Question No: 2016/1515

[Florence Eshalomi](#)

What is your plan for new town-centre cycling improvement schemes?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 08/08/2016

I intend to work with TfL and the boroughs to deliver more town centre cycling improvement schemes. By focusing on town centres, I want to deliver schemes that will transform the public realm and create a more attractive environment for both walking and cycling, benefiting all Londoners.

'Direct-Vision' Lorries.

Question No: 2016/1516

[Florence Eshalomi](#)

When do you expect to publish an industry recognised high vision standard?

[The Mayor](#)

As promised in my manifesto, I will deliver a direct vision standard for HGVs. The direct vision standard will be published later this year. I will lobby hard to ensure it is used to inform future regulation governing the design of trucks both in the UK and across the EU.

TfL will also work with vehicle manufacturers, regulators, the Department for Transport and freight operators to ensure proposed standards are as far reaching as practicable within current legislation, are fit for purpose and can be implemented as quickly as possible.

This standard is the key to getting ever greater numbers of safer trucks operating on the streets of London. I am also developing a plan to enable TfL, the rest of the GLA family and other public and private sector organisations to specify that these safer urban trucks are used widely by companies in their supply chains.

Safer Junction Programme

Question No: 2016/1517

[Florence Eshalomi](#)

When will your Review of the Safer Junction Programmes begin? When do you expect to announce the findings?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 08/08/2016

Please see my response to MQ 2016 /1632.

Cycle Parking (1)

Question No: 2016/1518

[Florence Eshalomi](#)

How many cycle storage & cycle parking places are there in London?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 13/06/2016

Because cycling storage and parking places are provided both privately, e.g. at work, publicly, e.g. at stations, it is difficult to estimate the total number for London. TfL audited station cycle parking in June 2015 and found around 20,000 spaces at stations in London. For the remaining on-street spaces and storage TfL will be starting to capture this information shortly as part of an on-street audit of cycle infrastructure.

London has made great progress in delivering new cycling parking, with over 130,000 new spaces on street, at schools and in offices over the last 8 years. However, the 'lack of secure and convenient cycle parking' is still a key barrier to cycling, and I will be encouraging TfL and London boroughs to continue to deliver cycle parking through workplace cycle parking, cycle Superhubs, school cycle parking and on-street cycle parking, with the aim of delivering over 20,000 cycle parking spaces a year in London.

Cycle Parking (2)

Question No: 2016/1519

[Florence Eshalomi](#)

What plans do TfL currently have to increase cycle storage & cycle parking places over the course of the business plan? Please break down numbers by financial year.

[The Mayor](#)

I will be working with TfL over the coming months to discuss the requirements for further cycle parking in London.

Cycle Parking (3)

Question No: 2016/1520

[Florence Eshalomi](#)

What plans do you have to increase the amount of cycle storage & cycle parking places over and above what is currently planned?

[The Mayor](#)

I will be working with TfL over the coming months to discuss the requirements for further cycle parking in London.

The City's Physical Barriers

Question No: 2016/1521

[Florence Eshalomi](#)

You have said you will work to break down some of the city's physical barriers. What physical barriers have you identified and what schemes do you have to overcome them?

[The Mayor](#)

I am working to identify areas with poor transport connectivity, to ensure all Londoners can travel quickly, reliably and affordably around the entire city. One physical barrier that currently limits housing and jobs growth and individual opportunity for many Londoners is the river, and I am therefore working on plans for new river crossings, particularly in east London, where there are currently very few.

One example is the Rotherhithe to Canary Wharf Bridge, which could provide this part of London with a much-needed cycling and pedestrian crossing, while relieving pressure on the Jubilee line and boosting homes and jobs in the area. The recent feasibility work undertaken by Sustrans showed that there is significant demand for a new cycling and walking bridge in this location, and I have asked TfL to develop options for how these proposals can be progressed.

School Walking Routes (1)

Question No: 2016/1522

Florence Eshalomi

Can you explain what a safe walking route to school consists of?

The Mayor

Travel to and from school accounts for around forty per cent of all journeys made by children, so building active travel into this regular routine is an important way of improving the health of young Londoners.

TfL uses its STARS programme (Sustainable Travel: Active, Responsible, Safe) to encourage more active travel choices at schools, nurseries and colleges. 1,475 London schools (nearly 50 per cent) are accredited through STARS; each of these has a travel plan and delivers wider initiatives to promote active travel amongst its pupils and their parents.

But seven in ten London children are not getting the physical activity they need to remain healthy, and this is partly because only around half of them are currently walking to and from school each day. I am determined to help more children build exercise into their daily routine in this way, which is why support GLA and TfL work to examine current patterns in walking to school in detail. This analysis will map walking levels across London against air quality, road safety and street layout information to develop a clear picture of the current situation that will form the basis of a future programme in this area.

This work will tell us where the good and bad walking routes are at the moment and where there is the greatest potential to increase walking levels. I will use this analysis to determine where City Hall and TfL funds can best be invested to get more young people walking to and from school in order to bring the many benefits this will deliver to the widest range of young people that I can.

What we already know is that if we provide appealing walking routes to school they will be well-used, and that providing these routes is the most effective way of increasing walking to school levels. We also know what makes for an appealing route - it must be attractive and engaging, pose little threat of road danger and enjoy good quality air. Both road danger and poor air quality disproportionately affect the most disadvantaged of London's children, so tackling these two issues will also serve to reduce the health inequalities that persist in our city.

Making simple changes to the look and feel of streets that will make them more appealing for everyone is often the best way of increasing their use for the walk to school, and doing this will be an important part of my programme of delivering cleaner, safer walking routes to schools across London.

School Walking Routes (2)

Question No: 2016/1523

[Florence Eshalomi](#)

How many primary and secondary schools currently have safe walking routes?

[The Mayor](#)

Please see my response to MQ 2016 /1522.

School Walking Routes (3)

Question No: 2016/1524

[Florence Eshalomi](#)

Can you explain what a cleaner walking route to school consists of?

[The Mayor](#)

Please see my response to MQ 2016/1522.

School Walking Routes (4)

Question No: 2016/1525

[Florence Eshalomi](#)

How many primary and secondary schools currently have cleaner walking routes?

[The Mayor](#)

Please see my response to MQ 2016 /1522.

Street And Pavement Clutter (1)

Question No: 2016/1526

[Florence Eshalomi](#)

TfL have confirmed that 98km of guardrail exists. How much of it do you plan to remove?

[The Mayor](#)

Each year TfL reviews around 15km of pedestrian guard rail on its road network as well as reviewing guardrail as part of any highway improvement schemes it is designing. TfL will continue to remove unnecessary guardrail wherever it is safe to do so but, because each individual decision requires a road safety audit, it is not possible to say how much of the remaining guardrail will be removed.

However, I can assure you that will reduce street and pavement clutter on TfL's roads and support urban realm improvements over the course of my term in office.

Street And Pavement Clutter (2)

Question No: 2016/1527

Florence Eshalomi

TfL have said they periodically review their streets to look for further opportunities to de-clutter. Please provide a copy of the latest review so we can see how much street clutter exists.

The Mayor

TfL has undertaken network-wide reviews targeting improvements in specific categories of streetscape improvement through its Better Streets Strategic Evaluation Project. At the end of that programme in spring 2014, the following targets had been met for the TfL Road Network:

100 per cent of the network had been 'tidied up', with unnecessary road markings and broken street furniture removed

53 per cent had been 'decluttered', with all street equipment removed other than that which was specifically justified for retention

22 per cent had had street furniture like lighting and signage merged, or else relocated to better fulfil its intended use

Decluttering is now considered to be business as usual for TfL, with a third of its road network reviewed each year against TfL's Streetscape Guidance (<http://content.tfl.gov.uk/streetscape-guidance.pdf>). Any necessary action is then taken either through ad hoc works or through inclusion in the next upgrade of the area, whichever is the most cost effective option

20 MPH Zones (1)

Question No: 2016/1528

[Florence Eshalomi](#)

What London boroughs currently have a borough-wide 20mph speed limit?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 13/06/2016

The London boroughs that currently have 20mph speed limits on all of the roads they directly manage are:

- City of London
- London Borough of Camden
- London Borough of Hackney
- London Borough of Islington
- London Borough of Lambeth
- London Borough of Southwark
- London Borough of Tower Hamlets

In addition, the London boroughs of Haringey and Waltham Forest have introduced 20mph speed limits on all residential roads, and many other boroughs have extensive areas of 20mph limits and zones

20 MPH Zones (2)

Question No: 2016/1529

[Florence Eshalomi](#)

What London boroughs are planning to introduce a borough-wide 20mph speed limit?

[The Mayor](#)

I understand the following boroughs have plans to introduce a borough wide 20mph speed limit:

- London Borough of Lewisham plans to extend a 20mph speed limit to all borough roads from September 2016;
- London Borough of Croydon plans to consult on plans to extend the maximum 20mph speed limit to the whole borough over a period of three years;
- London Borough of Ealing plans to launch a public consultation later this year. Subject to the outcome, the borough will trial a year long 20mph speed limit in Acton starting this summer.
- Several other boroughs including the London Boroughs of Wandsworth, Hammersmith & Fulham and Hounslow are moving towards implementation of 20mph limits on all residential roads.

TfL will work with these boroughs, and others, that seek to deliver 20mph speed limits in the future.

20 MPH Zones (3)

Question No: 2016/1530

[Florence Eshalomi](#)

I understand TfL has identified around 50km of its road network which could potentially be appropriate for 20mph speed limits. What progress is being made to introduce 20mph on the TLRN?

[The Mayor](#)

20mph speed limits are already in place on the TLRN along Bishopsgate and Farringdon Street in the City of London. In addition, TfL has committed to trialling 20mph speed limits at a further eight locations on the TLRN. These routes will be introduced as 18-month trials. Three out of the eight trials are already in place, including Commercial Street which has been in place for one year and most recently Brixton town centre and Clapham High Street in the London Borough of Lambeth. These trials were selected using a series of criteria including the function of the streets, collision history and existing traffic speeds.

Further trials will be introduced throughout the year, including sections of Camden Street, Earls Court Road and Upper Street. These trials will help TfL to better understand the role that 20mph limits could play going forward on the TLRN.

20 MPH Zones (4)

Question No: 2016/1531

[Florence Eshalomi](#)

Why is the other 530km of the TLRN not appropriate for 20mph?

[The Mayor](#)

I am committed to encouraging the roll out of 20 mph zones across the city. However, I recognise that we need a range of speed limits, from 20 mph on quiet community streets where people live, to higher limits on key strategic roads that move goods and people in and out of the city, keeping London working. The key challenges lie on those roads that are both important "links" and important "places".

TfL is trialling 20mph speed limits on some specific parts of the TfL Road Network (TLRN) where there is a high 'place' function and where there is the greatest potential to reduce casualties, increase active travel such as walking and cycling and enhance the areas where people live, work and shop. These trials will help TfL to better understand the role that 20mph limits could play going forward on the TLRN.

Crossrail 2

Question No: 2016/1532

[Florence Eshalomi](#)

Do you agree with the view of the National Infrastructure Commission that said Crossrail 2 would, "Unlock 200,000 homes, provided the right planning framework is applied".

[The Mayor](#)

Yes. Crossrail 2 is far more than simply a transport project; it is designed to enable growth and the delivery of new homes and jobs across London and the South East. TfL's projection of 200,000 homes - additional to those that could otherwise be built without Crossrail 2 - is based on added transport capacity and, importantly, a detailed assessment of potential housing sites. The National Infrastructure Commission recommended that Crossrail 2 be placed at the heart of the revised London Plan. I am also keen to examine if we can unlock even more homes.

Funding Transport Projects

Question No: 2016/1533

[Florence Eshalomi](#)

What additional fundraising powers for major infrastructure projects are you seeking from Government?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 08/08/2016

As I recently agreed with a cross party group of London's political and business leaders at my devolution summit, now is the time for a more ambitious push for further devolution to London Government.

I have tasked the London Finance Commission with bringing forward a beefed up set of devolution proposals that will give London a stronger voice and the tools it need to protect jobs, wealth and prosperity.

The vote to leave the European Union means that it is critical that we secure more control over how taxes raised in our city are spent, so we can help fund our future infrastructure projects.

Bakerloo Line Extension

Question No: 2016/1534

[Florence Eshalomi](#)

When do you expect the next public consultation on the Bakerloo Line Extension to begin?

[The Mayor](#)

Following extensive assessment of possible routes, along with feedback from the public consultation, TfL has determined that a Bakerloo Line extension to Lewisham via the Old Kent Road is best option as a first phase as it provides greatest potential to support housing and connectivity in south east London.

TfL is now undertaking detailed technical work focused on options around the route to Lewisham, including route alignment options and possible station locations. This includes working with the London Boroughs of Southwark and Lewisham to understand how the extension could maximise the number of new homes and jobs along the route as well as how it can be funded and financed.

It is anticipated that the next public consultation could take place in early 2017, following the conclusion of this work and the completion of the forthcoming consultation on the Old Kent Road Area Action Plan being led by the London Borough of Southwark.

Transfer Of Rail Services

Question No: 2016/1535

[Florence Eshalomi](#)

The consultation on DfT proposals that would see the transfer of rail services that operate mostly or wholly within the Greater London boundary to TfL when the current franchises are due for renewal ended on 18th March 2016. Has the DfT indicated when they will respond to the comments received?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 28/06/2016

Approximately 200 responses were received from a range of stakeholders. TfL will be working closely with the DfT to agree the next steps.

Bus Operators (1)

Question No: 2016/1536

[Florence Eshalomi](#)

How many bus operators were there in London since 2000. Please provide figures for every year.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 13/06/2016

Please find this information below. The more recent changes in operator ownership reflect consolidation of individual companies into larger groups.

Year	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
London bus operator groups	21	22	19	18	19	18	17	14	13	10	10	10	11	9	9	10	10

Bus Operators (2)

Question No: 2016/1537

[Florence Eshalomi](#)

How many not-for-profit or mutual bus operators were there in London since 2000? Please provide figures for every year.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 13/06/2016

Please find this information below.

Year	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Not for profit or mutual bus operators	2	2	2	2	3	3	3	3	2	1	1	1	1	1	1	2	2

Bus Operators (3)

Question No: 2016/1538

[Florence Eshalomi](#)

How many not-for-profit or mutual bus operators currently operate across the UK?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 08/08/2016

There are around 13 local authority-owned bus operators in England, Scotland and Wales, plus Translink in Northern Ireland. There are also around 1,500 'not for profit' community transport organisations across the UK, most of which are very small (less than 10 have a turnover of over £5m).

Bus Operators (4)

Question No: 2016/1539

[Florence Eshalomi](#)

What changes do you plan to make to make it easier for not-for-profit and mutual operations to win bus contracts?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 13/06/2016

TfL will refresh its guidance on how not-for-profit and mutual operators can qualify as suppliers and help identify tender opportunities that may be more closely related to their core businesses.

This will assist charities and social enterprises in deciding whether to enter more mainstream bus operation while making them aware of the capital funding and operating licence required for this type of contracting.

TfL has a number of smaller contracts for its door-to-door services which offer significant social value to Londoners and for which not-for-profit and mutual operations are well placed to deliver.

Night Tube

Question No: 2016/1540

[Florence Eshalomi](#)

When do you intend to start running night tube services?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 28/06/2016

I am delighted that Night Tube will launch on 19th August on the Central and Victoria lines, with the Piccadilly, Jubilee and Northern lines to follow this autumn.

Industrial Relations At TFL

Question No: 2016/1541

[Florence Eshalomi](#)

When will you be meeting representatives of the seven trade unions TfL recognises? Do you plan to hold regular meetings with them throughout your mayoralty?

[The Mayor](#)

Unlike my predecessor, I promise to maintain a constructive dialogue with the trade unions in order to keep London's transport network moving.

There were more than twice as many strikes on the London Underground under my predecessor than there were under the previous Mayor.

An Accessible Transport System (1)

Question No: 2016/1542

[Florence Eshalomi](#)

You have said you want the next fleet of buses designed with sufficient space for wheelchair users. Can you explain why you think the current bus fleet does not have sufficient space?

[The Mayor](#)

I want London's transport system to be accessible to all Londoners.

Wheelchair spaces currently come in a different number of sizes, which means some are easier to access than others. I want enough space made available to make it easier for wheelchair users while also providing seating for disabled and older passengers.

I've asked TfL to work with bus manufacturers to work out how we can make improvements as quickly as possible.

An Accessible Transport System (2)

Question No: 2016/1543

[Florence Eshalomi](#)

Can you outline what your more ambitious approach to step-free access in London Underground and TfL run stations will be?

[The Mayor](#)

I want London's transport system to be accessible to all Londoners and I am working with TfL to develop more innovative ways to fund step-free projects and to use new technology and construction techniques so more can be delivered. Previous TfL spending plans suggested that there may be scope to increase the funding available to improve step-free station access. I will examine this possibility as I work with TfL over the coming months to develop a new transport plan for London, which will be published in due course.

An Accessible Transport System (3)

Question No: 2016/1544

[Florence Eshalomi](#)

How many extra stations, over and above those currently planned, will be made step free under your Mayorilty?

[The Mayor](#)

Please see my response to MQ 2016 /1543.

An Accessible Transport System (4)

Question No: 2016/1545

[Florence Eshalomi](#)

What steps will you take to ensure that disabled or older Londoners are not excluded from the transport network?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 13/06/2016

London has one of the most accessible transport networks in the world. All 24,500 buses are low-floor, have wheelchair ramps and audio/visual information. 89 per cent of bus stops meet TfL's accessibility standards. More than 200 London Underground, London Overground, Docklands Light Railway and Tramlink stations are step-free, with 40 more to follow in the next decade. All Elizabeth line stations will be step-free, opening up level access to the West End for the first time at Bond Street and Tottenham Court Road.

A particular issue can be that older and disabled people do not always have the confidence to use public transport or awareness of the support available to them. All TfL bus, Tube and rail drivers, station staff and contact centre staff receive training that is specifically designed to enable them to assist disabled and older Londoners. TfL also has a travel mentoring service for people who need more reassurance to travel, and speaks at local events and with grass roots organisations to provide help and advice to customers.

To ensure that this situation continues to improve, I am determined to ensure that the needs of disabled and older Londoners become ever-more embedded into London's transport system. Accessibility will be addressed across all elements of my future transport strategy, and I intend to increase the level of engagement TfL officers have with accessibility groups during the planning stages of major transport schemes.

Low carbon London

Question No: 2016/1546

[Nicky Gavron](#)

As a signatory to the COP21 agreement, the UK has duty to rapidly decarbonise in order to help London avoid the devastating effects of two-degrees plus of global warming. What do you intend to do to make London a world-leader in low carbon goods and services?

[The Mayor](#)

More than 192,000 people work in London's low carbon goods and environmental service economy which was worth £30.4bn in 2014/15.

I intend to put in place policy and programmes that will support and further develop this sector in London and these measures will be set out in my draft environment strategy.

Air Quality

Question No: 2016/1547

[Nicky Gavron](#)

In my view, the previous Mayor's staggering lack of concern about poor air quality in the capital has left us in a situation in which smog contributes to 10,000 deaths every year in London. What will you do to improve London's air quality?

[The Mayor](#)

Please see my response to MQ 2016/1420.

Public Health

Question No: 2016/1548

[Onkar Sahota](#)

What do you think are the greatest public health risks facing Londoners today?

[The Mayor](#)

There are many public health risks that impact the lives of Londoners, one of these risks is poor air quality that results in the deaths of 10,000 Londoners every year.

I am aware that the three diseases that kill the most Londoners are cancer, circulatory disease (heart disease and stroke) and lung disease. The main causes of these illnesses, and of premature death, in London include smoking, obesity, physical inactivity and excessive alcohol use, which in turn cause high blood pressure and type 2 diabetes.

These diseases and risk factors can be mitigated by individual actions Londoners can take to look after their health. My Public Health Strategy will set out the actions I am planning to take to tackle public health inequalities and help to improve the lives of all Londoners.

Mental Health

Question No: 2016/1549

[Onkar Sahota](#)

Mental health has become a major public health issue across the capital, touching many lives. How do you wish to begin tackling this growing problem?

[The Mayor](#)

I would like the Mayor and the London Health Board to have an enhanced oversight role of health and care on behalf of all Londoners. The health and care landscape is extremely complex since the introduction of the Health and Social Care Act in 2012 and I want to work with partners and take a range of views before taking final decisions on where I can make the biggest impact.

The health and care devolution pilots are exploring new ways of working together at local, sub-regional and London level and as part of this I will be looking at what powers and freedoms need to be devolved.

Old Oak Common MDC (Support for Residents)

Question No: 2016/1550

[Onkar Sahota](#)

Given the huge scale of the proposed developments at Old Oak Common, and the significant impact this will have on existing communities, such as those in Wells House Road, will the Mayor revisit the decision of his predecessor not to provide funding and support to the community, and instead ensure that they can be an integral partner in the future planning of their community?

[The Mayor](#)

OPDC is working with existing residential and business communities in a variety of practical and innovative ways. The OPDC Board has a local resident and a local business member. OPDC undertook extensive engagement in the Local Plan consultation including organising neighbourhood meetings and engagement events. OPDC has now recruited an engagement team who will work with "local champions" to help existing communities to ensure they can play an active role in the future planning of their community. In addition OPDC have funded an internship for the Park Royal Business Group to support local business engagement. All this amounts to a significant package of support for the local community, and working with the local boroughs I will ask OPDC to explore how this package can be enhanced further.

Old Oak Common MDC (Board Composition)

Question No: 2016/1551

[Onkar Sahota](#)

Given the grave concerns expressed by the Boroughs to his predecessor over the perceived lack of democratic accountability, will the Mayor revisit the composition of the Old Oak Common Mayoral Development Corporation Board, and ensure that Boroughs obtain greater representation on an equal footing with the disproportionate membership by the transport and infrastructure organisations?

[The Mayor](#)

When the MDC was established in April 2015, the decision was taken to invite key stakeholders to sit on the corporation's board. Prior to the election, the Board had 14 Members, representing:

Greater London Authority	2
London Borough of Brent	1
London Borough of Ealing	1
London Borough of Hammersmith & Fulham	1
Department for Transport	1
Department for Communities & Local Government	1
High Speed 2 Ltd	2
Network Rail Ltd	1
Park Royal businesses	1
Old Oak residents	1
Others	2

As the OPDC has been in existence for 14 months, it is timely that I ask the new Chair of the Board, when appointed, to review the Board composition with a view to ensuring that my priorities are delivered over the course of the next four years.

Old Oak Common MDC (Affordable Housing)

Question No: 2016/1552

[Onkar Sahota](#)

Given the Mayor has made a clear commitment to delivering far more affordable houses than was ever achieved under previous Mayor's, will he agree to revisit the Old Oak Common Mayoral Development Corporations ambition for affordable housing within the development site, and give assurances that this will be an integral priority for the MDC going forward?

[The Mayor](#)

The delivery of a mix of high quality new homes, including affordable housing, within Old Oak and Park Royal is an integral priority for the Old Oak and Park Royal Development Corporation (OPDC).

Work undertaken on the Local Plan has identified the potential to build 25,500 new homes in this area over a 40 year period. Over the coming year OPDC will undertake detailed work to do to identify how much of this new housing can be affordable. This will then be set out in the next consultation version of the Local Plan.

Briefing Sign Language Charter

Question No: 2016/1553

[Navin Shah](#)

Do you have plans to sign up to the British Sign Language Charter on behalf of the GLA?

[The Mayor](#)

I am fully committed to Deaf Londoners having full access to information and services across the capital. The BSL charter offers an opportunity to raise the aspirations for improving access for BSL Deaf people. Over the next few months we will be reviewing policies and plans to improve the lives of Deaf Londoners including our capacity to implement the BSL charter. We will do so in close consultation with Deaf stakeholders.

Brexit in Brent and Harrow

Question No: 2016/1554

[Navin Shah](#)

What impact does the Mayor think Brexit would have on investment in Brent and Harrow?

[The Mayor](#)

I believe future investment in London could be at risk if the United Kingdom left the European Union. Estimates suggest that, if the UK was to leave the EU, the best-case scenario would lead to a loss of (UK) GDP of 0.1 per cent; while the worst-case would see a loss of GDP of 3.9 per cent. A vote to remain in the EU will be good for London.

For example, the completion of the single market in services is calculated to generate an extra 75,000 jobs in London by 2030. This will mean higher value jobs and opportunities for all Londoners, including residents of Brent and Harrow.

EU Bids

Question No: 2016/1555

1 Attachments

[Navin Shah](#)

Have the GLA made any bids for EU funding, either directly or indirectly, since May 2008?

[The Mayor](#)

The GLA is responsible for the regional management of the 2007-13 and 2014-20 £1bn European Regional Development Fund and European Social Fund programmes. The GLA can also bid for these funds through the same open competitive processes as any other organisation.

The GLA also participates in 'transnational' programmes managed by the European Commission and associated bodies from Brussels. Applicants usually apply for such funds as part of a European consortium with at least one other partner from a different EU country.

The tables attached at Appendix F cover closed 2007-13 GLA projects, and new prospective 2014-20 projects. They do not include (i) projects originally contracted to the London Development Agency (LDA) that were transferred to the GLA upon the LDA's closure in 2012, (ii) projects managed by the wider GLA Group, (iii) projects which the GLA has funded as an ESF Co-Financing Organisation or (iv) unsuccessful bids.

Harrow Council's Smart Lettings

Question No: 2016/1556

[Navin Shah](#)

Will you welcome Harrow Council's initiative for 'Smart Lettings'? This letting agency will ensure that Harrow's residents have an option to live in good quality and well-maintained private properties.

[The Mayor](#)

I am supportive of all local authorities who are looking at innovative ways of improving their local private rented sector, including social lettings agencies.

Bakerloo Line - Peak Hour Frequency

Question No: 2016/1557

[Navin Shah](#)

I have been contacted by a local resident who travels regularly from Kenton via Bakerloo line towards Willesden Junction. He says a) the Overground runs every 20 mins. b) Bakerloo line trains terminating at Stonebridge station add to travel time. He has asked if you could increase the Bakerloo line frequency up to Harrow & Wealdstone station during peak hours?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 13/06/2016

TfL is upgrading the Bakerloo line as part of its New Tube for London programme. A peak service of 27 trains per hour in the central area, with air-cooled, walk-through trains, is being planned for introduction on the Bakerloo line from the late 2020s, providing a 25 per cent increase in capacity.

The existing fleet is fully utilised during peak hours and an increase in service to Harrow & Wealdstone could only be achieved by a reduction in frequency through central London, where demand is greater.

However, TfL is considering how it could increase the London Overground service between Watford and Euston to four trains per hour (a 15-minute service rather than the current 20 minutes).

Traffic Lights at the Junction of Harrow Road and Wrotesley Road NW10

Question No: 2016/1558

[Navin Shah](#)

The parents of Kenmount Primary School in College Park have raised their concerns about the safety of traffic lights at the above junction. Can you please confirm if the traffic lights are the responsibility of TfL and also confirm that TfL would take on board appropriate remedial measures to ensure that the traffic lights are safe for parents, pupils and pedestrians?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 08/08/2016

The traffic signals at the junction of Harrow Road and Wrotesley Road are TfL's responsibility. The safety of parents, pupils and pedestrians is a priority and TfL has recently reviewed the signals to ensure they are operating safely as intended. While there were no operational issues, it was observed that some drivers were not complying with the signals.

We have raised this with the Metropolitan Police Service Roads and Transport Policing Command, which has the lead policing responsibility for road safety in London. Officers are being deployed to investigate and take action on issues of non-compliance.

Merger of Borough Commands (1)

Question No: 2016/1559

[Navin Shah](#)

Can you confirm whether there are any plans to merge borough commands by met police? If there are can you give us details of this is planned.

[The Mayor](#)

I want to deliver real neighbourhood policing for all of London and this was a key part of my manifesto. As I produce my Police and Crime Plan, I will be working with the Commissioner and the Metropolitan Police Service on this vital issue.

I will subsequently be consulting on the configuration of neighbourhood policing in My Police and Crime Plan.

Merger of Borough Commands (2)

Question No: 2016/1560

[Navin Shah](#)

Is it true that there is plan to merge Harrow, Barnet and Brent borough commands? If so, what is the timetable and details of how it will work?

[The Mayor](#)

As I said in my response to MQ 2016/ 1559, the Commissioner and I have discussed different options and we are working together to review what will deliver the best policing offer for all of London.

I am clear that any major changes to policing in London should be consulted on with the people of London. My Police and Crime Plan is the mechanism for doing this.

Chamberlayne Road - Air Pollution

Question No: 2016/1561

[Navin Shah](#)

Together with four local resident associations in Brent we have been pursuing with TfL the possibility of introducing a 'clean bus corridor' and other measures to drive down the level of toxic air pollution on this road. Will you please help us with our joint endeavour to progress the matter speedily with TfL?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 28/06/2016

It is imperative we improve London's air quality as soon as possible. I have made it clear TfL should lead by example and I will shortly be consulting on a series of proposals to clean up the bus fleet beyond the Ultra Low Emission Zone. This will include clean bus corridors - which will tackle the worst pollution hotspots by concentrating cleaner buses on the dirtiest routes - and I will ensure Chamberlayne Road is assessed as part of this work.

Land Value Tax (LVT)

Question No: 2016/1562

[Navin Shah](#)

A GLA rapporteur review 'Tax Trial - A Land Value Tax' was published in February 2016 investigating pros and cons of LVT for London. On behalf of one of my constituents may I please request your initial thoughts on this issue?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 13/06/2016

The previous London Assembly Planning Committee's report provides a useful analysis on the merits of a Land Value Tax. I will take this and other evidence into consideration as I develop proposals to ensure London can fund the infrastructure it needs in a fair, transparent and inclusive way. In line with the London Finance Commission's conclusions, I am clear that the fiscal powers currently available to London government are inadequate and I welcome government's commitment to greater devolution to the capital. I will work to ensure this includes stronger fiscal powers to support future jobs and growth for the benefit of all Londoners.

London Food Programme

Question No: 2016/1563

[Fiona Twycross](#)

Given the dramatic rise in food poverty in London since 2010, will you guarantee the future of the London Food Programme and what funding will be allocated to this?

[The Mayor](#)

I am committed to making London a fairer and more equal city, and food is a great example of where more work can be done to support this agenda.

It is unacceptable that many Londoners on low incomes struggle to feed themselves and their families, and to help Londoners I will be keeping fares low and supporting increased adoption by employers of the London Living Wage.

The London Food Programme works with a wide range of partners to develop innovative approaches to tackle food poverty issues, and on a wide range of other food priorities for the capital, such as promoting jobs in the food sector and making it easier for Londoners to access healthier food.

The Food Programme funding of £300,000 is guaranteed for the current financial year. In addition the Food Flagships programme, which is working across the boroughs of Croydon and Lambeth, is jointly funded by the GLA and the Department for Education and funding is secured for this programme until March 2017.

London Enterprise Panel

Question No: 2016/1564

[Fiona Twycross](#)

What changes, if any, will you make to the London Enterprise Panel?

[The Mayor](#)

I intend to work closely with business to deliver my priorities for London. That means making better use of London's LEP.

At this stage no decisions have been made regarding the structure and membership of the LEP although this will be a priority moving forward.

Business Advisory Board

Question No: 2016/1565

[Fiona Twycross](#)

How will the Business Advisory Board, proposed in the manifesto, interact with the London Enterprise Panel?

[The Mayor](#)

Terms of reference for the Business Advisory Board are yet to be agreed.

Work programme for the Development, Enterprise and Environment directorate

Question No: 2016/1566

[Fiona Twycross](#)

Please provide the current work programme for the Development, Enterprise and Environment directorate, with anticipated dates for the release of new strategies.

[The Mayor](#)

The work programme of the Development, Enterprise and Environment directorate is still in development, and I have not yet set target dates for revising my statutory strategies.

Devolution

Question No: 2016/1567

[Fiona Twycross](#)

What will be your priorities be for securing the devolution of new powers to London government?

[The Mayor](#)

I will work closely with the Government to seek additional powers to help deliver my manifesto commitments. My priority is to work with the Government and London's government to tackle London's housing crisis.

I will also seek additional fundraising powers from the Government for major infrastructure projects, I will push for TfL to take over responsibility for more commuter routes, I will seek a devolution deal over further education aligned with the needs of employers and students and I will campaign for extra powers to coordinate health services across the city.

Gender equality in skills

Question No: 2016/1568

[Fiona Twycross](#)

There is currently great disparity when it comes to gender and skills. How will you ensure that we break the gender stereotypes with regards to accessing sectors which are deemed to be "traditionally male" or "traditionally female", accessing higher levels of apprenticeships and qualifications and the pay gap that ensues?

[The Mayor](#)

I will focus on working with organisations to coordinate initiatives that work with the education and skills sector to break down gender stereotypes.

The London Ambitions portal will ensure role models from business can directly engage with young learners to inspire them into career pathways they may not be traditionally encouraged to pursue by their parents or teachers.

The Digital Talent Pipeline will specifically focus on encouraging and supporting women aged 15-25 years old to access new courses and apprenticeships in digital, technology and creative industries that are currently male-dominated.

Apprenticeship pay

Question No: 2016/1569

[Fiona Twycross](#)

Do you agree that apprentices should be paid the London Living Wage?

[The Mayor](#)

I advocate that employers should follow the example set by the GLA and pay their apprentices at least the London Living Wage.

Vision for young Londoners

Question No: 2016/1570

[Fiona Twycross](#)

What is your vision for young Londoners over the next four years?

[The Mayor](#)

I am ambitious for all young Londoners and my vision is to enable them to access, embrace in the fantastic opportunities that London has to offer. This means providing the city-wide leadership and planning that London schools lack improving careers advice in schools and developing a city-wide STEM strategy through a London STEM Commission to link schools with science jobs.

I cannot do this alone, and will need to bring together those with the passion, expertise and resources from business leaders to cultural, sports and voluntary and community sectors. A new Skills for Londoners Taskforce will play a key role, as will ensuring GLA collaboration with the Boroughs, schools and the education sector to drive school improvement initiatives, school leadership development and extending youth support.

Internships

Question No: 2016/1571

[Fiona Twycross](#)

Unpaid internships in London are often exploitative and exclude young people who cannot afford to undertake unpaid work to advance their career. What is your view of the practice of unpaid internships and how will you ensure that all young people have equal opportunity to progress with their skills and career?

[The Mayor](#)

As a Mayor for all Londoners, I believe that all young people should have equal access to career development opportunities and that internships should not be the reserve only of the better off who can afford to undertake unpaid work. As such I advocate that employers should pay their interns at least the London Living Wage.

Recognition of Ibero-Americans

Question No: 2016/1572

[Fiona Twycross](#)

Will you ensure that Ibero-Americans are recognised as an ethnic group across the GLA Group and will you campaign to make the Government do the same?

[The Mayor](#)

In September 2010, the Greater London Authority agreed to use the label "Latin American/Ibero American" to categorise this community on its monitoring forms. This decision was taken after weighing up all the available evidence and extensive consultation with numerous members of London's Spanish and Portuguese-speaking communities. With the exception of the Annual London Survey, this label is used on all GLA monitoring forms.

I am happy for the Community Relations Team to revisit the matter with the Latin American/Ibero American community, and explore internally and externally how best to address their concern.

Europe (1)

Question No: 2016/1573

[Fiona Twycross](#)

How important is EU Membership to London's status as a trading gateway to the rest of Europe?

[The Mayor](#)

I believe the UK's membership of the European Union is of central importance to London's status as a trading gateway to the rest of Europe. We know that a vast majority of London businesses export to the EU – around four-fifths. Companies investing in London consider access to the single market to be a major advantage. The completion of the single market in services will play to London's strengths. In services, the UK already has a trade surplus with the EU of £10billion, with financial and insurance services a major contributor, a sector which accounts for approximately 20% of London's economy.

Europe (2)

Question No: 2016/1574

[Fiona Twycross](#)

How important is EU Membership to the ability of London to fight crime and terrorism?

[The Mayor](#)

Please see my response to oral MQ 1407 / 2016.

Europe (3)

Question No: 2016/1575

[Fiona Twycross](#)

What impact would an EU exit have on air quality in London?

[The Mayor](#)

The EU plays an essential role in improving air quality. There are three key impacts that an exit from the EU would have:

1. London would lose the protection offered by the EU Ambient Air Quality Directive, which sets absolute limits on air pollution levels. If these are not met the European Commission (or citizens) can take legal action against member states. Client Earth is currently using this European law to hold the UK Government to account for its poor record on improving air quality.
2. Nearly half of the health effects linked to air pollution are caused by pollution from outside London. Tackling these effectively requires coordinated pan-European action. By leaving the EU we will no longer have a voice in setting ambitious national emission ceilings to address the transboundary pollution that affects us so significantly.
3. We would lose the power of the single market to put in place strict emission control measures on vehicles, construction equipment, generators, power plants etc and a seat at the table which shapes these standards.

So effectively tackling air pollution and protecting the health of Londoners is just one of many reasons why we need to stay in the EU.

Europe (4)

Question No: 2016/1576

[Fiona Twycross](#)

What impact would an EU exit have maternity and paternity rights for Londoners?

[The Mayor](#)

I believe the UK's membership of the European Union has made a positive difference to the rights of working parents. EU Directives have brought a range of improvements: individual entitlement to parental leave for men and women on the grounds of birth and adoption; when returning from parental leave, workers must have the right to return to the same or equivalent job; women may not be dismissed for reasons related to their condition from the beginning of their pregnancy to the end of their maternity leave. It is not clear that this progress would have been made if the UK had not been a member of the European Union.

Europe (5)

Question No: 2016/1577

[Fiona Twycross](#)

What impact would an EU exit have on the consumer rights of Londoners?

[The Mayor](#)

I believe Londoners have benefitted from the consumer rights established through the UK's membership of the European Union. It has ensured a level of transparency, quality and safety to underpin trade across the single market. A number of very important measures which protect consumers and citizens have been agreed at EU level, including on online purchases, passenger rights, caps on roaming charges and the right to healthcare in other EU Member States. At the very least these important protective measures will be at serious risk if the UK leaves.

Europe (6)

Question No: 2016/1578

[Fiona Twycross](#)

What impact would an EU exit have on LGBTI rights in London?

[The Mayor](#)

Being part of the European Union has been fundamental in the progression of LGBT rights in the UK, securing laws to prevent discrimination on the grounds of sexual orientation and gender identity. The EU created a legal right to equal treatment at work, international travel is safer for LGBT people, membership promotes the recognition of same sex marriage, and other laws protect and promote human rights at home and abroad.

Leaving the EU would be a backwards step for London's large international LGBT community.

Europe (7)

Question No: 2016/1579

[Fiona Twycross](#)

What impact would an EU exit have on London's science and university sector?

[The Mayor](#)

London's higher education institutions (HEIs) have been successful in attracting significant European Union investment for research and innovation: from 2007-2013, the top 3 recipients in London (King's College London, Imperial College London and University College London) received a total of €853 million; London-based companies and other research bodies also benefited (e.g. Medical Research Council received €62 million from 2007-2013).

There is a broad consensus within the sector, which I share, that EU membership is centrally important to research collaboration and to attracting talented researchers and investment.

Broadband

Question No: 2016/1580

[Fiona Twycross](#)

What steps will you take to tackle London's "connectivity curse"?

[The Mayor](#)

I will work to ensure that the regulatory and planning frameworks in London give more consideration to digital connectivity. I'll lobby Government to ensure that action is taken to a) implement Ofcom's recent strategic review findings and bring about more effective market competition, b) progress plans for a Universal Service Obligation and c) press ahead with reform of the telecommunications code.

Good progress has been made on trying to standardise wayleave agreements for fixed line deployments, I'll work with stakeholders to ensure these are widely used and that the cost of deployment infrastructure is therefore lowered. I'll work with stakeholders to review the need for similar work for a mobile infrastructure wayleave to help deliver improvements in mobile infrastructure deployment.

I'll work to ensure more Londoners understand the benefits of faster connectivity and encourage local areas to aggregate demand for better services and therefore make the clear case for commercial investment in area wide coverage.

SMEs

Question No: 2016/1581

[Fiona Twycross](#)

How will you support SMEs in the capital?

[The Mayor](#)

Small businesses are at the heart of London's economic success. I will engage them in my Business Advisory Board to ensure their voice is heard and their issues addressed during my Mayoralty. I will ensure that I engage with all level of SMEs, from micro, small and medium size businesses. Through a range of initiatives and projects, including London's Growth Hub, I will support their development, encourage innovation and job creation. I will also ensure that the issue of lack of affordable workspace is explored.

Inequality

Question No: 2016/1582

[Fiona Twycross](#)

What steps will you take to create a more equal London to reduce poverty across the capital?

[The Mayor](#)

I am firmly committed to reducing poverty across the capital and to making London a fairer and more equal city.

Key to this is supporting more Londoners to develop the attributes and the basic, professional and technical skills they need to flourish, and to find, sustain and progress in work. This means working closely with employers and providers to ensure London has a world-class skills system. My team is already working hard on this agenda through the post-16 Area Review, focussed on college based provision, and a review of Adult Community Learning services.

As well as supporting Londoners into work, I will also tackle low pay in the capital, which is one of the drivers behind London's unacceptably high rate of in-work poverty. I will strive to make London a Living Wage city, where all workers are fairly paid.

Skills

Question No: 2016/1583

[Fiona Twycross](#)

Equipping Young Londoners with the skills that London's economy needs is going to be a big challenge over the next four years. How do you intend to resolve the major skills gap that, in my view, your predecessor left behind?

[The Mayor](#)

The Area Review of Skills currently underway in London is an important step in developing a clear understanding how well the skills system is meeting the needs of London's employers.

Working with a range of stakeholders including colleges, employers and local authorities my team leading the review will present recommendations later this year for any changes that the process may highlight, in advance of the post-19 skills budget being devolved to London in 2018/19.

In the meantime, the London Ambitions Careers Strategy launched last year by the London Enterprise Panel is supporting schools and colleges in highlighting opportunities for young people across all sectors of the London economy.

Further and Higher Education and the EU

Question No: 2016/1584

[Fiona Twycross](#)

What impact would leaving the European Union have on further and higher education in London?

[The Mayor](#)

The UK's membership of the European Union is important for London's further and higher education sectors. London higher education institutions (HEIs) have been successful in attracting significant European Union investment for research and innovation: between 2007-2013, the top 3 recipients in received a total of €853 million. We have data on nationality and higher education and know that international students make a net economic contribution of about £2.3 billion a year in London. EU nationals account for around a third of international students in London HEIs. London accounted for 23 per cent of all EU undergraduates in the UK in 2014/15 and 32 per cent of all EU post graduates.

Defining affordable rents

Question No: 2016/1585 (Oral)

1 Supplementary Questions

1 Commitments

[Sian Berry](#)

How will you calculate the definition of a true 'living rent' for London?

[The Mayor](#)

Sadiq Khan (Mayor of London): Thank you, Chairman. As I said in my manifesto, the London Living Rent will be a new type of home aimed at private tenants with rents based on one-third of average local incomes. This will start to address the gross unaffordability of London's private rented sector when fewer people than ever are able to save up to access home ownership. My officers and I are working with partners including housing associations on the details of the London Living Rent and I will publish proposals in the near future. Rest assured that these homes are just one part of a package of genuinely affordable new homes for Londoners, including new homes for social rent and for shared ownership.

This is in marked contrast to the previous Mayor, who did nothing - literally nothing - to help private renters and who enthusiastically supported the Government's damaging Housing and Planning Act, which replaces proper affordable homes with homes costing up to £450,000.

Sian Berry AM: Thank you. I would also like to offer my congratulations on your election. It was interesting to hear during the election that your father was a bus driver.

I do not know if you noticed that I am a private renter myself and so this is an issue very close to my heart. I know that you have said one-third of average local incomes and a simple calculation based on that is one way of doing this. However, as a woman, I know that women earn less than men on average. London has the largest gender pay gap of any region. Twice as many women as men in London are paying more than half of their income on rent.

Will the work you do on this calculate separately what the implications of the pay gap are for defining a “living rent” for women in the city?

Sadiq Khan (Mayor of London): The work that the officers are doing is in relation to the various living rents around London, working closely with local authorities and others. We have not factored in the point you raise in relation to disaggregating the fact that a woman gets on average 81% of the salary a man gets. Let me look into that because it is a really important point and we need to make sure that we do not inadvertently not give the benefits to Londoners who are women that I intend to give to men.

Sian Berry AM: Thank you.

Sadiq Khan (Mayor of London): Can I come back to you on that? Can we talk about that and maybe what we can do to address that?

Sian Berry AM: I would be happy to. Similarly, the costs of living are higher for families in London, including childcare and the still unfair transport fares charged to part-time workers. The majority of children in poverty in London are living in rented housing as well. There are more than half a million of them.

Will you take these issues into account - the higher costs of living elsewhere other than rent - when calculating the definition of a “living rent” for family homes?

Sadiq Khan (Mayor of London): Yes and no. With the London Living Rent, we are trying to move away from market values of properties towards linking it to what people earn so that it is linked to earnings rather than the market value of a property. All of the experts - from Shelter to others - say that the definition of a “living rent” should be one-third of average earnings. There is an argument about whether it should be mean or median.

You are right. There are 700,000 children in London living in private rented accommodation and so it is a factor in relation to why London has been hollowed out and some of the problems we discussed during the campaign. However, the London Living Rent is firmly linked to average earnings rather than the living costs that Londoners have. I am trying to address the issue of, for example, transport costs, which is why I made a promise, which I intend to keep, of freezing fares for the next four years.

Sian Berry AM: Thank you. [My question there was] really, though, affordability is a question of what spare income you have to spend on rent and so it is a question of income but is also a question of your other living costs. I am asking whether you [will try] to take those into account, particularly for families.

Sadiq Khan (Mayor of London): No, it is linked to earnings.

Sian Berry AM: Just earnings? Finally, another group affected by high rents is students. They are campaigning for a “student living rent”. Their costs are rising for student accommodation and they have very low average incomes. Will you work with the Higher Education sector to produce an official figure for a “student living rent” that they ought to be complying with?

Sadiq Khan (Mayor of London): You will know that it depends where you live in London. Student digs in some parts of London are cheaper than in other parts of London. However, we need to make sure that the alliance we are building up includes younger people, some of whom are students, and older students as well. That is part of the work that the alliance is going to do and that Homes for Londoners is going to do.

Sian Berry AM: That is, yes, you will look into a “student living rent”?

Sadiq Khan (Mayor of London): We are going to speak to them, yes.

Sian Berry AM: OK. Thank you. That is it, Chair.

Silvertown Tunnel

Question No: 2016/1586 (Oral)

1 Supplementary Questions

[Caroline Russell](#)

In light of your concerns about the Silvertown Tunnel, will you withdraw the application for powers to build it and immediately start your 'joined up review of river crossings and improved public transport connections' east of Tower Bridge?

[The Mayor](#)

Sadiq Khan (Mayor of London): Chairman, can I congratulate Assembly Member Russell on her election as well. We took part in some hustings as well when Sian [Sian Berry AM] was tied up. Congratulations, Assembly Member Russell.

I made a commitment in my manifesto to deliver the major infrastructure that London needs for the long-term, including new river crossings for east London. These crossings should benefit and regenerate the communities that need them the most. They should include cycling, walking and public transport options that help to break down the physical barriers that can alienate parts of the city. The Silvertown Tunnel has the potential to meet current and future demand to cross the river in that location and, importantly, it could transfer cross-river public transport commitments. However, I am still considering the merits of the tunnel and will review this as part of the six-month public examination which is due to take place following the development consent order (DCO). The DCO represents the start of a process and does not preclude reviewing the details of the scheme, such as charge levels. Therefore I am not proposing to withdraw it at this stage. I will also look again at the particular issue of tolling. It could help to address concerns about the tunnel stimulating new car journeys, but I am determined to be sure that any user charges for the Silvertown Tunnel are fair and also encourage the take-up of the cleanest vehicles.

In terms of a review of the long-term plans for river crossings, this will be addressed through the development of my new transport strategy.

Caroline Russell AM: Thank you, Mr Mayor, and congratulations to you on your election as well. What I want to understand is if you are not going to withdraw the DCO how will your river crossings review be genuinely strategic in nature, because you will be allowing the plans for one

particular project to reach an advanced stage at the same time?

Sadiq Khan (Mayor of London): To be fair, the scheme has been subject to four public consultations already. Of the people who responded the majority responded in support of the scheme. There was a statutory consultation recently that found support for the scheme. The DCO application for the scheme is currently being considered by the Planning Inspectorate. It is subject to verification. There will be a further public examination later this year. Let us wait and see what the response to that is.

Caroline Russell AM: During the election campaign you said on 6 April 2016,

“Plans as they stand for the Silvertown Tunnel do not fully take into consideration the importance of greener transport. We need a proper joined-up review looking at river crossings and improved public transport connections east of Tower Bridge, but in a strategic fashion, not piecemeal like the current Mayor.”

If you do not withdraw the DCO for Silvertown you will be going forward piecemeal, as you were accusing your predecessor. Do you not accept that is the case?

Sadiq Khan (Mayor of London): I do not accept that. I do not think anybody would translate what we are doing with Silvertown as pushing ahead. At present some of the worst congestion in London is experienced at the Blackwall Tunnel, with regular 25 minute delays contributing to poor air quality on some of London’s most polluted roads. The advice I have is that the new tunnel is predicted to effectively eliminate the current congestion, thereby reducing emissions. The user charge helps to ensure the level of traffic crossing the river does not increase. That is why it is really important to go through the DCO application process.

Caroline Russell AM: That is the kind of stuff that is going to come up during any review of these crossings. I say again: unless you withdraw this application for the powers to build the Silvertown Tunnel, you are going to be spending £10.7 million on preparatory work this financial year. Your two predecessors spent £100 million on failed plans for river crossings. Why do you not stop this wasteful spending that you can do? You can withdraw the DCO application. The deadline is on Tuesday of next week.

Sadiq Khan (Mayor of London): I do not want to have to repeat the answer I have given, Chairman. I have talked about Blackwall Tunnel. I am concerned about air quality. The consequences of the status quo are not sustainable.

Caroline Russell AM: Thank you.

Viridor Incinerator

Question No: 2016/1587

[Caroline Russell](#)

Will you consider carrying out a review of your predecessor's decision to approve the proposed Viridor incinerator planning application in Beddington?

[The Mayor](#)

The decision on this planning application was issued by Sutton Council in 2014. I do not hold any planning powers over the scheme now that it has been approved so therefore cannot recover or review a previous Mayoral Decision or Sutton Council's decision to grant planning permission.

London City Airport decision

Question No: 2016/1588

[Caroline Russell](#)

What is the new evidence and advice on London City Airport that lies behind your decision to withdraw your predecessor's objection to a compulsory purchase of land owned by City Hall?

[The Mayor](#)

During the exchange of evidence leading up to the start of the CPO Inquiry on 10 May, London City Airport (the Airport) provided information that addressed the key limbs of my predecessor's original objection to the Order being confirmed.

The information included giving greater certainty over the delivery of the airport works on the land to be acquired by its new owners through providing financial evidence, and a clearer demonstration of the need for the land included within the Order, showing that the extent was not excessive. In addition, the Airport offered me a compromise to ensure that rights taken over land did not prejudice my other land holdings in the Royal Docks.

Having taken Leading Counsel's advice, I was satisfied that the Airport was not acquiring public land without sufficient cause.

Estate regeneration - resident support (1)

Question No: 2016/1589

[Sian Berry](#)

Will you immediately review the GLA's funding for estate regeneration schemes in light of your manifesto commitment, requiring that 'estate regeneration only takes place where there is resident support, based on full and transparent consultation, and that demolition is only permitted where it does not result in a loss of social housing, or where all other options have been exhausted, with full rights to return for displaced tenants and a fair deal for leaseholders'?

[The Mayor](#)

As someone who grew up on a council estate, I fully understand concerns about regeneration. I intend to develop a common set of principles with London's boroughs and Housing Associations about regeneration for the future, in line with my manifesto commitments, so that we can help earn the trust of residents towards plans that come forward.

Estate regeneration - resident support (2)

Question No: 2016/1590

[Sian Berry](#)

Will you reflect your manifesto commitment on estate regeneration in your new London Plan?

[The Mayor](#)

Yes. I will reflect my manifesto commitment on estate regeneration in changes made to the London Plan.

Central Hill Estate

Question No: 2016/1591

[Sian Berry](#)

While plans for the Central Hill estate are not directly funded by the GLA, will you lobby Lambeth Council to ensure it runs a full and transparent consultation on how to refurbish and increase the numbers of homes on this estate, including options put forward by resident groups, and to ensure that no option is pursued for the estate without majority resident support?

[The Mayor](#)

I will ensure my officers work closely with Lambeth Council to ensure that Central Hill benefits from any plans for redevelopment and is taken forward with full and transparent engagement with residents.

Housing Zones and estates (1)

Question No: 2016/1592

[Sian Berry](#)

Will you update the data table 'Estate Regeneration in Housing Zones' that was provided in response to a question by Darren Johnson to reflect new zones agreed since it was last drawn up, for example including the Cambridge Road Estate in Kingston?

[The Mayor](#)

As part of the review of the GLA's housing delivery programme, we will be reviewing and updating all of the information released through our website, including all of the information released to date on the Housing Zones programme.

Housing Zones and estates (2)

Question No: 2016/1593

[Sian Berry](#)

Will you include a breakdown of homes by tenure in the new version of the document 'Estate Regeneration in Housing Zones'?

[The Mayor](#)

As part of the review of the GLA's housing delivery programme, we will be reviewing and updating all of the information released through our website, including all of the information released to date on the Housing Zones programme.

New ways of providing housing

Question No: 2016/1594

[Sian Berry](#)

Will you use TfL land to directly pilot and encourage new ways of providing homes, such as community land trusts and working with smaller builders?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 13/06/2016

I am keen to examine the opportunities presented by community land trusts and smaller builders and am expecting TfL to explore both of these options as part of its next phase of property development.

Borough police officers that live in London

Question No: 2016/1595

1 Attachments

[Sian Berry](#)

Of the police officers working in each borough please could you let me know the number who live in London and the number who are residents of the borough they work in? Please provide in excel format.

[The Mayor](#)

Please find a table attached as Appendix G.

Police salary 2016

Question No: 2016/1596

1 Attachments

[Sian Berry](#)

What are the salaries of Borough Police officers? Please provide a breakdown of each officer rank per borough.

[The Mayor](#)

Police officers' salary varies according to their rank, length of service and specialist skills. The latest pay grades for police officers can be found at the Police Remuneration Review Body report:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/445746/RRB_1st_report_2015.pdf

In addition MPS police officers receive London-related allowances which for a new Police Constable is £6,687.

The number of officers allocated to a borough by rank is in the table attached as Appendix H.

DBS Overstaffing cost

Question No: 2016/1597

[Sian Berry](#)

The Disclosure and Barring Service Unit have overstaffed the unit by 20 police staff and an additional 51 police officers to reduce the number of pending applications. What was the DBS staffing budget before and after the overstaffing of this unit?

[The Mayor](#)

Disclosure and Barring certificates are an important part of public protection and delays can have a significant impact on people's ability to work.

MOPAC is working closely with the Home Office, the Disclosure and Barring Service (DBS) and the MPS to reduce the current backlog and improve productivity within the service. This was demonstrated by the visit last month led by the Home Office minister and MOPAC to the MPS Character Enquiries Centre in Sidcup, to see first-hand the challenges of processing applications.

A recovery plan is in place which has involved a significant number of additional resources to reduce the number of outstanding cases. MOPAC will continue to monitor this situation closely and work with the Home Office who have oversight of the overall service.

The MPS has recruited about 50 new staff to progress DBS certificates. In addition a further circa 60 existing MPS staff have been redeployed to provide surge capacity and tackle the backlog. TfL has also provided a number of dedicated staff to the MPS to assist in clearing outstanding cases.

The DBS fund the service nationally and MPS costs are fully recoverable.

DBS Caring professions

Question No: 2016/1598

[Sian Berry](#)

The Metropolitan Police Service Disclosure and Barring Service systems are not defined in such a way as to be able to sift particular professions. I am concerned that many people in caring professions, such as nurses, are not being given the priority status they need. Will you review this process to address this issue?

[The Mayor](#)

Disclosure and Barring certificates are an important part of public protection and delays can have a significant impact on people's ability to work.

MOPAC is working closely with the Home Office, the Disclosure and Barring Service (DBS) and the MPS to reduce the current backlog and improve productivity within the service. This was demonstrated by the visit last month led by the Home Office, of Karen Bradley MP, Parliamentary Under-Secretary and MOPAC to the MPS Character Enquiries Centre in Sidcup, to see first-hand the challenges of processing applications.

A recovery plan is in place which has involved a significant number of additional resources to reduce the number of outstanding cases. MOPAC will continue to monitor this situation closely and work with the Home Office who have oversight of the overall service.

It is not within the MPS's control to prioritise the cases. The MPS responds to all DBS checks in priority of date order unless requested otherwise by the DBS. Any escalation of specific cases outside of this is managed by the DBS themselves. The escalation criteria is administered to cases where circumstances of extreme financial hardship and or a potential loss of employment is apparent.

Invest in youth work

Question No: 2016/1599

[Sian Berry](#)

Will you honour your pledge and meet with campaigners from the Invest In Youth Work petition on change.org?

[The Mayor](#)

Yes, I will honour my agreement to meet again with the change.org campaigners who presented the Invest in Youth Work petition to me to sign.

Youth service funding

Question No: 2016/1600

[Sian Berry](#)

Your predecessor committed to encouraging local councils to protect funds to youth services. What steps will you take to protect and increase GLA and council funding for youth services?

[The Mayor](#)

I want to ensure that young people have access to the support and services I had growing up in London, and I am committed to working with boroughs across all my manifesto commitments.

While central government cuts to local authorities' budgets has placed pressure on their youth service budgets, I am encouraged that the picture in London is better than in some areas outside the capital.

As well as the continuing roles of many City Hall youth and skills programmes, there are promising examples of innovation in London, such as OnSide's Youth Zone in Barking and Dagenham and John Lyon's Charity Young Peoples' Foundations. These new models of youth services create partnerships of the private sector, trusts, local authority, young people and the community, and have a needed focus on life chances and employability.

Operation Shield evaluation

Question No: 2016/1601

[Sian Berry](#)

When will the evaluation of Operation Shield be published?

[The Mayor](#)

An evaluation of the Shield pilot will be available in the latter part of 2016.

Hate Crime

Question No: 2016/1602

[Sian Berry](#)

How will you direct the Metropolitan Police Service to 'take zero tolerance approach to hate crime'?

[The Mayor](#)

I am committed to tackling hate crime and urge all victims to come forward and not to suffer in silence. To do this, all communities need to have confidence that officers treat them with respect and have the necessary training to support victims.

I will work with the Commissioner to ensure that his officers have the right resources to stand up to these appalling crimes. I passionately believe that London should be a global beacon of tolerance, acceptance and respect.

Hate Crime

Question No: 2016/1603

[Sian Berry](#)

In my view the current MOPAC Dashboard statistics do not give an accurate reflection of hate crime. Will you urgently review recording of hate crime as recommended by the MOPAC hate crime strategic board?

[The Mayor](#)

I want to go further and, with my Deputy Mayor for Policing and Crime, I will review all of the dashboards that we currently have, how we measure performance and what information we publish.

I want to have the greatest level of transparency delivered by City Hall, and dashboards and monitoring are key to this.

The reporting of Hate Crime will be part of this review and I particularly welcome the views of those working in the community to support hate crime victims.

Gender diversity in the Met

Question No: 2016/1604

1 Attachments

[Sian Berry](#)

Please can you provide me with the number of a) female b) male c) transgender officers in Metropolitan Police per borough and across the Met as a whole?

[The Mayor](#)

The number of female and male officers within each borough and across the MPS as a whole is provided in the table attached as Appendix I.

The number of officers who define themselves as intersex, transgender or transsexual totals fourteen across the Met.

Gender diversity applicants within the Met

Question No: 2016/1605

[Sian Berry](#)

Please can you provide me with the number of a) female b) male c) transgender applicants that apply to police officers?

[The Mayor](#)

The data below provides gender diversity information for the last two recruitment campaigns.

The Met received 1,826 applications of which 621 were from female candidates and 1,205 from male candidates.

The Met received 2,653 applications of which 831 were from female candidates and 1,822 from male candidates.

The MPS does not have access to protected data beyond stated gender.

Women in the Met Police (1)

Question No: 2016/1606

[Sian Berry](#)

What action will you take to increase the number of women joining the Metropolitan Police force?

[The Mayor](#)

I will promote a police service that looks like the communities it is charged with keeping safe, with the aim of having an MPS that is as diverse as London's population, with the same gender balance.

My Deputy Mayor for Policing and Crime will work with the MPS to increase diversity of representation, both at entry level and in more senior ranks.

Women in the Met (2)

Question No: 2016/1607

[Sian Berry](#)

What action will you do to increase the number of women in senior ranks within Metropolitan Police service?

[The Mayor](#)

Please see my response to MQ 1606 / 2016.

Violence against women and girls

Question No: 2016/1608

[Sian Berry](#)

What steps will you take to protect and increase GLA and council funding for refuges and other services for women fleeing violent homes, in particular specialist services for minority groups?

[The Mayor](#)

Violence Against Women And Girls is a significant cause of homelessness and therefore access to safe and stable housing is a key part of the response for victims/survivors.

We know from study undertaken by Women's Aid in 2014 that there are gaps in refuge provision for particular groups and local authorities often have housing policies in place that can disadvantage victims/survivors who are fleeing their homes. The London partnership Violence Against Women and Girls Board has commissioned an audit into local housing provision for victims and survivors of domestic abuse that is being sponsored by the London Housing Directors Group. This will complement existing data collated by London Councils and Women's Aid on Refuge provision.

In addition, a sexual violence needs assessment has been commissioned by MOPAC and will be published in the summer.

All these information sources will inform decisions to be made by my DMPC and me in future commissioning arrangements, including provision of refuges and other specialist services for women fleeing violent homes, in particular specialist services for minority groups.

London's economy

Question No: 2016/1609

[Caroline Russell](#)

Will you seek a broader range of views than your predecessor as you draw up your economic and planning policy?

[The Mayor](#)

I stood on the platform of being a Mayor for all Londoners and I will engage with as many Londoners as possible in developing my economic and planning policies, as for my other policies.

London Living Wage

Question No: 2016/1610

[Caroline Russell](#)

Will you lobby the government to make the London Living Wage the statutory minimum wage for the capital?

[The Mayor](#)

I would like to see a higher Living Wage, reflecting the cost of housing in London, and I would like to see all Londoners paid at least the Living Wage. I will encourage as many London employers as possible to become London Living Wage accredited, which I hope will eventually make the statutory minimum wage in London increasingly irrelevant.

London Living Wage

Question No: 2016/1611

[Caroline Russell](#)

Will you press companies not to reduce other staff benefits if they introduce the London Living Wage?

[The Mayor](#)

I support the London Living Wage accreditation process, which requires businesses to meet specified criteria set by the Living Wage Foundation. I do not believe that other staff benefits should be removed when companies become London Living Wage accredited.

NO2 legal compliance

Question No: 2016/1612

[Caroline Russell](#)

Will you make a commitment to bring London's Nitrogen Dioxide pollution levels within legal limits by 2020?

[The Mayor](#)

I was elected on a mandate to improve air quality, which results in the death of the equivalent of almost 10,000 of our fellow Londoners each year.

The Government's national air quality action plan states compliance with NO2 legal limits will be achieved by 2025. I do not believe this is ambitious enough.

In my first week in office I announced a policy consultation on a major package of measures to tackle air pollution which I expect to launch in the coming weeks. These measures, when combined with support and national action from Government, will ensure London meets EU legal standards for air quality as soon as possible while improving public health and reducing inequalities.

ULEZ consultation

Question No: 2016/1613

[Caroline Russell](#)

There are many pollution hotspots beyond the north and south circular. As part of your Ultra Low Emission Zone consultation, will you give outer London boroughs the ability to opt in all or part of their area from the outset?

[The Mayor](#)

There has been an ongoing dialogue between officers from TfL, GLA, London boroughs and London Councils on the technicalities of extending the ULEZ. The current consensus is that an individual borough "opt-in" system would not necessarily provide a workable solution for Londoners because of the need for a clear enforcement strategy and understandable diversion route away from the zone. That said, there are clearly many ways this could work and I am open to alternative suggestions as to how a system could be implemented and I will seek views during the forthcoming consultation.

We must speed up our efforts on how we tackle London's air quality challenge and, as well as my own proposals, I intend for everyone to have a say on how it should be done as part of the consultation.

T-charge announcement

Question No: 2016/1614

[Caroline Russell](#)

With reference to your announcement of introducing a toxicity levy on the worst polluting vehicles in the congestion charge, what NO2 reductions do you anticipate this will achieve?

[The Mayor](#)

I was elected on a mandate to clean up London's air and will be consulting on a range of new measures to do this. I have asked TfL to look at the possible NO2 reductions from all of the proposals.

I anticipate that a new central London emissions charge from 2017 (popularly dubbed the T-charge) will encourage the early adoption of cleaner vehicles ahead of the Ultra-Low Emission Zone. Information on the anticipated emissions impacts of this charge will be provided as part of the forthcoming consultation.

Cleaning up the bus fleet

Question No: 2016/1615

[Caroline Russell](#)

Fewer than half of London's buses will be either hybrid, electric or hydrogen cell by 2020 if you meet your own target. With these technologies now widely available and increasingly less expensive relative to diesel buses, why have you set such an unambitious target?

[The Mayor](#)

In my recent air quality announcement I made it clear that TfL should only purchase hybrid or zero-emission buses from 2018 onwards. To achieve the further price reductions and technology improvements needed to deliver this I will be hosting an international bus summit with manufacturers, bus operators and other cities later this year. I expect this to accelerate the date by which all buses in the TfL fleet are hybrid, electric or hydrogen.

As a first step, I have set far more ambitious targets for cleaning up the bus fleet than my predecessor. My proposals include introducing the Ultra Low Emission Zone (ULEZ) standard for TfL double-deck buses a year earlier than planned, introducing clean bus corridors outside ULEZ and retrofitting 3,000 buses to significantly cut nitrogen oxides.

Enderby Wharf

Question No: 2016/1616

[Caroline Russell](#)

In light of London breaching EU limits on air quality will you implement restrictions requiring zero emissions for cruise ships whilst moored, such as mandating Onshore Power at Enderby's Wharf, or require cruise vessels to comply with MARPOL Tier 3 emission levels?

[The Mayor](#)

The existing planning permission for Enderby Wharf is currently subject to Judicial Review. Depending on the outcome of this review, I will work with Greenwich Council and local residents on what more we can do in this area, alongside a broader investigation of how to control emissions from river transport.

Commercial Vessels on Thames - London Plan

Question No: 2016/1617

[Caroline Russell](#)

With reference to your London Plan policy on controlling emissions from Non-Road Mobile Machinery, will you consider an equivalent policy to tighten up emissions from commercial vessels on the River Thames?

[The Mayor](#)

Yes, I will consider this through my Mayoral strategies. Please also refer to my answer to question MQ 2016/1618.

Commercial Vessels on Thames - ULEZ

Question No: 2016/1618

[Caroline Russell](#)

Will your ULEZ consultation include commercial vessels on the River Thames?

[The Mayor](#)

The GLA Act does not give me the power to include commercial vessels as part of the Ultra Low Emission Zone. However, TfL has committed to working with operators of both River Bus and River Tour services to encourage the adoption of ultra low sulphur diesel, and other clean fuel systems such as hybrid engine technology. I will seek discussions with the Port of London Authority on what more can be done to clean up ships on the river.

Mayor's decentralised energy programmes

Question No: 2016/1619

[Caroline Russell](#)

Regarding the Mayor's decentralised energy programme, which deputy Mayor will be responsible for delivering this?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 13/06/2016

The decentralised energy delivery programme is currently part of the environment team.

I have not yet fully appointed my Mayoral team and I do not intend to rush making my key appointments.

Solar Energy strategy

Question No: 2016/1620

[Caroline Russell](#)

What timetable do you have in place to produce your manifesto commitment of London's first solar energy strategy?

[The Mayor](#)

Please see my response to MQ 2016 /1443.

Gatwick Airport expansion and climate change

Question No: 2016/1621

[Caroline Russell](#)

How do you reconcile your manifesto pledge to make London the 'leading edge of the fight against climate change' and at the same time backing the expansion of Gatwick Airport which will result in a huge increase in carbon emissions?

[The Mayor](#)

London's international connectivity is a key to its success. Its airports system is nearing capacity which will constrain our ability to attract trade, tourism and investment. That is why the Airports Commission determined that there was a need for a new runway in the south east.

That new runway capacity must not be at any price. That is why I support expansion at Gatwick which, the Airports Commission confirmed, will have significantly less environmental impact than Heathrow, including carbon emissions.

Greenhouse gas emissions from any growth in aviation in the UK will need to be offset by further savings in other sectors if we are to meet, or exceed, the UK's 2050 national carbon reduction target. Cities such as London will likely need to reduce our emissions beyond an 80% reduction (on 1990 levels) by 2050 to help meet this national target. This is why I am pushing for London to become a zero carbon city by 2050.

Heathrow Expansion attempt

Question No: 2016/1622

[Caroline Russell](#)

Do you agree with me that Heathrow's recent pledges to ban night flights, curb both noise and pollution in order to help boost their bid for a third runway are worthless and cannot be trusted? Will you give me an assurance that you will be committed to blocking Heathrow expansion?

[The Mayor](#)

As I have clearly set out in my manifesto and since my election, I absolutely oppose expansion at Heathrow.

Boris Johnson's tunnelling projects

Question No: 2016/1623

[Caroline Russell](#)

Road tunnels are expensive to construct and create more traffic, more congestion and community severance at the tunnel portals. Will you therefore put an immediate stop to all work on your predecessor's plans for hugely expensive road tunnels between Hackney and Park Royal, Chiswick and Beckton and nine other locations?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 13/06/2016

London is growing at an unprecedented rate and there is a clear need to provide the necessary infrastructure to keep London moving and address the issues caused by an increase in population.

A number of tunnel schemes have been investigated which look to address issues of congestion, mitigate against the environmental impacts of traffic such as noise and air quality, improve the sense of place and provide space for other uses, including walking and cycling as well as facilitate development in certain areas.

I plan to review each scheme carefully to assess how well it meets its objectives and judge its merits for addressing London's needs.

Silvertown Tunnel - Final statutory consultation report

Question No: 2016/1624

[Caroline Russell](#)

On 3rd May 2016 Transport for London applied to the Planning Inspectorate for powers to build the Silvertown Tunnel before publishing any analysis of the 4,000 responses to the final public consultation on the scheme that ended in autumn 2015. Do you think this is acceptable?

[The Mayor](#)

It will be really important to provide new river crossings in east London in the coming years, where there are currently very few but there is huge potential for growth and regeneration.

New crossings are needed to break down the physical barrier between communities that the Thames can represent, and where possible they should promote sustainable travel choices like walking, cycling and public transport.

The Silvertown Tunnel proposal has the potential to fulfil many of these aims while relieving congestion at the Blackwall Tunnel.

I want to be sure that the project will work well for all Londoners, which means it will

have to provide:

- a clear commitment to delivering much-needed cross river public transport links;
- environmental assurances, both in terms of how it is constructed and once operational; and
- benefits for pedestrians and cyclists, linking to the wider opportunities for new river crossings, such as the proposed Rotherhithe to Canary Wharf crossing.

I have therefore decided to review the scheme, with a particular focus on these elements.

TfL's application to the Planning Inspectorate is an important process through which plans of this significance go in order to ensure that the widest range of views is considered before they go ahead. Because of the length of this process, it was not appropriate to delay the first formal stages of the application. The consultation and review processes are complimentary, and I will ensure that any final proposals satisfy the requirements I have mentioned above.

TfL has now published its consultation report, which is available to view via the link below:

<http://infrastructure.planninginspectorate.gov.uk/wp-content/uploads/projects/TR010021/2.%20Post-Submission/Application%20Documents/Reports/5.1%20Consultation%20Report.pdf>

The Planning Inspectorate will conduct its public examination of the proposals later this year and I would encourage everyone who has a view about the Silvertown Tunnel can register to take part.

Greener Bridges

Question No: 2016/1625

[Caroline Russell](#)

Will you make the case to Highways England for a share of their environment fund to be spent on green bridges across the motorways around London?

[The Mayor](#)

The benefits that can be provided by green bridges are great, including enhanced biodiversity through better-connected green spaces and a reduction in severance through the provision of crossing points for pedestrians and cyclists.

I would welcome further investment in green bridges around London and I will ask TfL to progress this idea further with Highways England.

Increasing cycling in London

Question No: 2016/1626

[Caroline Russell](#)

Do you welcome the recent increases in cycling in central London and, if so, how do you intend to get more Londoners cycling across inner and outer London?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 08/08/2016

Yes. The growth in cycling is good news for our city, helping to make Londoners more active and healthier and providing a sustainable way in which to travel around our city.

Although a great deal of progress has been made, we need to increase the pace of change.

I want to make London a byword for cycling. It is a key part of my vision of the greener, more modern and more affordable transport network that we need in our city. I am looking at what works best from the existing schemes and making sure we deliver the best, safest road cycling network.

I have also already launched a Santander Cycles incentive scheme to encourage London's businesses to get their staff cycling.

I now have a number of cycling schemes to consider and I'll be working with TfL to plan future programmes so that we continue to see growth in cycling across all areas of London.

Drainage issues on East-West Cycle Superhighway

Question No: 2016/1627

[Caroline Russell](#)

Severe drainage problems have been reported on this cycle route. What measures will Transport for London take to address them?

[The Mayor](#)

Some issues of blocked drains were reported and resolved immediately after the opening of the cycle track. TfL has assured me that it will continue to monitor this closely, and that any future remedial work required will be undertaken promptly.

Post-implementation review of Cycle Superhighway 5

Question No: 2016/1628

[Caroline Russell](#)

When will TfL publish the findings of this review?

[The Mayor](#)

TfL is continuing with post-implementation data collection and analysis to measure the benefits and impacts since Cycle Superhighway 5 was launched in November 2015. Initial findings show a 73 per cent increase in cyclists across Vauxhall Bridge, and over 80 per cent of cyclists using the new cycle track. TfL will share further information with you once the review has been completed.

Vehicles driving in cycle superhighways

Question No: 2016/1629

[Caroline Russell](#)

Several instances of vehicles driving in segregated cycle superhighways have been reported. Do you agree that this is unacceptable and if so how will you deter this practice?

[The Mayor](#)

Yes, this is unacceptable. TfL is continuing to educate road users about the operation of the highways. For example, TfL and the MPS regularly run road safety operations including Operation Safeway, deploying uniformed officers to key junctions and roads, enforcing the rules of the road.

TfL expects instances of vehicles driving in segregated lanes to decrease as people become accustomed to the new highway layout changes. Initial monitoring of the North-South Cycle Superhighway (CS6) has already shown a reduction in vehicles mistakenly entering the cycle lanes.

TfL will continue working closely with the police on this matter.

Traffic reduction

Question No: 2016/1630

[Caroline Russell](#)

How do you plan to reduce traffic in London?

[The Mayor](#)

I recognise that there is a need to introduce new measures to reduce congestion to ensure London's continued success as a world city. With London's population forecast to grow from 8.6m people to 10m by 2030, current initiatives to limit congestion will not be sufficient to maintain an efficient road network.

I will ask TfL to develop a planned and co-ordinated approach over the next few months to reduce congestion in London. As committed to in my manifesto, this will include reducing the number of large lorries on the city's roads, encouraging greater use of the river to transport passengers and freight, and encouraging further growth in cycling and walking.

Workplace parking levy

Question No: 2016/1631

[Caroline Russell](#)

Will you ask Transport for London to meet with London Councils to discuss the principle of a workplace parking levy?

[The Mayor](#)

I am aware of your support for a Workplace Parking Levy in London but further work would be required to better understand the impacts of such a scheme on, for example, congestion and emissions. I am not currently planning to undertake this work.

Review of Safer Junction Programme

Question No: 2016/1632

[Caroline Russell](#)

TfL have stated in their 'First 100 days' document 'We will review our safer junction programme to ensure our investment is as well targeted as it can be.' When deciding how to target the investment, what criteria will be used to prioritise junctions?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 08/08/2016

I am committed to ensuring that cycling is safer and easier for all Londoners and will do this by continuing with a programme to improve the safety of junctions.

The original list of prioritised junctions was based on a number of factors, including collision data, perceived barriers to cycling, cycle demand analysis, stakeholder feedback and the potential for improvement. These criteria will clearly continue to be important, as will the extent to which junction changes improve safety for all road users.

Healthy Streets Commissioner

Question No: 2016/1633

[Caroline Russell](#)

Your predecessor appointed a Cycling Commissioner, who oversaw positive change in conditions for cycling in London. Will you appoint Healthy Streets Commissioner; a role that would not only embrace cycling and walking but also take forward and develop TfL's Transport and Health Action Plan, leading the pursuit and achievement of better transport and better public health in a genuinely joined-up way?

[The Mayor](#)

Using London's transport network to promote walking and cycling is vital to tackling health inequalities and improving public health more generally. As the city's road network faces increasing pressure from an expanding population, strong voices championing street design that prioritises active travel will become more and more important.

A health-promoting, inclusive transport system requires more than a focus on cycling and walking, so I will be building on the Healthy Streets approach introduced in TfL's Transport and Health Action Plan to take a more holistic approach to transport planning. I am still in the process of establishing my Mayoral team.

Recruitment of TfL Board Members

Question No: 2016/1634

[Caroline Russell](#)

You are currently recruiting new TfL board Members. Will you appoint a 'healthy streets' board member to address cycling walking public health and inclusion?

[The Mayor](#)

I am committed to taking action to improve public health and tackle health inequalities, and an important means of doing this will be through my management of London's transport network. I plan to create healthier neighbourhoods where walking and cycling are safer and easier for all, with greener, better public spaces, and cleaner air. This will require a rounded approach that prioritises the needs of all Londoners and protects the most vulnerable and disadvantaged. The Healthy Streets approach - delivering the 10 indicators of a Healthy Street - is an intuitive, evidence-based means of achieving this and I will ensure that it is embedded into the governance of TfL.

I will personally Chair Transport for London and I am currently considering its membership. The TfL Board will need to play a key role in ensuring future transport provision meets the needs of all Londoners.

Review of bus industry in London

Question No: 2016/1635

[Caroline Russell](#)

As part of this review, Transport for London have promised to ensure that bus operators are model employers. Will this review also review bus driver training with the involvement of older and disabled people's groups to address issues of poor driving and behaviour towards people with disabilities?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 13/06/2016

Yes, absolutely. TfL has been working very closely with all London's bus operators to improve the standard of training using complaints, commendations and input from those groups representing older and disabled people.

A new TfL two-day programme of bus driver training is now in delivery which supports drivers to give the best possible customer service. Special attention is paid to the needs of disabled and vulnerable customers.

This programme runs for two years and all garage staff and 24,500 bus drivers in the fleet will participate. In addition, all new London bus drivers will undertake a City & Guilds qualification. TfL will continue to address specific complaints of poor driving or behaviour.

Confidential Incident Reporting and Analysis System (CIRAS) and coaches

Question No: 2016/1636

[Caroline Russell](#)

Transport for London, through the issuance of London Service Permits, has regulatory authority over local bus services that run outside its own network within the Greater London area. Section 6 of the London Service Permit guidance document states "The proposed service must not prejudice the safety of, or cause delay or inconvenience to, other road users in Greater London, including pedestrians and cyclists." Will you make issuance of a London Service Permit to coach companies conditional on their adoption of CIRAS, so that the safety of road users in London is not prejudiced?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 28/06/2016

I have asked Transport for London to write to all operators on the benefits of adopting an independent confidential reporting system and also for TfL to investigate whether CIRAS can be offered free of charge through its own subscription.

Independent confidential reporting will also be incorporated as a mandatory health and safety requirement. I have asked TfL to report back on their progress with this in the autumn.

London Infrastructure Plan 2050

Question No: 2016/1637

[Caroline Russell](#)

Do you intend to review and potentially revise this plan? If so, what is the time scale?

[The Mayor](#)

I will review the plan, not least because it contains projects that will not happen, such as an airport in the Thames Estuary. I am keen that we put forward a realistic set of infrastructure investments that address all Londoners' needs and those of business.

Tackling hate preachers at London universities

Question No: 2016/1638

[Andrew Boff\(WITHDRAWN\)](#)

Hate Crime Reduction

Question No: 2016/1639

[Andrew Boff](#)

Tackling hate crime is a high priority for the Metropolitan Police Service, demonstrated through their hate crime reduction strategy. How will you make it a "far higher priority" for them?

[The Mayor](#)

The MPS is already committed to tackling Hate Crime and urges all victims to come forward and not to suffer in silence. To do this, all communities need to have confidence that officers will treat them with respect and provide victims with the necessary support.

I will work with the Commissioner to ensure that his officers have the right resources and training to stand up to these appalling crimes. In particular, I will ensure that action is taken to confront the appalling increase in homophobic, anti-Semitic and Islamophobia hate crimes.

Extremist Websites

Question No: 2016/1640

[Andrew Boff](#)

How will you "work with the internet providers to ban extremist websites"?

[The Mayor](#)

There is no place for those who peddle violent extremism in any form.

I note with interest the new legislation mentioned in the Queens Speech and will be discussing this with the Home Secretary.

We are also working with the Metropolitan Police Counter-Terrorism Internet Referral Unit. This Unit works with industry and public and has removed over 110,000 pieces of extremist propaganda since 2010. Referrals from the public have increased by 400% between 2013/4 and 2014/5. Internet providers are key partners in this work and I will be encouraging further partnership work to target this issue.

Mayor of London and the NHS

Question No: 2016/1641

[Andrew Boff](#)

What responsibility does the Mayor of London have for the National Health Service?

[The Mayor](#)

The Mayor has no direct responsibility for the NHS. However, as chair of the London Health Board, I will work with NHS partners and local government to oversee health and healthcare in London.

The GLA Act gives me, as the Mayor, two major responsibilities regarding health and health inequalities:

- To publish a health inequalities strategy

- To have regard for health and health inequalities in all mayoral strategies.

Despite this, I can assure Londoners that I will champion the NHS and fight the worst of the Government's reforms where they negatively impact on the lives of Londoners. I will do this by speaking out as Mayor when I see changes that damage the city's health service.

Mayor of London Pledge on the NHS

Question No: 2016/1642

[Andrew Boff](#)

How do you propose to "protect" and "defend" the National Health Service in London, given that the Mayor of London has no direct responsibility for it?

[The Mayor](#)

The Mayor has no direct responsibility for the NHS. However, as chair of the London Health Board, I will work with NHS partners and local government to oversee health and healthcare in London.

The health and care devolution agreement gives the Mayor and London partners the opportunity, through five pilots, to test what further freedoms and powers London's health and care services need.

I will make the strongest possible case to government for the resources that the NHS in London needs and I will champion the NHS and also fight the worst of the Government's reforms, where they negatively impact on the lives of Londoners.

Mayor of London NHS Powers

Question No: 2016/1643

[Andrew Boff](#)

What powers does the Mayor of London have to prevent any National Health Service service closures or reconfigurations?

[The Mayor](#)

The Mayor has no direct responsibility for the NHS. However, as chair of the London Health Board I will work with NHS partners and local government to oversee health and healthcare in London.

Changes to local services are for local decision; local oversight and governance is in place through the local authority health and wellbeing boards. I want to ensure that local communities are fully engaged at all stages and understand any proposed changes and the proposed benefits.

The health and care devolution agreement and pilots provide the opportunity to test new ways of NHS, local authorities and other partners working together to provide more responsive, flexible services that meet people's needs when and where they need them. The pilots will clarify what further freedoms and powers London's health and care services need.

I can assure Londoners that I will champion the NHS and fight the worst of the Government's reforms, where they negatively impact on the lives of Londoners.

Mayor of London NHS Leadership

Question No: 2016/1644

[Andrew Boff](#)

Given that the Mayor of London has no responsibility for the National Health Service, what measures will you take to "fill the vacuum left by the abolition of NHS London"?

[The Mayor](#)

As chair of the London Health Board I will work with NHS partners and local government to oversee health and healthcare in London. I will also seek additional powers for the Mayor to plan and coordinate health services across London.

Physical and Mental Illness

Question No: 2016/1645

[Andrew Boff](#)

What measures will you take to create a "parity of esteem between physical and mental health and illnesses"?

[The Mayor](#)

There have been a number of national health strategies on how to ensure that mental health is valued equally with physical health. Earlier this year the national mental health taskforce published its findings and recommendations having received 20,000 views from people on their top priorities for reshaping mental health. I want to see London leading the way in making this blueprint a lived reality.

The London health devolution agreements, made six months ago, provide an opportunity to better meet Londoners' unique health and wellbeing needs. I look forward to working with local government and health and care leaders to ensure that devolution enables London to improve our mental and physical health and wellbeing and to address this unacceptable inequality.

NPCC Guidance on Sex Work

Question No: 2016/1646

[Andrew Boff](#)

The National Police Chiefs' Council has published its guidance on Policing Sex Work. What work will be undertaken to ensure that Borough Commanders align their services to meet its objectives?

[The Mayor](#)

The National Policing Sex Work Guidance published in February 2016 by the National Police Chiefs' Council and College of Policing recognises there is no perfect solution to dealing with prostitution and sexual exploitation but sets out an approach that considers risk, threat and harm to all.

The guidance has been sent to all borough commanders by Commander Christine Jones who is the MPS lead for Protecting Vulnerable People.

I recognise that women involved in prostitution are some of the most vulnerable in our communities. For many of those involved, they have been trafficked and coerced into highly abusive and violent lifestyles. Enforcement activity should be focused on those who pay for sex and those who control women involved in prostitution and not on the women involved. I would also highlight the need for holistic support for women wishing to exit prostitution and a joined up approach between agencies in London.

I want to strengthen the trust and confidence between communities and the police and I will look to the MPS to ensure that the needs of all those affected are reflected in how they police prostitution in local areas.

Sex Work Managed Areas

Question No: 2016/1647

[Andrew Boff](#)

Following Leeds Council's successful pilot of a managed area of street sex work, what consideration will be given by MOPAC to the introduction of similar pilots in London?

[The Mayor](#)

Please see my response to MQ 1646 / 2016.

MOPAC will review the evaluation of the pilot in Leeds, although I have no current plans to introduce such a pilot in London.

MOPAC Sex Work Enforcement

Question No: 2016/1648

[Andrew Boff](#)

Subsequent to the National Police Chiefs' Council adoption of its guidance on Policing Sex Work and its assertion that "simple enforcement does not produce sustainable outcomes and can actually increase the vulnerability of sex workers to violent attack" will MOPAC issue a statement on the effectiveness of enforcement tactics in London?

[The Mayor](#)

Please see my response to MQ 1646 / 2016.

Housing supply

Question No: 2016/1649

[Andrew Boff](#)

Do you welcome the 47,000 new homes that were started in London in the past year and the 84,000 homes given planning permission? Do you expect these figures to increase or fall in future years?

[The Mayor](#)

The previous Mayor left the cupboard bare on housing. More homes need to be actually delivered in London, particularly more affordable homes which have been woefully low and not meeting London's housing needs. Boris Johnson left affordable housing delivery in London hanging in the balance - last year a mere 13% of approvals were for affordable housing and he delivered the lowest number of affordable homes since records began in the early 1990s. I will deliver the homes that Londoners need.

Self-build

Question No: 2016/1650

[Andrew Boff](#)

Do you welcome the recent GLA-funded scheme in Lewisham to support self-builders, and will you commit to continuing and strengthening such policies as Mayor?

[The Mayor](#)

I want to support as many Londoners into a new home as possible, which could be through a Community Land Trust or similar co-housing projects such as the RUSS scheme in Lewisham.

The revenue funding support they received to develop their plans for the 33 partly custom built rented properties, has led to the acquisition of the site. The lessons learnt from this project will inform our thinking of how we might support these types of projects in the future.

Right to Buy

Question No: 2016/1651

[Andrew Boff](#)

Given your opposition to the government's Right to Buy extension, what steps will you take to prevent housing association tenants from having the right to own their own home?

[The Mayor](#)

It is not within the Mayor's power to prevent Housing Associations from meeting the commitments that they have made in their voluntary agreement with Government.

Rent controls

Question No: 2016/1652 (Oral)

[Andrew Boff](#)

How will you ensure that your proposed rent controls, and other private rented sector measures, do not impact on housing supply?

[The Mayor](#)

Sadiq Khan (Mayor of London): Thank you. Affordability is a huge problem in the private rented sector. Over the last eight years rents have increased by nearly three times average earnings, but I have no plans to introduce rent controls, nor the powers to do so.

I am determined to take action to improve life for London's 2 million private renters. Whilst most landlords offer a good service, there are still far too many problems in the sector. I will do everything in my power to improve standards in the sector, including supporting landlord licensing and naming-and-shaming rogue landlords, whilst supporting new build-to-rent developments. None of these measures will have a negative impact on housing supply.

This is in stark contrast to the last Mayor, who let renters down by wasting time and money in ineffectual initiatives like the London Rental Standard.

Andrew Boff AM: Thank you, Mr Mayor. How do you intend to persuade the boroughs to introduce licensing schemes? Let me put it another way. You want to centralise licensing in London and so you want to take powers away from the boroughs to introduce licensing schemes and introduce it London-wide. Is that the case?

Sadiq Khan (Mayor of London): No.

Andrew Boff AM: I misread your manifesto. It seems to say:

“Working alongside boroughs to promote landlord licensing schemes to drive up standards, and make the case to Government for London-wide landlord licensing.”

That does not sound like a “no” to me.

Sadiq Khan (Mayor of London): I am trying to follow your strictures, Chairman, to answer the question. The first part of your question used the phrase “work alongside boroughs”.

Andrew Boff AM: Yes.

Sadiq Khan (Mayor of London): That contradicts your last question, which was about taking powers away from boroughs.

Andrew Boff AM: OK. Who currently has the powers for landlord licensing, Mr Mayor?

Sadiq Khan (Mayor of London): Local authorities can apply to the Government to get the powers.

Andrew Boff AM: All right. You want those powers?

Sadiq Khan (Mayor of London): I want to work alongside boroughs to make sure we can have more licensing schemes in London. Some boroughs have them; some boroughs do not. We can help them –

Andrew Boff AM: What is the case that you are making to the Government, then, for London-wide licensing?

Sadiq Khan (Mayor of London): There are hoops you have to go through before you can become a licensing authority. Some boroughs would like the powers but do not have them. The point is that we need to give local authorities the powers to do so.

Separate from that is the issue of a London-wide letting agency. I am not sure if that is what you mean.

Andrew Boff AM: No, it is not the letting agency. You do not want the powers to do landlord licensing London-wide, yes or no?

Sadiq Khan (Mayor of London): We want all of the boroughs to have the powers to do so. At the moment some would like to but cannot and some who can do.

Andrew Boff AM: Sorry, I misunderstood the words in your manifesto –

Sadiq Khan (Mayor of London): That is OK.

Andrew Boff AM: – because it did ask for London-wide licensing, but you are now saying you do not want powers for London-wide licensing; you just want boroughs to have more powers to do what they have the powers to do already?

Sadiq Khan (Mayor of London): Let me it explain it in a way that, hopefully, you will understand.

Andrew Boff AM: Yes, please. That would be good.

Sadiq Khan (Mayor of London): I do not see why, simply because you happen to be a private renter in a good Labour council, which is a licensing authority, you get a better deal than being a private renter in a different local authority that does not have a licensing scheme. My point is very simple. I want all Londoners who are private renters to have the benefits of having a licensed landlord scheme.

Andrew Boff AM: I sure understand that, Mr Mayor, and I am sorry for prolonging this. I sure understand that. However, you do not want the powers to introduce a licensing scheme in London? That is what I am trying to get to the bottom of.

Sadiq Khan (Mayor of London): If the London councils and the 32 boroughs –

Sadiq Khan (Mayor of London): The councils already have that power. You do not want it as well but you would like to see them exercise that power. Is that right?

Sadiq Khan (Mayor of London): Not all of them can do that. They have to make an application and not all of them can do that. The point is that we want all of London covered.

Andrew Boff AM: OK. What action are you going to take to introduce licensing London-wide? I am sorry about this but –

Sadiq Khan (Mayor of London): At the moment I am speaking to the 32 boroughs. I have already met with many of them. I will work with them to form an alliance to lobby the Government for additional powers if we need them.

Andrew Boff AM: OK. I am very unclear, Mr Chairman, but I am going to give up, basically. Thank you.

London Living Rent

Question No: 2016/1653

[Andrew Boff](#)

When do you plan to introduce a London Living Rent and how will you be funding it?

[The Mayor](#)

I am still developing my plans for a London Living Rent and will make an announcement in due course.

City Airport

Question No: 2016/1654

[Andrew Boff](#)

What actions will you take in Tower Hamlets and Newham to mitigate the effects on air quality of the Silvertown Tunnel and increased flights at City Airport?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 13/06/2016

The planning application by London City Airport for expansion is, following the recent planning inquiry, now awaiting a decision by the Secretary of State. As part of the process, the GLA and TfL agreed a package of measures with the airport, including on air quality, which would become effective in the event that permission is granted. These include use of fixed electrical power supplies and funding of more effective monitoring. The airport also included a target for public transport access of 65 per cent (up from 61% in 2014, according to the airport's data); this would be underpinned by airport funding for additional railcars and staff for the DLR.

The Silvertown tunnel has the potential to meet current and future demand to cross the river in that location and importantly could transform cross-river public transport connections. I will review the merits of the tunnel alongside the six month public examination which is due to take place later this year. I will also look again at the particular issue of tolling. It could help to address concerns about the tunnel stimulating new car journeys, but I am determined to ensure that any user charges for the Silvertown Tunnel are fair and also encourage the take up of the cleanest vehicles.

Housing market

Question No: 2016/1655

[Andrew Boff](#)

What planning measures do you intend to introduce to control 'buy to leave', and what will be the impact on new housing investment and on London's economy?

[The Mayor](#)

I am considering a range of potential planning and other measures to ensure new build units are occupied once completed and not purchased solely as investment vehicles and left empty. This should not deter investment in housing and would have positive impacts on London's economy by ensuring new homes are available for occupation.

Cycling Budget (1)

Question No: 2016/1656

[Andrew Boff](#)

In your manifesto you promised to "increase the proportion of TfL's budget spent on cycling". How big an increase do you anticipate?

[The Mayor](#)

I am working with TfL to develop a new plan that meets this commitment, which will be published in due course.

Cycling Budget (2)

Question No: 2016/1657

[Andrew Boff](#)

In increasing the percentage of TfL's budget spent on cycling, which areas of TfL's budget do you anticipate will see a reduction?

[The Mayor](#)

Please see my response to M Q2016 /1656.

South Eastern Franchise
Question No: 2016/1658 (Oral)
1 Commitments

[Gareth Bacon](#)

How will you ensure that the South Eastern franchise is transferred to TfL control as speedily and as smoothly as possible?

[The Mayor](#)

Sadiq Khan (Mayor of London): Thank you, Chairman. All Londoners deserve world-class services, whatever mode of transport they use. This is why improving the quality of commuter rail services is a priority. I would also welcome the support of the London Assembly's Transport Committee on this important issue. It is vital that we build on the success of the London Overground. I am working to ensure that services are transferred to TfL as quickly as possible. I have already spoken by phone to the Transport Secretary [The Rt Hon. Patrick McLoughlin MP] and will be meeting with the Minister shortly to set out the key milestones we must work together to meet in order to ensure the smooth transfer of the South Eastern Franchise to TfL in June 2018. I will also be meeting with the Minister to discuss the need for his officials to work with TfL now to take this important work forward.

Gareth Bacon AM: Thank you, Chairman. Mr Mayor, can I thank you for that response? This is something I do not see as in any way party political. Your predecessor and the Secretary of State announced a clear statement of intent back in January 2016 to do this. The consultation closed on 18 March 2016. I am very pleased to hear you have already spoken to the Secretary of State.

Can I potentially request a meeting with you privately to push forward this? It is something that will be a really key win. The long-suffering passengers of South Eastern trains in my constituency will be absolutely delighted to hear you are pushing this forward. Can we get a date in the diary to do that as soon as possible?

Sadiq Khan (Mayor of London): Mr Chairman, I am very happy to.

Gareth Bacon AM: Thank you, Mr Mayor.

Sadiq Khan (Mayor of London): Can I just make this point? This is a good example of how we have to put aside party politics because this is in the best interests of London. I have seen the great work done by the team here with pleasure.

Gareth Bacon AM: Thank you.

20MPH Zones (1)

Question No: 2016/1659

[Gareth Bacon](#)

Do you intend to introduce a 20mph speed limit on any of London's red routes?

[The Mayor](#)

20mph speed limits are already in place on the TLRN along Bishopsgate and Farringdon Street in the City of London. In addition, TfL has committed to will trialling 20mph speed limits at a further eight locations on the TLRN where there is the greatest potential to reduce casualties, increase active travel such as walking and cycling and enhance the areas where people live, work and shop. These routes will be introduced as 18-month trials. Three out of the eight trials are already in place, including Commercial Street which has been in place for one year and most recently Brixton town centre and Clapham High Street in the London Borough of Lambeth. These trials were selected using a series of criteria including the function of the streets, collision history and existing traffic speeds.

Further trials will be introduced throughout the year, including sections of Camden Street, Earls Court Road and Upper Street. These trials will help TfL to better understand the role that 20mph limits could play going forward on the TLRN.

20MPH Zones (2)

Question No: 2016/1660

[Gareth Bacon](#)

Do you accept that the decision on whether or not to introduce 20mph zones or limits on borough roads is entirely a decision for the relevant borough?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 13/06/2016

Boroughs manage their own roads and make decisions on the speed limits on these roads, while TfL has traffic management responsibility, including decisions on speed limits, for London's most strategic roads - the red routes.

Because of the considerable benefit to Londoners, I will work with and support boroughs who wish to introduce or expand 20mph limits on their roads.

Business Advisory Board (1)

Question No: 2016/1661

[Gareth Bacon](#)

When do you expect to appoint your "Business Advisory Board" and how will the selection process be conducted?

[The Mayor](#)

We are looking at how to take this forward and liaising with business leaders crucial for the future of our city.

Business Advisory Board (3)

Question No: 2016/1662

[Gareth Bacon](#)

In what format will your "Business Advisory Board" provide "guidance and insight to find the solutions to London's growth challenges" and "provide feedback" on policy, and will this "guidance" and "feedback" be placed in the public domain?

[The Mayor](#)

Terms of reference for the Business Advisory Board are yet to be agreed.

Business Advisory Board (2)

Question No: 2016/1663

[Gareth Bacon](#)

What remuneration will be provided to any individual who joins your "Business Advisory Board"?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 13/06/2016

Members of the Business Advisory Board will attend in a voluntary capacity and will not be remunerated.

Involvement of business in decision making (1)

Question No: 2016/1664

[Gareth Bacon](#)

How do you propose to "involve business in decision making on key issues of policy and planning"?

[The Mayor](#)

Businesses will be involved in decision making on key issues of policy and planning in a number of ways, including through the Business Advisory Board, the London Enterprise Panel and other policy-specific boards, meetings with business people and business representatives (at Mayoral and officer level) and through consultation exercises, for example relating to statutory strategies such as the London Plan.

Involvement of business in decision making (2)

Question No: 2016/1665

[Gareth Bacon](#)

How will you decide which businesses to involve "in decision making on key issues of policy and planning"?

[The Mayor](#)

Decisions about which businesses to involve will be based on their strategic importance to London's economy and individual expertise relating to specific matters.

Visa rules

Question No: 2016/1666

[Gareth Bacon](#)

How do you propose to "challenge" visa rules which you consider "unfair"?

[The Mayor](#)

London is a global city, attracting leading talent and investment from around the world is vital to the capital's competitiveness. I am clear that the government's ambition to reduce net migration to the 'tens of thousands' is damaging London's reputation and making it more difficult to attract talented workers, artists and students from around the world.

On students, I believe we need to support our universities to recruit internationally in what is becoming an increasingly competitive market. A priority will be to look at the influence of post study work opportunities on international student decision making.

Skills for Londoners

Question No: 2016/1667

[Gareth Bacon](#)

How do you propose to establish "Skills for Londoners" and ensure Londoners have the skills they require?

[The Mayor](#)

I am working with my officers to develop a plan for "Skills for Londoners". I am passionate about ensuring that all Londoners have the opportunity to train in the skills that our economy needs. Through Skills for Londoners, I will develop a city-wide, strategic approach to skills, identifying gaps in provision and ensuring that currently disparate programmes and funding streams, across the public, private and voluntary sectors, work in concert; it will map the skills gap via the Area Reviews, and will commission programmes to create a pipeline of skilled London workers to make the most of the opportunities in London's growth sectors.

Changes to the London Plan

Question No: 2016/1668

[Gareth Bacon](#)

How do you propose to "promote the provision of small business and start-up premises in housing and commercial developments" via changes to the London Plan?

[The Mayor](#)

In my manifesto I said that I want to support small businesses and start-ups to grow, innovate and create wealth and jobs. Before drafting detailed policies in a new London Plan, I intend to canvass views and review all relevant research on this matter so that we can deliver new homes and commercial space to support the small businesses which are crucial to the London economy.

Live-work units

Question No: 2016/1669

[Gareth Bacon](#)

How do you propose to "provide live-work units as part of the Mayor's affordable housing programme"?

[The Mayor](#)

I am still in the process of developing my policy in this area.

High Streets

Question No: 2016/1670

[Gareth Bacon](#)

How do you propose to "support communities which want to keep the character of their high street intact"?

[The Mayor](#)

Town centres and high streets are often the heart of local communities and contribute to Londoners' sense of place within our city. I will support plans and initiatives that promote the economic and cultural vitality of town centres as well as their environmental quality and the contribution they can make to delivering new and affordable homes. One of the ways in which I intend to support communities that want to keep the character of their high street intact is to develop design principles to guide town centre renewal.

I will also prioritise the improvement of high streets, squares and public spaces across the city - including outer London and inner London.

EU Referendum and use of City Hall resources

Question No: 2016/1671

[Gareth Bacon](#)

Will you commit to ensuring that City Hall resources are not misused during the upcoming referendum on the UK's European Union membership?

[The Mayor](#)

Yes. The Monitoring Officer has issued guidance on the use of GLA resources in relation to the referendum

Red Tape (1)

Question No: 2016/1672

[Gareth Bacon](#)

Which recent regulations do you consider to be "unnecessary red tape and laws" which put London's "competitiveness at risk"?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor

My full manifesto pledge which you quote from is to “establish City Hall as a strong voice for business at both UK and EU level, working to ensure a level playing field for London and to protect our economy from unnecessary red tape and laws which could put our competitiveness at risk.” Remaining in the EU and advocating the completion of the single market in services, in particular in digital services, will be an important measure. I will be working with business to assess other EU reforms that will help support economic growth and job creation to the benefit of all Londoners.

Red Tape (2)

Question No: 2016/1673

[Gareth Bacon](#)

How do you propose to "ensure a level playing field for London" and protect London's economy from "unnecessary red tape and laws" which put "competitiveness at risk"?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor

Please see my response to MQ 2016 / 1672.

'Notspots'

Question No: 2016/1674

[Gareth Bacon](#)

How do you propose to improve internet access in London and reduce the number of 'notspots'?

[The Mayor](#)

I will work to ensure that the regulatory and planning frameworks in London give more consideration to digital connectivity. I'll lobby Government to ensure that action is taken to a) implement Ofcom's recent strategic review findings and bring about more effective market competition, b) progress plans for a Universal Service Obligations and c) press ahead with reform of the telecommunications code.

I'll work to ensure more Londoners understand the benefits of faster connectivity and encourage local areas to aggregate demand for better services and therefore make the clear case for commercial investment in area wide coverage.

Broadband infrastructure (1)

Question No: 2016/1675

[Gareth Bacon](#)

How do you propose to "broker a deal between providers and local authorities to provide better access to public property and land for the installation of broadband infrastructure"?

[The Mayor](#)

Progress is being made in London to standardise wayleave agreements for fixed line deployments. I'll work with stakeholders to ensure these wayleaves are widely used and that agreements between providers and land owners are more quickly arrived at, therefore lowering the cost of deploying new infrastructure. I'll work with stakeholders to review the need for similar work for a mobile infrastructure wayleave to help deliver improvements in mobile infrastructure deployment.

I'll convene public sector landlords to better understand the remaining barriers to using public sector land where it has the potential to improve London's supply of connectivity.

Broadband infrastructure (2)

Question No: 2016/1676

[Gareth Bacon](#)

When do you expect to have brokered "a deal between providers and local authorities to provide better access to public property and land for the installation of broadband infrastructure"?

[The Mayor](#)

I'll look to convene public sector land owners and other market stakeholders to consider the remaining barriers as soon as possible.

A standardised fixed wayleave will be agreed by early summer and I will work to ensure land owners and providers are encouraged to use it.

Open data strategy (1)

Question No: 2016/1677

[Gareth Bacon](#)

How do you propose to implement an "open data strategy" at City Hall and what data will you be routinely ensuring is available?

[The Mayor](#)

I will be creating a new London Data Office, led by a Chief Digital Officer, to compose and implement my open data strategy. This strategy will bring data across London's boroughs and public agencies together.

I want the London Datastore to instigate data-led innovation in the capital. I have no plans to cut back on the data we make routinely available from the London Datastore on crime, transport, demography, environment, and many other topics important to Londoners and businesses.

Open data strategy (2)

Question No: 2016/1678

[Gareth Bacon](#)

When will you have implemented your "open data strategy" at City Hall?

[The Mayor](#)

Once I have appointed a Chief Digital Officer and established a London Data Office, one of their first tasks will be a timetable for the creation and implementation of my open data strategy. I will of course share that with you when that is done.

Access to public services

Question No: 2016/1679

[Gareth Bacon](#)

What innovative technological solutions do you plan to "support" which will "enable Londoners to access and use public services and information more easily and efficiently"?

[The Mayor](#)

As part of an open data strategy, I want all Londoners to tell me what datasets are most in most demand and promote their use in trials of new standards and technologies across the GLA, TfL, and the London boroughs.

I will work with the London boroughs to show that sharing data in the same formats - data harmonisation - and investment in data science improves public service delivery. I will set out in detail in my future open data strategy how I will deliver these programmes.

Secured by Design (1)

Question No: 2016/1680

[Gareth Bacon](#)

What cost has there been related to MOPAC taking ownership of Secured by Design, which is to be renamed Police Crime Prevention Initiatives, from the Association of Chief Police Officers Crime Prevention Initiatives?

[The Mayor](#)

Police Crime Prevention Initiatives (CPI), Secure by Design is a company limited by guarantee which was until recently wholly owned by ACPO.

The Company is best known for the accreditation of security technology, doors, lock system, windows and other target hardening tactics. These are widely attributed with supporting the dramatic fall in acquisitive crime we have seen over the last ten years.

Secured by Design, is today self-funding through over 500 companies making or supplying quality security products for the construction industry, businesses and the consumer. The funding has been used for research into aspects of crime prevention, test theories and to develop technical standards. The police experience, working with industry and standards organisations, has led to significant changes to standards and product design to resist criminal attack.

The organisation is regularly consulted on security material and projects and the Secured by Design model is being copied in The Netherlands, Poland, South Korea, Australia, Chile, the UAE and several states in the USA.

With the demise of ACPO, it is currently owned by MOPAC. The future of the company in terms of ownership and how it can continue to successfully develop is subject to a strategic review. Police and Crime Commissioners and other responsible bodies will be invited to participate in this review.

During the transfer of ownership, it was necessary and routine to carry out both financial and legal due diligence concerning the company and to employ professional advice to do so. This cost is fully recoverable from the company itself.

One MOPAC employee is seconded and another sits as Director. Neither will receive extra remuneration for this work.

Secured by Design (2)

Question No: 2016/1681

[Gareth Bacon](#)

What benefit will there be for Londoners now that MOPAC is taking ownership of Secured by Design - which is to be renamed Police Crime Prevention Initiatives?

[The Mayor](#)

Please see my response to MQ 1680 / 2016.

Secured by Design (3)

Question No: 2016/1682

[Gareth Bacon](#)

How much will it cost MOPAC each year to run Secured by Design - which is to be renamed Police Crime Prevention Initiatives?

[The Mayor](#)

Please see my response to MQ 1680 / 2016.

Secured by Design (4)

Question No: 2016/1683

[Gareth Bacon](#)

What remuneration will be provided for MOPAC staff who become directors or employees of Secured by Design - which is to be renamed Police Crime Prevention Initiatives?

[The Mayor](#)

Please see my response to MQ 1680 / 2016.

Secured by Design (5)

Question No: 2016/1684

[Gareth Bacon](#)

What steps have been taken to ensure that there is no conflict of interest for those individuals who are employed by MOPAC and Secured by Design - which is to be renamed Police Crime Prevention Initiatives?

[The Mayor](#)

Please see my response to MQ 1680 / 2016.

Meeting Campaign Promises

Question No: 2016/1685

[Gareth Bacon](#)

How will you ensure that there will be "zero days" of public transport strikes over the next four years now that you are Mayor?

[The Mayor](#)

There were twice as many strikes under my predecessor as there were under the previous Mayor.

The best way to avoid strikes is to ensure both sides sit round the table. Unlike my predecessor, I promise to maintain a constructive dialogue with the trade unions in order to keep London's transport network moving.

Driverless Trains

Question No: 2016/1686

[Gareth Bacon](#)

Will you reassure Londoners that you have no plans to cave into transport unions and reverse TfL's commitment to driverless trains?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 13/06/2016

I am committed to increasing capacity and reliability on the Tube network through increased levels of train and signalling automation. Increased automation means trains can run faster, closer together and more efficiently. We have already seen the benefits delivered on the Victoria, Jubilee and Northern lines.

Plans are also progressing to modernise the Piccadilly, Waterloo & City, Bakerloo and Central lines with the next generation of New Tube for London trains. TfL has been clear that the New Tube for London and its signalling systems would be capable of operating fully automatically as is the case in cities around the world.

TfL will of course be talking extensively to customers, staff and Trade Unions about new technologies on the Underground.

20MPH Zones (3)

Question No: 2016/1687

[Gareth Bacon](#)

To what extent would an increase in 20mph zones necessitate an increase in the total number of buses needed to cover London's bus network?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 28/06/2016

I am enthusiastic about the roll out of further 20mph speed limits across the city. There is strong evidence that this will help to reduce casualties and make our city a more liveable place for everyone. TfL will continue to review the bus network to ensure continued operational efficiency.

20MPH Zones (4)

Question No: 2016/1688

[Gareth Bacon](#)

Will you confirm that 20mph zones should be entirely self-funded by London's boroughs?

[The Mayor](#)

TfL, through the Local Implementation Plan funding it provides to boroughs, has funded over 400 20mph zones in London. It will continue to consider such funding in future for those boroughs seeking to implement 20mph schemes.

Redbridge Roundabout

Question No: 2016/1689

[Keith Prince](#)

Will the Mayor give a commitment that he will meet with me and concerned residents to find a solution to the problems around Redbridge Roundabout?

[The Mayor](#)

Yes. Please see my response to oral MQ 1690.

Gallows Corner

Question No: 2016/1690 (Oral)

1 Commitments

[Keith Prince](#)

Does the Mayor accept that the most viable long-term solution to the traffic and safety issues at Gallows Corner is building a second flyover?

[The Mayor](#)

Sadiq Khan (Mayor of London): Thank you, Chairman. I am concerned about the safety issues at this junction, including the high number of collisions. Others will be less familiar than you are with Gallows Corner. I am sorry, you know this but for others it is very important to have it on record. In the last five years there have been 78 personal injury collisions. Three of them have been serious and 75 less serious. I am aware TfL is currently working with the London Borough of Havering to improve this junction's safety. I am going to monitor progress now you have raised it at MQT. No decision has been made about the longer term. TfL has assured me it will produce a plan for Gallows Corner that will look at what more can be done.

Keith Prince AM: Thank you, Mr Mayor. I am sure it is not your intention to be a Zone 1 mayor. That is the impression you are giving and I welcome that. Would you agree to accompany me to Gallows Corner to see for yourself what the issues are? We can then also explain to you some of the solutions we would like to put forward, some of which TfL has seen and say are achievable.

Sadiq Khan (Mayor of London): Yes, we will do it.

Keith Prince AM: Great, thank you.

Green Belt

Question No: 2016/1691

[Keith Prince](#)

Will the Mayor commit to protecting all Green Belt and Metropolitan Open Land in Havering and Redbridge?

[The Mayor](#)

My manifesto made clear that I will protect the Green Belt and open spaces including Metropolitan Open Land. This position and the protection already provided by national policy will be the basis for any review of the London Plan.

Oakfield Playing Fields

Question No: 2016/1692

[Keith Prince](#)

Will the Mayor give an unreserved commitment not to allow housing development on Oakfield playing fields?

[The Mayor](#)

Please see my response to MQ 2016/1691.

Black Cabs

Question No: 2016/1693

[Keith Prince](#)

What measures will you introduce to help ensure London's black cabs remain the envy of the world?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 13/06/2016

Please see my answer to MQ 2016 /1497.

Contributions to British Transport Police

Question No: 2016/1694

Keith Prince

In each of the last five years for which figures are available, how much has the Metropolitan Police Service and Transport for London contributed towards the British Transport Police.

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 13/06/2016

The table below sets out the financial contribution that TfL has made to the British Transport Police (BTP) in each of the last five financial years.

	2011/12	2012/13	2013/14	2014/15	2015/16
British Transport Police	£69.62m	£ 70.28 m	£71.65 m	£72.89 m*	£74.53 m*

The 2015/16 figure includes additional enhanced policing funded by TfL at the London Bridge hub, preparing for policing arrangements for Night Tube and the expansion of London Overground and TfL Rail networks.

*Note: Since December 2014, KeolisAmey Docklands has had a Core Police Services Agreement with British Transport Police Authority as the new DLR operator replacing payments for BTP policing previously directly funded by TfL.

The MPS does not directly fund the BTP; however, the MPS has made payments amounting to £1.632m over the last six years for staff secondments and joint projects.

British Transport Police (1)

Question No: 2016/1695

Keith Prince

What elements of London's transport infrastructure fall under the responsibility of the British Transport Police?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 13/06/2016

British Transport Police provides a specialist policing service on the rail network (including London Overground), London Underground, Docklands Light Railway, Croydon Tramlink, and the Emirates AirLine. This includes all stations on these networks.

British Transport Police (2)

Question No: 2016/1696

[Keith Prince](#)

Since your election, what discussions have you held with the British Transport Police about the provision of policing on London's transport infrastructure?

[The Mayor](#)

I am only three weeks into my term in office and as I made clear in MQT, I will be working with TfL and the police to review how the transport system is policed. We need to do all we can to ensure visible policing in the right places at the right times to keep all Londoners safe and reassured.

Youth justice devolution

Question No: 2016/1697

[Keith Prince](#)

How do you propose to convince the Government to devolve powers over youth justice, probation and the courts to the Mayor of London?

[The Mayor](#)

My manifesto is clear that I will fight for further powers over youth justice, probation and courts so that the Mayor of London can have a joined-up role across the criminal justice system in cutting crime and reoffending. As London houses nearly 20 per cent of the offending population in England and Wales, over 80,000 adult offenders, London must have the right tools and structure to reduce reoffending.

To inform my calls for devolution I will consult Londoners, the MPS, and London's criminal justice partners in developing my Police and Crime Plan. My lobbying for further powers will be directly influenced by the responses and evidence gathered from Londoners.

I will also be looking closely at the Prisons and Courts Reform Bill, which was announced in the Queen's Speech, to determine how reforms can best work for Londoners. I will also be looking to build on the devolution deals that have already been agreed, such as that with Greater Manchester, to achieve the devolution that will best suit London's unique needs.

Victims online portal

Question No: 2016/1698

[Keith Prince](#)

How do you propose to introduce an online "Track My Crime" portal for victims?

[The Mayor](#)

Please see my response to MQ 1362 / 2016.

Victims Commissioner

Question No: 2016/1699

[Keith Prince](#)

When do you expect to appoint an independent Victims Commissioner and how will the selection process be conducted?

[The Mayor](#)

Please see my response to MQ 1361 / 2016.

London's Shortage of Burial Space (1)

Question No: 2016/1700

[Keith Prince](#)

Do you share my concern for the growing shortage of available burial space across London?

[The Mayor](#)

Yes, I share your concern.

I attach a link to the Audit of Burial Provision my predecessor commissioned in 2011, which examined shortages of burial space across London, especially for those faith groups for whom burial is the only option: <https://www.london.gov.uk/what-we-do/planning/london-plan/london-plan-technical-and-research-reports> .

This issue is addressed in the London Plan. Policy 7.23 Burial spaces states that at the strategic level the Mayor will work with boroughs, cemetery providers and others to protect existing burial spaces and promote their reuse or new provision; and that London boroughs should ensure provision is made through their local plans for London's burial needs.

I am considering options for reviewing the London Plan and as part of this process will make sure that this policy is fit for purpose.

London's Shortage of Burial Space (2)

Question No: 2016/1701

Keith Prince

What is your assessment of the growing shortage of available burial space for religious groups across London for whom the re-use of graves is not an option?

The Mayor

I share your concern about the shortage of available burial space for religious groups across London for whom reuse of graves is not an option.

I attach a link to the Audit of Burial Provision my predecessor commissioned in 2011. This examined shortages of burial space across London, and particularly highlights this issue: <https://www.london.gov.uk/what-we-do/planning/london-plan/london-plan-technical-and-research-reports> .

Existing London Plan Policy 7.23 Burial spaces states that at the strategic level the Mayor will work with boroughs, cemetery providers and others to protect existing burial spaces and promote their reuse or new provision; and that all London boroughs should ensure provision is made through their local plans for London's burial needs. I am considering options for reviewing the London Plan and as part of this process will make sure that this policy is fit for purpose.

London's Shortage of Burial Space (3)

Question No: 2016/1702

Keith Prince

Specifically what is your assessment of the growing shortage of available burial space for the Muslim community in Havering and Redbridge and across London?

The Mayor

The issue of the growing shortage of available burial space for the Muslim community across London, and borough by borough, was addressed in an Audit of Burial Provision my predecessor commissioned in 2011: <https://www.london.gov.uk/what-we-do/planning/london-plan/london-plan-technical-and-research-reports> .

The audit also highlights a growing preference for burial as opposed to cremation amongst Londoners, and suggests that this can be explained by the different preferences of religious faiths in the capital's growing and changing population. Figure 2.3 shows by borough the projected proportion of all estimated burials that will be Muslim people for the period 2010-11 to 2030-31 - it gives figures of 2% for Havering and 21% for Redbridge.

Last year, LB Havering refused planning permission for an Islamic cemetery. The application was not referable to the Mayor so my predecessor had no input to the decision.

Existing London Plan Policy 7.23 Burial spaces states at clause B that London boroughs should ensure provision is made through their local plans for London's burial needs - with provision based on the principle of proximity to local communities and reflect the different requirements for different types of provision.

I am considering options for reviewing the London Plan and as part of this process will make sure that this policy is fit for purpose.

Olympic Stadium crowd control

Question No: 2016/1703

Keith Prince

What considerations have you, MOPAC and the Metropolitan Police Service made with regards to the controlling and safety of both football supporters and shoppers in the area surrounding the Olympic Stadium following West Ham Football Club's transfer there?

The Mayor

E20 LLP, the joint venture owned by LLDC and London Borough of Newham, has appointed London Stadium 185 (LS185), part of the Vinci Group, to operate the Stadium on its behalf.

LS185 has had extensive discussions with the MPS, Westfield Stratford City, TfL, LB Newham and other parties to ensure that all the necessary arrangements are in place. A Stadium Safety Advisory Group has been established to oversee the safe management of all events at the venue and LB Newham's Licensing Committee will have taken into account the views of the MPS when granting a licence for the football matches.

Fares Freeze (1)

Question No: 2016/1704

[Keith Prince](#)

Will you confirm that you will freeze all fares for 4 years?

[The Mayor](#)

Yes. I have committed to freezing fares under my control over 4 years.

Fares Freeze (2)

Question No: 2016/1705

[Keith Prince](#)

The Government has, in recent years, given TfL extra money to help it hold fares down to RPI. However there is no guarantee that this money will be forthcoming in future years and, as you are aware, the Government is phasing out TfL's grant. Please can you confirm that your pledge to freeze fares is unambiguous and unequivocal and not conditional on the receipt of additional funds from the Government?

[The Mayor](#)

I have committed to freezing fares under my control. This is unequivocal and not dependent on additional funds from Government.

Fares Freeze (3)

Question No: 2016/1706

[Keith Prince](#)

Can you confirm that you will not increase the cost of driving into the Congestion Charge Zone over the next four years?

[The Mayor](#)

In my first week as Mayor I set out my plans for a consultation on measures to accelerate vital improvements to London's air quality.

As part of these proposals, I am considering an extra charge on the most polluting vehicles entering central London. This would not increase the cost of driving into the Congestion Charging Zone for the vast majority of Londoners.

Fares Freeze (4)

Question No: 2016/1707

[Keith Prince](#)

Why do you think that Moody's is warning that a 4-year fares freeze will be credit negative for London?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 08/08/2016

I have committed to freezing TfL fares until 2020 and Londoners will not pay a penny more for TfL fares in 2020 than they do now.

I have asked TfL's Commissioner to carry out a root and branch review of TfL to ensure we can deliver an affordable transport network, whilst at the same time freezing fares to make life easier for Londoners. There should be no concern about TfL's credit rating as a result of this.

However, as a consequence of the vote to leave the EU, the Government's credit rating has now been downgraded and subsequently TfL's credit rating has been downgraded by S&P, Moody's and Fitch credit rating agencies.

Fares Freeze (5)

Question No: 2016/1708

[Keith Prince](#)

Given that you wish to freeze fares for four years, will you also be freezing the wages of all London Underground employees for four years?

[The Mayor](#)

My ability to freeze fares is not predicated on freezing the pay of London Underground staff. I have asked TfL to undertake a root and branch review of its organisation to maximise efficiencies and increase revenues.

A four-year pay deal effective from 2015 was confirmed by London Underground earlier this year. The formula for this pay deal is as follows:

From 1 April 2015 - An average increase on basic salary for all employees of 2 per cent - this is made up of 1 per cent plus a £500 consolidated flat rate increase to recognise the transformation to a 24-hour passenger service operation.

Then as follows:

From 1 April 2016 - RPI or 1 per cent (whichever is greater) - confirmed as 1.3 per cent

From 1 April 2017 - RPI or 1 per cent (whichever is greater)

From 1 April 2018 - RPI + 0.25 per cent or 1 per cent (whichever is greater).

Fares Freeze (6)

Question No: 2016/1709

[Keith Prince](#)

The Mayor's precept for 2016/17 included £6M for TfL. Will you promise Londoners that you will freeze this contribution for 4 years?

[The Mayor](#)

I intend to publish Budget Guidance in the summer. The guidance will set out how budget proposals are to be developed to meet my priorities and objectives and will indicate the proposed share of my precept for TfL.

In considering this amount I am mindful of the need to ensure that TfL has a sufficient level of Council Tax precept to protect its favourable VAT status.

Step-Free Access (1)

Question No: 2016/1710

[Keith Prince](#)

How many London Underground stations currently offer step-free access?

[The Mayor](#)

68 London Underground stations are step-free, a quarter of the London Underground network.

Step-Free Access (2)

Question No: 2016/1711

[Keith Prince](#)

How many London Underground stations will offer step-free access by May 2017?

[The Mayor](#)

Please see my response to MQ 2016 /1710. Under existing plans, in 2016/17 the following three London Underground stations will offer step-free access in addition to the 68 stations that are already step-free:

Tower Hill

Tottenham Court Road

Vauxhall

Step-Free Access (3)

Question No: 2016/1712

[Keith Prince](#)

How many London Underground stations will offer step-free access by May 2018?

[The Mayor](#)

Please see my responses to 2016/1710 and 1711. Under existing plans, in 2017/18 the following four London Underground stations will also offer step-free access:

Bank (Waterloo and City line)

Bond Street

Bromley-by-Bow

Victoria

Step-Free Access (4)

Question No: 2016/1713

[Keith Prince](#)

How many London Underground stations will offer step-free access by May 2019?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 13/06/2016

Please see my responses to 2016/1710, 1711 and 1712. Under existing plans, in 2018/19 the following eight London Underground stations will also offer step free access:

Ealing Broadway

Finsbury Park

Moorgate (Northern line only)

Paddington (Bakerloo line only)

Whitechapel

Bond Street

Victoria

Tottenham Court Road

Step-Free Access (5)

Question No: 2016/1714

[Keith Prince](#)

How many London Underground stations will offer step-free access by May 2020?

[The Mayor](#)

Please see my responses to 2016/1710, 1711 and 1712. Under existing plans, in 2019/20 the following three London Underground stations will also offer step-free access:

Queens Park

Cassiobridge (as part of Metropolitan Line Extension)

Watford Vicarage Road (as part of Metropolitan Line Extension)

ULEZ

Question No: 2016/1715

[Keith Prince](#)

Will you assure Londoners that the boundaries of the Ultra-Low Emission Zone will precisely match the boundaries of the Congestion Charge Zone?

[The Mayor](#)

I was elected on a mandate to implement measures that match the scale of London's air quality challenge. This is why I have committed to consulting shortly on a major set of initiatives, including a new emissions charge from next year for the most polluting vehicles driving in central London and options to extend the boundary of the Ultra Low Emission Zone and/or bring forward its start date.

I want Londoners to have a genuine say on these proposals and I will therefore make any assurances following the outcome of this consultation.

ULEZ (2)

Question No: 2016/1716

[Keith Prince](#)

When will the Ultra-Low Emission Zone be introduced?

[The Mayor](#)

Please see my answer to Question 2016 /1715.

ULEZ (3)

Question No: 2016/1717

[Keith Prince](#)

The Chief Executive of Heathrow Airport Holdings has written to you to request that the boundaries of the ULEZ are extended to the M25. Do you agree that this request underlines the fact that Heathrow cannot meet reasonable air quality targets and that the Government should rule out its proposed expansion?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 13/06/2016

Even with an extended ULEZ, the Government's own air quality action plan fails to demonstrate how Heathrow can expand without risking a breach of air quality legal limits. Heathrow is already a large contributor to London's air quality challenge, which makes its expansion all the more incompatible with my aim to improve air quality.

It is my priority to consult on an additional set of measures to reduce air pollution to protect public health and improve inequalities in London. An extended ULEZ will be part of this, but it is critical the Government doesn't jeopardise our efforts when making its decision on airport expansion.

Commissioner of the Metropolitan Police

Question No: 2016/1718 (Oral)

[Kemi Badenoch](#)

When will you consider the Commissioner of the Metropolitan Police Service, who's held the post since 2011, to have completed the "probation" you've put him on?

[The Mayor](#)

Sadiq Khan (Mayor of London): Can I answer this question by saying that my biggest responsibility as Mayor is the safety of Londoners. On my first working day as Mayor, I met with the Commissioner of Police of the Metropolis [Sir Bernard Hogan-Howe QPM] and members of his top team. I recognise the importance of steady, continuous leadership of the Metropolitan Police Service (MPS) in keeping Londoners safe.

The Commissioner has a contract until September 2017. The one-year extension was agreed with the former Mayor of London, a guy called Boris Johnson, not me. I will work with my Deputy Mayor for Policing and Crime and with the senior team at the MPS to ensure that there is stable leadership of London's police force.

Kemi Badenoch AM: Thank you, Mr Mayor. I have to say that I am disappointed that you congratulated everybody else when they asked their questions but I did not get congratulations on my –

Sadiq Khan (Mayor of London): I beg your pardon. I thought you were already here. I beg

your pardon, Kemi.

Kemi Badenoch AM: It is too late now! I am hurt!

Sadiq Khan (Mayor of London): I was trying to be so charming.

Kemi Badenoch AM: Thank you for answer. The reason I asked that question –

Sadiq Khan (Mayor of London): I was sure you had been here for ages now.

Kemi Badenoch AM: The reason I asked that question was because I do accept that the former Mayor gave an extension, but you used the word “probation” during the election campaign. However, that is fine. If you are now correcting that and saying that what you mean is just reinforcing the extension, then that is fine.

I know this is your first Mayor’s Question Time and it must be very nerve-wracking sitting there with 25 Assembly Members and so I am not going to in with all the tough questions today. However, I would like to know a little bit more about what you believe a good job looks like. In the case of a bad job, given that you as Mayor do not actually have the power to dismiss the Commissioner, what will you do? Will you be seeking assurances from Her Majesty the Queen and the Home Secretary [The Rt Hon. Theresa May MP]?

Sadiq Khan (Mayor of London): No. Can I congratulate you –

Kemi Badenoch AM: Thank you.

Sadiq Khan (Mayor of London): – on being back here? My apologies for that. No discourtesy was intended.

I have already met with the Home Secretary. I have met with the Commissioner as well on a number of occasions. We do speak regularly. It is really important for the Government, for me, for the police and for Londoners to recognise that we are on the same side. One of the great things that a former Borough Commander said to me was that with the best will in the world, we will have about 32,000 officers in London, roughly speaking, but they need the 8.6 million Londoners to be the eyes and the ears. If we believe in policing by consent, the public has to have confidence in the police service.

My vision in relation to success or failure is the public having confidence in the police service and being willing to come forward, provide intelligence, report crime, be witnesses and help in prosecutions and wanting to be police officers. That has reduced crime. The key priority for me is zero tolerance of hate crime. I am particularly worried about the crime suffered by women and girls on public transport. I am going to make sure that we are safe from terrorism in a tough financial climate. I am looking forward to working with the Commissioner and the top team and also all Londoners to make sure we keep our city safe.

Kemi Badenoch AM: Thank you for that.

Affirmative Action

Question No: 2016/1719

[Kemi Badenoch](#)

How do you propose to convince the Government to support your call for affirmative action in the recruitment for Metropolitan Police Service officers given it would require legislation?

[The Mayor](#)

As Mayor, I am determined to promote a police service that looks like the communities it serves and it is my ambition for the Met to be as diverse as London's population. This is vitally important in a system of policing by consent.

I know that the Home Secretary is similarly committed to improving representation in the police service and I look forward to working with her to drive this work forward.

Mandatory sentences for knife crime (1)

Question No: 2016/1720

[Kemi Badenoch](#)

Do you support mandatory sentences of at least six-months for all those convicted of being in possession of a blade for a second time?

[The Mayor](#)

I have been clear in my 'ten point plan for tackling violent crime' that I want to ensure stricter enforcement of current laws around the sales of knives and knife possession. As an MP, I voted in favour of this change in the law.

Mandatory sentences for knife crime (2)

Question No: 2016/1721

[Kemi Badenoch](#)

Do you support mandatory sentences for all those convicted of aggravated knife possession?

[The Mayor](#)

I have been clear in my 'ten point plan for tackling violent crime' that I want to ensure stricter enforcement of current laws around the sales of knives and knife possession. This includes demanding new powers so that I can introduce tougher community payback schemes for those caught with knives - on top of jail time and traditional sentencing.

Kettling (1)

Question No: 2016/1722

[Kemi Badenoch](#)

Do you consider the tactic of containment or corralling, commonly known as kettling, to be a valid method for the Metropolitan Police Service to control large crowds during demonstrations or protests?

[The Mayor](#)

The MPS is aware of the intrusive nature of containment on individual rights. Following guidance from the ECHR in *Austin & Others v UK* (where legality of containment was upheld) the MPS has given extensive action guidance to senior officers.

- It should be used as a tactic of last resort;
- It should be used only when proportionate to the threat faced.
- It can be implemented for no longer than necessary and constantly reviewed.
- A containment officer must be appointed to ensure welfare of those contained.
- There is discretion for officers to release those who are vulnerable, non-violent or require medical aid.

Whenever it is used, I am aware that it is subject to rigorous MPS review by the event Gold Commander and, after the event, by the Head of the Public Order Branch and, if necessary, by the MPS Directorate of Legal services.

Kettling (2)

Question No: 2016/1723

[Kemi Badenoch](#)

What advice will you be providing to the Metropolitan Police Service on how to protect itself against legal claims related to the use of containment or corralling, commonly known as kettling, during large demonstrations or protests?

[The Mayor](#)

Please see my response to MQ 1722 / 2016.

Former ticket offices used as police contact points

Question No: 2016/1724

[Kemi Badenoch](#)

What assessment have you made of the proposals contained in "Boosting London's Frontline Policing" by the Capital City Foundation, which include converting previously closed ticket offices into contact points for the Metropolitan Police Service?

[The Mayor](#)

I am committed to making the best use of station space and improving facilities for staff and customers. Not all former ticket office spaces are empty, as they are often required for operational use.

In cases where the space is no longer needed, TfL will continue to work with a variety of third parties including the MPS, to identify the best use for them.

Evidence-based stop and search

Question No: 2016/1725

[Kemi Badenoch](#)

What do you mean by "evidenced-based stop and search"?

[The Mayor](#)

Stop and Search powers can be a valuable tool, which enable officers to allay or confirm suspicions about individuals carrying unlawful items, without exercising their power of arrest.

These powers are intrusive and need to be deployed in an evidenced-based and targeted manner. That means ensuring stop and search is used in line with what works best to fight crime, that searches are justified, lawful, necessary and proportionate, and stand up to public scrutiny.

Appropriate use of stop and search powers

Question No: 2016/1726

[Kemi Badenoch](#)

What would you consider to be an appropriate use of stop and search powers?

[The Mayor](#)

Please see my answer to MQ 1725 / 2016.

Police officers on public transport

Question No: 2016/1727 (Oral)

1 Supplementary Questions

Shaun Bailey

You've committed to more funding for police officers on public transport - how will you fund the extra contributions which will be required by the British Transport Police to deliver this?

The Mayor

Sadiq Khan (Mayor of London): Can I congratulate Assembly Member Bailey on his election.

I have committed to providing a greater police presence on public transport at key times. I will be working with TfL and the police to review how the transport system is policed. Public transport is relatively safe and a low crime environment, but we need to do all we can to ensure visible policing in the right places at the right times to keep all Londoners safe and reassured. In particular, I will be working to further clamp down on harassment and sexual offences on the transport network.

Shaun Bailey AM: Thank you, Mr Mayor. May I congratulate you on your election as well. Clarify for me how you intend to influence the police. Obviously the British Transport Police (BTP) we put a precept to and it chooses its priorities. How do you intend to provide more police on the Underground and influence their priorities as to the way they operate on the Underground?

Sadiq Khan (Mayor of London): We, of course, contribute towards the BTP's finances. Frankly speaking, the *quid pro quo* is that our priorities matter.

Shaun Bailey AM: That is right. Where are we going to get the extra money from? You talked earlier on about overhauling the neighbourhood policing scheme. I assume that means more policemen there. You talk about providing more policemen on the transport network. I would like some detail of where that money will be coming from.

Sadiq Khan (Mayor of London): That is a fair question. I will be reviewing the current policing model and ensuring these officers are used in the most effective and flexible way possible to meet the demands of a modern transport system. I will assess the need and scope for additional officers once the review is complete. Much can be done by enhancing the joint working of the existing police agencies on the network and TfL's own uniformed staff, and by deploying these officers in a flexible and intelligence-led way.

Shaun Bailey AM: Thank you.

Bus services to London hospitals

Question No: 2016/1728

[Shaun Bailey](#)

How soon will you implement your review of the provision of bus services to London's hospitals and when do you expect it to be completed?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 13/06/2016

TfL will produce a report on this work for discussion in the autumn.

Mayor of London Health Powers

Question No: 2016/1729

[Shaun Bailey](#)

What steps will you take to convince the Government to provide you with more powers to "coordinate services" across London in regards to the National Health Service?

[The Mayor](#)

As chair of the London Health Board I will work with NHS partners and local government to oversee health and healthcare in London.

The work of the health and care devolution pilots will inform where additional powers and freedoms are necessary to improve the health and care of Londoners. I will work through the London Health Board to oversee the programme and to engage government in negotiations at the earliest possible stage.

Mayor of London Recruitment

Question No: 2016/1730

[Shaun Bailey](#)

What measures will you take to "work with the National Health Service and the London Ambulance Service to help improve staff retention and recruitment."?

[The Mayor](#)

There are many reasons why it's challenging for the London Ambulance Service to recruit and retain staff, including a national shortage of paramedics, the range of career options now open to paramedics beyond the NHS, the very high usage rate of the London Ambulance Service compared with other ambulance services and the high price of living in London. Recently, both recruitment and retention rates have improved and I want to support this further.

Paramedics, along with other modestly paid workers vital to the running of health services in the capital, will benefit from my commitment to increase the supply of genuinely affordable homes, including new London Living Rent homes and part-buy, part-rent homes

Paramedics could be prioritised for the homes I would like to see developed on NHS sites, with a proportion of them set aside for health service workers.

I will continue to work with LAS to promote career opportunities to Londoners through the London Ambitions portal and wider skills work across the capital.

Rough Sleeping Group

Question No: 2016/1731

[Shaun Bailey](#)

What assessment have you made of the Greater London Authority's Rough Sleeping Group?

[The Mayor](#)

Please see my response to MQ 2016/ 1732.

Rough Sleeping Group Amendment

Question No: 2016/1732

[Shaun Bailey](#)

Do you plan to amend the Greater London Authority's Rough Sleeping Group?

[The Mayor](#)

Yes - my No Nights Sleeping Rough Taskforce will be set up to provide strategic leadership on rough sleeping in London.

London Health Board

Question No: 2016/1733

[Shaun Bailey](#)

What assessment have you made of the Greater London Authority's London Health Board?

[The Mayor](#)

The London Health Board has made a significant contribution to health and care leadership in London, not least through securing the partnership approach to progressing the ten ambitions for London set out by Lord Darzi's London Health Commission and in securing a comprehensive health and care devolution agreement for London.

London Health Board Amendment

Question No: 2016/1734

[Shaun Bailey](#)

Do you plan to amend the Greater London Authority's London Health Board?

[The Mayor](#)

I will consider the role of this board in the light of my manifesto pledges and work with local authority and health partners to ensure that I have strategic oversight of health and care services.

Alcohol Misuse in London

Question No: 2016/1735

[Shaun Bailey](#)

How do you propose to tackle alcohol misuse in London?

[The Mayor](#)

As Mayor I look forward to working with our partners, including Public Health England, the NHS, MPS, and the London boroughs, to reduce the harm alcohol misuse causes to our city.

Ambassador Programme

Question No: 2016/1736

[Shaun Bailey](#)

Do you plan to continue the former Mayor of London's ambassadors programme to help raise awareness of specific diseases such as HIV and breast cancer?

[The Mayor](#)

I think there can be great value in working with high profile individuals to raise public awareness of specific health conditions and, crucially, to challenge associated stigma. I shall certainly be considering how best to do this during my Mayoralty.

Tuberculosis in London

Question No: 2016/1737

[Shaun Bailey](#)

A third of London's boroughs suffer from high rates of Tuberculosis, with more than 40 incidents per 100,000 people. What number of incidents per 100,000 people are you aiming to reduce this to and what measures will you take to achieve this?

[The Mayor](#)

I am very concerned that London still has one of the highest rates of TB in Western Europe. I look forward to working with partners at the London TB Control Board to tackle this disease and to reduce the rates of TB in London.

Mayor of London Health Powers

Question No: 2016/1738

[Shaun Bailey](#)

Regarding health, what specific powers would you like to be transferred to you from the Government?

[The Mayor](#)

I would like the Mayor and the London Health Board to have an enhanced oversight role of health and care on behalf of all Londoners. The health and care landscape is extremely complex since the introduction of the Health and Social Care Act in 2012 and I want to work with partners and take a range of views before taking final decisions on where I can make the biggest impact.

The health and care devolution pilots are exploring new ways of working together at local, sub-regional and London level and as part of this I will be looking at what powers and freedoms need to be devolved.

Water Cannon

Question No: 2016/1739

[Steve O'Connell](#)

What actions do you propose to take with regard to the Metropolitan Police Service's water cannon?

[The Mayor](#)

Please see my response to MQ 1359 / 2016.

Croydon Green Belt

Question No: 2016/1740

[Steve O'Connell](#)

Given your election pledges on the Green Belt, will you oppose Croydon Council's plans to remove Green Belt and Metropolitan Open Land protections from areas such as Shirley, Croham Hurst and Purley Downs?

[The Mayor](#)

My manifesto made clear that I will protect the Green Belt and open spaces including Metropolitan Open Land. This position and the protection already provided by national policy will be the basis for any review of the London Plan and subsequent comments on new local plan proposals.

The setting of Green Belt boundaries is a matter for local authorities (as set out in para 83 of the NPPF). In the specific circumstances of Croydon, I understand that consultation on the borough's proposals ended in December.

Public houses

Question No: 2016/1741

[Steve O'Connell](#)

Do you support the strong protections for public houses in the London Plan and will you commit to retaining them?

[The Mayor](#)

Yes. In my manifesto I indicate that I intend to strengthen planning protections for London's iconic pubs. I also intend to support pubs, live music venues and clubs by introducing an 'Agent of Change' principle so that new developments next to existing venues meet soundproofing costs.

Local Policing

Question No: 2016/1742 (Oral)

[Steve O'Connell](#)

What changes do you intend to make to the Metropolitan Police Service's Local Policing Model?

[The Mayor](#)

Sadiq Khan (Mayor of London): I believe in real community policing. My vision is to ensure real neighbourhood policing is a priority for the MPS. Real neighbourhood policing not only ensures that people feel safe but provides vital intelligence to every part of the MPS. My Deputy Mayor for Policing and Crime and I will be working with the Commissioner and his senior team to agree what this means on the ground. I will set that out in my Police and Crime Plan and will go on to consult Londoners.

I recognise that local police officers are the eyes and ears of their communities and they also

provide vital intelligence, which helps keep us all safe from terrorism and from sinister threats. I also believe that real neighbourhood policing builds trust and confidence in our police service. I will ensure not only that police have the confidence to report crime but that individuals from all of our communities are inspired to join the police service and do their bit to keep London safe.

I have already started working with the Commissioner to ensure that we have plans that are robust, are deliverable and will deliver my vision for real neighbourhood policing. I will consult fully when I have developed my plans.

Steve O'Connell AM: Thank you, Mr Mayor, and congratulations to you on your election.

Sadiq Khan (Mayor of London): Thank you very much, Steve.

Steve O'Connell AM: Like you, I am passionate about neighbourhood policing and about engaging with communities. Picking up on your answer, do you feel that the Local Policing Model has failed?

Sadiq Khan (Mayor of London): Which one? The current one?

Steve O'Connell AM: There is only one current Local Policing Model. You are looking at overhauling it, I am hearing. Do you sense that it has failed in what it has aimed to do?

Sadiq Khan (Mayor of London): It is not working. One of the advantages of neighbourhood policing, as I understood it, was that there would be not just "bobbies on the beat" in the romantic sense but officers who were in local wards, who would stay in local wards and whom you got to know, often on first-name terms. My worry is that we return to people moving around, for reasons that we can understand, but they are called elsewhere. There not being specifically designated officers who stay in those wards has led to a breakdown in that relationship. I want to return to that.

Steve O'Connell AM: Mr Mayor, under the present Local Policing Model, there is designated one in each ward –

Sadiq Khan (Mayor of London): In theory.

Steve O'Connell AM: – one officer and one Police Community Support Officer (PCSO), which is a reduction from earlier models.

Moving on, the previous Mayor concentrated very much on neighbourhood crimes. There were seven neighbourhood crimes. The "MOPAC 7" it was called and is called at the moment. With a reduction in those particular crimes of towards 20%, do you still intend to concentrate on reducing those particular neighbourhood crimes or are you looking at other target models?

Sadiq Khan (Mayor of London): We are discussing that with the Commissioner and with my new Deputy Mayor for Policing and Crime. Obviously, before we change anything, we will make sure that we consult with Londoners.

Steve O'Connell AM: Do you anticipate, therefore, increasing the number of officers? Unlike

Andrew Boff [AM], I do not have your manifesto tattooed across my forehead, but I do seem to recall that you were looking at increasing the numbers of officers within wards and neighbourhoods.

Sadiq Khan (Mayor of London): I am committed to ensuring that policing resources are deployed as effectively as possible to meet current and future demands. That is going to be our priority.

Steve O'Connell AM: It was part of your narrative that the previous Mayor had reduced the numbers in wards and that you were going to increase those numbers, but with the pressures on the budgets they would have to be paid for or they would have to come from somewhere else. How would you like to explain that?

Sadiq Khan (Mayor of London): It is prioritising their resources that they have. We are not going to bring back the old "one-two-three" model of neighbourhood policing, but we need to make sure that there is visible policing in all parts of London and designated PCSOs and officers as well. That is one of the things that I am talking to the Commissioner, to my Deputy Mayor and to the police about. I will come back with a Police and Crime Plan and will consult Londoners on that.

Steve O'Connell AM: OK. We will be looking at that very closely, Mr Mayor. Thank you.

Knife Crime Strategy

Question No: 2016/1743

[Steve O'Connell](#)

How do you intend on implementing your "tough knife crime strategy", specifically your commitment to "tougher community payback... in addition to jail time and traditional sentencing"?

[The Mayor](#)

I will lobby to secure new powers for me to introduce tougher community payback sanctions for those caught with knives, to be imposed alongside custodial sentences.

Working closely with the London CRC and Ministry of Justice, we should review the existing restrictions on community payback and whether they make the punishment too lenient, such as limitations on the length of time spent on payback projects.

I will also lobby for the establishment of more effective engagement processes with London's communities to ensure that suitable community payback projects are nominated by the community which are deemed to be of an appropriate severity.

Metropolitan Police Service armed response capability

Question No: 2016/1744

[Steve O'Connell](#)

When do you intend to hold an "urgent review of the Metropolitan Police Service's armed response capability"?

[The Mayor](#)

I have now appointed Lord Toby Harris of Haringey to undertake a full and independent review to ensure London is as prepared as possible to respond to a major terrorist incident.

Nothing is more important to me than keeping Londoners safe. I have already taken the opportunity to see for myself how the MPS's firearms officers are prepared to respond to a terrorist attack. It was reassuring to see our brave, dedicated and incredibly skilled armed response officers in action. I want to thank every MPS officer who has volunteered to put themselves on the frontline of protecting Londoners.

Chief Digital Officer

Question No: 2016/1745

[Steve O'Connell](#)

When do you expect to appoint a Chief Digital Officer and how will the selection process be conducted?

[The Mayor](#)

As I said I do not intend to rush making my key appointments. I will want to take some time to determine the key responsibilities of this role and the type of person I would want to do this important job. I will also be talking to the Head of Paid Service about how this role fits in the wider GLA structure. Once I have determined this I will be better placed to decide on the timescales for appointment and the selection process.

Staying safe online

Question No: 2016/1746

[Steve O'Connell](#)

How do you propose to "ensure Londoners and businesses have the information and resources they need to stay safe online"?

[The Mayor](#)

I made a clear commitment in my manifesto to develop a cyber-security strategy and to appoint a Chief Digital Officer to lead this work. I am aware that there is already a lot of good work being done in this area across London; with businesses, the MPS, MOPAC, the City of London Police, and others working together. I will expect the Chief Digital Officer, when appointed, to advise me on what further to do.

Outsourcing in the emergency services

Question No: 2016/1747

[Steve O'Connell](#)

How do you propose to "consider the impact and effectiveness of outsourcing" within London's emergency services?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Support for victims of sexual and domestic violence

Question No: 2016/1748

[Steve O'Connell](#)

How do you propose to develop "better support for victims of sexual and domestic violence"?

[The Mayor](#)

I am committed to tackling violence against women and girls and I intend to work with partners including voluntary organisations in order to develop better targeted support for victims of sexual and domestic violence.

My Deputy Mayor for Policing and Crime and I are awaiting the findings of the sexual violence needs assessment and the domestic violence needs assessment both of which are due to be published in July.

The findings of the two needs assessment will be reviewed with partners alongside the recommendations made by Dame Elish Angiolini in her independent rape review published last year "Independent Review into the Investigation and Prosecution of Rape in London." This will inform a Pan-London partnership commissioning strategy for sexual violence that best meet the needs of victims/survivors.

Recording of reports and witness statements by police officers

Question No: 2016/1749

[Steve O'Connell](#)

How do you propose to enable Metropolitan Police Service officers to "record reports and witness statements speedily without officers having to return to a police station"?

[The Mayor](#)

As you are aware, in my manifesto, I have committed to support the police in doing their job efficiently and effectively, and help officers spend more time on the front line. I believe it is vital that our police have the resources they need to keep Londoners safe.

I am aware that the MPS are currently piloting IT solutions, including rolling out 25,000 tablets as part of their Digital Policing Mobile Devices project. This is an area in which I will be keen for my new Deputy Mayor for Policing and Crime and MOPAC to do further work.

Compensation claims against the Metropolitan Police Service (1)

Question No: 2016/1750

Steve O'Connell

Between 1997 and 2005, how much compensation was paid out by the Metropolitan Police Service for claims such as false imprisonment, assault and battery, malicious prosecution and unlawful arrest?

The Mayor

Records are not kept separately for claims as described in the question.

However, the records that do exist indicate that the total compensation paid out for all civil claims by MPS, for the years requested were:

	Total Compensation
1997/98	£3,342,000
1998/99	£2,309,000
1999/2000	£3,906,000
2000/01	£2,658,000
2001/02	£1,386,000
2002/03	£2,354,000
2003/04	£2,182,500
2004/05	£749,000

Compensation claims against the Metropolitan Police Service (2)

Question No: 2016/1751

Steve O'Connell

What advice will you be providing to the Metropolitan Police Service on how to protect itself against legal claims of false imprisonment, assault and battery, malicious prosecution and unlawful arrest?

The Mayor

I am committed to strengthen trust and confidence between communities and the police. A key aspect of this is how officers behave when carrying out their duties and engaging with the public.

Police officers are human and where they make genuine mistakes, they will be supported, to ensure learning takes place, but equally where they have behaved badly they will be held properly to account.

Douglas v. Commissioner of Police for the Metropolis

Question No: 2016/1752

[Steve O'Connell](#)

How much compensation did the Metropolitan Police Service pay in the case of Douglas v. Commissioner of the Police for the Metropolis (2004)?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 08/08/2016

The MPS did not have immediate physical access to the files in this case. The retrieval of this information took time and required an individual assessment.

In this case, a confidentiality agreement was in place and therefore the MPS is unable to release details of any compensation payment.

Baba Habu v. Commissioner of the Police for the Metropolis

Question No: 2016/1753

[Steve O'Connell](#)

How much compensation did the Metropolitan Police Service pay in the case of Baba Habu v. Commissioner of the Police for the Metropolis (2004)?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 08/08/2016

The MPS did not have immediate physical access to the files in this case. The retrieval of this information took time and required an individual assessment.

In this case, a confidentiality agreement was in place and therefore the MPS is unable to release details of any compensation payment.

Wilson v. Commissioner of the Police for the Metropolis

Question No: 2016/1754

[Steve O'Connell](#)

How much compensation did the Metropolitan Police Service pay in the case of Wilson v. Commissioner of the Police for the Metropolis (2002)?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 08/08/2016

£500k compensation was paid in 2002 in the case of Wilson v. Commissioner of the Police for the Metropolis.

Thompson and another v. Commissioner of the Police of the Metropolis

Question No: 2016/1755

[Steve O'Connell](#)

How much compensation did the Metropolitan Police Service pay in the case of Thompson and another v. Commissioner of the Police of the Metropolis (1997)?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 08/08/2016

£80,000 compensation was paid in 1997 in the case of Thompson and another v. Commissioner of the Police for the Metropolis.

Reeves v. Commissioner of the Police of the Metropolis

Question No: 2016/1756

[Steve O'Connell](#)

How much compensation did the Metropolitan Police Service pay in the case of Reeves v. Commissioner of the Police of the Metropolis (1999)?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 08/08/2016

£4,345 compensation was paid in 2004 in the case of Reeves v. Commissioner of the Police for the Metropolis.

Use of mobile telephone while driving

Question No: 2016/1757

[Steve O'Connell](#)

What steps will the Metropolitan Police Service take to ensure they collect sufficient evidence in cases where an individual is suspected of using a mobile telephone while driving a vehicle?

[The Mayor](#)

In serious or fatal collision investigations, any relevant mobile devices recovered may be examined to determine if they were in use at the relevant time in order to obtain such evidence.

As is demonstrated by NPCC National Mobile Phone Week of Action (23/05/16 - 29/05/16), all Roads and Transport Officers are positively encouraged to stop drivers suspected of using a mobile phone whilst driving, underpinned by legislation regarding available evidence.

Compensation paid to Ali Dizaei

Question No: 2016/1758

[Steve O'Connell](#)

How much compensation did the Metropolitan Police Service pay to former officer Ali Dizaei between 1997 and 2005?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 08/08/2016

There is an extant agreement in place between the Metropolitan Police Service and the former officer, Ali Dizaei which prevents the divulgence of any personal information.

It is not therefore, possible to answer the question as to whether any compensation was paid to Mr Dizaei between the specified dates.

Commercial Sponsorship of MetTrace

Question No: 2016/1759

[Steve O'Connell](#)

What progress has been made on seeking a corporate sponsor for the MetTrace programme?

[The Mayor](#)

This is for the MPS to investigate whether they still require a corporate sponsor and therefore options are currently being actively explored by them

Special Constables serving as detectives

Question No: 2016/1760

[Steve O'Connell](#)

What assessment have you made of plans by the Metropolitan Police Service to consider whether Special Constables could join the Criminal Investigation Department and other non-uniformed units without having spent any time on uniformed patrol first?

[The Mayor](#)

The MPS has recently completed a review of the Metropolitan Special Constabulary, led by Commander D'Orsi.

I am looking forward to learning about the outcome of the review and how it can help us build a safer and more secure city for all Londoners.

Special Constables

Question No: 2016/1761

[Steve O'Connell](#)

What assessment have you made of the number of Special Constables serving with the Metropolitan Police Service and what plans do you have for the future of Special Constables in London?

[The Mayor](#)

Please see my response to MQ 1760 / 2016.

Special Constables' 16 hours per month duty

Question No: 2016/1762

[Steve O'Connell](#)

What proposals do you have to decrease the number of Metropolitan Police Service special constables who are non-compliant with the 16 hours per month duty they are currently required to observe.

[The Mayor](#)

Please see my response to MQ 1760 / 2016.

Support for police officers assaulted on duty

Question No: 2016/1763

[Steve O'Connell](#)

What proposals do you have to maintain support for Metropolitan Police Service officers who are assaulted while on duty?

[The Mayor](#)

The MPS has a number of existing provisions, which include a range of Occupational Health and counselling services that can be accessed by officers and staff.

This is complimented by the recent launch of Op Hampshire, by the Met, to improve the way it responds to officers and staff (such as Police Community Support Officers and Dedicated Detention Officers) being assaulted on duty. This seeks to improve the quality of investigation, victim care, training and governance around assaults on officers and staff.

Met Detention

Question No: 2016/1764

[Steve O'Connell](#)

What assessment have you made of the decision to centralise all Metropolitan Police Service custody facilities?

[The Mayor](#)

I welcome any developments designed to improve the standards of care for detainees and which provide a safer, more efficient and consistent service. I understand that this is the intention behind the centralisation and will be monitoring to see that it is delivered.

Metropolitan Police Service shift patterns

Question No: 2016/1765

[Steve O'Connell](#)

What assessment have you made of the newly introduced shift patterns for Metropolitan Police Service officers?

[The Mayor](#)

The MPS made changes to the Emergency Response shift patterns in March 2016 and Assistant Commissioner Hewitt, Territorial Policing has committed to a full assessment of the impact of the changes.

I look forward with interest to the outcome of that review which is expected at the end of the year.

HMIC Inspections

Question No: 2016/1766

[Steve O'Connell](#)

What assessment have you made of concerns expressed by the former Deputy Mayor for Policing and Crime, Stephen Greenhalgh, that the current assessment criteria used by Her Majesty's Inspectorate of Constabulary as part of its PEEL inspections does not take into consideration the complex and unique set-up and operational requirements of the Metropolitan Police Service?

[The Mayor](#)

My manifesto made clear the priorities I attach to keeping London's communities safer.

I will be consulting Londoners, the MPS and London's criminal justice partners on my priorities for policing and crime as part of my Police and Crime Plan and assessing the evidence on efficiency and effectiveness of the MPS as part of my statutory oversight duties.

I believe that HMIC have an important role in informing me and other PCCs about the operation of the police forces that they review. Where evidence suggests that assessment criteria of HMIC do not reflect the needs of London, I will make more appropriate representations.

Mayoral Animal Welfare Strategy

Question No: 2016/1767

[Steve O'Connell](#)

Following on from the horrific treatment of "Chunky" the Chihuahua last year in Margate who was given drugs, set on fire and had his neck broken by a teenage gang plus the number of cats recently killed by the Croydon cat killer, would you support the introduction of a Mayoral Animal Welfare Strategy?

[The Mayor](#)

All these incidents were crimes and I understand the level of distress that they must have caused. I made a manifesto commitment to ensure that the Met's Wildlife Crime Unit continues to receive the resources it needs to be effective.

Given this, I will ask my Deputy Mayor for Policing and Crime to consider whether it would be appropriate to introduce a Mayor's Animal Welfare Strategy.

312 Bus Route

Question No: 2016/1768

[Steve O'Connell](#)

The Croydon Clinical Commissioning Group are reorganising Urgent Care services in Croydon and concentrating these at Croydon University Hospital. Currently there is no direct bus service from Croydon University Hospital to large parts of Croydon (such as Addiscombe, Ashburton, Woodside Green, South Norwood and Selhurst). Would you therefore agree to the extension of the 312 single deck bus route so that a direct bus service may be provided to all these areas, to include the main shopping area of Addiscombe?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 28/06/2016

I have asked TfL to continue to work with the NHS to understand the impacts of hospital reorganisation to ensure the bus network adapts appropriately. I will look at the provision of bus services to Croydon University Hospital as part of my wider review of bus services and London's hospitals.

Tramlinks (1)

Question No: 2016/1769

[Steve O'Connell](#)

Your manifesto promises to "plan the next major infrastructure projects for the long term" and specifically mentions "tram extensions" as some of these projects. How soon can my constituents expect to see the Sutton Tramlink approved?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 28/06/2016

Improvements to transport and its infrastructure are key to unlocking the homes that London so desperately needs. Tramlink has been successful and the case for the extension to Sutton along with the opportunity for increased development along the route and funding options has been considered by TfL, working closely with the boroughs of Merton and Sutton.

My team and I are currently reviewing the opportunities for improved transport infrastructure in London, including funding mechanisms. This proposed extension is a key part of that review alongside opportunities to improve National Rail services with the transfer of inner suburban rail services to TfL control, particularly in South London.

Tramlinks (2)

Question No: 2016/1770

[Steve O'Connell](#)

How soon can my constituents expect to see the Crystal Palace Tramlink approved?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 28/06/2016

Please see my response to MQ 2016/1769.

Tramlinks (3)

Question No: 2016/1771

[Steve O'Connell](#)

What "additional sources of funding for major projects" do you expect to utilise to ensure tram extensions go ahead?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 28/06/2016

With the current constraints on funding it is unlikely that any new tram extension can be funded solely by TfL and Government grants and I will therefore explore all viable funding options. Where tram extensions enable new housing, there could be additional opportunities generated by the value of the new homes.

Bypass bus stops - vulnerable pedestrians

Garden Bridge Review

Question No: 2016/1772

[Tony Devenish](#)

In February you promised to review the procurement process of the Garden Bridge if you became Mayor. How soon will this review start and when do you expect it to reach a conclusion? How will local residents be able to feed in to this process ?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 13/06/2016

The early days of this project clearly fell short of our expectations on transparency. I am determined to run the most open and transparent administration London has ever seen which is why I have already published the previously undisclosed full business plan for the Garden Bridge alongside a list of its funders.

A Pro-Business Mayor?

Question No: 2016/1773

[Tony Devenish](#)

The Mayor promised to be "the most pro-business Mayor ever". How will the success or failure of this claim be measured?

[The Mayor](#)

Success can be measured against actions on policies that are important to the business community, including housing, transport, infrastructure, skills and office space.

The Pareto Principle

Question No: 2016/1774

[Tony Devenish](#)

On the Pareto 80-20 principle, will the Mayor confirm he will spend 80% of his time and 80% of his administration's resources on his three biggest powers: housing, transport and law and order?

[The Mayor](#)

I'll spend 100% of my time working to improve the lives of all Londoners

Airport Expansion

Question No: 2016/1775

[Tony Devenish](#)

Given your professed commitment to a second runway at Gatwick Airport and your opposition to Heathrow expansion, how will you work to achieve both goals?

[The Mayor](#)

I will work with the Government and other stakeholders to secure the best outcome for Londoners, to release the jobs and growth potential of a new runway, while minimising its environmental impacts. I believe a new runway at Gatwick, not Heathrow, is the best way to achieve this.

Mayoral Meetings (1)

Question No: 2016/1776

[Tony Devenish](#)

Do you have a date fixed for your first meeting with a Government Minister? Please advise the Assembly which Minister this will be and what subjects will be covered?

[The Mayor](#)

My office is setting up a programme of meetings with Government Ministers over the coming weeks as I get to work delivering on my manifesto commitments that will put London back on the right track.

I have already met with the Home Secretary, Chancellor, and Secretary of State for Communities and Local Government and other meetings with Ministers are planned. Details of all my meetings are contained in my Mayor's Report to the Assembly.

Mayoral Meetings (2)

Question No: 2016/1777

[Tony Devenish](#)

Do you have a date fixed for your first meeting with a non- Labour Council Leader or Chief Executive of a non -Labour run London Borough? If so, then please advise who this will be and what subjects will be covered?

[The Mayor](#)

My office is setting up a programme of meetings with borough leaders and chief executives over the coming weeks as I get to work delivering on my manifesto commitments that will put London back on the right track.

I have prioritised having early telephone conversations with council leaders since my election, including the Executive and Leader Members at London Councils. I have also spoken to Cllr Ravi Govindia, LB Wandsworth, Cllr Ray Puddifoot, LB Hillingdon, Cllr Philippa Roe, Westminster Council, Cllr Theresa O'Neill, LB Bexley, Lord Nick True, LB Richmond, and Mark Boleat, City of London.

Details of future meetings will be listed in my Mayor's Report to the Assembly.

Green Belt

Question No: 2016/1778

[Tony Devenish](#)

Will you commit to retaining all current London Plan protections on the Green Belt, Metropolitan Open Land and back garden land? Will you oppose any attempt to weaken or remove these protections from any area in London? Please confirm that brownfield land is more than adequate to resolve London's housing crisis.

[The Mayor](#)

My manifesto made clear that I will protect the Green Belt and open spaces including Metropolitan Open Land. This position and the protection already provided by national policy will be the basis for any review of the London Plan on this issue.

Similarly, national policy on protection of garden land will be the basis for any revisions to the London Plan on this matter.

London currently has approved capacity for over 260,000 homes, almost all on brownfield sites. However, the accumulation of this capacity has not been associated with a proportionate increase in housing output. As a matter of urgency I am putting in place a range of measures to accelerate delivery to address London's housing crisis, and this is likely to have to be complemented by longer term work to identify additional capacity.

Air quality

Question No: 2016/1779

[Tony Devenish](#)

London's air quality has improved every year since 2008. How specifically will you continue this trend?

[The Mayor](#)

Please see my response to MQ 2016 /1420.

Trees

Question No: 2016/1780

[Tony Devenish](#)

Since 2008, over 420,000 trees have been planted in London as a result of GLA programmes. Do you expect this trend to continue?

[The Mayor](#)

In my manifesto I committed to embark on a major tree-planting programme across London.

To increase London's tree canopy cover the GLA will work with boroughs and other landowners to identify sites for tree planting in London; as well as demonstrating the benefits of incorporating trees and green infrastructure.

I anticipate that GLA will continue to work closely with public, third sector and business partners on tree planting and greening programmes.

Housing supply

Question No: 2016/1781

[Tony Devenish](#)

Will you confirm when your annual target for 80,000 homes will be introduced and how it will be achieved in each year?

[The Mayor](#)

I do not have a target for building 80,000 new homes a year.

Affordable housing

Question No: 2016/1782 (Oral)

1 Supplementary Questions

[Tony Devenish](#)

How will you ensure that your 50% affordable housing target does not lead to fewer affordable homes being built than in previous years?

The Mayor

Sadiq Khan (Mayor of London): Could I also congratulate you on your election as well.

Boris Johnson has left affordable housing delivery in London hanging in the balance. Last year a mere 13% of approvals were for affordable housing. I am determined to turn around this pitiful record of affordable housing delivery, which falls woefully short of meeting Londoners' needs.

My long-term strategic target of 50% of new homes being genuinely affordable is crucial to ensuring this step-change. I am confident that this can be achieved without reducing housing supply. I will be using public land, my investment and my full suite of planning powers to ensure London builds more affordable homes. I will be working with developers, landowners, providers and boroughs to develop a phased approach that will embed affordable housing requirements into land values while ensuring there is no slowdown in overall delivery. Fundamental to this will be a more rigorous approach to assessing development viability. I will set out more details on my approach in the next couple of months.

Tony Devenish AM: Thank you, Mr Mayor. Please advise me of the specific numbers of affordable homes you are committed to building in each of the next four years; numbers, please.

Sadiq Khan (Mayor of London): I am not giving number; I have been quite clear. During the campaign I made this quite clear when all of the other candidates were throwing around figures. It is about making sure the right sorts of homes are built rather than an obsession with numbers. Let me tell you why. It is possible to build 50,000 homes a year, some people say, but there is no point if they are all bought by investors from the Middle East and Asia to be used as second homes or to sit empty. The important thing is to ensure that the right sorts of homes are built in London that are affordable to Londoners to buy or rent. That is what I intend to do.

Tony Devenish AM: Mr Mayor, if you do not have targets, things do not get done. Your officers in this building will not get things done, the industry will not get things done and Londoners will have happening to them what happened under Ken Livingstone [former Mayor of London]: fewer affordable homes. Please set targets and numbers as quickly as possible.

Sadiq Khan (Mayor of London): Can I just say, Chairman, how refreshing it is to see Conservatives obsessed with targets. It is a shame that they have abolished most of them in the last six years in Government.

Tony Arbour AM (Chairman): There is no obsession on the part of any Assembly Member. There are no obsessions here.

Sadiq Khan (Mayor of London): I will take your word for it, Chairman. I thank the Assembly Member for his advice on affordable housing. With respect to him, we will see what happens. We have seen over the last eight years what has happened with affordable housing in London. We have been left with a housing crisis that many call "Boris Johnson's housing crisis".

Tony Devenish AM: I hope that in due course you will come up with answers rather than

excuses, Mr Mayor.

CCTV in Westminster

Question No: 2016/1783

[Tony Devenish](#)

With over 92% of requests for CCTV images from the CCTV system run by Westminster City Council are made by the Metropolitan Police Service (MPS), what steps will you and MOPAC take to ensure that the MPS accurately contributes towards the running cost of the CCTV network?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 08/08/2016

Please see my response to MQ 2016 /2371.

Backlog of taxi ranks

Additional Station at Kensal/Portobello

Question No: 2016/1784

[Tony Devenish](#)

Will the Mayor confirm that he will support the development of an additional station at Kensal/Portobello on the Elizabeth Line?

[The Mayor](#)

Feasibility work is underway for a proposed station at Kensal/Portobello, including an assessment of how a new station could integrate with other plans for the rail network between Paddington and Old Oak Common. The conclusions of this work are due to be reported later this year at which point next steps can be determined.

Oral Update on the Report of the Mayor

Question No: 2016/1848

5 Supplementary Questions

4 Commitments

[Tony Arbour](#)

Tony Arbour AM (Chairman): Mr Mayor, you will now provide an oral update of up to five minutes in length on matters occurring since the publication of your report, including the matters on which you have been specifically asked to comment.

[The Mayor](#)

Sadiq Khan (Mayor of London): Good morning, everyone. Good morning, Chairman. First

of all, can I offer you my congratulations on being selected by your fellow Assembly Members as the new Chairman of the Assembly. I will try to keep to your strictures and keep the spontaneous banter to a minimum.

I would like to also take this opportunity to congratulate all 25 Assembly Members on being elected to the London Assembly. I am aware that some of you are seasoned veterans and others, like me, are new to this Chamber and new to the Assembly.

I would like to make it clear that I fully appreciate the vital role that the Assembly plays in holding the Mayor to account, investigating important issues and making recommendations to the Mayor and the Government in order to improve the lives of Londoners. I look forward to - genuinely - working with you all to make London a better place to live, work and visit. I also want to assure both Assembly Members and Londoners that I will do my best to answer Mayor's Questions the best that I can.

However, this being my first Mayor's Question Time (MQT), I would also like to ask for your patience. I hope you will appreciate that I am still in the process of shaping many of my policies and appointing my team. Therefore, I may not be able to answer each and every question in a manner that fully satisfies you at the moment. However, I promise you that I will give it my best.

Mr Chairman, as you all know, I am delighted to have appointed Assembly Member Joanne McCartney as my statutory Deputy Mayor for London.

Over the last few days I have made some further appointments to my team, pending Assembly Confirmation Hearings and approval by the relevant boards. Valerie Shawcross CBE, whom many of you know from her years on the Assembly, has been appointed as my Deputy Mayor for Transport; Sophie Linden as my Deputy Mayor for Policing and Crime, subject to a Confirmation Hearing by the Assembly's Police and Crime Committee; Assembly Member Fiona Twycross as Chair of the London Fire and Emergency Planning Authority, subject to a Confirmation Hearing by the London Assembly; Lord Andrew Adonis as Chair of Crossrail 2, pending approval by the Transport for London (TfL) Board; and James Murray as Deputy Mayor for Housing.

I would also like to take this opportunity to say a few words about the full extent of London's housing crisis. On 16 May 2016, whilst visiting the Landmark Court site in Southwark, I revealed that my audit of City Hall's preparedness to tackle the housing crisis showed that the previous Mayor left the cupboard bare when it comes to delivering affordable housing in the city. The audit revealed the shocking scale of the challenge I now face to tackle the housing crisis. It showed affordable home delivery at a near standstill. Last year, the previous Mayor delivered the lowest number of new affordable homes since current records began in 1991 - just 4,880 - and left a legacy of just 13% affordable homes coming through planning permission.

There is an acute construction skills crisis with annual construction apprenticeship starts in London averaging just 7% of the national total and with a total of 100,000 planned apprenticeship starts missed during the previous Mayor's second term.

There is a flawed process of identifying public land for homes. As I revealed, the previous Mayor's work to produce a digital 'Domesday Book' of public land in fact includes scores of

sites that will never be built on, including City Hall, 10 Downing Street and the British Museum. Landmark Court in Southwark, which is owned by TfL, is one example of public land that I believe is ripe for building new homes on; at least 120 in this case. I have pledged to build many new homes on land owned by City Hall, including TfL land, and I intend to fast-track scores of sites like Landmark Court that are suitable for development but were not utilised by the previous Mayor.

I would, Chairman, like to take the opportunity to update you on my pledge to ensure safer and easier cycling for all Londoners. On 20 May 2016 I launched an incentives scheme to encourage London's business to get their staff cycling by announcing that businesses that sign up to a new Santander Cycles business account before 1 July 2016 will receive a 10% discount. Following a successful pilot scheme, the initiative, which offers easy cycle hire access, is now being targeted at businesses across the capital to encourage their employees to cycle to and from their offices or meetings.

I also reaffirm my commitment to make cycling safer and easier for every Londoner as I begin scrutinising major plans for three new Cycle Superhighways and the transformation of key junctions in the heart of the capital. The first completed consultations I am considering are the North-South Cycle Superhighway phase 2, a 1.5-mile extension from Stonecutter Street to King's Cross; East-West Cycle Superhighway phase 2, a 4.5-mile extension from Paddington to Acton via the Westway; Cycle Superhighway 11 from Swiss Cottage to the West End, a 2.5-mile route from Swiss Cottage to Portland Place; the Hammersmith Gyrotory, Better Junctions; and Highbury Corner, Better Junctions.

Mr Chairman, I will now respond to two oral update requests from Assembly Members. The first one is from Assembly Member Eshalomi. May I congratulate her on winning her seat.

From the point at which I became Mayor, it was quite clear that it would cost Londoners more to cancel the Garden Bridge than it would to finish building it. It is, therefore, in the financial interests of London's taxpayers to complete the Garden Bridge. I will be transparent with Londoners. A total of £60 million in public funding has been pledged, £30 million from TfL by the previous Mayor and £30 million from the Government. Of the £30 million pledged by TfL, £20 million is in the form of a loan to be repaid in full. Of the £60 million of total public funding, £37.7 million has already been spent by the Garden Bridge Trust, £24.25 million of which came from TfL and £13.45 million from the Government.

If we were to cancel the project today, that full amount would have been spent for no benefit at all to Londoners. However, if we complete the Garden Bridge, not only will TfL be repaid the £20 million loan by the Garden Bridge Trust, but it will also pay roughly £22 million in value added tax (VAT) to the Government. That would leave an ultimate cost to the taxpayer of £18 million for completing the Garden Bridge, significantly less than the £37.7 million cost of cancelling it now. Clearly, it is in the financial interests of London and United Kingdom (UK) taxpayers to complete the Garden Bridge.

However, in return for my continued support for the project, I have insisted that the Garden Bridge Trust makes a series of amendments to its plans. I expect that the Bridge will be closed on fewer days each year for private fundraising events and for fewer hours. I want a guarantee that an ongoing programme of visits will be laid on for local schoolchildren. The Trust must also look to build a strong working relationship with parks from all over our city so that seeds

and plants grown on the Garden Bridge can then be replanted in parks across the capital.

There is a second oral update request from Assembly Member Prince. May I also congratulate him on his election to Havering and Redbridge. This is on the Night Tube.

I am delighted that the Night Tube service will launch on 9 August 2016 with the Central and Victoria lines running throughout the night, followed by the Piccadilly, Jubilee and Northern lines later in the autumn. This means, Assembly Member Prince, Londoners in Redbridge will be some of the first to benefit from this vital service. Unlike my predecessor, who announced the launch of the Night Tube on three occasions, I am committed to getting things done and improving the lives of all Londoners. The Night Tube will mean a 24-hour weekend service for the first time in London's history, helping to cut night-time journeys by an average of 20 minutes, with some cut by more than an hour. It will also play a vital role in opening up London's night-time economy to a host of new opportunities, supporting around 2,000 permanent jobs and boosting London's economy by £360 million. Most importantly, it will help shift workers and late-night revellers, who currently have to rely on night buses or minicabs to get back to outer London after the Tube shuts down. That I have managed to agree a date for this crucial service to London's future prosperity just goes to highlight how important it is to work with all Londoners, including trade unions. Londoners need both sides to talk and resolve their differences.