

Written Answers to Questions Not Answered at Mayor's Question Time on 20 February 2017

Peninsula Place (1)

Question No: 2017/0360

[Andrew Boff](#)

Of the 800 apartments planned at Peninsula Place, how many will be "genuinely affordable"?

[The Mayor](#)

In 2015, outline permission was granted for the wider masterplan area of Greenwich Peninsula.

The applicant committed to delivering a minimum of 2,928 affordable units within the 2015 masterplan area, which equates to 22.7% of the 12,898 units proposed.

This is in addition to the 2,822 homes that either currently exists or are under construction under the previous consent (2004 masterplan area), of which 1,002 are affordable.

Therefore, when considered across the total potential housing delivery of 15,720 units across the wider Peninsula, a minimum of 3,930 units will be affordable, which equates to 25% of the total delivery.

In addition to this, there is an agreed review mechanism in place that could potentially deliver 35% affordable housing across the masterplan. The affordable housing units will be delivered across the masterplan at a local policy tenure mix of 70:30 (social rented: intermediate).

This 2015 outline permission agreed by my predecessor set out a number of key principles across the masterplan and it is the responsibility of Greenwich to decide upon any future applications made in relation to the wider Peninsula masterplan. Only in the event that applications differ from these agreed principles would an application be referred to me as a part of statutory planning duties.

The applicant would be expected, as a part of future negotiations with the council, to have regard to the strategic priority afforded to the provision of affordable family housing and provide a range of unit sizes to meet both local and strategic housing needs as set out in my Housing SPG.

As there isn't a detailed planning application for Peninsula Place, it's not possible for me to comment on the affordable housing provision and tenure split as one has yet to be proposed.

Peninsula Place (2)

Question No: 2017/0361

[Andrew Boff](#)

How many of the "genuinely affordable" apartments at Peninsula Place will have more than 3 bedrooms?

[The Mayor](#)

Please see my response to MQ 2017/ 360.

Peninsula Place (3)

Question No: 2017/0362

[Andrew Boff](#)

On which floors will the "genuinely affordable" apartments be at Peninsula Place?

[The Mayor](#)

Please see my response to MQ 2017/ 360.

Peninsula Place (4)

Question No: 2017/0363

[Andrew Boff](#)

On which floors will the "genuinely affordable" family sized apartments be at Peninsula Place?

[The Mayor](#)

Please see my response to MQ 2017/ 360.

Housing White Paper (1)

Question No: 2017/0364

[Andrew Boff](#)

What benefits will the government's Housing White Paper bring to London's housing market and the supply of much-needed new homes?

[The Mayor](#)

It is too early to fully judge what the impact of the White Paper will be, but it points in a better direction.

I want to see London benefit as much as possible from what the White Paper has to offer.

Housing White Paper (2)

Question No: 2017/0365

[Andrew Boff](#)

What changes are expected to be made to London's housing and planning policies as a result of the government's Housing White Paper?

[The Mayor](#)

I will consider what changes are required as the various proposals in the White Paper are translated into policy and as a result of our discussions with government on the devolution of further housing and planning powers to London.

Anti-Trump diplomatic reception

Question No: 2017/0366

[Andrew Boff](#)

What is the full list of invitees for the Diplomatic Reception held in January at which the Mayor condemned Donald Trump?

[The Mayor](#)

Invitations to the diplomatic reception were sent to all Embassies and High Commissions listed in the London Diplomatic List, which is maintained by the Foreign & Commonwealth Office and can be found at:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/591947/London_Diplomatic_List_-_February_2017.pdf

This was the same approach as per the previous administration.

Barking Riverside infrastructure

Question No: 2017/0367

[Andrew Boff](#)

What further infrastructure improvements are required, in addition to the Barking to Gospel Oak extension, to realise the development potential of Barking Riverside and the A13 corridor?

[The Mayor](#)

A package of transport measures is needed to support the Barking Riverside development alongside the Overground extension. This includes improvements to bus services, bus priority measures, improvements to the A13/Renwick Road junction and a range of measures to encourage walking and cycling. Contributions towards these measures will be secured through a Section 106 agreement with the developers.

More widely in this area, the London Riverside Opportunity Area Planning Framework identifies a number of measures required to support developments along the A13 corridor, including bus service, walking and cycling enhancements, A13 improvements, and a new station at Renwick Road on the Overground.

The London Borough of Barking and Dagenham is also looking at the potential development that could be unlocked by the A13 Riverside Tunnel. Depending on the scale of proposals, this may require further infrastructure improvements.

Riverine emissions (1)

Question No: 2017/0368

[Andrew Boff](#)

What powers to address emissions from vessels on the Thames will you seek from the Government to have absolute control over air quality in London including, cruise ships at Enderby's Wharf?

[The Mayor](#)

Please see my response to MQ 2017 / 0483.

Riverine emissions (2)

Question No: 2017/0369

[Andrew Boff](#)

Several London Boroughs use contractors to haul refuse barges up and down the Thames. What should these Boroughs be doing to ensure the tugs hauling the refuse barges are brought into line with diesel emissions similar to Euro 6 equipped HGVs?

[The Mayor](#)

An answer to this question will be uploaded within one week of the meeting.

Kidbrooke rail station site

Question No: 2017/0370

[Andrew Boff](#)

What is the latest situation on this TfL land site, and will you confirm whether a development partner has been identified for the scheme?

[The Mayor](#)

TfL's Kidbrooke site will deliver over 400 homes, of which 50 per cent will be genuinely affordable.

The four-acre site was placed into TfL's Property Partnership Framework in August 2016. TfL has reviewed the submissions received and expects to announce a preferred bidder very soon.

Portuguese on Ticket Machines

Question No: 2017/0371

[Andrew Boff](#)

When will ticket machines have Portuguese as a language option?

[The Mayor](#)

I recognise the case for adding Portuguese to the list and I am pleased to confirm that TfL has now made a firm commitment to include Portuguese as an additional language on the new ticket machines that are starting to be rolled out.

The timing for adding Portuguese to these new machines is still under review but TfL hopes to have this language option available on the new machines by the start of 2018.

TfL's existing Tube ticket machines offer English and sixteen other languages, which is the current technical limit on these machines. The addition of an extra language is not an option for the existing ticket machines, which are now nearly 30 years old and are not planned to be further upgraded before they are phased out.

Community Trust Partnerships

Question No: 2017/0372

[Andrew Boff](#)

Why are London councils still selling off council estates and land to the private sector rather than looking at alternative ways to provide social and affordable housing, such as Community Trust Partnerships?

[The Mayor](#)

I am not directly responsible for what boroughs do with their own land.

However, I would encourage boroughs to consider a range of ways to build new and affordable housing on land they own, including, where appropriate, that developed by community-led housing groups.

Installation of signalised pedestrian crossing on the A232 Croydon Road near Hartfield Crescent, West Wickham

Question No: 2017/0373

[Gareth Bacon](#)

Will the Mayor confirm that the installation of the new signalised pedestrian crossing at the junction of the A232 Croydon Road with Hartfield Crescent remains as one of TfL's priorities to implement, and what date the work will commence? If this installation has not been prioritised for completion during the calendar year 2017, can the Mayor confirm when in 2018 this installation has been planned.

[The Mayor](#)

I can assure you that the new signalised pedestrian crossing on the A232 Croydon Road near Hartfield Crescent remains a priority. TfL's design work is progressing well and the crossing will be installed by autumn this year.

Local policing abstractions (1)

Question No: 2017/0374

[Keith Prince](#)

In the last month, how many police officer shifts were abstracted from each London Borough?

[The Mayor](#)

An answer to this question will be uploaded within one week of the meeting.

Local policing abstractions (2)

Question No: 2017/0375

[Keith Prince](#)

From May 2015 to April 2016, how many police officer shifts were abstracted from each London Borough, broken down by month?

[The Mayor](#)

An answer to this question will be uploaded within one week of the meeting.

Local policing abstractions (3)

Question No: 2017/0376

[Keith Prince](#)

From May 2014 to April 2015, how many police officer shifts were abstracted from each London Borough, broken down by month?

[The Mayor](#)

An answer to this question will be uploaded within one week of the meeting.

Local policing abstractions (4)

Question No: 2017/0377

[Keith Prince](#)

From May 2013 to April 2014, how many police officer shifts were abstracted from each London Borough, broken down by month?

[The Mayor](#)

An answer to this question will be uploaded within one week of the meeting.

Local policing abstractions (5)

Question No: 2017/0378

[Keith Prince](#)

From May 2012 to May 2013, how many police officer shifts were abstracted from each London Borough, broken down by month?

[The Mayor](#)

An answer to this question will be uploaded within one week of the meeting.

Paying Olympic Stadium staff the Living Wage

Question No: 2017/0379

[Keith Prince](#)

Can you confirm whether all staff that work at the Olympic Stadium are paid the London Living Wage and, if not, what roles do not award this level of pay?

[The Mayor](#)

An answer to this question will be uploaded within one week of the meeting.

Station Closure Review Strike (1)

Question No: 2017/0380

[Keith Prince](#)

The RMT has claimed that 533 jobs have been reinstated, whereas TfL has stated that the figure is 325. Why is there a disparity?

[The Mayor](#)

There have been a number of recent changes to staffing levels at London Underground stations.

This is in part due to the Fit for the Future - Stations programme, as well as other more localised business-as-usual changes, such as the opening of new station ticket halls. TfL's calculation of 325 roles relates to the number of roles added back as a result of the most recent review of station staffing levels and discussion with the relevant trade unions.

TfL believes that the RMT's calculations include roles added as a result of the other more localised changes referred to above, in addition to the 325 roles agreed most recently.

Station Closures Review Strikes (2)

Question No: 2017/0381

[Keith Prince](#)

Please provide a breakdown of what jobs will be created, including how many will be full time or part time, the annual salaries both including and excluding on-costs, the total wage costs of all the 325 jobs and where they are due to be deployed?

[The Mayor](#)

New station staff roles will comprise a minimum of 200 full-time roles, with the remaining 125 roles to consist of a mix of full-time and part-time roles. The new roles are in line with existing London Underground pay scales. These new staff members will carry out a variety of tasks including working on the new Night Tube services, assisting disabled customers with getting around on the network and reducing the number of instances of stations staffed by a single member of staff only.

Over the coming months TfL will determine the locations and duties for each role, including exact grades and salaries. I have asked TfL to update you once this process is completed.

Station Closures Review Strikes (3)

Question No: 2017/0382

[Keith Prince](#)

How was the decision on the number of new jobs reached?

[The Mayor](#)

These figures were determined through a combination of a detailed internal review of station staffing, alongside formal consultation with the relevant trade unions.

Station Closures Review Strikes (4)

Question No: 2017/0383

[Keith Prince](#)

Will the Mayor commit to releasing the full business case that explains why all of these jobs are necessary?

[The Mayor](#)

It has become clear through both TfL's own internal reviews with staff and the relevant trade unions, as well as through London TravelWatch's review into ticket office closures, that more needed to be done to increase staff presence and visibility at stations and further improve customer service.

TfL has determined that an increase in the number of station staff is needed to ensure it is able to continue offering all passengers world-class customer service.

Over the coming months TfL will determine the locations and duties for each role. I have asked TfL to update you once this process is completed.

TfL Rail Closures

Question No: 2017/0384

[Keith Prince](#)

While the TfL Rail network is closed at weekends for the next two months, will you ensure that TfL do not schedule any engineering works on other services which my constituents will rely upon, including the District Line and the Central Line?

[The Mayor](#)

During the TfL Rail closures in February and March, most Tube and Overground services in east London will run as normal. The exception to this is that the Romford to Upminster branch of London Overground will close alongside the TfL Rail works as a direct result of the TfL Rail works. There will also be a part-closure of the District line on 11 and 12 March affecting stations between central London and West Ham. However, local buses, the Jubilee line and C2C services will still operate as normal on those days.

TfL Rail customers will be able to take rail replacement bus services to Stratford or to Newbury Park for Central line services.

Significant work is needed to prepare the track on the TfL Rail network for the introduction of new trains and the future Elizabeth line services. As such, there may be some occasions in the future when such work coincides with other closures on local lines. TfL will continue to work closely with Network Rail and other train operators to carefully plan track closures to ensure that the impact on customers is kept to a minimum.

Garden Bridge Review (1)

Question No: 2017/0385

[Keith Prince](#)

How was Margaret Hodge chosen to chair the review into the Garden Bridge project?

[The Mayor](#)

As set out in my Mayoral decision, Dame Margaret Hodge's experience means she is well-qualified to undertake this review.

She has been a London MP since 1994, representing Barking, and for five years chaired the Public Accounts Committee, scrutinising public spending across all areas of Government.

Dame Margaret has previously expressed no opinion either for or against the Garden Bridge and brings no preconceptions to the role.

Garden Bridge Review (2)

Question No: 2017/0386

[Keith Prince](#)

How did you decide that a Labour MP was the best person to chair an independent review?

[The Mayor](#)

Please see my response to MQ 2017/0385.

Garden Bridge Review (3)

Question No: 2017/0387

[Keith Prince](#)

Aside from the terms of reference listed on the Mayor's 22nd September press release are there any further terms of reference given to Margaret Hodge for her review into the Garden Bridge project?

[The Mayor](#)

The full terms of reference for the review are included in my mayoral decision. No other terms of reference were provided.

Please see: <https://www.london.gov.uk/decisions/md2041-review-garden-bridge-project>.

Garden Bridge Review (4)

Question No: 2017/0388

[Keith Prince](#)

How many staff have been seconded to assist in the review of the Garden Bridge project?

[The Mayor](#)

No staff members have been seconded, but support is being provided as appropriate across the GLA group.

Garden Bridge Review (5)

Question No: 2017/0389

[Keith Prince](#)

Please list all the expenditure to date on the review of the Garden Bridge project.

[The Mayor](#)

So far £3048.30 has been spent.

Garden Bridge Review (6)

Question No: 2017/0390

[Keith Prince](#)

Will Margaret Hodge appear before a suitable Assembly Committee before the publication of her review in order to scrutinise her approach?

[The Mayor](#)

It is for Assembly Committees to determine their work programme and who they choose to invite to appear at their meetings.

Garden Bridge Review (7)

Question No: 2017/0391

[Keith Prince](#)

What is the format of questioning for the review into the Garden Bridge project?

[The Mayor](#)

This is a matter for Dame Margaret.

Garden Bridge Review (8)

Question No: 2017/0392

[Keith Prince](#)

Are there minutes of all the meetings that Margaret Hodge has held as part of her investigation? Will these be published?

[The Mayor](#)

Dame Margaret will be capturing information from her discussions to inform her Report.

It is a matter for Dame Margaret to determine how she does this and what she will publish.

Garden Bridge Review (9)

Question No: 2017/0393

[Keith Prince](#)

When is the expected publication date of the review into the Garden Bridge project?

[The Mayor](#)

Please see my response to MQ 2016/4747.

Private Hire Licenses (1)

Question No: 2017/0394

[Keith Prince](#)

What mechanisms are in place to identify the number of TFL licensed PH drivers/vehicles that work solely cross border?

[The Mayor](#)

I have been clear that cross-border hiring is a public safety concern that needs to be addressed nationally.

As it stands, private hire licensees can license themselves with one authority, anywhere in England and Wales, and work entirely in another authority. I am sure you will agree that this is unacceptable and it cannot be right that Parliament intended this practice to become commonplace.

It is not possible to determine how many London licensed drivers are working in other authorities as this movement of drivers is entirely legal.

However, TfL has discussed these problems with a number of other authorities affected and I, alongside my Deputy Mayor for Transport and TfL, continue to raise our concerns and urge Government to legislate to stop this unfair and potentially unsafe practice.

Private Hire Licenses (2)

Question No: 2017/0395

[Keith Prince](#)

What process does TfL have in place for new Taxi and Private Hire applicants, to ensure they have not had a licence revoked by another licensing authority?

[The Mayor](#)

All taxi and private hire driver applicants must meet a range of strict criteria to ensure they are 'fit and proper' prior to becoming licensed.

All applicants must undergo an enhanced Disclosure and Barring Service criminal records check both before they are granted a licence, and every three years thereafter.

TfL also works closely with the police, and may suspend or revoke a driver's licence based on information disclosed by the police about reports of alleged criminal offences.

In addition, drivers are required to declare if they have had their licence suspended or revoked by another licensing authority.

As part of their application process, TfL will then contact the authority in question to determine whether there is any reason why the applicant should not be licensed by TfL, such as a risk to public safety.

TfL is currently reviewing this policy to tighten requirements further.

Private Hire Licenses (3)

Question No: 2017/0396

[Keith Prince](#)

When an applicant applies for a PH operator's licence they are required to provide evidence of a planning application for the use of their premises. TfL currently licence operators with only a council planning application rather than full planning permission. How long does TfL allow applicants to operate before requiring evidence that planning permission has been granted?

[The Mayor](#)

TfL may grant a licence to a private hire operator applicant where satisfactory evidence is provided that a planning application has been made. TfL will check the status of the application with the local authority and may grant a licence if it is confirmed to be an ongoing application and there are no other issues in relation to the application.

TfL will undertake further checks three months after the licence has been granted. Where a planning application has been rejected, operators will be given 28 days to either:

- present evidence that they have lodged an appeal against the rejection of their planning application in which case the licence will remain in place pending determination of the appeal; or

- change their operating centre by applying to vary their licence - any proposed new operating centre must also have the necessary planning permission or evidence that an application for planning permission has been made.

If no such evidence is provided, TfL will make a licensing decision on a case by case basis in accordance with its policy, which includes the possible revocation of the licence.

372 Bus Route

Question No: 2017/0397

[Keith Prince](#)

Will the Mayor instruct TfL to consider a minor re-routing of the 372 bus route so that it stops outside Rainham Station?

[The Mayor](#)

TfL does not plan to re-route the 372 bus route in this way at this time due to cost and the likely impact on service reliability.

The existing stop is close to the station and diverting buses into the forecourts would cost TfL over £120,000 per annum in additional subsidy in order to run the route reliably (due to an additional bus required at certain times of the day).

TfL will continue to keep this route under review, working with Havering Council and others, to see if there are ways of doing this at no extra cost.

Air Quality Map (1)

Question No: 2017/0398

[Shaun Bailey](#)

How much did it cost to print the NOx concentration map that was placed over the existing map of London on the lower ground floor for the event held on 24th January to announce the funding for 50 'air quality' audits

[The Mayor](#)

An answer to this question will be uploaded within one week of the meeting.

Air Quality Map (2)

Question No: 2017/0399

[Shaun Bailey](#)

How much did it cost to lay the NOx concentration map over the existing map of London on the lower ground floor for the event held on 24th January to announce the funding for 50 'air quality' audits?

[The Mayor](#)

An answer to this question will be uploaded within one week of the meeting.

Air Quality Map (3)

Question No: 2017/0400

[Shaun Bailey](#)

How much did it cost to remove the NOx concentration map over the existing map of London on the lower ground floor for the event held on 24th January to announce the funding for 50 'air quality' audits?

[The Mayor](#)

An answer to this question will be uploaded within one week of the meeting.

Air quality funding

Question No: 2017/0401

[Shaun Bailey](#)

What is the cost breakdown of the £467.5m detailed in the Mayor's Consultation Budget that has been earmarked for air quality initiatives?

[The Mayor](#)

An answer to this question will be uploaded within one week of the meeting.

80 Bus Service

Question No: 2017/0402

[Steve O'Connell](#)

There is local demand for the 80 bus service from Morden running through the night, as opposed to ceasing at 1.00a.m. and not resuming until 5.00a.m. Will the Mayor agree to this?

[The Mayor](#)

I have asked TfL to look at this suggestion as part of its review of bus services complementing the Night Tube.

Baton rounds

Question No: 2017/0403

[Steve O'Connell](#)

Pursuant to Question 2017/0143, please list the 12 occasions between 2011 and 2016 where authorisation for the deployment of baton rounds was given ahead of public order incidents.

[The Mayor](#)

The MPS make decisions to deploy these kinds of tactics as part of an overall proportionate operational planning for events.

For tactical reasons, these decisions are not published.

Fitness Test (1)

Question No: 2017/0404

[Steve O'Connell](#)

In each month of the last two years, how many Metropolitan Police Service officers at or above the rank of Commander have taken the fitness test and passed?

[The Mayor](#)

19 officers at or above the rank of Commander have taken and passed the fitness test in the last 2 years:

2015	TOTAL:	11			
Jan	Feb	Mar	Apr	May	Jun
0	0	0	3	0	0
Jul	Aug	Sep	Oct	Nov	Dec
0	3	4	1	0	0
2016	TOTAL:	8			
Jan	Feb	Mar	Apr	May	Jun
0	0	0	2	0	2
Jul	Aug	Sep	Oct	Nov	Dec
0	0	2	1	0	1

Fitness Test (2)

Question No: 2017/0405

[Steve O'Connell](#)

In each month of the last two years, how many Metropolitan Police Service officers at or above the rank of Commander have taken the fitness test and failed, broken down by reason for failure if available?

[The Mayor](#)

No officers at or above Commander have failed the fitness test.

Commissioner of the Metropolitan Police Service (1)

Question No: 2017/0406

[Steve O'Connell](#)

What personal involvement did you have in the selection panel shortlisting meeting during the recruitment process for appointing a new Commissioner of the Metropolitan Police Service?

[The Mayor](#)

I was represented by the MOPAC Chief Executive Officer for both the initial selection panel shortlisting and the initial interviews.

My Deputy Mayor for Policing and Crime and I then had an introductory meeting with all of the shortlisted candidates following the shortlisting stage.

I will personally be involved in the final interview stage.

Commissioner of the Metropolitan Police Service (2)

Question No: 2017/0407

[Steve O'Connell](#)

What personal involvement did your Deputy Mayor for Policing and Crime have in the selection panel shortlisting meeting during the recruitment process for appointing a new Commissioner of the Metropolitan Police Service?

[The Mayor](#)

Please see my response to MQ 2017 /0406.

Commissioner of the Metropolitan Police Service (3)

Question No: 2017/0408

[Steve O'Connell](#)

What involvement did the Mayor's Office for Policing and Crime have in the selection panel shortlisting meeting during the recruitment process for appointing a new Commissioner of the Metropolitan Police Service?

[The Mayor](#)

Please see my response to MQ 2017 /0406.

Commissioner of the Metropolitan Police Service (4)

Question No: 2017/0409

[Steve O'Connell](#)

What personal involvement did you have in the selection panel interview stage of the recruitment process for appointing a new Commissioner of the Metropolitan Police Service?

[The Mayor](#)

Please see my response to MQ 2017 /0406.

Commissioner of the Metropolitan Police Service (5)

Question No: 2017/0410

[Steve O'Connell](#)

What personal involvement did your Deputy Mayor for Policing and Crime have in the selection panel interview stage of the recruitment process for appointing a new Commissioner of the Metropolitan Police Service?

[The Mayor](#)

Please see my response to MQ 2017 /0406.

Commissioner of the Metropolitan Police Service (6)

Question No: 2017/0411

[Steve O'Connell](#)

What involvement did the Mayor's Office for Policing and Crime have in the selection panel interview stage of the recruitment process for appointing a new Commissioner of the Metropolitan Police Service?

[The Mayor](#)

Please see my response to MQ 2017 /0406.

Commissioner of the Metropolitan Police Service (7)

Question No: 2017/0412

[Steve O'Connell](#)

What personal involvement did you have in the final interview stage of the recruitment process for appointing a new Commissioner of the Metropolitan Police Service?

[The Mayor](#)

Please see my response to MQ 2017 /0406.

Commissioner of the Metropolitan Police Service (8)

Question No: 2017/0413

[Steve O'Connell](#)

What personal involvement did your Deputy Mayor for Policing and Crime have in the final interview stage of the recruitment process for appointing a new Commissioner of the Metropolitan Police Service?

[The Mayor](#)

Please see my response to MQ 2017 /0406.

Commissioner of the Metropolitan Police Service (9)

Question No: 2017/0414

[Steve O'Connell](#)

What involvement did the Mayor's Office for Policing and Crime have in the final interview stage of the recruitment process for appointing a new Commissioner of the Metropolitan Police Service?

[The Mayor](#)

Please see my response to MQ 2017 /0406.

Jankel trucks

Question No: 2017/0415

[Steve O'Connell](#)

Please list the two instances during operational public order incidents in the last two years where Jankel trucks were deployed by the Metropolitan Police Service?

[The Mayor](#)

The MPS make decisions to deploy these kinds of tactics as part of an overall proportionate operational planning for events.

For tactical reasons, these decisions are not published.

IPCC investigations

Question No: 2017/0416

[Steve O'Connell](#)

Please provide a breakdown and brief description of each currently on-going investigation by the Independent Police Complaints Commission into the Metropolitan Police Service.

[The Mayor](#)

During 2015/16 the MPS recorded an 8% decrease in overall complaints compared to

2014/15.

Complaints usually have a number of allegations attached to them, but during 2015/16, the number of allegations also decreased.

The IPCC have recently expanded to take on more independent investigations into serious and sensitive allegations made against the police.

There are currently 136 on-going Independent IPCC investigations into the MPS. 53 of these are public complaints and 83 are conduct matters.

A breakdown and brief description of these is listed in the table below:

Type Description	Complaint	Conduct	Grand Total
Breach Code A PACE	1		1
Breach Code C PACE		1	1
Corrupt practice	2	1	3
Discriminatory Behaviour	3		3
Improper disclosure of information	2	1	3
Incivility, impoliteness and intolerance		1	1
Irregularity in evidence/perjury		1	1
Lack of fairness and impartiality	1		1
Mishandling of property	1		1
Oppressive conduct or harassment	4		4
Organisational decisions	1		1
Other such as Death or Serious Injury following police contact	1	33	34
Other assault	6	1	7
Other irregularity in procedure	2		2
Other neglect or failure in duty	18	23	41
Other sexual conduct	1		1
Serious non-sexual assault	8	6	14
Traffic irregularity	1	15	16
Unlawful/unnecessary arrest or detention	1		1
Grand Total	53	83	136

Green Park interim and executive search (1)

Question No: 2017/0417

[Steve O'Connell](#)

How much has been paid to Green Park for recruitment-related services since May 2016 by the Greater London Authority?

[The Mayor](#)

An answer to this question will be uploaded within one week of the meeting.

Victims Commissioner for London (1)

Question No: 2017/0418

[Steve O'Connell](#)

Why was the decision taken to use an external recruitment company to find the first Victims Commissioner for London?

[The Mayor](#)

The Victims' Commissioner for London will be an independent champion for victims and survivors of crime in London.

They will identify and report on potential improvements to the way in which victims experience the criminal justice system and outcomes for victims in London. They will also ensure the voice of victims is heard in debates over the future of policing and crime, the development of services for victims, and the specification and delivery of the various change programmes of the criminal justice agencies in London.

The responsibility for ensuring the provision of victim services in London has been devolved to me, and I am putting victims at the centre of my draft Police and Crime Plan.

The Victims' Commissioner for London will be able to bring an enhanced focus on the entitlements and improving the experiences for victims in London and will complement the work of the National Victims' Commissioner, Baroness Newlove.

The role of Victims' Commissioner for London is a high profile role and it is important that the highest quality candidates are identified and potential candidates explore the opportunity in anonymity before putting themselves forward.

On this basis, MOPAC sought enhanced expertise resources and networks through engaging recruitment consultants, Green Park.

The cost of using Green Park for recruitment to the role of Victims Commissioner for London is £17,500, exclusive of VAT and advertising.

The salary for this post has been advertised at 'market rate', indicatively £45,000, for 2.5 days. The remuneration and terms of their engagement will be negotiated with the successful candidate and will be fully compliant with HRMC regulations and how they will be administered from April 2017.

The Victims' Commissioner for London will report directly to my Deputy Mayor for Policing and Crime, Sophie Linden, and up to one full-time member of staff will report to the Victims' Commissioner.

The commissioning of victims' services remains the responsibility of MOPAC and, as such, it will retain responsibility for the budget.

Victims Commissioner for London (2)

Question No: 2017/0419

[Steve O'Connell](#)

What costs will be associated to using Green Park for recruitment-related services as part of the process to select the first Victims Commissioner for London?

[The Mayor](#)

Please see my response to MQ 2017/ 418.

Victims Commissioner for London (3)

Question No: 2017/0420

[Steve O'Connell](#)

What processes were undertaken to decide upon the salary of the first Victims Commissioner for London?

[The Mayor](#)

Please see my response to MQ 2017/ 418.

Victims Commissioner for London (4)

Question No: 2017/0421

[Steve O'Connell](#)

How will the role of Victims Commissioner for London differ from the current national Victims Commissioner?

[The Mayor](#)

Please see my response to MQ 2017/ 418.

Victims Commissioner for London (5)

Question No: 2017/0422

[Steve O'Connell](#)

What employment status will the Victims Commissioner for London have within the Greater London Authority?

[The Mayor](#)

Please see my response to MQ 2017/ 418.

Victims Commissioner for London (6)

Question No: 2017/0423

[Steve O'Connell](#)

As part of the recruitment process, will candidates - including the eventually successful candidate - be offered the option of being paid via a personal service company?

[The Mayor](#)

Please see my response to MQ 2017/ 418.

Victims Commissioner for London (7)

Question No: 2017/0424

[Steve O'Connell](#)

How many employees will report to the Victims Commissioner for London?

[The Mayor](#)

Please see my response to MQ 2017/ 418.

Victims Commissioner for London (8)

Question No: 2017/0425

[Steve O'Connell](#)

What budget will be allocated to the Victims Commissioner for London once they are appointed?

[The Mayor](#)

Please see my response to MQ 2017/ 418.

Victims Commissioner for London (9)

Question No: 2017/0426

[Steve O'Connell](#)

Who will line manage the Victims Commissioner for London?

[The Mayor](#)

Please see my response to MQ 2017/ 418.

Electoral malpractice in Tower Hamlets

Question No: 2017/0427

[Steve O'Connell](#)

What representations have you received since becoming Mayor related to electoral malpractice in the London Borough of Tower Hamlets?

[The Mayor](#)

I believe this issue was discussed in depth at the Police and Crime Committee held on 9 February, attended by Robin Merrett from MOPAC, as well as MPS Commander Stuart Cundy, Nick Vamos from CPS and Claire Bassett Chief Executive from the Electoral Commission.

I am also aware of correspondence between yourself and my Deputy Mayor for Policing and Crime on this matter.

Referrals to Her Majesty's Inspectorate of Constabulary (1)

Question No: 2017/0428

[Steve O'Connell](#)

Since becoming Mayor, how many requests have you received to commission an inspection by Her Majesty's Inspectorate of Constabulary into the Metropolitan Police Service?

[The Mayor](#)

In my term so far, I have not yet taken the course of action to request HMIC to inspect the Metropolitan Police Service, in addition to the inspections they have done or are already doing.

My Deputy Mayor for Policing and Crime, Sophie Linden meets regularly with HMIC officials to consider ongoing issues and monitor any action required.

Senior MOPAC officers also engage with HMIC on specific issues on a regular basis and ensure that follow up work is carried out.

Referrals to Her Majesty's Inspectorate of Constabulary (2)

Question No: 2017/0429

[Steve O'Connell](#)

Since becoming Mayor, how many requests have you received to commission an inspection by Her Majesty's Inspectorate of Constabulary into the Metropolitan Police Service and granted, thereby requesting an inspection?

[The Mayor](#)

Please see my response to MQ 2017/0428.

Referrals to Her Majesty's Inspectorate of Constabulary (3)

Question No: 2017/0430

[Steve O'Connell](#)

Since becoming Mayor, how many requests have you received to commission an inspection by Her Majesty's Inspectorate of Constabulary into the Metropolitan Police Service and refused to proceed with?

[The Mayor](#)

Please see my response to MQ 2017/0428.

Her Majesty's Inspectorate of Constabulary

Question No: 2017/0431

[Steve O'Connell](#)

Since becoming Mayor of London how many times and on what dates have you personally met with representatives of Her Majesty's Inspectorate of Constabulary?

[The Mayor](#)

My Deputy Mayor for Policing and Crime, Sophie Linden, is the link from my office to HMIC.

Sophie has met with HMIC representatives on the following dates:

20 September 2016

12 October 2016

1 December 2016

31 January 2017

7 February 2017

Officers within MOPAC also meet representatives from the HMIC on a regular basis.

Independent Police Complaints Commission

Question No: 2017/0432

[Steve O'Connell](#)

Since becoming Mayor of London how many times and on what dates have you personally met with representatives of the Independent Police Complaints Commission?

[The Mayor](#)

My Deputy Mayor for Policing and Crime, Sophie Linden, is the link from my office to the Independent Police Complaints Commission (IPCC).

Sophie met with IPCC representatives on the following dates:

11 July 2016

28 November 2016

Quarterly meetings have been programmed for 2017.

Officers within MOPAC also meet representatives from the IPCC on a regular basis.

Association of Police and Crime Commissioners

Question No: 2017/0433

[Steve O'Connell](#)

Since becoming Mayor of London how many times and on what dates have you personally met with representatives of the Association of Police and Crime Commissioners?

[The Mayor](#)

My Deputy Mayor for Policing and Crime, Sophie Linden, is the link from my office to the Association of Police and Crime Commissioners.

Sophie met with Association of Police and Crime Commissioner representatives on the following dates:

21 July 2016

15 November 2016

16 November 2016

24 November 2016

24 January 2017

25 January 2017

Officers within MOPAC also meet representatives from the Association of Police and Crime Commissioners on a regular basis.

National Black Police Association

Question No: 2017/0434

[Steve O'Connell](#)

Since becoming Mayor of London how many times and on what dates have you personally met with representatives of the National Black Police Association?

[The Mayor](#)

Neither I nor Sophie Linden, my Deputy Mayor for Policing and Crime have met with the National Black Police Association.

Metropolitan Black Police Association

Question No: 2017/0435

[Steve O'Connell](#)

Since becoming Mayor of London how many times and on what dates have you personally met with representatives of the Metropolitan Black Police Association?

[The Mayor](#)

Sophie Linden, my Deputy Mayor for Policing and Crime is the link from my office to the Metropolitan Black Police Association.

Sophie met with Metropolitan Black Police Association representatives on 30 September 2016.

Quarterly meetings have been offered for 2017.

Association of Muslim Police

Question No: 2017/0436

[Steve O'Connell](#)

Since becoming Mayor of London how many times and on what dates have you personally met with representatives of the Association of Muslim Police?

[The Mayor](#)

Neither I nor Sophie Linden, my Deputy Mayor for Policing and Crime have met with the Association of Muslim Police.

British Association for Women in Policing

Question No: 2017/0437

[Steve O'Connell](#)

Since becoming Mayor of London how many times and on what dates have you personally met with representatives of the British Association for Women in Policing?

[The Mayor](#)

Neither I nor Sophie Linden, my Deputy Mayor for Policing and Crime have met with the British Association for Women in Policing.

Christian Police Association

Question No: 2017/0438

[Steve O'Connell](#)

Since becoming Mayor of London how many times and on what dates have you personally met with representatives of the Christian Police Association?

[The Mayor](#)

Neither I nor Sophie Linden, my Deputy Mayor for Policing and Crime have met with the Christian Police Association.

Jewish Police Association

Question No: 2017/0439

[Steve O'Connell](#)

Since becoming Mayor of London how many times and on what dates have you personally met with representatives of the Jewish Police Association?

[The Mayor](#)

Neither I nor Sophie Linden, my Deputy Mayor for Policing and Crime have met with the Jewish Police Association.

Metropolitan Police Service LGBT Network

Question No: 2017/0440

[Steve O'Connell](#)

Since becoming Mayor of London how many times and on what dates have you personally met with representatives of the Metropolitan Police Service LGBT Network?

[The Mayor](#)

Neither I nor Sophie Linden, my Deputy Mayor for Policing and Crime have met with the Metropolitan Police Service LGBT Network.

Chief Police Officer Staff Association

Question No: 2017/0441

[Steve O'Connell](#)

Since becoming Mayor of London how many times and on what dates have you personally met with representatives of the Chief Police Officer Staff Association?

[The Mayor](#)

The Chief Police Officer Staff Association is now known as the National Police Chiefs' Council.

Please see response to MQ 2017 / 0446.

Metropolitan Women Police Association

Question No: 2017/0442

[Steve O'Connell](#)

Since becoming Mayor of London how many times and on what dates have you personally met with representatives of the Metropolitan Women Police Association?

[The Mayor](#)

Neither I nor Sophie Linden, my Deputy Mayor for Policing and Crime have met with the Metropolitan Women Police Association.

Police Superintendents Association of England and Wales

Question No: 2017/0443

[Steve O'Connell](#)

Since becoming Mayor of London how many times and on what dates have you personally met with representatives of the Police Superintendents Association of England and Wales?

[The Mayor](#)

Neither I nor Sophie Linden, my Deputy Mayor for Policing and Crime have met with the Police Superintendents Association of England and Wales.

Police Federation of England and Wales

Question No: 2017/0444

[Steve O'Connell](#)

Since becoming Mayor of London how many times and on what dates have you personally met with representatives of the Police Federation of England and Wales?

[The Mayor](#)

Neither I nor Sophie Linden, my Deputy Mayor for Policing and Crime have met with the Police Federation of England and Wales.

Metropolitan Police Federation

Question No: 2017/0445

[Steve O'Connell](#)

Since becoming Mayor of London how many times and on what dates have you personally met with representatives of the Metropolitan Police Federation?

[The Mayor](#)

Sophie Linden, my Deputy Mayor for Policing and Crime is the link from my office to the Metropolitan Police Federation.

The DMPC met with Metropolitan Police Federation representatives on 24 October 2016. Quarterly meetings have been programmed for 2017.

National Police Chiefs Council

Question No: 2017/0446

[Steve O'Connell](#)

Since becoming Mayor of London how many times and on what dates have you personally met with representatives of the National Police Chiefs Council?

[The Mayor](#)

My Deputy Mayor for Policing and Crime, Sophie Linden, is the link from my office to the NPCC, and Sophie has met with Sara Thornton, the president of the NPCC on the 18 October 2016 and the 21 December 2016.

Officers within MOPAC meet representatives from the NPCC on a regular basis.

GLA support for BIDs

Question No: 2017/0447

[Steve O'Connell](#)

Can you please advise on your future plans for BIDs in London, what levels of funding you will be providing towards any BIDs programmes, and whether you will have a target for the creation of BIDs as your predecessor did?

[The Mayor](#)

An answer to this question will be uploaded within one week of the meeting.

Sir Simon Milton University Technical College

Question No: 2017/0448

Tony Devenish

Sir Simon Milton University Technical College will provide vocational education for hundreds of young Londoners aged 14-19 years with an engineering focus. What practical support can the Mayor offer to this excellent facility for our engineers and technicians of the future?

The Mayor

An answer to this question will be uploaded within one week of the meeting.

Attacks on NHS Employees

Question No: 2017/0449

Tony Devenish

What assessment have you made of the campaign to make it a specific criminal offence to attack any employee, specifically including medical staff, working for the National Health Service (equivalent to attacking a police officer), and would you support this, given how often police officers are called to attend incidents in hospitals?

The Mayor

It's completely unacceptable for anyone to assault another person, regardless of where they work.

Called-in planning applications (1)

Question No: 2017/0450

Tony Devenish

What is your justification for calling in two planning applications in Haringey and Harrow, both of which were strongly rejected by their respective borough councils, and how do they meet the relevant call-in criteria in your legal planning powers?

The Mayor

My justification is contained the respective stage 2 reports & decision letters which are available on the following links:

<https://www.london.gov.uk/what-we-do/planning/planning-applications-and-decisions/public-hearings/hale-wharf>

<https://www.london.gov.uk/what-we-do/planning/planning-applications-and-decisions/public-hearings/palmerston-road>

Called-in planning applications (2)

Question No: 2017/0451

[Tony Devenish](#)

Given your statement that the GLA would be seeking improvements to the Hale Wharf and Palmerston Road planning applications, both of which you have called in, what amendments are expected to be made to these applications before they are determined at your Mayoral planning hearings?

[The Mayor](#)

Given my role as a decision maker in respect of these applications, I am unable to comment on them further until they are determined.

Called-in planning applications (3)

Question No: 2017/0452

[Tony Devenish](#)

How will you avoid the danger of acting as 'judge and jury' by supporting amendments to these two applications and then ruling on them?

[The Mayor](#)

An answer to this question will be uploaded within one week of the meeting.

Detroit's approach to regeneration

Question No: 2017/0453

[Tony Devenish](#)

Are there parts of London who's regeneration can be accelerated by learning the lessons on Detroit USA's approach to streetlights?

[The Mayor](#)

The key lesson that London can learn from Detroit is that local asset management plans must ensure that key infrastructure is renewed at end of life as a matter of course, rather than letting it fall into a state where it becomes inoperable.

There are significant differences between the scale of Detroit's street lighting (around 65,000 lights) compared with London's street lighting (500,000 lights). Before its modernisation programme, some 40 per cent of Detroit's street lights were not working. By comparison, in London, the average number of days taken to repair a street lighting fault over the six-year period between 2009/10 to 2014/15 was 2.9 to 3.9 days.

In common with many other London authorities, TfL continuously tries to improve performance while reducing costs. It has started its own LED upgrade programme in 2013. By 2020, some 22,000 of TfL's street lights will be upgraded to LED, all operated under the control of a central management system.

The London Lighting Engineers Group, an advisory group comprised of street lighting professionals employed by local authorities, meets regularly and works to ensure that best practice and lessons learned are transferred across borough boundaries.

Bagley's Lane Junction (1)

Question No: 2017/0454

[Tony Devenish](#)

Does the Mayor accept that the New King's Road and Bagley's Lane Junction in Fulham needs to be redesigned?

[The Mayor](#)

The responsibility for the design and maintenance of the New King's Road and Bagley's Lane Junction lies with the London Borough of Hammersmith and Fulham.

I have been informed by TfL that this junction has been designed to help reduce traffic congestion as well as to allow pedestrians to cross safely. While the borough has confirmed that it is satisfied that the current design meets its expectations around safety and congestion management, I have asked TfL to contact the borough to ask them for their views, including whether they wish to prioritise a potential project at this site within their Local Implementation Plan programme. TfL will work with the borough to assess if further improvements could be made.

Bagley's Lane Junction (2)

Question No: 2017/0455

[Tony Devenish](#)

Will the Mayor please ask TfL to work with Hammersmith & Fulham Council to remodel Bagley's Lane traffic junction as a matter of urgency?

[The Mayor](#)

Please see my response to MQ 2017 /0454.

Pedicabs (1)

Question No: 2017/0456

[Tony Devenish](#)

Has the Mayor received assurances from Government that powers for TfL to regulate pedicabs will be included in the Modern Transport Bill?

[The Mayor](#)

Currently, TfL does not have the power to regulate, or license pedicabs in London.

I have been pressing Government on this matter since taking office, alongside my Deputy Mayor for Transport, Val Shawcross and TfL. Following productive discussions, the Government has announced that it will bring forward proposals for new legislation that would bring pedicabs within TfL's regulatory framework. TfL has drafted an outline regulatory framework and licensing regime for consideration by the Department for Transport.

My primary concern is now ensuring that the Government meets its commitment.

Pedicabs (2)

Question No: 2017/0457

[Tony Devenish](#)

How many written warnings, PCN's, summonses and Dispersal Notices were issued by the Met Police over the last year that related to pedicabs?'

[The Mayor](#)

Relevant MPS data systems do not allow for the extraction of data on 'pedicabs'. This is because pedicabs are classed in the same category as pedal cycles and there is currently no way to separate this data.

The introduction of new IT systems under the MIPs programme will help resolve this situation.

Pedicabs (3)

Question No: 2017/0458

[Tony Devenish](#)

What assessment has TfL made of the level of congestion caused by pedicabs

[The Mayor](#)

As pedicabs are not licensed or regulated as either passenger transport vehicles or registered road vehicles, TfL is not able to analyse statistically the level of congestion that pedicabs cause.

However, traffic flow observations suggest that pedicabs adversely affect the already heavily-congested West End, particularly in Oxford Street and Leicester Square, as well as other parts of Westminster.

The Government has announced its intention to put forward legislation which would bring pedicabs within TfL's regulatory framework and subject to a licensing regime.

While details of how the Government intends to legislate are yet to be brought forward, these changes should enable TfL to assess pedicabs' contribution to congestion levels and take action where required.

TfL "budgeting error" (1)

Question No: 2017/0459

[Caroline Pidgeon](#)

The finance report for Period 9 which appeared before the TfL Board meeting on Wednesday 8th February stated that depreciation and amortisation costs were £62 million higher than original budget because of a "budgeting error". Please provide detailed information as to what was the "budgeting error", setting out how it was identified and what steps are being taken to ensure that similar errors do not occur again.

[The Mayor](#)

TfL produces an annual Budget, which is approved by the TfL Board in March each year in advance of the new financial year.

The depreciation and amortisation charge for 2016/17 was calculated on the basis of assets completed and in operation as at 31 December 2015. Between December 2015 and March 2016, more assets were completed and brought into operation which increased the asset base and therefore the depreciation charge. The budget figure should have been updated to reflect these additional assets.

It should be noted that this charge has no impact on cash or useable reserves, as it is purely a technical accounting charge. Furthermore, it has no impact on the affordability of TfL's Budget or Business Plan, nor its ability to fund its operations or capital programme.

TfL is currently in the process of finalising its Budget for 2017/18 and has ensured that its systems and processes will be based on forecast assets at the end of the 2016/17 financial year.

TfL "budgeting error" (2)

Question No: 2017/0460

[Caroline Pidgeon](#)

The finance report for Period 9 which appeared before the TfL Board meeting on Wednesday 8th February reported that depreciation and amortisation costs were £62 million higher than the original budget because of a "budgeting error". Do you consider the 18 word description of this cost a sufficient report to the TfL Board?

[The Mayor](#)

TfL is working to make its financial reports transparent and easy to understand. When TfL does make errors, its reports them and puts them right.

In this instance, the error applies to an under-estimate of the depreciation and amortisation charge, which was first reported and described in the TfL's Period 5 Finance Report to the TfL Board on 22 September 2016. This charge has no impact on TfL's cash or useable reserves as it is purely a technical accounting charge. Furthermore, it has no impact on the affordability of TfL's budget or business plan nor its ability to fund its operations or capital programme.

Depreciation and amortisation is a technical accounting charge which seeks to write off the value of tangible and intangible assets over their useful lives. The explanation in TfL's Finance Report for Period 9 is brief as this error has been referred to several times this year.

For further background, please see pages 159 to 160 of TfL's Annual Report 2015/16 available at <https://tfl.gov.uk/corporate/publications-and-reports/annual-report>.

Air pollution and possible impact on violent crime

Question No: 2017/0461

[Caroline Pidgeon](#)

Will you consider undertaking research by the GLA to investigate the possible link between communities in London exposed to higher levels of air pollution and the prevalence of violent crime.

[The Mayor](#)

An answer to this question will be uploaded within one week of the meeting.

Garden Bridge (1)

Question No: 2017/0462

Caroline Pidgeon

You are on record as saying you support the construction of the Garden Bridge as long as no further funds from London taxpayers are allocated to it. How do the justify this position with the finance report that appeared at the TfL Board meeting on the 8th February 2017 which stated that deferred payments of £10million is expected to be made to the Garden Bridge project in 2017/18.

The Mayor

I have been clear that I back construction of the Garden Bridge, subject to no new public funding that I control being put toward to the project. The position that I set out in May last year remains true, that given previous expenditure, the taxpayer will be better off if the bridge is built.

These payments form part of the existing public funding commitment to the Garden Bridge made by my predecessor and are not further funding for the project. TfL's Period 9 Finance Report explains that £10 million which was originally expected to be paid to the Garden Bridge Trust during the 2016/17 financial year is now forecast to be paid in 2017/18.

Full details of TfL's funding arrangements with the Garden Bridge Trust are available at <https://tfl.gov.uk/corporate/publications-and-reports/temple-footbridge>.

Garden Bridge (2)

Question No: 2017/0463

Caroline Pidgeon

Please set out your reasons why you have refused to wait until the publication of Dame Margaret Hodge's review of the Garden Bridge before entering into a financial guarantee for the operation and maintenance of the Garden Bridge.

The Mayor

I have not entered into a financial guarantee for the operation and maintenance of the Garden Bridge.

I have been clear that I will not allow any guarantees to be entered into for the maintenance and operation of the Garden Bridge unless I am convinced that this will not lead to further public expenditure at some point. It is up to the Garden Bridge Trust to demonstrate this in its business plan and any related documents.

The scope of Dame Margaret's review is clear. I have asked her to look in detail at the procurement process around the Garden Bridge project, and whether required standards have been met around transparency and openness going back to the beginning of the project.

The Garden Bridge (3)

Question No: 2017/0464

[Caroline Pidgeon](#)

Please state what is your response to the London Assembly motion passed by sixteen votes to one, on the 8th February 2017, which urged you not to sign and enter into a GLA financial guarantee for the operation and maintenance of the Garden Bridge.

[The Mayor](#)

I have been clear that I will not allow any guarantees to be entered into for the maintenance and operation of the Garden Bridge unless I am convinced that this will not lead to further public expenditure at some stage. It is up to the Garden Bridge Trust to demonstrate this in its business plan and any related documents.

Upgrade blunders on the Gospel Oak to Barking London Overground Line (1)

Question No: 2017/0465

[Caroline Pidgeon](#)

Please state the exact date that TfL were informed by Network Rail of the delays in installing overhead wires and other work as part of the upgrade work to the line.

[The Mayor](#)

I was dismayed to learn that, despite part and full closure of the Gospel Oak to Barking London Overground line since June last year, Network Rail has been unable to complete the electrification work.

Network Rail only informed TfL on 31 January about the state of the project and the extent of the significant additional closures needed to complete the work. Before that, Network Rail had been informing TfL, via its regular four-weekly project board which TfL attends, that the project was broadly on track.

TfL has expressed its frustration on behalf of its customers to Network Rail senior management and has demanded a robust plan and assurance that the delivery of the remaining works poses minimum further disruption to customers and no additional cost to TfL or fare payers.

TfL has ensured that the line will reopen to diesel trains as planned on 27 February.

Upgrade blunders on the Gospel Oak to Barking London Overground Line (2)

Question No: 2017/0466

[Caroline Pidgeon](#)

Please state when TfL will inform people of the further weekend and complete shutdown of the line for a number of weeks, following the problems in completing the upgrade work by the 27th February 2017.

[The Mayor](#)

Londoners can be assured that TfL is pressing Network Rail for an urgent plan on how they will complete electrification of the line in advance of the introduction of new electric Overground trains in early 2018, with the least amount of further disruption for our customers and businesses.

Once that plan has been confirmed, TfL will provide detailed guidance to customers and others who are affected.

Upgrade blunders on the Gospel Oak to Barking London Overground Line (3)

Question No: 2017/0467

[Caroline Pidgeon](#)

Will TfL review the compensation arrangements for regular passengers of the Gospel Oak to Barking London Overground Line following the admission by Network Rail that further weekend and complete closure of the line over a number of weeks will now take place after the re-opening of the line on the 27th February 2017.

[The Mayor](#)

TfL has expressed its frustration on behalf of its customers to senior Network Rail management and has demanded a robust plan and assurance that the delivery of the remaining works poses minimum further disruption to customers and no additional cost to TfL or farepayers.

TfL will, of course, review compensation arrangements to ensure that regular users are not penalised by any further closures. The detail of this will be worked out once we have examined Network Rail's revised plan.

Bus Safety in London

Question No: 2017/0468

[Caroline Pidgeon](#)

In Question No: 2017/0038 you state that "the overall record on bus safety in London is good" yet an International Bus Benchmarking Report presented to the IIPAG on 18 May 2016 shows London as ranked in the bottom quartile (11 of 15) for vehicle collisions per vehicle km. Given this London's poor performance on bus collisions relative to these world classcities in this study, on what basis do you make your assertion and why has TfL not made this report available for public scrutiny?

[The Mayor](#)

I want us to be a world leader in this area which is why London has set in motion a ground-breaking bus safety programme. This includes conducting research into the causes of fatal bus collisions, looking at safety technologies that could avoid fatal collisions, and mandating safety equipment for new buses joining the fleet from 2018.

I have already announced my intention to adopt Vision Zero in relation to killed or seriously injured (KSI) casualties on our roads. Although there is room for improvement, good progress has been made in recent year, as can be seen by the 56 per cent fall in KSIs from collisions involving buses and coaches in the 12 months to July last year. These are the most recent figures available, set against a 2005-09 baseline.

TfL will publish the information you mention in the future. However, as other world cities provide data to the benchmarking group on the condition it is kept confidential, TfL will seek to publish the data in an anonymised form so that London's performance can be compared with other cities.

Haringey Development Vehicle (1)

Question No: 2017/0469

[Caroline Pidgeon](#)

Will you make every effort to protect the tenancy rights of people in Northumberland Park and Broadwater Farm as part of the proposed regeneration scheme that comes forward from the Haringey Development Vehicle

[The Mayor](#)

Although the details of the proposed regeneration scheme are a matter for Haringey Council, my team has raised with Haringey Council the issue of council tenants' rights being protected, and has received assurances that this will be the case.

Haringey Development Vehicle (2)

Question No: 2017/0470

[Caroline Pidgeon](#)

Can you give an assurance that you will seek more social housing than affordable housing in any new developments that come forward from the Haringey Development Vehicle.

[The Mayor](#)

I will look at the details of any new developments that come forward, if they are referable to me, in line with the relevant planning policies at the time.

Haringey Development Vehicle (3)

Question No: 2017/0471

[Caroline Pidgeon](#)

What outcomes would you expect from any regeneration schemes that come forward from the Haringey Development Vehicle?

[The Mayor](#)

Although the details of the proposed regeneration scheme are a matter for Haringey Council, my team will work closely with Haringey to influence the delivery of the best possible social and economic outcomes as and when projects come forward.

Barking to Gospel Oak London Overground Line (1)

Question No: 2017/0472

[Caroline Pidgeon](#)

In your answer to Question 2016/4102, you stated that four trains per hour would be the maximum that could run on the Barking Riverside extension. One of the options TfL is looking at for the Gospel Oak - Barking Line is 5 trains per hour in 2020. Would this leave Barking Riverside with an irregular service? Please also state what plans TfL have to deal with passenger demand at Barking Riverside growing to exceed the capacity of the planned four train per hour service?

[The Mayor](#)

The service between Barking and Barking Riverside will be limited to four trains per hour as this is the maximum that can currently be accommodated alongside the c2c services with which it will share tracks. This means that the trains to Barking Riverside could run at a different service interval than the Gospel Oak to Barking line. TfL will continue to review options for the timetable with c2c and Network Rail.

According to current housing projections, four trains per hour to Barking Riverside would provide sufficient capacity. However, TfL continuously reviews passenger demand across the network and plans service improvements to meet demand, and will do the same for Barking Riverside.

Barking to Gospel Oak London Overground Line (2)

Question No: 2017/0473

[Caroline Pidgeon](#)

Following Network Rail's admission that the electrification works on the Barking - Gospel Oak route was seriously behind schedule please detail what further closures of the route are planned by Network Rail after 27th February and what the revised 'go live' date is for the overhead catenary?

[The Mayor](#)

Please see my response to MQ 2017 /0466.

Barking to Gospel Oak London Overground Line (3)

Question No: 2017/0474

[Caroline Pidgeon](#)

Following the statement that TfL are seeking compensation from Network Rail for the added disruption to Overground services due to their failure to complete the Barking - Gospel Oak electrification works on time do you agree that at least some of any compensation TfL obtains should be passed on to the long suffering regular users of this service, given that they now have several more months of disruption ahead of them?

[The Mayor](#)

Please see my answer to MQ 2017/0467.

Negative body image advertising at London Underground stations

Question No: 2017/0475

[Caroline Russell](#)

The Transport for London (TfL) advertising policy came into force on 13 July 2016. The policy states "Advertisements will not be approved for, or permitted to remain on TfL's services if...it could reasonably be seen as likely to cause pressure to conform to an unrealistic or unhealthy body shape, or as likely to create body confidence issues particularly among young people".

I have received complaints from constituents about the recent Protein World "Can you keep up with a Kardashian?" advertisements that have been installed at London Underground stations. Do these advertisements fall foul of section 2.3 (d) of your advertising policy as stated above? If so, will you arrange for their removal from the TfL network?

[The Mayor](#)

TfL and its advertising partner reviewed the advertisement and considered that it complied with TfL's Advertising Policy.

The new Advertising Steering Group met for the first time on 17 February. The Advertising Steering Group will provide guidance on the implementation of TfL's Advertising Policy. TfL will publish the minutes from this meeting in due course.

TfL will carefully consider any recommendations made by the group about the Kardashian Protein World poster.

Transport for London Advertising Steering Group

Question No: 2017/0476

[Caroline Russell](#)

Please list the members of this group, provide brief biographical details for each member and give details of the group's meetings to date.

[The Mayor](#)

The Advertising Steering Group held its inaugural meeting on 17 February. TfL will publish the minutes from this meeting on its website in due course.

The membership of the Advertising Steering Group is representative of London's diversity and brings together a broad range of experience, including on equality and human rights, body image and appearance and the advertising sector.

The membership of the Advertising Steering Group is as follows:

Dr Mee Ling Ng (Chair)

Mee Ling is a member of the TfL Board, a board member of a Housing Association providing accessible housing to people with disabilities, and a board member of South Bank University.

Evelyn Asante-Mensah OBE

Evelyn has served as a Commissioner for the Equalities and Human Rights Commission and currently serves as the Chair of the Board of Directors of the Arawak Walton Housing Association and on the Board of Trustees for the Lankelly Chase Foundation. Evelyn has featured in the Independent on Sunday's Pink List and was awarded the OBE for services to communities in 2006.

Dr Phillipa Diedrichs

Phillippa is Associate Professor for Appearance Research at the University of West England's Centre for Appearance Research. Phillipa's work focuses on strategies to promote positive body image and prevent eating disorders. Phillipa has worked with the Be Real Campaign, Dove's Self Esteem Project, World Association of Girl Guides and Girl Scouts and the APPG on Body Image.

Tom Knox

Tom Knox is Chairman at MullenLowe and President of the IPA (Institute of Practitioners in Advertising), the largest professional body for the advertising industry. As President of the IPA, Tom led a 'Here for Good' agenda to help make the industry more diverse and to explore advertising's role in society, including the depiction of women and diversity.

Leah Kreitzman

Leah Kreitzman is Mayoral Director for External and International Affairs, having previously been a Senior Adviser to Sadiq Khan's campaign to be Mayor of London. Before this, Leah was Director of Public Affairs for UNICEF UK.

Lexian Porter

Lexian Porter is a member of TfL's Youth Panel which was set up to enable young people to have a direct voice within our policy-making process. Lexian is an Ambassador for Whizz-Kids and in September 2016, the Mayor of London presented her with a Whizz-Kids Young Leader award.

Val Shawcross CBE

Val is the Deputy Mayor for Transport and served for 16 years as a London Assembly Member, including as Chair of the Transport Committee. She previously served as Leader of Croydon Council. Val was awarded the CBE in 2002 for services to local government.

Kim Sanders

Kim Sanders is Communications Manager at Stonewall. Stonewall campaigns for equality for LGBT people and is working to achieve fair representation in the media. Kim previously worked at Girl Guiding UK.

TfL serves as secretariat and adviser to the Group. TfL's advertising partners on its two largest

advertising contracts, Exterior Media and JCDecaux, also serve as advisers.

Hazardous longer lorries

Question No: 2017/0477

[Caroline Russell](#)

You stated in May 2016 (question 2016/1345) that Transport for London (TfL) would keep under review the use of 18.55 metre lorries in London. Please share the data TfL has gathered on their use so far.

[The Mayor](#)

The trial of longer semi trailers (LST) is being undertaken by the Department for Transport (DfT) and all operators participating in the trial are required to report any incidents or collisions to the DfT.

The data from the trial is published annually. The latest available data is from 2015, was published in August 2016 and is available at:

<https://www.gov.uk/government/publications/longer-semi-trailer-trial-evaluation-annual-report-2015>.

TfL met with the DfT in December 2016 to discuss the findings of the DfT's latest report and their plan to extend the LST trial.

Free public transport on high air pollution days

Question No: 2017/0478

[Caroline Russell](#)

People in Paris can use public transport for free on high air pollution days. If you have looked into the daily cost of running such a scheme in London, please share your estimate of the daily cost and list all underlying assumptions and elasticities applied. If you are yet to conduct this research, will you now commit to do so?

[The Mayor](#)

Improving London's air quality is one of my highest priorities as Mayor. That is why I am investing in making public transport, walking and cycling more attractive through the Healthy Streets programme and the transformation of Oxford Street.

My ambitious plans to clean up London's air also include introducing an Emission Surcharge (known as the 'T-charge') this year, bringing forward the start of the Ultra Low Emission Zone (ULEZ) to 2019 and expanding it London-wide for heavy vehicles and to the North and South Circulars for all other vehicles.

As part of this work, TfL is undertaking a massive bus retrofit programme to convert 4,000 buses to the latest Euro VI emissions standard by 2020 and 5,200 by 2021, reducing NOx emissions from these buses by as much as 95 per cent.

TfL have also introduced licensing requirements for private hire vehicles and taxis to transform these fleets to ultra-clean zero emission capable vehicles.

These initiatives all directly affect air quality and will halve NOx emissions from road transport in central London by 2020, and reduce them by 40 per cent in inner London and 30 per cent in outer London. I believe this is the right way to drive pollution down and make London a better place to live and work.

With my four-year TfL fares freeze in place and a range of travel concessions for Londoners - including reduced fares for children and young people, students, apprentices, those seeking work and older Londoners and my new Hopper fare, I am committed to making public transport more affordable and attractive.

I currently have no plans to introduce free travel days or the half-price travel scheme you propose in MQ 2017/0479. TfL modellers estimate that one day's free travel would cost up to £12 million in lost revenue.

All TfL revenue goes toward the cost of the day-to-day-operation of transport services and capital investment to improve them.

Cheaper public transport on high air pollution days

Question No: 2017/0479

[Caroline Russell](#)

Have you looked into the cost of running a half price TfL fares scheme in London on high pollution days? If so, please share your estimate of the daily cost and list all underlying assumptions and elasticities applied. If you are yet to conduct this research, will you now commit to do so?

[The Mayor](#)

Please see my response to MQ 2017/0478.

Paris - pollution stickers on vehicles

Question No: 2017/0480

[Caroline Russell](#)

Have you assessed the recently implemented scheme in Paris requiring all vehicles to display a sticker showing their emissions and considered if this scheme is applicable to your air pollution plans?

[The Mayor](#)

TfL and the GLA have investigated the pollution sticker scheme for vehicles in Paris.

TfL's understanding is that the stickers are issued by the French National Government and the scheme is enforced in Paris by manual police inspection. While there may be advantages to this approach, the coverage is less comprehensive than Automatic Number Plate Recognition systems that TfL currently use for the Congestion Charge and Low Emission Zone and are intending to use for the Emissions Surcharge and Ultra Low Emission Zone (ULEZ).

Should the Government decide to introduce a national sticker scheme as part of the Clean Air Zone framework, I would ask TfL to consider how this could interact with the ULEZ.

High pollution alerts

Question No: 2017/0481

[Caroline Russell](#)

I welcome the messages you have been displaying at bus shelters, river piers, roadsides and London Underground stations during high and very high pollution episodes. The messages displayed advise Londoners to walk, cycle or use public transport but do not advise against driving. Will you update the alerts to advise people to avoid driving when pollution is high?

[The Mayor](#)

An answer to this question will be uploaded within one week of the meeting.

Tube dust - TUC's precautionary standard

Question No: 2017/0482

[Caroline Russell](#)

When last measured, which places in the London Underground exceeded the Trades Union Congress' (TUC) precautionary standard of 2.5 milligrams per cubic metre (mg/m³) for inhalable dust (as opposed to the current 10 mg/m³ Health and Safety Executive (HSE) standard) and 1 mg/m³ for respirable dust (as opposed to the current 4 mg/m³ HSE standard)?

[The Mayor](#)

TfL does not routinely monitor inhalable dust, as the dusts found in the Underground network tend to fall within the respirable dust range with a diameter of around 10 µm.

Respirable dust constitutes a significant proportion of inhalable dust, as the two types overlap and, therefore, monitoring respirable dust gives a good indication of the inhalable dust levels in the same atmospheric samples.

Both the HSE and the British Occupational Hygiene Society publish guidance on reducing atmospheric dusts and these are used as part of operational procedures for maintenance and construction work. Where maintenance or construction work which is likely to generate inhalable dusts is carried out, TfL ensures that suitable measures are put in place, such as personal protective equipment and local exhaust ventilation.

TfL works to the Workplace Exposure Limits from the HSE as these are the national occupational exposure standards. TfL strives to reduce exposures to as low as reasonably practical, and ensure that they do not exceed the HSE's time-weighted average over an eight hour period.

In TfL's most recent Tube dust survey, carried out in 2016, there were nine samples (from a total of 110 samples) where respirable dust exceeded 1mg/m³. These nine samples were collected at Baker Street, Piccadilly Circus, Tottenham Court Road and Waterloo stations. The highest reading collected was 1.30mg/m³, which remains significantly below the HSE standards.

Revised Clean Air Act - river vessels

Question No: 2017/0483

[Caroline Russell](#)

Should you gain powers to regulate and enforce river vessel emissions in a revised Clean Air Act, will you:

- a) designate a Nitrogen Oxide Emissions Control Area (NECA) for the Thames and impose a penalty charging system, similar to that applied to road vehicles, for vessels not complying with the latest emission limits?
- b) mandate onshore power for moored vessels?

[The Mayor](#)

An answer to this question will be uploaded within one week of the meeting.

MBNA Thames Clippers

Question No: 2017/0484

[Caroline Russell](#)

MBNA Thames Clippers receive a subsidy from Transport for London (TfL) to run some London River Bus services. Will you make MBNA's continuing receipt of a TfL subsidy conditional on a reduction in emissions from their vessels?

[The Mayor](#)

MBNA Thames Clippers operate the RB6 river bus route under a contract with TfL and receive a subsidy to operate a river bus service between Woolwich Arsenal and North Greenwich piers.

Their fleet uses ultra low sulphur diesel and complies with all relevant emissions requirements. To improve their performance even further, TfL hopes to conduct trials of different forms of emissions abatement equipment with MBNA Thames Clippers this year.

These arrangements are governed by existing agreements which can only be varied with the consent of both parties. TfL will consider revising content relating to environmental considerations in all future river service agreements.

Canal boats - cleaner power

Question No: 2017/0485

[Caroline Russell](#)

In answer to question 2016/2017 you said "I will look into what can be done to encourage the use of alternative fuels and cleaner power on London's canals with London boroughs through initiatives such as the Air Quality Fund." What progress have you made towards installing mains electricity connections at canal towpath moorings and helping canal boat owners switch to cleaner fuels?

[The Mayor](#)

An answer to this question will be uploaded within one week of the meeting.

Oxford Street - nitrogen dioxide

Question No: 2017/0486

[Caroline Russell](#)

The Evening Standard reported on 16 January 2017 that you have achieved a reduction of around 30 per cent in nitrogen dioxide (NO₂) in Oxford Street in 2016 compared with 2015. How has this been achieved? Was this along the whole length of Oxford Street, or just around the monitoring station?

[The Mayor](#)

An answer to this question will be uploaded within one week of the meeting.

Rapid charging points

Question No: 2017/0487

[Caroline Russell](#)

How many electric vehicle (EV) rapid charging points does Transport for London (TfL) expect to be fully operational in time for January 2018, when all new taxis are required to be 'zero emission capable'?

[The Mayor](#)

TfL is working with suppliers to deliver 150 rapid charge points by the end of 2018. Ninety of these rapid charge points will be dedicated to taxis. By January 2018, the aim is that at least 70 rapid charge points will be fully operational, with the rest of the network operational by the end of 2018.

We are currently identifying potential charge point locations on TfL, borough and private land.

These sites will be enabled for use by upgrading power capacity. The first rapid charge points will be delivered by summer 2017.

Low emission bus zones - bus emissions

Question No: 2017/0488

[Caroline Russell](#)

Your low emission bus zones will see "exclusive use of hybrid or diesel buses with top-of-the-range anti-pollutant systems that meet or exceed Euro VI emissions standards." Please provide data on the emissions performance of these Euro VI diesel buses compared with their hybrid counterparts?

[The Mayor](#)

An answer to this question will be uploaded within one week of the meeting.

Archway - access to A1 northbound from St. John's Way

Question No: 2017/0489

[Caroline Russell](#)

I have received reports from constituents of a high number of vehicles u-turning on Junction Road since the right turn to Archway Road northbound has been curtailed from St John's Way. Is Transport for London (TfL) monitoring the situation and if so what are its findings? If not, will TfL commit to monitoring this?

[The Mayor](#)

When a scheme the size of Archway is implemented, it can take a number of months before traffic patterns and road user behaviours are established. Once the scheme has bedded in, TfL will monitor traffic movements to ensure the layout is operating as intended.

Following the introduction of two-way traffic at Archway, TfL's traffic enforcement officers were on site to ensure the new road layout was being used safely. TfL will ensure traffic movements on Junction Road are considered as part of the ongoing safety audit process and will make any changes as needed.

Access to A1 from east of Archway - displaced traffic

Question No: 2017/0490

[Caroline Russell](#)

Is Transport for London (TfL) monitoring whether there has been an increase in cars, vans and heavy goods vehicles (HGVs) using residential roads including Hazelville Road, Hornsey Lane, Stanhope Road and Shepherd's Hill to access Archway Road northbound? If so, please share TfL's findings. If not, in light of residents' concerns, will TfL start to do so?

[The Mayor](#)

TfL has committed to undertaking monitoring after the Archway scheme is completed and this will include assessing any impacts on local roads. TfL took traffic counts before the scheme started so that these can be compared with the post-scheme observations.

When a scheme the size of Archway is implemented, it can take a number of months before traffic patterns and road user behaviours are established. This means that traffic patterns are not currently reliable enough to undertake repeat traffic counts. Once the scheme has bedded in and traffic counts can be undertaken, TfL will work with the London Borough of Islington, the highway authority for these roads, to develop appropriate mitigation measures if they are needed.

London City Airport - concentrated flight paths

Question No: 2017/0491

[Caroline Russell](#)

There has been a lot of concern amongst residents and local authorities about the impact of the concentrated flight paths London City Airport implemented in February last year. Will you back the residents, many local authorities in the areas affected and a number of Members of Parliament in calling for the concentrated routes to be reviewed so that communities are guaranteed a break from aviation noise?

[The Mayor](#)

I understand the concern about the impact of the concentrated flight paths now being flown at London City Airport (LCA). While I am conscious that this is part of a wider air space modernisation programme, the LCA and the Civil Aviation Authority (CAA) should regularly review whether this is the best approach to implementing the new technology.

My Deputy Mayor for Transport met with LCA earlier this month to raise our concerns with them directly and press them on steps they can take - and I understand they are meeting with the affected boroughs shortly. As part of the statutory air space process, the CAA will also undertake a review of the changes later this year and I will look at the results carefully.

The residents have my full support in seeking a fairer distribution of flight paths and I urge LCA, the CAA and the Government to work together to address this.

Smugglers Way, Wandsworth

Question No: 2017/0492

[Caroline Russell](#)

In your response to my question 2016/4563 you confirmed that a shared footway for pedestrians and cyclists is proposed for Smugglers Way "as the footway width is adequate and the number of pedestrians is low". Under a healthy streets approach, you would be building extra capacity in for the anticipated increase in pedestrians and cyclists in future years. Will you review plans for Smugglers Way to plan for future rather than current levels of walking and cycling there?

[The Mayor](#)

TfL will continue to work closely with the London Borough of Wandsworth to develop facilities for pedestrians and cyclists as part of the Smugglers Way project. These facilities will be in keeping with the Healthy Streets Approach and will cater for future levels of demand.

Cycle Superhighway 8 - new route

Question No: 2017/0493

[Caroline Russell](#)

Please provide Transport for London's latest estimates of daily motor traffic flow, under the new proposals, for each section of cycle superhighway 8 between Wandsworth Town station and the junction of Ram Street and Wandsworth High Street?

[The Mayor](#)

Transport for London's traffic modelling for the proposed changes at Wandsworth Town Centre predicts the following traffic flows in the morning peak (07:15 to 09:15):

57 vehicles travelling south from Wandsworth Town Station to Fairfield Street / Old York Way

75 vehicles travelling south from Fairfield Street / Old York Way to Wandsworth High Street / East Hill

119 vehicles travelling westbound from Wandsworth High Street / East Hill to Ram Street

169 vehicles travelling eastbound from Ram Street to Wandsworth High Street / East Hill

259 vehicles travelling northbound from Wandsworth High Street / East Hill to Fairfield Street / Old York Way

121 vehicles travelling northbound from Fairfield Street / Old York Way to Wandsworth Town Station

In the evening peak period (16:15 to 18:15) the flows are predicted to be:

53 vehicles travelling south from Wandsworth Town Station to Fairfield Street / Old York Way

127 vehicles travelling south from Fairfield Street / Old York Way to Wandsworth High Street / East Hill

117 vehicles travelling westbound from Wandsworth High Street / East Hill to Ram Street

222 vehicles travelling eastbound from Ram Street to Wandsworth High Street / East Hill

168 vehicles travelling northbound from Wandsworth High Street / East Hill to Fairfield Street / Old York Way

134 vehicles travelling northbound from Fairfield Street / Old York Way to Wandsworth Town Station

Mayoral approvals for demolition

Question No: 2017/0494

[Sian Berry](#)

Since being elected, how many planning applications have you approved that involve the demolition of existing buildings that are a) homes/residential dwellings, and b) businesses and other uses? Please provide the total number of buildings and the total square metres of demolished floor space in each borough.

[The Mayor](#)

I'm afraid the GLA does not collate this information.

London Living Rent grant available for 'build to rent' providers

Question No: 2017/0495

[Sian Berry](#)

Given the information in paragraph 69 of the 'Homes for Londoners - Affordable homes programmes 2016-21 funding guidance' document, have you or your team spoken to any 'build to rent' providers to discuss the details of grant that may be available to support London Living Rent homes in their developments?

[The Mayor](#)

Yes, my team has spoken with a number of Build to Rent providers about how grant can be used to support London Living Rent homes.

Proportions of London Living Rent homes from 'build to rent' providers

Question No: 2017/0496

[Sian Berry](#)

What proportion of homes at London Living Rent are you expecting 'build to rent' providers to achieve in their development a) without grant, and b) where grant is available from your housing funding programme?

[The Mayor](#)

As set out in my Supplementary Planning Guidance (SPG), there are currently insufficient existing 'build to rent' schemes to identify a standard expectation for affordable housing provision.

The SPG thus advises that each 'build to rent' scheme should be assessed on its own viability, with the intention of maximising the supply of intermediate rent, preferably at London Living Rent levels.

London Rental Deposit loans

Question No: 2017/0497

[Sian Berry](#)

Following previous discussions I have had with you about rental deposit loans for key workers (2016/2418), I was delighted to hear about your recent announcement to extend this scheme to the rest of the GLA group and encourage other employers in London to also offer this loan to their workers. What specifically will you and your team be doing to encourage other employers in London to extend this to their workers?

[The Mayor](#)

In the first instance, I am writing to a number of employers in London, urging them to implement tenancy deposit loans and stressing both the huge benefits these schemes bring for tenants and the positive effect this could have on recruitment.

Housing grant for replacement council homes

Question No: 2017/0498

[Sian Berry](#)

How many new council homes, which are replacing homes that are being demolished as part of the same project, have been awarded grant by the GLA? Please provide a breakdown for each year since 2011, and details of any grants awarded since you took office, including those approved even if building has not started.

[The Mayor](#)

My officers are collating this information and will provide it to you at the earliest opportunity.

European funding to MOPAC

Question No: 2017/0499

[Sian Berry](#)

Thank you for your response my question 2016/3695. How much money will MOPAC receive from the European Social Fund to support the Gangs Prevention Programme? Please provide details of how much MOPAC will receive for each year of funding.

[The Mayor](#)

MOPAC will not directly receive any funding from the European Social Fund (ESF) for the Gangs Prevention Programme.

MOPAC's role in this programme is strategic, this involves providing advice; supporting partners with the provision of data; supporting the development of the programme specification and finally stakeholder engagement.

In January 2014, the London Enterprise Panel (LEP) submitted its European Structural and Investment Fund (ESIF) strategy to government. The Strategy outlined how the LEP would use its ESF allocation to improve the lives of Londoners and small businesses. In the Strategy, the LEP proposed tailored and dedicated programmes for the most disengaged young people including effective interventions focusing on reducing participation in gangs and gang related activities through education and employment.

The Gangs Prevention Programme was procured by the Skills Funding Agency, which is one of three national co-financing organisations responsible for procuring, contract managing and match funding ESF. In October 2016, the Skills Funding Agency appointed Groundwork London to deliver the programme.

Misogyny as hate crime

Question No: 2017/0500

[Sian Berry](#)

In 2016, Nottinghamshire Police reclassified misogynistic incidents as a hate crime. Following discussions that Metropolitan Police Service Hate Crime team and other police forces have had, will you and the Deputy Mayor for Policing and Crime reclassify misogyny as a hate crime in London too?

[The Mayor](#)

The VAWG strategy is a core element of the upcoming Police and Crime Plan. Currently misogyny does not feature as part of MOPAC hate crime agenda, however, misogyny, discrimination and harassment of women sits firmly within the Strategy.

MOPAC is keen to see the learning and evidence that comes from the Nottinghamshire work and my Deputy Mayor for Policing and Crime, Sophie Linden, will continue to host discussions on the matter as this information becomes available.

'Honour' based crimes and the CPS

Question No: 2017/0501

[Sian Berry](#)

Following the story covered in The Telegraph on 7 November 2016, where an officer spoke out about alleged wrongdoing he witnessed with the "Crown Prosecution Service failing to prosecute honour based crimes." What will the Metropolitan Police Service be doing to ensure that 'Honour' based crimes are treated properly by the criminal justice system?

[The Mayor](#)

In the draft Police and Crime Plan, I have committed to utilising the learning from MOPAC's Harmful Practices pilot to guide future work with local authorities on better identification, support and referrals for potential or current victims.

I understand that a joint investigative protocol exists between Police and the Crown Prosecution Service in regards to Honour Based Violence. The protocol recognises the importance of strong partnership working between these two agencies and also emphasises the importance of multiagency working and engagement with specialist third sector organisations.

Wrongdoing and whistleblowing

Question No: 2017/0502

[Sian Berry](#)

What is the total number of Metropolitan Police Service employees who have reported wrongdoing under the 'MPS Reporting of Wrongdoing Policy'? Please provide a breakdown of these officers and staff in years 2014, 2015 and 2016?

[The Mayor](#)

An answer to this question will be uploaded within one week of the meeting.

Advanced Stop Lines enforcement

Question No: 2017/0503

[Sian Berry](#)

At the Police and Crime Committee in 2016 a senior Metropolitan Police Officer said that the MPS was "lobbying the Department for Transport to decriminalise Advanced Stop Line (ASL) offences so that we [MPS] can enforce them by camera, which we believe would be a far more effective way of doing it." What effort has your team made to lobby for decriminalisation of ASL offences?

[The Mayor](#)

In support of my aspirations for cycling and cycle safety and with the tremendous growth in new cycling infrastructure in London, it is essential that TfL has the powers to enforce contraventions that put cyclists at risk. For example, TfL would like to see offences on mandatory cycle lanes and cycle tracks decriminalised, as has been done for other moving traffic offences, to allow TfL and other local authorities to enforce contraventions that put cyclists at risk.

TfL would also like to see a specific offence created for advanced stop lines, to prevent vehicular traffic from crossing the first stop line at a cycle box if the traffic lights are red, and decriminalised for the same reason, which would enable TfL and other highway authorities to enforce these offences. This specific change would require primary legislation.

TfL has raised these proposals with the Department for Transport on several occasions.

Most recently, TfL asked the All Party Parliamentary Cycling Group, as part of its inquiry into Cycling and the Justice System, for its support in taking these proposals forward.

I will continue to make this important case to Government.

Youth custody data in London

Question No: 2017/0504

[Sian Berry](#)

According to the Government's 2016 youth custody data, the highest number of young people in custody by region of origin was from London. How will you address the high levels of young Londoners in custody during your Mayoralty?

[The Mayor](#)

Almost a 1/3 of young people sentenced to custody are from London (263 out of 959 in 2015/16).

The overall number has declined by 55% (from 591 in 2011/12). However, more needs to be done to ensure that vulnerable young people are kept out of custody. Through the Police and Crime Plan, I am committed to improving prevention, diversion and supporting changes to community sentences to ensure effective alternatives to custody.

Currently over half of young Londoners are held in the secure estate outside of London. I believe that there is a clear need for reform of the secure estate.

MOPAC will also work with the Ministry of Justice, Youth Justice Board and wider partners to review how to bring the youth secure estate back to London, including exploring the feasibility of piloting a secure school in London.

Police Now diversity recruitment

Question No: 2017/0505

[Sian Berry](#)

What is the total number of people who have applied to join the Police Now scheme in years 2015 and 2016? Please provide a breakdown of applicants who were a) female, b) male, c) transgender or intersex and specify by ethnic origin.

[The Mayor](#)

Please see the table below.

Police Now has made considerable progress in improving the diversity of its successful applicants.

2014-15	Total	Female	Female %	BAME	BAME %	BAME and Female	Transgender or Intersex
Submitted applications	1458	688	47%	312	21%	127	Not available
Recruited	69	30	44%	6	9%	4	Not available
2015-16	Total	Female	Female %	BAME	BAME %	BAME and Female	Transgender or Intersex
Submitted applications	2424	1210	50%	461	19%	199	1
Recruited	112	60	54%	22	20%	13	0

Safer Schools Officers

Question No: 2017/0506

[Sian Berry](#)

Thank you for your response to my question 2017/0080. In reference to the Metropolitan Police Service evaluation used to assess Safer Schools Officers, what proportion of officers have been considered as performing well?

[The Mayor](#)

An answer to this question will be uploaded within one week of the meeting.

Prevent referrals made to the police - under 18 year olds

Question No: 2017/0507

[Sian Berry](#)

Thank you for your response to my question 2017/0084. What were the ages of the 42 per cent of young people under the age of 18 who were referred to Prevent in 2015? Please give the same information for 2016 referrals.

[The Mayor](#)

It is not possible to provide any further break down of detail with regards to the ages of the under 18 referrals, nor the referrals of the ages between 18 and 25 as this could potentially lead to the identification of individuals.

Prevent referrals made to the police -18 to 25 year olds

Question No: 2017/0508

[Sian Berry](#)

Thank you for your response to my question 2017/0084. How many individuals referred to Prevent in 2015 were between the ages of 18 and 25? Please give the same information for 2016 referrals.

[The Mayor](#)

Please see my response to MQ 2017 /0507.

Prevent referrals made to the police (2)

Question No: 2017/0509

[Sian Berry](#)

In response to my question 2017/0084 related to Prevent, you said that "In 2016 there were 1,273 referrals with similar ratios." Could you now provide specific ratio figures for last year?

[The Mayor](#)

In 2016, there were 1273 referrals, 54% over 18 and 36% under 18. The remaining 10% was split between Institutions and Ideologies - normally challenging extremist speakers.

London Contest Board (2)

Question No: 2017/0510

[Sian Berry](#)

How much does the London Contest Board cost to run?

[The Mayor](#)

The London CONTEST Board utilises capacity and staffing from MOPAC and London Councils. There are no additional costs to running the Board.

Trained Prevent police officers

Question No: 2017/0511

[Sian Berry](#)

Do trained Prevent officers sit in the borough command structures or the counterterrorism command within the Metropolitan Police Service?

[The Mayor](#)

Prevent officers sit within the SO15 Command Structure.

However, to ensure accessibility to this expertise locally, they are situated across the MPS at Police stations within the boroughs they are aligned to.

Delivering Prevent Training

Question No: 2017/0512

[Sian Berry](#)

What company or organisation delivers prevent training to Metropolitan Police Service (MPS) officers? Has there been any evaluation of the quality of the Prevent training received by MPS officers?

[The Mayor](#)

All training that MPS officers receive on Prevent is sourced from the Home Office Prevent Training Catalogue and is Home Office accredited.

Prevent officers also receive specific practitioner training, which is delivered nationally by National Counter Terrorism Police Head Quarters (NCTPHC).

Police and dementia

Question No: 2017/0513

[Sian Berry](#)

A constituent with dementia who had witnessed a road collision told me that the Metropolitan police were questioning people and asked him about what he had seen. In conversation he mentioned he had dementia and as soon as he did his evidence was dismissed. How will your dementia training for police officers help to prevent this kind of insensitive incident from happening in future?

[The Mayor](#)

Officers are trained to look for vulnerability in all its forms, using the Vulnerability Assessment Framework, rather than diagnosing specific conditions such as dementia. Whilst the police cannot be expected to diagnose the exact nature of what might be wrong with an individual, it is appropriate for them to identify someone that is vulnerable and treat them appropriately and according to their needs, as outlined in the Witness Charter. These assessments help inform the most appropriate response or intervention working with relevant partner agencies and organisations.

The experience of your constituent is regrettable and should not have happened.

The MPS has been engaging with the Alzheimer's Society, Dementia UK and Age UK to improve how they interact with the elderly and dementia sufferers.

Barking-Gospel Oak Line

Question No: 2017/0514

[Tom Copley](#)

To reduce diesel pollution in London will you instruct TfL to transfer surplus electric trains from its Shenfield service to the Barking-Gospel Oak line when they become available this summer, instead of its current plan to continue running it with diesel trains until 2018?

[The Mayor](#)

TfL Rail needs to fully test and ensure that the new trains on the Liverpool Street to Shenfield line are operating reliably before they can release the existing trains. The earliest possible date for this release would be December.

Additionally, there would be a considerable cost to make these trains compatible with the equipment on the Barking to Gospel Oak line as well as to train drivers to operate these trains. In light of the short period of time between the old TfL Rail trains becoming available and the introduction of new electric trains on the Barking to Gospel Oak line, this action would not represent good value for money.

I was dismayed to learn that Network Rail (needs to carry out further work and related closures along this line this year. Network Rail is developing a plan to complete this work with as minimal impact on customers as possible before the new electric Overground trains arrive in early 2018. As a result, it is not clear when in 2017 the electrification of the line will be complete, but I will continue to push for this to be clarified as soon as possible.

Lettings Agency

Question No: 2017/0515

[Tom Copley](#)

The Government's welcome pledge to ban lettings agency fees for tenants received much fanfare but so far no consultation on the proposals has begun. What discussions have you had with the Government about this and do you have any indication of when legislation to enact it will be proposed?

[The Mayor](#)

As set out in the recently published housing White Paper, the Government will consult in early 2017 and bring forward legislation as soon as parliamentary time allows.

My officers are in regular discussions with officers at DCLG about this and related issues.

Cultural Strategy Group

Question No: 2017/0516

[Tom Copley](#)

Has the Cultural Strategy Group been reconvened, what is its makeup and how often does it meet?

[The Mayor](#)

I am currently in the process of recruiting the members of my Cultural Strategy Group for London.

Members will be appointed from a variety of different fields aligned with my vision for culture in London.

Once appointed the Board will meet on a quarterly basis.

London Lettings Agency

Question No: 2017/0517

[Tom Copley](#)

Please provide an update on progress towards establishing a London Lettings Agency.

[The Mayor](#)

The main need for a London-wide not-for-profit lettings agency was to help tenants by tackling rip off letting agent fees.

Having succeeded in convincing the Government to do this, I am now considering how best to take this area of work forward.

Garden Bridge

Question No: 2017/0518

[Tom Copley](#)

A recent WCC report states that 'The GLA has agreed to stand as the Garden Bridge Trusts Guarantor. The Guarantee is almost finalised'. Can you clarify what stage the signing of the Guarantee for the Garden Bridge has reached?

[The Mayor](#)

Please see my response to MQ 2017/0464.

Northern City Branch

Question No: 2017/0519

[Tom Copley](#)

Are there any proposals to re-integrate the former Northern City branch of the Northern Line back into London Underground?

[The Mayor](#)

The former Northern City branch is now a core part of the Great Northern service between the City of London, Hertford and Welwyn. There are no plans to re-integrate this line into London Underground.

However, this line was identified as part of the joint TfL and Department for Transport rail devolution plans for transfer to TfL when the current franchise ends in 2021.

Should this line be transferred to TfL, it would provide a range of improvements including increased reliability, enhanced stations, all-day station staffing and a turn-up-and-go service for disabled customers.

I will continue to call on the Government to reverse its recent decision not to proceed with rail devolution in London.

Leaseholders

Question No: 2017/0520

[Tom Copley](#)

In a debate on leasehold reform in the House of Commons on 20/12/2016 the Housing Minister gave assurances that he would bring forward proposals in 2017 to deal with the issues highlighted in the debate. Will you make representations to the Government to address the housing issues of leaseholders who live in the capital?

[The Mayor](#)

I welcome the Minister's comments and will work with him to ensure London's leaseholders get a fairer deal.

Queer Spaces

Question No: 2017/0521

[Tom Copley](#)

What action will the Night Czar make to protect Queer spaces in the capital?

[The Mayor](#)

I have commissioned University College London to complete an intelligence audit of LGBT night time venues in London; develop a database of these venues; assess the trends of openings and closures of these venues in recent years; and identify what opportunities and challenges exist to this infrastructure.

This research will help to enhance the excellent work Queer Spaces Network are doing to highlight the risks LGBTQ venues face in London.

I will also publish draft Supplementary Planning Guidance (SPG) for the night-time economy. This will set out how current London Plan policies can support and sustain venues, including queer spaces.

Both the research and the draft SPG will be published in the spring.

The SPG will give a direction of travel for the new London Plan that will explicitly address queer venues, within a broader definition of culture. The new London Plan will go out to consultation later this year.

Cat

Question No: 2017/0522

[Tom Copley](#)

10 Downing Street, The Treasury and the Foreign Office all now have cats. Given the problem with mice in the building will you consider getting a cat for City Hall, preferably rehoming one from Battersea Dogs and Cats Home?

[The Mayor](#)

An answer to this question will be uploaded within one week of the meeting.

Air Quality Audits for Schools

Question No: 2017/0523

[Leonie Cooper](#)

Will you consider how your excellent new scheme could be expanded to include secondary schools and colleges?

[The Mayor](#)

An answer to this question will be uploaded within one week of the meeting.

Recycling

Question No: 2017/0524

[Leonie Cooper](#)

How are you seeking to increase recycling rates in the capital?

[The Mayor](#)

An answer to this question will be uploaded within one week of the meeting.

Food Waste

Question No: 2017/0525

[Leonie Cooper](#)

How will you increase the collection and composting of food waste in London?

[The Mayor](#)

An answer to this question will be uploaded within one week of the meeting.

MQ 2017/0176

Question No: 2017/0526

[Leonie Cooper](#)

Thank you for your answer to my question MQ 2017/0176. Did you receive a response from Chris Grayling to your letter?

[The Mayor](#)

An answer to this question will be uploaded within one week of the meeting.

Energy Policy

Question No: 2017/0527

[Leonie Cooper](#)

What steps are you taking to ensure continuity of energy supply in London, giving the repeated concerns expressed about a lack of spare capacity?

[The Mayor](#)

It is important to me that London's electricity supplies remain secure. The vast majority of electricity used in London is generated outside the capital. Recent reviews of power station generating capacity for winter 2017/18 forecast a historically low generation margin.

As a result, National Grid will be calling upon Supplemental Balancing Reserve, a service where generators are kept on standby outside the market, and demand side measures to secure the necessary electricity supplies. This situation is not expected to reoccur in future winters as new power generation capacity is being built as a result of National Grid's Capacity Market incentive.

In my upcoming Environment Strategy, I will set out proposals for working with national Government and the national electricity system to ensure the development of London's future low carbon energy systems are smart and affordable. By utilising local waste heat, London will also contribute towards national energy security by reducing the demand for imported gas for building heating. My programmes to enable decentralised energy will also help increase security of local energy supply.

Energy Infrastructure

Question No: 2017/0528

[Leonie Cooper](#)

What steps will London need to take to update its energy infrastructure, such as sub-stations, to meet anticipated population growth?

[The Mayor](#)

My officers have been modelling the spatial impacts of future growth scenarios upon London's energy demand up until 2050. This includes analysis of the infrastructure requirements such as electricity substations, where we are liaising with those responsible for operating London's electricity distribution network. New infrastructure will also be needed in the form of heat networks and low to zero carbon energy production to put London on track to becoming a net zero carbon city by 2050.

Our spatial analysis will be published in the spring and will inform the programmes and initiatives needed to ensure London's energy infrastructure is able to meet both the growth demands and zero carbon city aspiration.

The analysis will also provide the evidence base for the new London Environment Strategy and London Plan that will set London's energy infrastructure principles.

Allotments

Question No: 2017/0529

[Leonie Cooper](#)

How will your new London Plan facilitate the safeguarding of current allotment sites and encourage the provision of new spaces as London grows?

[The Mayor](#)

As part of my review of the London Plan, I am considering whether changes should be made to the current Plan's policy 7.22 on land for food. This requires boroughs to protect existing allotments through their Local Development Frameworks, and identify new spaces which could be used for community gardening, including allotments. The Plan makes clear that particularly in inner and central London innovative approaches to the provision of new spaces may need to be followed, including the use of green roofs.

Allotments are the responsibility of local authorities, and are one of a range of open spaces which are key to many local issues, such as health and biodiversity.

In addition to allotments, more than 100,000 Londoners grow food in their communities as part of the Capital Growth programme, www.capitalgrowth.org which is one of the largest urban community food growing networks in the world, with more than 2,500 spaces all over London.

Horticulture

Question No: 2017/0530

[Leonie Cooper](#)

How are you promoting horticulture in the capital, given the extensive evidence of its links to tackling poor mental health and bringing communities together?

[The Mayor](#)

An answer to this question will be uploaded within one week of the meeting.

Neighbourhoods of the Future (1)

Question No: 2017/0531

[Leonie Cooper](#)

How were the six boroughs to benefit from this scheme chosen?

[The Mayor](#)

An answer to this question will be uploaded within one week of the meeting.

Neighbourhoods of the Future (2)

Question No: 2017/0532

[Leonie Cooper](#)

What reductions in pollutants will arise from these six projects?

[The Mayor](#)

An answer to this question will be uploaded within one week of the meeting.

Neighbourhoods of the Future (3)

Question No: 2017/0533

[Leonie Cooper](#)

How will you publicise these projects in the six communities and encourage Londoners to get directly involved in local activities?

[The Mayor](#)

Marketing and awareness raising will be funded through match funding, which all the participating boroughs have committed to provide. The original assessment process ensured that all the proposals included a plan for monitoring and how they would involve/disseminate information to local residents.

City Corporation Grant to Client Earth

Question No: 2017/0534

[Leonie Cooper](#)

Following the news that Client Earth has been awarded £100,000 to expand its work tackling air pollution in the business sector, by the Corporation's City Bridge Trust, how will you work with Client Earth to support their efforts?

[The Mayor](#)

An answer to this question will be uploaded within one week of the meeting.

Super Sewer

Question No: 2017/0535

[Leonie Cooper](#)

How will you ensure that Thames Water keep costs down as construction is undertaken, therefore ensuring there is no increase in Londoners' water bills?

[The Mayor](#)

An answer to this question will be uploaded within one week of the meeting.

Proposals for Quietway 4 in Wandsworth

Question No: 2017/0536

[Leonie Cooper](#)

Do you think the proposals for Quietway 4 in Wandsworth would create conflict between pedestrians and cyclists at a busy junction outside Earlsfield station? If so, do you agree with Wandsworth Living Streets and Wandsworth Cycling Campaign that TfL should review the proposals for Quietway 4 in Wandsworth, ensuring that they meet the Quietways stated objectives and that public monies are not wasted on a poor quality scheme?

[The Mayor](#)

In some circumstances, it is necessary to share space between pedestrians and cyclists in order to protect cyclists from conflict with large volumes of turning traffic. When this is the case, every effort is made to ensure that pedestrians are given priority but also that cyclists are made to feel like they have a legitimate right to use the space considerately.

The proposals for Quietway 4 at the junction of Magdalen Road and Garratt Lane near to Earlsfield Station were consulted on in November and December 2016. TfL evaluated all the options and feedback received during the consultation and as a result the design is now being amended.

It is possible that some of the previously proposed shared space outside the Halfway House pub will remain as footway, with cyclists using Quietway 4 approaching Garratt Lane on the carriageway until the advanced stop line. This is subject to the feasibility of relocating a lamp column and utility box and further analysis of traffic data.

The final scheme will be in line with the London Cycle Design Standards and the objectives of the Quietways programme. Once constructed, the scheme will be monitored to ensure that any issues arising can be swiftly addressed.

Cycle hire in Wandsworth town centre

Question No: 2017/0537

[Leonie Cooper](#)

When the cycle hire scheme was extended into Wandsworth in 2013, few docking points were installed in Wandsworth town centre because TfL and Wandsworth Council recognised that central Wandsworth is currently hostile to cycling. With the prospect of improved conditions for cycling as part of TfL's proposals for transforming Wandsworth town centre, will TfL now review the scope for 'densification' of Santander docking stations in central Wandsworth, in order to promote uptake of cycling for local journeys?

[The Mayor](#)

TfL is always happy to discuss further expansion of Santander Cycles. TfL's current focus for the cycle hire scheme is on securing third-party funding for docking stations within the existing network.

Securing the required funding for both capital and operational expenses related to expansion is a challenge but TfL can work with interested parties to try and assemble a suitable funding package.

Opportunity for innovation and learning in Battersea Park Road/Nine Elms

Question No: 2017/0538

[Leonie Cooper](#)

TfL proposes to implement an interim scheme in 2017, incorporating some facilities for cyclists and pedestrians, while construction in Nine Elms area is on-going till 2030. It has been suggested that this timescale provides a unique opportunity to trial various options, and drop those that do not work, in order to be ready for full-blown changes in the final scheme. Does the Mayor agree that, over the 13 years between now and 2030, this area could be an excellent testbed for different ways to move people in a rapidly developing part of Inner London, and will he instruct TfL accordingly?

[The Mayor](#)

TfL is constantly innovating and trialling new infrastructure, with recent examples including stepped cycle tracks, 'hold the left turn' junctions and two-stage right turns for cyclists. The final highways scheme at Nine Elms Lane will build on this experience and use best practice design and innovation in line with the Healthy Streets Approach.

TfL is working closely with the London Borough of Wandsworth, Nine Elms Vauxhall Partnership and developers to deliver an ambitious programme of highway improvements in Nine Elms.

While construction in the Nine Elms area is expected to continue until 2030, TfL plans to deliver the final highway scheme in the early 2020s working with developers. A full public consultation on the proposals is planned later this year.

In the meantime, ongoing construction means an increased number of Heavy Goods Vehicles in the area which pose risks to vulnerable road users, including those who live and work in Nine Elms. Safety improvements are therefore required in the short term and work to deliver these interim measures is due to start in the spring.

Emergency Services use of Heliport

Question No: 2017/0540

[Leonie Cooper](#)

Can you please provide the number of times Emergency Services made use of the Heliport in 2016?

[The Mayor](#)

For the year Jan 2016 to Dec 2016, the National Police Air Service landed at London Heliport (formerly called Battersea Heliport) three times. Their (London) base is Lippitts Hill.

In addition, the London Air Ambulance made between 150 - 170 landings at London Heliport in 2016.

Battersea is essential for the day to day re-fuelling of London's Air Ambulance.

Turning of trains on the District Line

Question No: 2017/0541

[Leonie Cooper](#)

A constituent has asked me whether Underground trains on the District Line still turn at Mansion House station, or if this just happens at Tower Hill station? And what are the arrangements, i.e. a through-platform at Tower Hill?

[The Mayor](#)

The new trains in operation on the District line are longer than the older trains so cannot be accommodated in the reversing berth at Mansion House station. As a result, District line trains no longer turn at Mansion House station. TfL did review the option of keeping the reversing facility at Mansion House, however this would have required significant investment and considerable infrastructure changes for a minimal customer benefit.

District line trains turning at Tower Hill station arrive and depart from the middle terminating platform, which is not a "through" running platform.

170 bus route (1)

Question No: 2017/0542

[Leonie Cooper](#)

The 170 bus is supposed to run every ten minutes, however with traffic and delays it is infrequent. The route can only operate a single-decker bus due to a low bridge at Lombard Road and given new housing developments in the area it is busy. What modelling was done to account for the increase in housing and passengers, as well as the developments about to come on-stream?

[The Mayor](#)

An answer to this question will be uploaded within one week of the meeting.

170 bus route (2)

Question No: 2017/0543

[Leonie Cooper](#)

The 170 bus is supposed to run every ten minutes, however with traffic and delays it is infrequent. The route can only operate a single-decker bus due to a low bridge at Lombard Road and given new housing developments in the area it is busy. Would it be possible for the frequency to increase to a bus every five minutes?

[The Mayor](#)

An answer to this question will be uploaded within one week of the meeting.

Bus driver changes (1)

Question No: 2017/0544

[Leonie Cooper](#)

It has been brought to my attention that in some parts of my constituency where bus drivers change (Wimbledon Park Road, Queenstown Road & Ashvale Road) diesel-fuelled engines are left idling causing noise and air pollution. Would it be possible to move the bus stands to mitigate the effect on residents?

[The Mayor](#)

An answer to this question will be uploaded within one week of the meeting.

Bus driver changes (2)

Question No: 2017/0545

[Leonie Cooper](#)

It has been brought to my attention that in some parts of my constituency where bus drivers change (Wimbledon Park Road, Queenstown Road & Ashvale Road) diesel-fuelled engines are left idling causing noise and air pollution. Would it be possible to modify practices or update vehicles to have, for instance, electric powered heaters to reduce the need to leave engines idling?

[The Mayor](#)

An answer to this question will be uploaded within one week of the meeting.

Station closures (1)

Question No: 2017/0546

[Leonie Cooper](#)

Network Rail plans to close Queenstown and Earlsfield stations in my constituency during August 2017, while they undertake work to platforms at Waterloo. Can you please ask Network Rail how they came to decide on these stations being amongst those closed?

[The Mayor](#)

As a result of the reduced capacity during the works at Waterloo, there will be fewer train services running through Queenstown Road and Earlsfield stations. South West Trains, which manages these stations, has decided to close Queenstown Road and not to call at Earlsfield during the peak periods, to avoid overcrowding at these stations and to reduce disruption across the line overall.

TfL is working closely with South West Trains to understand their alternative transport plans, to develop its own plans to ensure suitable alternative transport options for its customers and to ensure that comprehensive customer communications are in place for all affected passengers.

Station closures (2)

Question No: 2017/0547

[Leonie Cooper](#)

Network Rail plans to close Queenstown and Earlsfield stations during August 2017, while they undertake work to platforms at Waterloo. Can you please ask Network Rail how they will mitigate the impact on my constituents, i.e. number and routes of rail-replacement buses?

[The Mayor](#)

TfL has asked South West Trains to contact your office to brief you about their alternative transport plans for customers who use Queenstown Road and Earlsfield stations.

Hate Crimes figures [1]

Question No: 2017/0548

[Unmesh Desai](#)

How many and what type of hate crimes were reported to TfL for the year 2014/15?

[The Mayor](#)

I am committed to tackling hate crime in London. These crimes have no place in this great city, whether on our transport system or anywhere else. I am working with TfL and the police to prioritise action on hate crime and reassure those that feel vulnerable to victimisation when travelling in London. Concerted action is being taken to reassure the public that the transport network is safe, to improve their confidence to report offences knowing that action will be taken and to target those that commit these appalling offences.

TfL figures, bringing together data from London's police forces, show that there were 1,527 offences on London's public transport network that were marked as being motivated by hate in 2014/15. In 2015/16, there were 1,945 offences marked as hate crimes.

14,968 hate crime offences were reported in London in total in 2014/15 and 17,783 offences in 2015/16.

The table below shows the breakdown of hate crimes by motivating factor. It is important to note that the police can mark a hate crime offence as being motivated by more than one factor so the sum of the motivating factors will exceed the total number of offences.

Motivating Factor	2014/15	2015/16
Race	1,288	1,556
Religion	150	208
Sexual Orientation / Transgender identity	150	199
Disability	45	41
Total number of offences with one or more hate crime motivating factors	1,527	1,945

Hate Crimes figures [2]

Question No: 2017/0549

[Unmesh Desai](#)

How many and what type hate of crimes were reported to TfL for the year 2015/16?

[The Mayor](#)

Please see my response to MQ 2017/0548.

Cross Rail 2 [1]

Question No: 2017/0550

[Unmesh Desai](#)

Does the Mayor support the construction of a step plate junction east of Angel to facilitate an Eastern branch of Crossrail 2, which will be vital in supporting London's continued sustainable growth?

[The Mayor](#)

Any decision about a future branch to the east is yet to be taken. However, current proposals for Crossrail 2 include the design of a junction east of Angel to allow for an eastern branch to be added in future, should there be a good business case.

Without Crossrail 2, London will grind to a halt.

Stations including Victoria and Waterloo will buckle from overcrowding and tens of thousands of passengers arriving at Euston on HS2 will face daily crowd control measures and could lose any time saved on their journeys from queuing to board onward trains.

It is vital the Government now gives Crossrail 2 its full backing.

Cycling on pavements (1)

Question No: 2017/0551

[Unmesh Desai](#)

Please detail how many cyclists received fixed penalty notices for cycling on the pavement, broken down by borough, for the past five years?

[The Mayor](#)

Please see the attached Appendix 551 which contains the data you have requested.

Please note that since 2015 the police have conducted Traffic Offender Reports rather than Fixed Penalty Notices for the vast majority of minor traffic offences.

Cycling on pavements (2)

Question No: 2017/0552

[Unmesh Desai](#)

I have been contacted by a constituent who has requested me to ask you the following:

I was deeply concerned to read press reports that police in Camden will no longer take action against cyclists who ride on the public footpath. I have relatives who are disabled who are fearful of a collision with the considerable number of fast moving cyclists who often flout this law. Whilst cyclists may feel unsafe on the roads, that does not entitle them to ride on the pavement and make pedestrians feel unsafe either. What steps will you take to crack down on this dangerous practice and ensure the MPS enforces the law as it stands?

[The Mayor](#)

An answer to this question will be uploaded within one week of the meeting.

Cycling on pavements (3)

Question No: 2017/0553

[Unmesh Desai](#)

With the increased level of cycling in London, which has contributed positively to active travel and reduced emissions, there has also been an increase in the number of cyclists who ride on the public footpath. My understanding is that because this has been illegal since the Highway Act 1835, it is now regarded as an obsolete law and not worthy of enforcement. Will you commit to lobby government for an update to the legislation to make clear that this remains a dangerous practice, particularly for disabled pedestrians?

[The Mayor](#)

An answer to this question will be uploaded within one week of the meeting.

Brexit

Question No: 2017/0554

[Andrew Dismore](#)

Do you agree with the findings of the London Chamber of Commerce and Innovation survey of just over 500 firms, that cutting immigration into the UK would have a negative impact on London's economic growth, according to over half of these capital's businesses; and that three in five firms said London should prioritise growth, even if that means increasing EU migration?

[The Mayor](#)

An answer to this question will be uploaded within one week of the meeting.

London's higher education institutions

Question No: 2017/0555

[Andrew Dismore](#)

Do you agree with more than 180 top academics from London's leading higher education institutions who have united to warn that government reforms risk undermining the capital's great universities in that they claim that changes to the way universities are organised and assessed would damage London's stature and deter students, particularly those from overseas, from choosing to study here?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/02/2017

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South Asian and Chinese restaurants

Question No: 2017/0556

[Andrew Dismore](#)

London's south Asian and Chinese restaurants are finding it increasingly difficult to recruit the skilled staff they need, especially chefs, which is threatening the future continuity of business for many, with some closures already. This is primarily down to Government immigration policy. Will you conduct a survey of this sector to establish the full extent of the problem and make representations to Government to allow this important and popular sector of London's hospitality industry to thrive?

[The Mayor](#)

An answer to this question will be uploaded within one week of the meeting.

Improving internet connectivity in East Finchley

Question No: 2017/0557

[Andrew Dismore](#)

I understand that Fiber-Optic cabling does not extend to the Strawberry Vale estate in East Finchley. Given the importance of accessing information and services online, will you undertake to write to BT and ask them to investigate how they can improve internet service here, and if they can extend Fiber-Optic cabling if needed?

[The Mayor](#)

I have committed in my manifesto to improving London's connectivity, making it a priority to tackle London's 'notspots', ensuring better access to public-sector property for digital infrastructure, and treating digital infrastructure with the same status as other key public utilities.

As there are many factors that contribute to fibre availability in an area, I will ask my officers to contact you and provide guidance on next steps.

Air Pollution impact of Two-way proposal - Baker Street

Question No: 2017/0558

[Andrew Dismore](#)

Has an air quality assessment of the proposed two-way for Baker Street & Gloucester Place been undertaken by TfL or Westminster City Council in the light of it running through one of London's biggest hot spots for air pollution. If so, with what results? And if not, why not?

[The Mayor](#)

An independent assessment of the air quality impacts of the Baker Street two-way project was carried out in February 2016.

The report concluded that the scheme will have a significant beneficial air quality impact and is available from the Baker Street Two Way Project website at:
<http://www.bakerstreettwo-way.co.uk/pdfs/Baker-Street-Air-Quality-Assessment.pdf>.

Tube Noise Complaints in London

Question No: 2017/0559

[Andrew Dismore](#)

Can you please give the numbers of tube noise complaints TfL have received for the past 5 years - 2012, 2013, 2014, 2015 & 2016 - and their location on the tube map?

[The Mayor](#)

An answer to this question will be uploaded within one week of the meeting.

Buses on Oxford Street

Question No: 2017/0560

[Andrew Dismore](#)

Further to Question No: 2016/4844:

"If the Elizabeth Line, when open, is being used as an excuse to cut bus routes that use Oxford St, will bus passengers be able to travel on the Elizabeth Line for free for the length of Oxford St, to pick up another bus at the other end of Oxford Street?"

Your response being:

"The opening of the Elizabeth line will be the most significant transformation to transport in central London for a generation and we predict there will be a reduction in bus use along Oxford Street when it comes into operation in two years' time. It is entirely appropriate for wider transport networks to be re-examined as part of this huge project.

We plan to consult on a scheme to transform Oxford Street next year."

By how many and what percentage do you predict that bus use along Oxford St will reduce as a result of the Elizabeth Line; will you now answer the original substantive question,

namely 'will bus passengers be able to travel on the Elizabeth Line for free for the length of Oxford St, to pick up another bus at the other end of Oxford Street?'; and in due course when you have cut Oxford St buses, will you provide a 'mobility shuttle' for disabled people?

[The Mayor](#)

An answer to this question will be uploaded within one week of the meeting.

PCN mitigation

Question No: 2017/0561

[Andrew Dismore](#)

In a recent case involving one of my constituents, it transpires that local authorities, who do not accept PCN appeal representations solely based on mitigating factors, are not making clear to those appealing in their rejection letters that the London Tribunal does not accept mitigating factors as a ground to cancel a PCN. Residents are thus erroneously led to make a further appeal to the Tribunal when they have zero chance of success, and so end up having to pay the full penalty fare instead of the discounted early pay rate. Will you undertake to write to all Councils in London to advise them that they should make clear in their appeal rejection letters that appeals solely based on mitigating factors are not accepted by London Tribunals as a ground for cancelling a PCN, which will save Londoners money?

[The Mayor](#)

All London enforcing authorities, including TfL, have a duty to inform customers of their statutory rights in relation to the process for appealing a PCN. The decision to exercise those rights remains entirely with the PCN recipient. The information contained in the Notice of Rejection letters from enforcing authorities is a matter for the individual boroughs, authorities and London Councils.

In February, the Local Government Ombudsman (LGO) published a report on its investigation into ensuring good practice in the management of parking and traffic penalties. One of the report's findings was that Councils should do more to inform motorists of their rights when issuing parking and traffic penalties, including providing clear and transparent information to improve trust between motorists and authorities and to save motorists from paying unnecessary charges. I support the LGO's findings and, as the Joint Committee for London with respect to parking and traffic enforcement, I urge London Councils to note these findings.

London enforcing authorities must also sign up to London Councils' Code of Practice as a condition of enforcement.

Colindale tube station

Question No: 2017/0562

[Andrew Dismore](#)

It has long been established that this station is in need of an upgrade especially due to the rapidly rising population served by the station. What is the present position with the upgrade; what form will the upgrade take; how will it be financed; what is the timetable for this; and when is it expected to be completed?

[The Mayor](#)

TfL is currently talking to the London Borough of Barnet about the scope of plans to upgrade Colindale station. TfL expects to share these proposals more widely by summer 2017.

The current proposal is to build a new station building with a larger entrance hall on the existing station car park and to install a lift to provide step-free access to platform level.

The project would be jointly financed by Barnet, TfL's step-free access fund and a significant Section 106 contribution from Redrow, the developer of the former Metropolitan Police Service training college.

Once a design is agreed, TfL intends to progress the scheme using its own planning powers, with construction planned to start in spring 2019 and with a view to opening the new station entrance and step-free access in summer 2020.

Pedestrian crossing in Wood Street High Barnet

Question No: 2017/0563

[Andrew Dismore](#)

What public consultation did TfL undertake with High Barnet local residents, pensioner organisations, and with any users of the crossing, particularly the parents of the numerous small children who use the playground which is just inside the Old Court House Recreation Ground, about the changes to the crossing?

[The Mayor](#)

An answer to this question will be uploaded within one week of the meeting.

TFL's Archway gyratory scheme

Question No: 2017/0564

[Andrew Dismore](#)

Will you conduct an urgent review of this scheme which is not helping cyclists, pedestrians or bus users and is creating significant traffic congestion?

Cyclists ask "what is the point?" of the very wide cycle lanes around the gyratory which they don't use in any number on the Highgate Hill and Archway road lanes. Serious tailbacks occur in St. John's Way as one can no longer turn right from here into Highgate Road. Bus users must descend into the cycle lane (heading north) at the first stop on the Archway Road. This is a death trap and deters bus users. In the interim will you ask TFL to allow a right turn into Highgate Road from St. John's Way?

[The Mayor](#)

The changes at Archway are nearing completion and have already transformed the gyratory from one-way to two-way traffic. When completed later this year, there will be a new public space in the heart of the town, creating a more pleasant and accessible environment for those that visit, work and live in the area.

The significantly improved pedestrian and cycling facilities address many issues at what was previously an intimidating place for vulnerable road users.

TfL wants bus users and cyclists to be safe, and feel safe, when using bus stop bypasses including the one on Archway Road. TfL is working closely with stakeholder groups to further develop bus stop bypass design, including trialling the use of zebra crossings.

The working group for the trial includes a range of user groups such as the Royal National Institute for the Blind, the Guide Dogs Association, Age UK, and the London Cycling Campaign. In the meantime, the bus stop bypasses associated with the Archway scheme have passed thorough design and road safety checks, and TfL will carefully monitor their operation.

During the design of the Archway scheme, TfL concluded that allowing a right turn from St John's Way into Archway Road is not possible given the available road space, road safety concerns and negative impacts on all junction users. Allowing the turn would substantially increase journey times for bus passengers and other traffic on St John's Way and Holloway Road.

The new layout at Archway will only be fully operational once the new public space is completed later this year. TfL has committed to monitoring the Archway scheme after it is completed to assess the benefits and impacts, and any necessary changes needed will be identified and agreed with the London Borough of Islington.

TfL permits to erect scaffolding on the highway and pavement on red routes

Question No: 2017/0565

[Andrew Dismore](#)

What steps do TfL take to ensure that when granting or continuing a permit for scaffolding on a red route, such as at 154 to 160 Camden High Street, that the scaffolding is needed; that the work for which it is required is being done expeditiously; and what consideration is given to the impact on neighbouring homes and business which may be affected by the scaffolding?

[The Mayor](#)

I understand that the works at 154 to 160 Camden High Street have now progressed to a stage which has allowed the scaffold to be removed.

TfL's standard scaffolding licence conditions can be viewed on its website at: <https://tfl.gov.uk/info-for/urban-planning-and-construction/highway-licences>. Scaffold licences are time-limited to a maximum of 10 weeks, after which the need for the scaffold is regularly reviewed and the licence extended or refused as appropriate. Standard conditions require all licensed activities to be undertaken promptly and efficiently and all equipment or materials to be cleared from the highway at the earliest practicable opportunity.

When considering the granting of a scaffold licence, TfL takes account of the safety of highway users, the practicality of undertaking the works by alternative means and other site-specific factors.

Victoria Line Tube Noise, Chalton St NW1

Question No: 2017/0566

[Andrew Dismore](#)

Residents have complained for over six months, about noise levels exceeding 52dB (against a recommended limit of 35dB) from the Victoria Line in this area. Will you ensure TfL produces a clear noise mitigation plan to bring back tube noise at an acceptable level; schedule for the noise reduction works; and clear and measurable noise targets?

[The Mayor](#)

TfL is aware of, and has investigated, complaints from Chalton Street residents and plans to smooth the Victoria line rails in both directions using a grinding train on 19 and 22 March. TfL is confident that noise levels will significantly reduce as a result.

After the work has been completed, TfL's noise experts will contact all affected residents to arrange for follow-up measurements to be taken. TfL will share those results and will continue to work with the residents to ensure that their noise concerns are addressed.

CS11

Question No: 2017/0567

[Andrew Dismore](#)

Further to Question No: 2016/4391:

'TfL have had no stakeholder meetings in Camden Town concerning CS11 even though the proposals have an impact there as well as in Swiss Cottage, as there is an issue about diversionary traffic heading onto residential streets to the east of Regents Park when Albany Street and Prince Albert Road become the main alternative route to the outer circle for traffic in peak hours (because of the shutting of gates into the park for CS11). These two roads are also affected by HS2 major utility works and are the primary HGV routes for their lorry holding area in the zoo car park, which will then journey to the main site compound and work sites on Hampstead Road, bringing under present plans one HGV every three minutes for ten hours a day on Albany Street for several years. Will you now arrange for a stakeholder consultation meeting in Camden Town over CS11 as soon as possible?'

Your response being:

'TfL's public consultation on the CS11 proposals included sending out leaflets, emails and notices to stakeholders, visiting businesses and organisations and five public drop-in sessions to give people the opportunity to ask questions about the scheme. Six thousand responses were received, which compares favourably with similar schemes. TfL has also held a number of meetings with local stakeholders to discuss the consultation proposals, including campaign groups from Westminster and Camden, as well as transport and road user groups, representatives from the freight industry, London TravelWatch, cycling campaign groups, pedestrian campaign groups, residents' associations, MPs, local councillors and Assembly Members.

I have asked TfL officers to liaise with you and Camden Town councillors to provide a briefing on progress with this important scheme.'

How many each of leaflets, emails, and notices to stakeholders were sent to residents in Camden Town a) in Albany Street and Prince Albert Road b) their ward councillors and c) generally?

[The Mayor](#)

TfL sent notification emails to all Camden Town and Primrose Hill Ward councillors when the Cycle Superhighway 11 consultation was launched. Some 1,563 consultation leaflets were delivered to residents and businesses in Albany Street and Prince Albert Road, while 2,695 leaflets were delivered to properties on roads in the Camden Town and Primrose Hill Ward.

TfL emailed 150,000 people who live locally or are known to travel through the area. In addition, 600 businesses and organisations near the scheme were sent emails, supplementing contacts from TfL's own database with information provided by the London Borough of Camden and the City of Westminster.

Cycling on the pavement

Question No: 2017/0568

[Andrew Dismore](#)

The press have reported that cyclists riding on the pavement will not face enforcement action. This activity can be dangerous for pedestrians for whom the pavement is intended. Is this in fact Met policy; if so do you agree with it, and if so why; and if not, what do you propose to do about it?

Now cyclists are told: You won't be fined for riding on pavements

Daily Mail (Main), 23/01/2017, p.25, Chris Greenwood

Police in Camden are allowing cyclists to ride on pavements without punishment. Sgt Nick Clarke said: 'Riding on the pavement is technically illegal, just like being drunk in a pub is technically illegal, but we don't enforce it unless we have good reason.'

[The Mayor](#)

Please also see my response to MQ 2017 /552.

I am assured that the activity led by Sergeant Nick Clarke does not allow cycling on pavements, rather it seeks to understand the holistic reasons as to why cyclists are using the pavement and to work in partnership to ensure that this is stopped safely, including prosecution where appropriate.

The additional ward officers allocated to Camden Borough will assist in responding to this and other antisocial behaviour.

Formula 1

Question No: 2017/0569

[Andrew Dismore](#)

Do you support the staging of a Formula 1 motor race on the streets of London?

[The Mayor](#)

I am always open to receiving new event proposals, but before an F1 Grand Prix could happen in London, I would want to see a significant reduction in the emissions currently emitted by the cars.

Dedicated football officers

Question No: 2017/0570

[Andrew Dismore](#)

How many dedicated football officers are there in the Met; how much of a Dedicated football officer's time on average in each football division is spent on these duties; and who pays for this time?

[The Mayor](#)

There are 15 Dedicated Football Officers in the MPS, who all fall under the MPS Public Order Branch. They spend 100% of their working time performing this role and are paid from the MPS Public Order Branch budget.

DBS checks for police officers

Question No: 2017/0571

[Andrew Dismore](#)

How long, on average did it take in 2016 to complete DBS checks for candidates to become a Met police officer?

[The Mayor](#)

The Disclosure and Barring Service carries out criminal record checks for specific positions, professions, employment, offices, works and licences included in the Rehabilitation of Offenders Act (ROA) 1974 (Exceptions) Order 1975.

The role of Police Officer is not eligible for such checks under the current legislation. Applicants who wish to become police officers are vetted under a separate process.

Metropolitan Police vehicle fleet [1]

Question No: 2017/0572

[Andrew Dismore](#)

How many motor vehicles (including motor cycles) does the Met. own or lease, by type of vehicle ?

[The Mayor](#)

As of 13th February 2017 the Met vehicle fleet is comprised of the following:

Type of Vehicle	Quantity
Cars	3351
Vans	1120
Motorcycles	344
HGV's	114
Total	4929

Metropolitan Police vehicle fleet [2]

Question No: 2017/0573

[Andrew Dismore](#)

Of the vehicles (including motor cycles) owned or leased by the Met. by category, what is their useful life expectancy and how frequently are they replaced?

[The Mayor](#)

The planned life parameters within the vehicle categories varies according to the different roles performed by individual vehicles. The ranges are summarised in the following table:

Type of Vehicle	Planned Life Parameters (months)
Cars	36 - 180
Vans	36 - 180
Motorcycles	60 - 120
HGV's	60 - 180

Operational vehicles achieving higher than expected mileages can be replaced early, and those achieving lower than expected mileages may be retained on the fleet for longer than originally planned.

Metropolitan Police vehicle fleet [3]

Question No: 2017/0574

[Andrew Dismore](#)

Of the vehicles (including motor cycles) owned or leased by the Met. by category, what percentage of their construction and components is built in other EU countries and what percentage wholly within the UK?

[The Mayor](#)

No details are held on the origins of the components that vehicle manufacturers use to construct cars, vans or motorcycles.

Metropolitan Police vehicle fleet [4]

Question No: 2017/0575

[Andrew Dismore](#)

Of the vehicles (including motor cycles) owned or leased by the Met. by category, what was the unit price and date of the last replacements before June 2016?

[The Mayor](#)

Average combined purchase and conversion costs for vehicles entering service between 1st June 2014 and 31st March 2016 in core MPS roles are shown in the following table:

Vehicle Role		Average Cost
Area Car	Liveried	£32,706
Armed Response Vehicle	Liveried	£39,626
General Purpose Car	Unmarked	£11,654
Incident Response Vehicle	Liveried	£17,129
Station Van	Liveried	£28,859
Traffic Motorcycle	Liveried	£13,314 None entering service in date range
HGV Equipment Carrier	Liveried	£71,355 None entering service in date range

Note: The MPS Vehicle Replacement Programme (VRP) is planned and implemented on an annual basis with the resulting replacement of individual vehicles happening throughout the financial year.

Metropolitan Police marine craft fleet [1]

Question No: 2017/0576

[Andrew Dismore](#)

How many marine craft does the Met. own or lease, by type of craft?

[The Mayor](#)

As of 13th February 2017 the Met marine fleet is comprised of the following:

Type of Craft	Quantity
Boat	8
Rigid Inflatable	4
Inflatable	13
Total	25

Metropolitan Police marine craft fleet [2]

Question No: 2017/0577

[Andrew Dismore](#)

Of the marine craft owned or leased by the Met. by category, what is their useful life expectancy and how frequently are they replaced?

[The Mayor](#)

The planned life parameters for the different categories of marine craft are shown in the following table:

Type of Craft	Planned Life Parameters (months)
Boat	144
Rigid Inflatable	84
Inflatable	84

As with the vehicle fleet, replacement dates for individual marine craft are reviewed according to usage and condition as the planned replacement date approaches

Metropolitan Police marine craft fleet [3]

Question No: 2017/0578

[Andrew Dismore](#)

Of the marine craft owned or leased by the Met. by category, what percentage of their construction and components is built in other EU countries and what percentage wholly within the UK?

[The Mayor](#)

No details are held on the origins of the components that manufacturers use to construct marine vessels.

Metropolitan Police marine craft fleet [4]

Question No: 2017/0579

[Andrew Dismore](#)

Of the marine craft owned or leased by the Met. by category, what was the unit price and date of the last replacements before June 2016?

[The Mayor](#)

The last replacement date and combined purchase and conversion costs for the last replacement in the different categories of marine craft are shown in the following table:

Vehicle Role	Last Replacement	Cost
Boat	May 2012	£241,922.00
Rigid Inflatable	Nov 2010	£198,392.06
Inflatable	Apr 2012	£87,934.72

Metropolitan Police procurement

Question No: 2017/0580

[Andrew Dismore](#)

What is your estimate of the effect of the post-Brexit drop in the value of Stirling on the Met.'s future procurement of a) vehicles and b) marine craft?

[The Mayor](#)

An answer to this question will be uploaded within one week of the meeting.

TfL staff from other EU countries

Question No: 2017/0581

[Andrew Dismore](#)

How many staff presently employed by TfL are nationals of other EU countries?

[The Mayor](#)

TfL checks the right to work for all candidates at the interview stage. This may be a valid working visa or EU passport from any EU country. TfL does not record the specific country in the case of EU passports so it is not possible for TfL to provide the number you request.

The nationality of candidates for roles at TfL is collected on a self-declaration basis only and, therefore, could not be used to accurately count the number of staff from other EU countries.

LFB staff from other EU countries

Question No: 2017/0582

[Andrew Dismore](#)

How many a) operational and b) FRS staff presently employed by London Fire Brigade are nationals of other EU countries?

[The Mayor](#)

When appointing staff, the London Fire Brigade (LFB) ensures that they have the right to work in the UK.

At present, LFB staff data sets do not record nationality or allow LFB to distinguish between UK, EU (excluding UK), and other nationals.

This information could only be determined by checking individual staff files. This will be reviewed when legislative changes are proposed or the Government issues guidance.

Met Police staff from other EU countries

Question No: 2017/0583

[Andrew Dismore](#)

How many a) warranted officers b) civilian staff and c) special constables presently employed by the Metropolitan Police are nationals of other EU countries?

[The Mayor](#)

As of the 31st December the total MPS workforce was 44,036 and comprised of the following EU nationals:

Warranted officers	708
Police Staff (including PCSOs)	295
Special Constables	237

GLA staff from other EU countries

Question No: 2017/0584

[Andrew Dismore](#)

How many staff presently employed by GLA are nationals of other EU countries?

[The Mayor](#)

The GLA does not routinely ask for details of nationality at the point of recruitment or commencement. We collect all equalities data as required by the Equality Act and we, of course, request proof of eligibility to work in the United Kingdom.

The HR system allows staff to include nationality information on the employee self-service module of the system but many staff have chosen not to do this.

Therefore we only have data on the nationality of 70% of the workforce, those staff who have chosen to enter this. The data is therefore not comprehensive.

From this data, 34 people (4.2%) are recorded as nationals of other EU countries.

TfL procurement

Question No: 2017/0585

[Andrew Dismore](#)

What is your estimate of the effect of the post-Brexit drop in the value of Stirling on TfL's future procurement of a) buses b) underground trains and c) other equipment?

[The Mayor](#)

TfL is exposed to foreign currency movements through major procurements and has procedures in place to identify and mitigate this exposure during the procurement process, when they become certain and after a contract is agreed. Any currency exposure ultimately depends on the identity of the successful bidder, so it is impossible to estimate what this impact could be until after contracts are finalised.

TfL has a number of active procurements, including the purchase of rolling stock, which may result in currency exposure. However, these procurements are commercially sensitive and, as such, it would not be appropriate to comment on specific projects. At any given time, TfL manages financial risk relating to exchange rate movement of £100m to £200m. TfL keeps this risk under close review as each procurement progresses.

TfL does not anticipate any impact in relation to bus procurement as bus services are delivered under concession agreements with bus operators. The bus operators purchase the majority of buses on the network, not TfL, and TfL does not anticipate a potential future drop in the value of Sterling to impact on negotiating future contracts with these operators.

GLA procurement

Question No: 2017/0586

[Andrew Dismore](#)

What is your estimate of the effect of the post-Brexit drop in the value of Stirling on GLA's future procurement?

[The Mayor](#)

An answer to this question will be uploaded within one week of the meeting.

Borough policing priorities public involvement

Question No: 2017/0587

[Andrew Dismore](#)

How will the public be involved in the setting of Borough policing priorities?

[The Mayor](#)

Borough leaders have been contributing to the discussion on local priorities based on their local assessments, crime statistics and local residents' priorities.

As Mayor, my role is to hold the MPS Commissioner to account and, as explained in the draft plan, local crime priorities will be set in my plan for the Commissioner, based on this evidence and data and with consultation with local borough leaders.

Borough policing priorities SNB involvement

Question No: 2017/0588

[Andrew Dismore](#)

How will borough SNBs be involved in the setting of Borough policing priorities?

[The Mayor](#)

As part of that local community, Safer Neighbourhood Boards are well placed through their regular engagement with senior borough police officers to discuss local policing.

I would encourage all Safer Neighbourhood Boards to discuss this issue with their local policing leads to ensure that their views are included.

Future funding of the Met.

Question No: 2017/0589

[Andrew Dismore](#)

What representations have you made to Government and when, about the future funding of the Met.?

[The Mayor](#)

An answer to this question will be uploaded within one week of the meeting.

Restorative justice

Question No: 2017/0590

[Andrew Dismore](#)

For each of the last three years, how much was MOPAC awarded by the Government for restorative justice; in each year, how much was spent; and what happened to any underspend?

[The Mayor](#)

MOPAC is awarded an annual grant by the Ministry of Justice (MoJ) for the provision of services for victims. Such services may include the provision of restorative justice (RJ), but the MOJ have not applied a ring-fence to this fund for the sole purpose of commissioning RJ services.

Through this funding MOPAC has supported locally commissioned services and is now committed to making a significant investment over the next two years in the delivery of a pan-London service.

MOPAC's expenditure on RJ to date is as indicated in the table below.

Year	Expenditure (£)
2014/15 (from October 2014)	20,000.00
2015/16	250,000.00
2016/17	302,911.00
2017 - 2019	997,089.00

Cutting bus route 13

Question No: 2017/0591

[Andrew Dismore](#)

TfL have now announced that they intend to go ahead with their plan to cut bus route 13 despite the overwhelming opposition to the scheme in the public consultation, including ignoring the petition against it too. What is the point of TfL consulting the public when they always ignore the outcome of any given consultation if it does not agree with what they intend to do?

[The Mayor](#)

TfL considers all feedback carefully before deciding how to proceed on a scheme following public consultation. While the proportion of support for or against a scheme offers a way of assessing the attitudes of respondents, other factors must also be taken into account, including the detailed content of consultation responses, feedback from other forms of engagement, available funding, passenger usage, technical information and wider strategic imperatives. This information helps to determine the best way to achieve a scheme's objectives.

TfL did not ignore the petition on route 13 and it is explicitly included in their summary of consultation responses: <https://consultations.tfl.gov.uk/buses/routes-13-82-113-139-189/>.

Changes to route 13 are part of a wider set of changes in this area to ensure the network adapts to changing patterns of demand.

Merged Met. Borough pilots [1]

Question No: 2017/0592

[Andrew Dismore](#)

By what objective criteria will the success (or otherwise) of the merged Met. Borough pilots be assessed and measured?

[The Mayor](#)

An answer to this question will be uploaded within one week of the meeting.

Merged Met. Borough pilots [2]

Question No: 2017/0593

[Andrew Dismore](#)

How will the merged Borough pilots be overseen at Met and local level?

[The Mayor](#)

The merged borough pilots, known as 'Pathfinder BCUs', are part of the MPS's Transformation programme overseen by the MPS's Management Board and MOPAC.

Each of the two Pathfinder BCUs has its own Oversight Board which includes the MPS, MOPAC and local authority Leaders and Chief Executives.

These Oversight Boards are in turn supported by Project Boards involving the MPS and local authority partners.

Merged Met. Borough pilots [3]

Question No: 2017/0594

[Andrew Dismore](#)

what risk assessments were made prior to merging Boroughs in the pilots; and will you publish them?

[The Mayor](#)

The merged borough pilots, known as 'Pathfinder BCUs', are part of the MPS's Transformation programme overseen by the MPS's Management Board and MOPAC.

The BCU Pathfinders have been subject to a strategic business case process, which include the consideration of risk and benefits.

An evaluation of the Pathfinders will be made in the summer of 2017, which will help determine the suitability of the BCU model for roll out across London.

Detectives in the Met

Question No: 2017/0595

[Andrew Dismore](#)

By how many detectives is the Met short of what is needed; and what are you doing to fill the gap?

[The Mayor](#)

An answer to this question will be uploaded within one week of the meeting.

Impact of HS2 on Euston

Question No: 2017/0596

[Andrew Dismore](#)

Further to Question No: 2017/0215

Further to Question No: 2016/4854:

Further to Question No: 2016/4380:

In August you wrote a very welcome letter to the Secretary of State for Transport about the impact of HS2 on Euston setting out your concerns on behalf of residents after you met with local representatives. Details of this appeared in the Evening Standard last month. Have you received a reply yet; and if so, will you publish it; and if not what are you doing to press for a reply?

Your response being:

The Secretary of State responded to my letter on 10 October, stating that he shares my desire to maximise the opportunity HS2 presents locally and wants to see a comprehensive redevelopment of Euston.

His response also recognises that it is critical to mitigate the impacts of construction on people living and working around the Euston area. Whilst the SoS's response provides some reassurance, I will continue to push for a better outcome at Euston to reduce the impacts of HS2 and protect peoples quality of life and livelihoods.

Will you now publish the Secretary of State's letter of 10th October?

Your response being:

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

As this is the third time this question has been raised, will you now answer it substantively and publish the Secretary of State's letter of 10th October?

[The Mayor](#)

Please see my earlier response to MQ 2016/ 4380 (as below).

His response also recognises that it is critical to mitigate the impacts of construction on people living and working around the Euston area. Whilst the SoS's response provides some reassurance, I will continue to push for a better outcome at Euston to reduce the impacts of HS2 and protect peoples quality of life and livelihoods.

I have asked my officers to contact you directly on this matter.

Camden Street

Question No: 2017/0597

[Andrew Dismore](#)

Further to Question No: 2017/0253

The lack of pedestrian crossing on the east side of the Camden St/Camden Rd junction is proving very difficult for the school commute for children and their families from Hawley and St Martin's Primary Schools. Will you ensure that officers from TfL actively propose improvements to pedestrian crossings as part of their ongoing review of traffic flow in the area?

Your response being:

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

Will you now give a substantive answer?

[The Mayor](#)

Please see my response to MQ 2017/253.

USA Embassy and the congestion charge

Question No: 2017/0598

[Andrew Dismore](#)

Further to Question No Question No: 2017/0222

The USA embassy has consistently refused to pay its congestion charge bill. What is the total now due; and as there is a new President in the USA will you take the opportunity to raise this matter with him, and send him the bill?

Your response being:

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

Will you now give a substantive answer?

[The Mayor](#)

Please see my response to MQ 2017/222.

Archway buses

Question No: 2017/0599

[Andrew Dismore](#)

Further to Question No: 2017/0223

Archway is an important transport hub for residents of Barnet and Camden and other neighbouring boroughs who will have to put up with worse traffic and poorer bus connectivity if TfL's scheme goes ahead. Of the large total of 818 responses, a massive 75% were against TfL's scheme. Yet TfL are ignoring residents' and commuters' objections. What was the point in consulting when TfL are not prepared to listen to an answer they didn't want to hear; and will you now review the scheme in light of the overwhelming opposition to it?

Your response being:

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

Will you now give a substantive answer?

[The Mayor](#)

Please see my response to MQ 2016/4889.

Archway Gyrotory [1]

Question No: 2017/0600

[Andrew Dismore](#)

Further to Question No: 2017/0224

Further to Question No: 2016/4889

Do you agree that a good definition of Consultation might be:

"let people know what they are proposing and why, give them a chance to comment, and conscientiously take into account their responses with an open mind before deciding whether or not to do what was proposed."

That being the case, what was the point of the public consultation on the proposals for the Archway Gyrotory scheme, if TfL have decided to ignore what the public say? Of the 818 respondents, 75% disagreed with the proposal. How is this "conscientiously taking into account responses with an open mind before deciding whether or not to do what was proposed"?

Your response being:

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

Will you now provide a substantive reply?

Your response being:

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

As this is now the second reminder, will you now give a substantive answer?

[The Mayor](#)

Please see my response to MQ 2016/4889.

Track maintenance north of East Finchley station

Question No: 2017/0601

[Andrew Dismore](#)

Further to Question No 2017/0227

Since March of 2016 residents have suffered from a noise problem arising from overnight track maintenance just north of East Finchley station. They have suffered an unprecedented 13 nights broken sleep due to hammering and drilling on this track generally starting at 2 a.m. and lasting till 4 a.m. The work seems to concentrate on the central track - this is neither the northbound nor the southbound track, but a rarely-used track used to turn the trains around. TFL has made no attempt to give residents notice of this work or tell them when it is scheduled to be completed. One resident emailed TFL's Freedom of Information office (foi@tfl.gov.uk) on 15th November to try to find out when the work is due to finish, but they have not bothered to reply. Will you look into the issue and give a proper reply as to what has been going on, when this will stop and ensure fair warning is given to residents?

Your response being:

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

Will you now give a substantive answer?

[The Mayor](#)

Please see my response to MQ 2017/227.

Gallantry awards [2]

Question No: 2017/0602

[Andrew Dismore](#)

Further to Question No 2017/0235

Over the last 5 years, how many London police officers have a) been recommended for and b) awarded national gallantry awards or honours in recognition of particular acts of bravery?

Your response being:

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

Will you now give a substantive answer?

[The Mayor](#)

Please see my response to MQ 2017/235.

Sexual misconduct inquiries into police

Question No: 2017/0603

[Andrew Dismore](#)

Further to Question No 2017/0248

Further to Question No: 2016/4882

Further to Question No: 2016/4395

'The Times' has established that there are at least 156 live sexual misconduct inquiries into police in England, Wales and Scotland. The figure includes complaints made by colleagues as well as reports by victims and witnesses, although the majority of cases are in the latter category. The true figure is likely to be higher since only a quarter of 44 forces would acknowledge live cases. How many of these are in the Met.?

Your response being:

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

Will you now provide a substantive reply as this has been outstanding for some time?

Your response being:

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

Will you now give a substantive answer as this is the third reminder?

[The Mayor](#)

Please see my response to MQ 2017/248.

Senior officers' perquisites

Question No: 2017/0604

[Andrew Dismore](#)

Further to Question No 2017/0251

Do any senior officers receive any assistance with housing in London: and do any senior officers receive a clothing allowance towards their uniforms or otherwise; and if so in both categories, what is the value in total of these?

Your response being:

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

Will you now give a substantive answer?

[The Mayor](#)

Please see my response to MQ 2017/251.

forensic reports

Question No: 2017/0605

[Andrew Dismore](#)

What is the average time for a) digital forensic reports and b) scientific forensic reports to be provided?

[The Mayor](#)

a) The estimated time for digital forensic reports is 7-10 days. This includes work undertaken on self-service kiosks and the most complex digital examinations.

b) The estimated time for scientific forensic reports is 67 days. This includes urgent submissions, completed in 48 hours, through to complex scientific cases that involve multiple submissions and different forensic disciplines.

drugs and alcohol support workers

Question No: 2017/0606

[Andrew Dismore](#)

Is MOPAC cutting funding for drugs and alcohol support workers embedded in custody suites, and if so by how much and why?

[The Mayor](#)

An answer to this question will be uploaded within one week of the meeting.

children held in custody [1]

Question No: 2017/0607

[Andrew Dismore](#)

Further to question 2016/4842, the answer to which provided a table of the numbers of children held in custody by age and length of time, will you provide a breakdown of that table to indicate for each box, the number of children held in custody under investigation; and the number held on post charge remand?

[The Mayor](#)

An answer to this question will be uploaded within one week of the meeting.

children held in custody [2]

Question No: 2017/0608

[Andrew Dismore](#)

In relation to requests by the Met to local authorities to provide a) secure and b) non secure accommodation for children held in custody, in relation to each category i) how many requests were made and ii) how many request were complied with, in the last 3 calendar years?

[The Mayor](#)

An answer to this question will be uploaded within one week of the meeting.

DBS checks for nurse practitioner posts

Question No: 2017/0609

[Andrew Dismore](#)

How long did it take in the last calendar year on average to complete DBS checks for applicants for nurse practitioner posts in custody suites?

[The Mayor](#)

MPS systems are not able to sift applications by profession. The role of police forces in the DBS application process is specifically to check the security of the individual.

The MPS continues to make good progress towards the elimination of the DBS backlog.

The average turnaround time for DBS checks is now down to 20 days, from over 75 days in February 2016.

Northern Line noise

Question No: 2017/0610

[Andrew Dismore](#)

Residents who live in Arlington Road and Mornington Crescent Camden Town have been suffering with disturbing noise from the Northern Line which has got considerably worse in the last two years with measurements showing ground-borne noise of 55dB (as tested by TfL) every time a Southbound Bank branch train passes by, plus disturbing vibration. The Northbound Bank branch is also audible. Whilst TfL are proposing to retrofit rubber bushings onto the stretch of Southbound line which has concrete sleepers which may help, they say that they cannot do anything about the corrugated track exists on both lines because the only solution to this is hand grinding which is very slow and expensive or totally replacing the track also very slow and even more expensive. What can you do to help these residents affected by tube noise?

[The Mayor](#)

TfL is planning to install shock absorbent fixings on the southbound Northern line at the beginning of April and estimates that this work will take four weeks to complete. After this work is complete, TfL's noise experts will take follow-up measurements at a number of properties to assess the benefit and then decide how best to tackle any remaining noise issues.

rail-grinders

Question No: 2017/0611

[Andrew Dismore](#)

Is it correct that there is no electric-powered rail-mounted rail-grinder small enough to be used in the Northern Line tunnels, thus preventing corrugated tracks being smoothed out, when compared with other lines where a diesel powered rail-grinder can be used; and if so, what can be done about this?

[The Mayor](#)

TfL has allocated funds in its Business Plan to develop its own electric-powered rail grinder unit which would be suitable for use across the entire Tube network. TfL is aiming for this unit to be in service in 2020/21.

TfL currently contracts the most modern and efficient diesel-powered grinding machinery available. Some limitations remain due to the age and geometry of some of TfL's infrastructure. In these locations, TfL uses a variety of methods to manage rail condition and reduce noise, such as replacing rails and installing shock absorbent track fastenings.

Met vehicle replacement programme and Brexit

Question No: 2017/0612

[Andrew Dismore](#)

Reports suggest that the Met has a replacement programme costing £21 million to replace 700 vehicles in 2017/18, including 250 Hybrid electric or alternative energy vehicles. What is your best estimate of how much more this replacement programme is costing, than would have been the case if Sterling had not been devalued as against the dollar and euro consequent on the Brexit referendum last year?

[The Mayor](#)

At the present time we have not forecast any additional costs to the vehicle replacement programme as a result of Sterling devaluing.

All vehicles are purchased from the Crown Commercial Services framework and a competitive process normally results in significant discounts against retail prices.

President Trump's state visit

Question No: 2017/0613

[Andrew Dismore](#)

If President Trump's state visit goes ahead, what is the estimated cost of policing it?

[The Mayor](#)

Please see response to MQ 2017/ 0702.

Routemaster buses recall

Question No: 2017/0614

[Andrew Dismore](#)

Is it correct that more than 400 of the previous Mayor's Routemaster buses are being recalled because of a fault with the doors which means the rear doors can be opened while the bus is actually moving, which then makes the vehicle suddenly stop. If so this fault is on top of the previous faults with their batteries and steering. What is the cost of remedial works on these buses and what is the impact on the reliability of the routes they serve?

[The Mayor](#)

Londoners deserve an affordable and functional bus fleet, which is why I will not be purchasing any more New Routemaster buses.

The fault you refer to was caused by a problem with the door control software in some New Routemaster buses which meant it was possible for the rear doors to be opened by the bus driver at speeds of 5mph or less, if a driver pressed the door close button ten to 20 times in a row and the halt brake was applied.

TfL has confirmed that the buses did not need to be recalled by the manufacturer for this problem to be fixed which meant that there was no impact on bus services. The affected buses had their software updated at bus garages when they were not in service and guidance was issued to bus drivers to ensure that the correct procedure was followed to avoid this problem occurring.

The software has been updated in all affected vehicles at no cost to TfL.

spoof 'Suicide Bomber Royal Navy recruitment' posters

Question No: 2017/0615

[Andrew Dismore](#)

What urgent action are you taking over the apparently spoof 'Suicide Bomber Royal Navy recruitment' posters appearing on TfL advertising sites?

[The Mayor](#)

The posters were fly-posted illegally, were obviously in no way affiliated with the Royal Navy and were not authorised by TfL. TfL is taking this matter extremely seriously both because of the inappropriateness of the posters and because posting them is as an act of vandalism.

As soon as the posters were brought to TfL's attention, it instructed its contractor to remove them.

TfL works closely with British Transport Police and the MPS and will investigate the incident and take further action as appropriate.

TfL Capital Investment (1)

Question No: 2017/0626

[Florence Eshalomi](#)

The March 2016 TfL Business Plan says, "This plan assumes capital renewals remain at an equilibrium rate of some £1bn a year, and that new capital enhancements are some £1.2bn a year". The December 2016 TfL Business Plan says, "The summary operating account on page 26 shows an average level of capital renewals (the capital investment required to maintain the network) of some £750m a year. The capital account shows that, on average, we must invest £1.4bn annually in capacity, reliability and accessibility improvements across the network". Can you explain why capital renewals have changed from £1Bn to £750m and new capital enhancement has gone from £1.2Bn to £1.4Bn?

[The Mayor](#)

TfL's March 2016 Budget and Business Plan Update was completed on a top-down basis in a very short time period with very broad assumptions used to split projects between renewals and new capital investment. The overall capital expenditure between this plan and TfL's current Business Plan is broadly the same.

TfL has previously advised the Assembly that there are several further points to note when comparing TfL's March 2016 Budget and Business Plan Update with its December 2016 Business Plan:

New Mayoral priorities have been set out since March 2016

More work has been carried out on the categorisation of capital investment as either renewals or new capital investment in line with accounting standards

Payment schedules have been reassessed and in many instances payment has been reprofiled without any impact on delivery

Detailed analysis of programmes and projects costs has revealed opportunities to reduce costs through value engineering

The delivery schedules of some programmes and projects have been reassessed and/or reprioritised following detailed review

TfL Capital Investment (2)

Question No: 2017/0627

[Florence Eshalomi](#)

The March 2016 TfL Business Plan says, "We have begun to identify value engineering options on new capital investment projects". Can you explain what value engineering is and how it allows TfL to reduce costs?

[The Mayor](#)

Value engineering is a methodology for getting the same outcome at a lower cost. In carrying out value engineering, TfL focuses on the deliverable elements of a capital project that are most important from the customer's point of view.

TfL Capital Investment (3)

Question No: 2017/0628

[Florence Eshalomi](#)

The March 2016 TfL Business Plan says, "We are targeting programme cost reductions of 10 per cent against the estimated final cost through better cost management". Have the 10 per cent cost reductions been achieved across all capital projects?

[The Mayor](#)

TfL's March 2016 Budget and Business Plan Update is superseded by the current Business Plan, published in December 2016.

Overall, TfL expects projects to achieve an average cost reduction of 10 per cent across the whole programme, but some projects will achieve greater cost reductions.

TfL continues to seek cost reductions across its whole business, including capital projects. Detailed analysis of projects was undertaken during the development of TfL's Business Plan.

TfL is on target to achieve the 2016/17 budget and it continues to focus on capital projects as it draws up its budget for 2017/18.

TfL Capital Investment (4)

Question No: 2017/0629

[Florence Eshalomi](#)

The March 2016 TfL Business Plan says, "Further initiatives will reduce the annual cost of our capital renewals while not degrading our assets". What initiatives are you perusing and what effect, if any, has it had on the cost of your capital renewals?

[The Mayor](#)

Please see my response to MQ 2017/0626 and 0628.

Red Route Loading Bays (1)

Question No: 2017/0630

[Florence Eshalomi](#)

In 2016 how many vehicles were found to be loading or unloading outside of the bays hours of operations?

[The Mayor](#)

An answer to this question will be uploaded within one week of the meeting.

Red Route Loading Bays (2)

Question No: 2017/0631

[Florence Eshalomi](#)

How much delay was incurred by TfL bus services in 2016 as a result of other vehicles violating stopping/parking restrictions on Red Routes?

[The Mayor](#)

There were 352,205 Penalty Charge Notices issued for parking and stopping contraventions in 2016 and some of these will have incurred delays to the bus network.

TfL is focused on reducing the occurrence and impact of these contraventions to help improve bus reliability on London's streets. It has not quantified the level of bus delay resulting from these violations.

Twickenham Bus Network Changes

Question No: 2017/0632

[Florence Eshalomi](#)

At the Transport Committee on 11 January 2017, Leon Daniels (Managing Director, Surface Transport, TfL) said, "If I were to pull out a non-contentious one, not from our current inbox, I remember Twickenham Town Centre, which is basically the fulcrum of a [pair of] scissors where buses come from two sides and go out on two sides. It was always the case that the bus stops existed in the middle of the town centre by the shops and where interchanges from the various axes were. As a result of the urban realm improvement, which has made Twickenham Town Centre a very much nicer place, those bus stops have been cast to the four corners and it is now not possible to make the interchange that used to be possible from a common stop without crossing a couple of roads". If the urban realm improvements in Twickenham make interchanging between buses less convenient, did TfL look at the structure of the network so that fewer passengers needed to interchange there?"

[The Mayor](#)

Yes, TfL worked closely with the London Borough of Richmond-upon-Thames to achieve the best combination of route patterns and stopping locations.

This helped to support the borough's objective of moving bus stops to release space for improvements to the town centre.

Bus Priority Scheme

Question No: 2017/0633

[Florence Eshalomi](#)

Does TfL have any plans to introduce a bus priority scheme on Tower Bridge Road northbound?

[The Mayor](#)

I am pleased to say that TfL plans to provide a northbound bus lane on Tower Bridge Road between Abbey Street and Tanner Street. The bus lane will operate during the morning and evening peak periods, Monday to Saturday, and extend for the length of the two existing northbound lanes on the Tower Bridge Road approach to the junction with Druid Street. This is expected to result in faster and more reliable journey times for bus passengers travelling northbound on Tower Bridge Road.

Heritage Bus 15 (1)

Question No: 2017/0634

[Florence Eshalomi](#)

The cost of the bus contract for the heritage route 15 is £1,155,328. This is £17.54 per mile. The cost of the non-heritage route 15 is £ 5,503,338, which is £5.37 per mile. Do you believe that running a heritage route is a good use of TfL's money?

[The Mayor](#)

Nine Routemasters are used on heritage route 15 and the cost reflects the age of the vehicles and the conductor service provided.

TfL regularly reviews expenditure to ensure best value for money, including for this route.

Heritage Bus 15 (2)

Question No: 2017/0635

[Florence Eshalomi](#)

I understand that the old Routemasters covering this route were recently refurbished. Can you confirm what the cost to TfL was of this refurbishment?

[The Mayor](#)

An answer to this question will be uploaded within one week of the meeting.

Bus Journeys in Decline

Question No: 2017/0636

Florence Eshalomi

If we look at the number of journeys by TfL reporting period we can see that there has been a 7% drop in bus journeys from 195.6m (period 9 in 2014/15) to 182.3m (period 9 in 2016/17). Can you break down these figures into individual bus routes so we can see where the journeys are dropping?

The Mayor

TfL does not publish route-level bus passenger data by period. However, data showing bus passenger journeys and bus operated kilometre on every route in the network for each year since 2010/11 is available at the following link:

<https://tfl.gov.uk/corporate/publications-and-reports/buses>

The decline in patronage has been principally driven by the impact of congestion on bus travel times. Additionally, for some time, a proportion of passengers have been choosing to make more use of improved rail services. The relationship between the change in bus speeds and the change in patronage is illustrated by the table below.

Change in Speed	Number of Routes	Change in patronage
>0%	62	-3%
0% to -1%	44	-2%
-1% to -2%	80	-2%
-2% to -3%	95	-5%
-3% to -4%	81	-4%
-4% to -5%	61	-9%
-5% to -8%	65	-7%
<-8%	36	-16%

The above table compares P9 2015/16 - P8 2016/17 with two years prior P9 2013/14 - P8 2014/15.

Growth in Bus Passenger Numbers

Question No: 2017/0637

[Florence Eshalomi](#)

TfL expects bus use to rise by 20 per cent over the next five years. How will those extra passengers be accommodated given there will be no increase in the amount of bus kilometre run?

[The Mayor](#)

TfL's Business Plan provides a detailed picture of investment plans for the next five years including bus service levels and supporting funding.

TfL has committed to maintaining the current level of operated mileage across the bus network throughout the plan but resources will be redistributed to meet changing demand, maintain network reliability and improve journey times. For example, this includes redistributing some resources from inner to outer London, to complement the Elizabeth line coming into operation.

Bus Countdown

Question No: 2017/0638

[Florence Eshalomi](#)

Leon Daniels (Managing Director, Surface Transport, TfL) said at the January 2016 Transport Committee meeting that, "I am afraid it is the case that the number of countdown signs that we presently have has been stable for some years but there is no funding for any more". Has TfL examined the possibility of using S106 money to fund these machines as Brighton & Hove Council has?

[The Mayor](#)

Yes, and London has already benefitted from 74 new countdown bus shelter signs funded by boroughs through Section 106 arrangements or other financial agreements. This is on top of the 2,593 countdown signs previously installed across the bus network.

To promote continued expansion, all boroughs have been briefed on how to obtain more signs and are encouraged to email TfL at countdown@tfl.gov.uk with details of the specific bus stops they are interested in.

Passing the English Language Requirement for PHV Drivers (1)

Question No: 2017/0639

[Florence Eshalomi](#)

How many private hire licences were due for renewal in the 3 months between 14th October 2016 and 13th January 2017? How many of those licences were renewed and how many were not?

[The Mayor](#)

5,444 private hire driver licences were due to expire between 14 October 2016 and 13 January 2017.

As of 10 February, 3,987 renewal applications have been received by TfL and, of those, 3,604 have been approved, 18 refused, withdrawn or rejected and 365 are awaiting a licensing decision.

Passing the English Language Requirement for PHV Drivers (2)

Question No: 2017/0640

[Florence Eshalomi](#)

How many new private hire licences were applied for in the 3 months between 14th October 2016 and 13th January 2017? How many of those licences were granted and how many were not?

[The Mayor](#)

An answer to this question will be uploaded within one week of the meeting.

Passing the English Language Requirement for PHV Drivers (3)

Question No: 2017/0641

[Florence Eshalomi](#)

We know that in respect of both new and renewal applications received between 14 October 2016 and 31 March 2017, applicants have until 31 March 2017 to prove to TfL that they comply with the English language requirement. Of the a) renewals and b) new licences granted in the 3 months between 14th October 2016 and 13th January 2017, how many have provided evidence that they comply with the English language requirement?

[The Mayor](#)

An answer to this question will be uploaded within one week of the meeting.

Passing the English Language Requirement for PHV Drivers (4)

Question No: 2017/0642

[Florence Eshalomi](#)

Of those divers who provided evidence that they complied with the English language requirement in the 3 months between 14th October 2016 and 13th January 2017 please breakdown the method with which they provided the evidence, such;

UK GCSE/O level (or equivalent) certificate at grades A* to G

UK AS-Level/A level certificate

UK NVQ*/B-Tech/City & Guilds qualification, along with confirmation from the awarding body that the qualification provided is equivalent to GCSE or above (for example, a Blue Badge Guide qualification)

UK BA Hons, BSc Hons degree or higher i.e. master's, PhD

UK HNC/HND qualification

SELT certificate at B1 level or higher, issued by Trinity College London or IELTS showing proficiency in reading, writing, speaking and listening

[The Mayor](#)

An answer to this question will be uploaded within one week of the meeting.

Changes to the Number 3 Bus (1)

Question No: 2017/0643

[Florence Eshalomi](#)

TfL have said that if they Cut route 3 back to Trafalgar Square there would be a cost of -£633,833, benefit of -£778,596, revenue change of -£187,511, which results in a Net Cost of -£446,322. Can you provide further details on how these figures were calculated?

[The Mayor](#)

TfL models the cost, revenue and passenger benefits of all proposed service changes. To model costs, TfL considers recent contract costs, frequency, length of route and hours of operation and, to model revenue and passenger benefit, TfL considers changes in waiting time, journey length and direct travel opportunities.

Further information is available in the 'cost effective' section of the bus service planning guidelines, available here: <http://content.tfl.gov.uk/bus-service-planning-guidelines.pdf>.

Changes to the Number 3 Bus (2)

Question No: 2017/0644

[Florence Eshalomi](#)

TfL have said that if they Cut route 3 back to Trafalgar Square and extend to Russell Square there would be a cost of £220,245, benefit of £421,174, revenue change of £79,356, which results in a Net Cost of £140,889. Can you provide further details on how these figures were calculated?

[The Mayor](#)

Please see my response to MQ 2017/0643.

Metro Trays on Buses

Question No: 2017/0645

[Florence Eshalomi](#)

A number of London buses now have a tray that is full of Metro Newspapers in the luggage area. This means luggage can no longer be stored there. Do you support the addition of the trays in buses? If not, what can TfL do to ban them from London's buses?

[The Mayor](#)

An answer to this question will be uploaded within one week of the meeting.

Child Poverty

Question No: 2017/0646

[Joanne McCartney](#)

When housing costs are taken into account, the number of Enfield & Haringey children living in poverty is over a third. What steps are you taking to address this issue?

[The Mayor](#)

There is no excuse for child poverty in a city as prosperous as London. That is why I committed in my manifesto to monitor levels of child poverty and food bank use and put in place effective, targeted interventions to tackle these issues.

You are correct to identify the significant effect that housing costs have in driving up levels of poverty, both in your constituency and also across the whole of London.

I recently announced a programme of housing investment of £3.15bn between 2016 and 2021 which, along with new planning rules to boost the building of affordable housing, will support the delivery of 90,000 genuinely affordable homes.

In your constituency, I am investing almost £165 million across the four housing zones in Edmonton, Meridian Water, Tottenham Hale and North Tottenham, which will help to unlock the construction of more than 3,800 affordable homes.

Most children in poverty come from working families, so one of the best things we can do is tackle the scourge of 'poverty pay', by promoting the London Living Wage. Measures such as freezing transport fares, introducing the Hopper ticket and setting up Energy for Londoners will also help reduce the costs that those on low incomes face.

Through my work on economic fairness, I will be considering what more we can do to understand the causes and effects of low-pay and poverty in London in order to bring forward the most effective interventions and to inform my advocacy and lobbying activity on these issues.

Helping disabled young people into employment (1)

Question No: 2017/0647

[Joanne McCartney](#)

What action have you taken/are you planning to take to help young disabled people into London's training and employment market?

[The Mayor](#)

An answer to this question will be uploaded within one week of the meeting.

Helping disabled young people into employment (2)

Question No: 2017/0648

[Joanne McCartney](#)

Can you provide me with the number of disabled young people in:

- a) full-time employment
- b) part-time employment
- c) zero-hours contracts

in London, by year, since 2008 to present?

[The Mayor](#)

An answer to this question will be uploaded within one week of the meeting.

Night Tube on the Piccadilly Line (1)

Question No: 2017/0649

[Joanne McCartney](#)

Could you provide the number of complaints TfL have received since the start of the Night Tube, the type of complaint and their general location, in Enfield & Haringey?

[The Mayor](#)

Since the launch of Night Tube service on the Piccadilly line, TfL has received one complaint from Enfield and Haringey regarding Tube noise between Arnos Grove and the Southgate area.

TfL's noise team has been in regular contact with the complainant and has updated them on what they will be doing to resolve the issue.

Night Tube on the Piccadilly Line (2)

Question No: 2017/0650

[Joanne McCartney](#)

Could you provide the number of (1) crimes that have been reported and their type, (2) times the police have called to an incident on the Piccadilly Line since the start of Night Tube services?

[The Mayor](#)

An answer to this question will be uploaded within one week of the meeting.

Harassment on Public Transport

Question No: 2017/0651

[Joanne McCartney](#)

Can you please update me with plans to roll out Project Guardian further on the public transport network in London?

[The Mayor](#)

Tackling unwanted sexual behaviour on public transport is a priority for me, TfL and the MPS.

Project Guardian, a partnership between TfL, the MPS, British Transport Police and City of London Police, aims to tackle unwanted sexual behaviour by improving public confidence to report sexual offences taking place on London's transport system.

The programme is supported by day-to-day activities including targeted policing of the network, proactive investigation of offences, awareness-raising sessions in schools and the successful Report it To Stop it (RITSI) campaign. The next phase of RITSI will be launched in spring and will be supported by a number of police operations.

Heating on Buses

Question No: 2017/0652

[Joanne McCartney](#)

A resident has written in to me saying that a number of buses he takes are regularly cold and the heating systems do not sufficiently heat the bus. What processes are in place to ensure that the bus is kept at an adequate temperature during the winter months?

[The Mayor](#)

Heating systems on all buses in the fleet are thermostatically controlled so that they switch on as soon as it is cold in the bus. They are fully automated and outside the driver's control. Like all large vehicles, if a bus has just entered service, it can take a short time to warm up. The heating system will be expected to provide reasonable levels of comfort after that.

All vehicles in the fleet are routinely maintained every four to six weeks to ensure they are in a good state of repair and that their heating systems provide reasonable comfort for passengers.

If a passenger complains that the saloon heating is not working to the driver when they notice it, or later to TfL, this is reported to the relevant operator and garage as an issue for investigation.

I will ask TfL to look into the specific circumstances if you could forward the details of the route, days and approximate times when your constituent felt that the bus they were travelling on was not comfortably heated.

Tottenham Hale Station (1)

Question No: 2017/0653

[Joanne McCartney](#)

Can you tell me: 1) how many times Tottenham Hale Station has closed in the past year, 2) On which dates did it close, 3) For how long the station was closed each time and 4) what was the reason for each closure?

[The Mayor](#)

There have been 11 unplanned closures of Tottenham Hale station since January 2016, detailed below.

Date	Time	Day	Duration (mins)	Cause Code Description
01/07/2016	05:27	Fri	6	Staff - Absence or Shortage, Stations Staff
17/11/2016	23:50	Thu	67	Power Failure
11/12/2016	01:50	Sun	120	Staff - Absence or Shortage, Stations Staff
15/12/2016	05:15	Thu	10	Staff - Absence or Shortage, Stations Staff
16/12/2016	14:54	Fri	30	Staff - Absence or Shortage, Stations Staff
31/12/2016	02:18	Sat	102	Staff - Absence or Shortage, Stations Staff
31/12/2016	17:30	Sat	237	Staff - Absence or Shortage, Stations Staff
01/01/2017	02:13	Sun	54	Staff - Absence or Shortage, Stations Staff
14/01/2017	14:40	Sat	561	Staff - Absence or Shortage, Stations Staff
15/01/2017	14:14	Sun	616	Staff - Absence or Shortage, Stations Staff
03/02/2017	05:15	Fri	21	Staff - Absence or Shortage, Stations Staff

TfL has recently experienced high levels of unforeseen staff absence at this end of the Victoria line and it has sometimes not been able to provide staff cover at short notice, causing certain stations to be closed, including Tottenham Hale. In addition, there was industrial action (in the form of an overtime ban) by union members centred around the ticket office closure programme.

TfL has assured me that good progress is being made on resolving staffing issues at Tottenham Hale Station and TfL is determined to deliver a reliable service to all of its customers.

Tottenham Hale Station (2)

Question No: 2017/0654

[Joanne McCartney](#)

What steps are you taking to ensure that Tottenham Hale station remains open, particularly on Tottenham Hotspur match days, as residents have expressed safety concerns when the station closes?

[The Mayor](#)

An answer to this question will be uploaded within one week of the meeting.

Body Worn Cameras

Question No: 2017/0655

[Joanne McCartney](#)

Can you please provide the rollout timetable for body worn cameras across London boroughs?

[The Mayor](#)

To date Body Worn Video (BWV) has been rolled out to 10 London boroughs (Westminster, Lewisham, Brent, Havering, Bromley, Barnet, Ealing, Croydon, Hillingdon and Bexley), as well as the Territorial Support Group.

BWV is being rolled out on a staggered basis to all remaining boroughs and specialist departments.

This is scheduled to be complete by September 2017.

Ruislip Station Disabled Access

Question No: 2017/0656

[Onkar Sahota](#)

Will the Mayor update me on the timetable to ensure Ruislip Station can be fully accessible?

[The Mayor](#)

In December, I announced the biggest boost to step-free access on the Underground in the network's 153 year history.

This involves investing an additional £200 million to make more than 30 additional Tube stations step free over the next five years.

TfL is reviewing the priority stations for step-free access, and Ruislip station is being considered as part of this review. An announcement about the stations to benefit from this investment will be made shortly.

Greenford Branch Service Reduction

Question No: 2017/0657

[Onkar Sahota](#)

As the Mayor will be aware, the advent of Crossrail has necessitated a reconfiguration services calling at West Ealing Station. Early work has now been completed to allow the Greenford Branch line to run from West Ealing to Greenford on separate tracks to free capacity on the main line. Residents throughout the development of Crossrail were promised no loss of service, however this is no longer the case. Will the Mayor take this issue up with GWR, and ensure that full service is returned for commuters?

[The Mayor](#)

I am not aware of any reduction in the frequency of services on this line. I understand that the Greenford branch services continue to be timetabled to operate half-hourly and the introduction by Great Western Railway of a new half-hourly electric service between Hayes & Harlington and Paddington has ensured that passengers continue to benefit from four trains per hour in each direction between West Ealing and Paddington.

Moreover, the introduction of the new and longer electric trains has provided rail passengers from West Ealing with a more frequent service to Southall and Hayes & Harlington as well as a substantial increase in the number of seats on the route into Paddington.

This service, alongside others such as Heathrow Connect, will become Elizabeth line services in due course. From this point, Greenford branch customers will benefit from a single change at West Ealing into direct high capacity Crossrail services to the West End, the City and Canary Wharf, in many cases removing the need to change trains at Paddington.

I am unaware of any previous commitment to retain direct Greenford services to or from Paddington and the decision to truncate the service at West Ealing is not a recent one. However, it is unlikely that this change will be reversed as this would mean replacing two longer trains with two short ones once again, which is not a good use of network capacity.

Northwood Station Development

Question No: 2017/0658

[Onkar Sahota](#)

Will the Mayor provide me an urgent update on the future status of the proposed development of Northwood Station, given that two previous planning applications at the site have been withdrawn, meaning residents in Northwood have lived for five years with the prospect of major development, without any certainty?

[The Mayor](#)

Please see my response to MQ [2016/3989](#).

TfL remains committed to delivering a mixed-use development at Northwood, which will be delivered jointly with a development partner. TfL will continue to work closely with the local community and the London Borough of Hillingdon as it brings forward a revised scheme.

Hillingdon Children's Centres

Question No: 2017/0659

[Onkar Sahota](#)

Given the Mayor's stated intentions to support early years education in London, to ensure children get the best start in life, will he intervene with Hillingdon Council, who are planning to close two Children's Centres in the Borough?

[The Mayor](#)

I fully appreciate that the work of Children's Centres and their staff is vital to both children's development and ensuring that parents in London have the support they need.

I am also acutely aware of the pressure that local boroughs are under and the difficult decisions they have to make on behalf of their residents. Unfortunately, I am unable to intervene as this is a local borough matter.

However, I am committed to improving early years provision for London's children and their parents and the GLA is currently developing a programme of action to help close the many gaps between disadvantaged young children and their more advantaged peers that open up during the early years.

RAF Northolt

Question No: 2017/0660

[Onkar Sahota](#)

Given that the London Borough of Hillingdon and the last Mayor were so keen to see Heathrow closed to make way for a new garden city on the site of the airport, now that the Government have given their verdict on the Davies Commission, will the Mayor seriously consider proposals by a number of parties to explore the possibility of delivering a new garden city at the site of RAF Northolt, and will he take the idea up with the Ministry of Defence?

[The Mayor](#)

Whilst I am always keen to ensure that surplus public sector land is brought forwards to deliver much needed housing, the RAF Northolt site is currently in operational use by the Royal Air Force and the Ministry of Defence have not indicated to me that the site is surplus.

Hillingdon Outdoor Activities Centre

Question No: 2017/0661

[Onkar Sahota](#)

Given the impending construction continues to threaten the long term future of the Hillingdon Outdoor Activities Centre, will the Mayor consider taking up their cause both with the Department of Transport and Hillingdon Council, in order to ensure that their now stalled relocation can be achieved?

[The Mayor](#)

I am very disappointed to hear that the future of the Hillingdon Outdoor Activities Centre is not yet secure, but I am aware that the Hillingdon Council is still in discussions with HS2 Ltd in relation to its possible relocation.

I have asked my officials at the GLA to follow this up with the Department for Transport and Hillingdon to press for a speedy and satisfactory resolution.

Pedicabs

Question No: 2017/0662

[Navin Shah](#)

Since you took over as Mayor of London what discussions have you had with the Secretary of State for Transport on regulation to review pedicabs to make them safe, better regulated, reliable and reputable?

[The Mayor](#)

Please see my response to MQ 2017/0456.

Chief Digital Officer

Question No: 2017/0663

[Navin Shah](#)

When will you appoint and implement the digital inclusion strategy, led by the new Chief Digital Officer?

[The Mayor](#)

The process of recruiting London's first ever Chief Digital Officer (CDO) will begin in the coming weeks. The post holder will play a key leadership role across London on digital transformation, helping Londoners to lead more digitally enabled lives and access the services and information that they need.

The new CDO will prioritise digital inclusion, which is more than just getting people online, it is about transforming lives, particularly for those groups most excluded (older Londoner, Londoners with disabilities and Londoners from disadvantaged backgrounds).

It is concerning that in 2017, 7.2% of Londoners have never used the internet and 16% do not have basic digital skills. The new CDO will work to ensure that all Londoners are able take advantage of digital technology in their everyday lives.

Low Emission Bus Zones (Brent)

Question No: 2017/0664

[Navin Shah](#)

I welcome your plans for 10 more Low Emission Bus Zones, including A5 along the border of Brent, deploying the greenest buses on the capital's most polluted routes to cut harmful nitrogen oxide (NOx) emissions. When will you be looking at further areas to introduce green buses as I have local campaigners in Brent who are disappointed that local roads with clear evidence of toxic air from existing bus fleets have not benefitted from the recent announcement?

[The Mayor](#)

My Low Emission Bus Zones enable the most polluted corridors to be targeted quickly. This scheme is just one part of my far-reaching programme to tackle London's poor air quality.

Other parts of Brent will benefit from my plans to bring forward the deadline for buses to comply with the Ultra-Low Emission Zone to 2019, which has already led to three routes passing through the borough being lifted to the ultra-clean Euro VI engine standard. Another five routes will follow between now and 2019.

So that all of London has better air quality, I have also set out ambitious plans for all buses in the fleet to meet or exceed the Euro VI engine standard by 2020 through upgrading of exhaust systems and replacement of vehicles. This process will be encouraged to happen as early as possible by my requirement that new buses entering the fleet are hybrid diesel-electric or zero emission from next year.

Low Emission in Opportunity Areas

Question No: 2017/0665

[Navin Shah](#)

Do you have clear strategy for Opportunity Areas like Harrow's Town Centre with current excessive congestion, large volumes of buses and planned growth which are already subjected to unacceptable level of toxic air? When do we expect implementation of measures to tackle toxic air in such Outer London areas facing intensive growth?

[The Mayor](#)

An answer to this question will be uploaded within one week of the meeting.

Financial Inclusion

Question No: 2017/0666

[Navin Shah](#)

Can you give me an update on what the Economic Fairness Team has been doing around financial inclusion and can you explain how will the tram be looking to tackle the problem of debt in London?

[The Mayor](#)

I am keen to explore the role that I can play in tackling problem debt in London. I want to see a reduction in levels of problem debt, and increases in financial literacy and awareness of affordable credit products and debt advice services in London. This is being taken forward as part of our wider work around economic fairness.

Already officers have met with organisations including Toynbee Hall, StepChange and the Money Advice Service to consider how my actions can complement those of organisations already active in this field.

London's first Deputy Mayor for Social Integration, Social Mobility and Community Engagement, Matthew Ryder and his team are bringing forward a programme of work looking closely at issues around poverty, financial inclusion and debt, and have convened roundtables this month with leading organisations in this area. This will feed into the wider work around economic fairness.

Encouraging More Cycling

Question No: 2017/0667

[Navin Shah](#)

A survey has found that one in five people in the UK have not cycled in more than decade - this is in spite of 'clear appetite for cycling' as suggested by British Heart Foundation. The Mayor's keen interest and recent funding announcement for cycling is very welcome - how is the Mayor encouraging more and more Londoners to get on their bike?

[The Mayor](#)

I am committed to encouraging more Londoners to get on their bike. I recently published Healthy Streets for London, and have appointed Dr Will Norman as London's first ever Walking and Cycling Commissioner to drive forward delivery of my walking and cycling agenda, putting public health at the forefront of my transport strategy.

My new Healthy Streets investment programme, set out in TfL's Business Plan, will deliver more Cycle Superhighways, Quietways, Mini-Hollands, Liveable Neighbourhoods and other major transformational projects to help Londoners choose active travel options and help improve their health.

Alongside this, I am also investing in supporting measures, such as providing free cycle skills training in every London borough.

Protection of Voluntary Sector Music, Dance and Cultural Activities

Question No: 2017/0668

[Navin Shah](#)

I note positive progress made for London's grassroots music venues. However, as a result of government cuts, grassroots music/dance/cultural activities run by London's diverse voluntary sector are either shutting down or are under unprecedented threat of closure. How can the Mayor intervene and support Local Authorities and London's diverse communities to keep their activities going?

[The Mayor](#)

I convene the London Culture Forum, a Strategic Alliance of local authority officers from London's 32 local authorities and the City Of London, who are committed to transforming people and places through arts and culture.

It has co-commissioned strategic programmes such as The Streets on high streets across outer London. I will also be launching the London Borough of Culture competition to support Local Authorities, throwing a spotlight onto the social value of culture across their communities.

The Grassroots Music Venues Progress Report I published in January shows that I have taken positive steps to address some of the challenges facing grassroots music venues. In 2018, I will also publish the capital's first Cultural Infrastructure Plan, which will help local authorities plan for cultural places and spaces.

My volunteering programme, Team London, helps non-profit organisations to recruit volunteers for their roles. At any one time, 1,250 roles are advertised and approximately 15% of these roles are for arts and cultural organisations.

Air Quality Audits for Schools

Question No: 2017/0669

[Navin Shah](#)

Will Mayor's much needed initiative include audit of travel plans operated by school. Where needed will this scheme provide encouragement/requirements for travel plans (where there are none currently) and provide additional support to schools to make their existing travel plans more effective?

[The Mayor](#)

An answer to this question will be uploaded within one week of the meeting.

Right To Strike

Question No: 2017/0670

[Navin Shah](#)

As a reaction to the current rail strikes there is a debate whether strikes should be curbed? A 'Strike Day' bill is being promoted to allow courts to decide if an all-out strike would cause unacceptable suffering to the public. This will let a judge determine whether to force unions to keep a level of basic service running. Is this a way forward and will this mean attack on right to strike?

[The Mayor](#)

My focus is to undo my predecessors toxic legacy dealing with the unions, reset relationships and get people together to ensure constructive discussions take place.

Like all commuters in London I was delighted that, through engagement and discussion, we were able to get a settlement to the dispute around ticket office closures, thus avoiding more strikes.

I urge all parties in the Southern Rail dispute to adopt the same approach.

FGM Support Clinic

Question No: 2017/0671

[Navin Shah](#)

Due to budget pressures the Acton African Well Woman Centre is due to shut at the end of March. How can the Mayor intervene to stop such closures of services that are providing valuable service in in FGM related work?

[The Mayor](#)

The decision to close the Acton African Well Woman Centre was made locally.

I understand that the clinic was historically funded by Brent Council to provide a deinfibulation service, clinical assessment and advice to women. Although there is a recognised need for FGM services in the area, I have been advised that the commissioning model for the service is not robust or sustainable. The local Clinical Commissioning Group (CCG) has also advised that there are sufficient alternative services within the area.

I understand that NHS England is currently developing commissioning guidance for local CCG commissioners which aims to ensure they have appropriate, good quality services in place. The guidance is being developed with clinical experts, patients/survivors/campaigners and commissioners. The guidance will cover the physical and mental health consequences of FGM, the costs to health services, clinical pathways, service quality standards and a directory of services.

Anti-Semitic Crime

Question No: 2017/0672

[Navin Shah](#)

Recent reports of a spate of anti-Semitic attacks in Edgware in Barnet has raised concerns in the community and religious leaders including those in Harrow. What is being done to support the victims and provide safety and support to synagogues particularly in Harrow and Barnet Boroughs with large Jewish community?

[The Mayor](#)

I am acutely aware of and concerned about Anti-Semitic hate crime in London and the impact of this on victims. I have made my approach very clear to both the MPS and our partners that hate in any form will not be tolerated in our city.

My Deputy Mayor for Policing and Crime, Sophie Linden, and senior MOPAC officers regularly meet with both the Community Security Trust (CST), to whom MOPAC provides an annual grant of £23,752 to support their ongoing work with victims, and the Shomrim, to ensure open lines of communication regarding anti-Semitic crime, and that we are facilitating the necessary support to victims.

The MPS continues to build links in the community, including within Middlesex University (in Barnet), for example, where the CST are now providing training with campus security; building new links with the Jewish society; and delivering a hate crime surgery on campus.

The MPS has also advised that, in order to protect and reassure local communities, they have put in place additional reassurance patrols and joint patrols with the CST officers in affected areas, and the MPS' public order commander is chairing a quarterly meeting between key stakeholders and the three borough commanders of those areas with the largest Jewish Communities to ensure a coordinated response, including responding to the concerns of local synagogues. Across the MPS, specialist hate crime liaison officers are in post in every borough to improve the overall identification of hate crime offences, encourage reporting and support victims.

University applications (1)

Question No: 2017/0673

[Fiona Twycross](#)

Following the EU referendum result, university applications from students in the EU have fallen by 7 per cent. What impact will this have on the finances of London's universities?

[The Mayor](#)

An answer to this question will be uploaded within one week of the meeting.

University applications (2)

Question No: 2017/0674

[Fiona Twycross](#)

Following the removal of bursaries, applications for nursing degrees have dropped by 23 per cent. What impact will this, combined with the Government's plans to limit immigration, have on London's hospitals?

[The Mayor](#)

An answer to this question will be uploaded within one week of the meeting.

EU powers (1)

Question No: 2017/0675

[Fiona Twycross](#)

At the launch of the London Finance Commission's report, "Devolution: A Capital Idea", you mentioned that you were currently investigating which powers the European Union (EU) has that could be of benefit to London. Can you tell me what your findings were?

[The Mayor](#)

An answer to this question will be uploaded within one week of the meeting.

EU powers (2)

Question No: 2017/0676

[Fiona Twycross](#)

Are there any EU powers or legislation that you feel would be of benefit to London if they could be transferred to the Greater London Authority (GLA)?

[The Mayor](#)

An answer to this question will be uploaded within one week of the meeting.

EU powers (3)

Question No: 2017/0677

[Fiona Twycross](#)

When the UK leaves the EU, would there be scope for the GLA to set the minimum standard and enforcement of worker's rights if the Government do not proactively keep up with EU standards?

[The Mayor](#)

An answer to this question will be uploaded within one week of the meeting.

Good business choice (1)

Question No: 2017/0678

[Fiona Twycross](#)

You mentioned during the last Mayor's Question Time that you are keen to acknowledge businesses that ensure good working conditions and pay. How do you intend to promote good businesses to London's consumers?

[The Mayor](#)

An answer to this question will be uploaded within one week of the meeting.

Good business choice (2)

Question No: 2017/0679

[Fiona Twycross](#)

Can you look into the possibility of creating a website to show which businesses are deemed to have good working conditions and pay to enable consumers to make informed choices?

[The Mayor](#)

An answer to this question will be uploaded within one week of the meeting.

Devolution

Question No: 2017/0680

[Fiona Twycross](#)

Following the London Finance Commission's recommendations to devolve more power to London, how would you intend for any extra powers to be scrutinised?

[The Mayor](#)

An answer to this question will be uploaded within one week of the meeting.

Permitted development rights

Question No: 2017/0681

[Fiona Twycross](#)

The Government has stated that there is no requirement to note how much office space is to change to residential use, only that from April 2016 applications for prior approval are required to note how many homes will be permitted. Is there scope for the GLA to analyse how much office space is being transferred to residential use if the Government will not do it?

[The Mayor](#)

Since the government introduced office to residential permitted development rights in 2013, the GLA has been monitoring prior approval applications in collaboration with the London boroughs.

Most of the data on which this monitoring is based is not recorded on the prior approval application form. According to the latest borough/GLA monitoring, details of the office floorspace affected has been recorded for 2,204 of the 2,725 approved applications and indicates that if all prior approvals were implemented more than 1.6 million m² of office floorspace could be transferred to residential.

Visa-free travel

Question No: 2017/0682

[Fiona Twycross](#)

Given the Prime Minister's stance on providing a 'hard Brexit' to the UK, there are concerns that we will not have access to visa-free travel. What would be the implications on London if it did not have access to visa-free travel?

[The Mayor](#)

An answer to this question will be uploaded within one week of the meeting.

London Visa

Question No: 2017/0683

[Fiona Twycross](#)

If a system of regional visas is an option, would you consider a condition of the employers being granted access to a visa only for those that pay the London Living Wage and are deemed to have good working conditions?

[The Mayor](#)

An answer to this question will be uploaded within one week of the meeting.

The ClassCeiling

Question No: 2017/0684

[Fiona Twycross](#)

The Social Mobility Commission recently released a report looking into the impact of class on social mobility and found that professionals from working-class backgrounds are paid £6,800 less on average each year than those from more affluent families. How will you seek to smash the class ceiling for Londoners?

[The Mayor](#)

London is both a city of opportunity and inequality. No one should be locked out of all that London has to offer because of their gender, ethnicity or social background. Boosting social mobility in the capital is crucial and it is an issue I take seriously. Overcoming disadvantages associated with social class is a key aspect of our work on social integration and social mobility.

As such, London's first Deputy Mayor for Social Integration, Social Mobility and Community Engagement, Matthew Ryder, and his team are bringing forward a programme of work around economic fairness, including creating a business compact to promote the London Living Wage, tackle the gender pay gap and support parents entering, or returning to, the workforce.

I am creating more opportunity through apprenticeships for young Londoners, and I continue to lobby central government to ensure that changes to the apprenticeship system do not adversely affect Londoners from disadvantaged backgrounds. My education team continues to work on narrowing the attainment gaps and outcomes for disadvantaged groups.

Apprentice pay

Question No: 2017/0685

[Fiona Twycross](#)

In your answer to MQ 2016/4479 you stated that there is an insufficient sample of apprentices in the ONS Annual Survey of Hours and Earnings to analyse levels of apprentice pay in London. Would the GLA consider collecting this data?

[The Mayor](#)

Undertaking a survey of apprenticeship pay in London would have significant cost and data protection implications.

Government are in the process of completing their 2016 Apprenticeship Pay Survey.

My Officers will explore whether the data can be interrogated on a regional basis.

ESF funding

Question No: 2017/0686

[Fiona Twycross](#)

Can you provide me with an update on securing replacement ESF funding after 2020?

[The Mayor](#)

At the first meeting of the London Economic Action Partnership earlier this month, I called on the Government to take an urgent decision on how funds that London receives from the European Union will be replaced in the aftermath of Brexit.

We will continue to press for an early decision from Government, through our discussions with Ministers, and our response to the White Paper on the United Kingdom's exit from and new partnership with the European Union.

Research on Food Poverty

Question No: 2017/0687

[Fiona Twycross](#)

Will there be any further research into the impact of food poverty, following on from the 'Child Hunger in London - Understanding Food Poverty in the Capital' report which was which was undertaken by the London Food Board and research company Ipsos MORI?

[The Mayor](#)

An answer to this question will be uploaded within one week of the meeting.

Pay to Stay Housing Associations

Question No: 2017/0688

[Fiona Twycross](#)

What steps will you be taking to protect tenants from Housing Associations who plan to implement pay to stay for their tenants in London?

[The Mayor](#)

My team are currently considering how best to take this area of work forward, and will offer you an update soon.

PHV Driver Licences (1)

Question No: 2017/0689

[David Kurten](#)

In the light of growing numbers of drivers with TfL licences operating regularly all over the country, what is your policy on granting PHV driver licences to drivers who clearly do not have a home address anywhere near London?

[The Mayor](#)

Currently, private hire licensees can license themselves with one authority, anywhere in England and Wales, and work all of the time in another authority. This is lawful under current legislation as long as the triple licensing requirement is met.

Restricting licences to drivers residing in or near London would be an arbitrary and ineffective approach to a problem that clearly requires a change in national legislation to resolve, and I will continue to lobby the Government to make this important legislative change

PHV Driver Licences (2)

Question No: 2017/0690

[David Kurten](#)

What has TfL done to lobby government for more controls on cross-border hiring?

[The Mayor](#)

As I mentioned in my response to MQ 2017/0394, private hire licensees can license themselves with one authority, anywhere in England and Wales, and work wholly in another authority as long as the triple licensing requirement is met. I am sure you will agree this is both unacceptable and inconsistent with how private hire legislation would have anticipated local licensing regimes to work.

TfL and I have taken every opportunity to raise this important matter with Government and my Deputy Mayor for Transport, Val Shawcross, is in contact with the Department for Transport about it. TfL is also discussing this issue with senior taxi and private hire trade representatives, a number of which have recently voiced their concerns with Government.

We will continue to push for a national solution to this issue.

PHV Driver Licences (3)

Question No: 2017/0691

[David Kurten](#)

What is TfL currently doing to lobby government for gaining control of limiting the number of PHV licences it issues?

[The Mayor](#)

As the law stands, TfL is legally obliged to issue a licence to anyone who meets the statutory criteria for licensing. Both TfL and I have previously raised this matter with Government on a number of occasions, however at the time the proposals for a change in primary legislation, which is necessary to allow TfL to limit licence numbers, were not supported.

While I have raised this issue directly with Government, there is a broader and more pressing issue of cross-border hiring which, without being addressed, will make any new powers to cap private hire vehicle numbers ineffective.

PHV Driver Licences (4)

Question No: 2017/0692

[David Kurten](#)

Will TfL have any input into the forthcoming Modern Transport Bill to solve the issues mentioned in the Mayor's Taxi and Private Hire Vehicle Action Plan?

[The Mayor](#)

The Taxi and Private Hire Action Plan sets out commitments to both trades and the passengers they serve.

There are a number of measures we believe are necessary to enhance public safety and support drivers which would require changes to primary legislation. For example, we are lobbying Government on issues around cross border hiring, legislation to regulate pedicabs, creating a statutory definition of plying for hire and the introduction of greater enforcement powers.

Transport for London and I continue to press Government to identify a suitable Government Bill to address these important issues.

PHV Driver Licences (5)

Question No: 2017/0693

[David Kurten](#)

When will TfL stop granting licences to diesel PHVs

[The Mayor](#)

An answer to this question will be uploaded within one week of the meeting.

PHV Driver Licences (6)

Question No: 2017/0694

[David Kurten](#)

To reduce traffic congestion and dangerous pollution levels caused in large parts by TFL licensing over 117K mini cabs, allowing them to virtually ply for hire, does the Mayor agree with UKIP that PH should pay the Congestion Charge?

[The Mayor](#)

There are approximately 87,000 private hire vehicles (PHVs) licensed by TfL.

As part of TfL's work to tackle congestion and improve air quality, it is considering the removal of the Congestion Charge exemption for PHVs.

Its analysis of the potential impacts will be completed shortly and, subject to its findings, any potential consultation on the issue will launch later this year.

PHV Driver Licences (7)

Question No: 2017/0695

[David Kurten](#)

All PH drivers should have completed and signed TFL's 'After Market Electronic Devices Equipment' declaration form. Listing all the devices used in their work vehicle. Why have TFL not sent out these forms and instructed PH drivers to complete and return? Surely with the huge increase in RTA's caused by PH, due to constant interaction and distraction with the phone and Satellite Navigation systems, would you agree, it is of great importance that these forms are completed?

[The Mayor](#)

As stated in my response to MQ 2016/2474, all taxi and private hire vehicles presented for inspection with after market electronic devices and equipment installed require a declaration to be signed by the person presenting the vehicle. In the majority of cases, vehicles are presented without any additional equipment in place. I have asked TfL to investigate what additional checks can be put in place to further address this issue.

I agree more can and should be done, which is why I have committed in the Taxi and Private Hire Action Plan to introduce an advanced driving test for private hire drivers.

PHV Driver Licences (8)

Question No: 2017/0696

David Kurten

Recently TFL inspected 49,136 PH vehicles and found only 237 were wheelchair accessible. Do you agree that this is an appalling and shameful statistic that allows PH operators to discriminate against wheelchair users and other people with disabilities? TFL have allowed UBER to operate in the same market as Taxis that are 100% WCA and subsidised entirely by the driver. Do you agree that this is an un-level playing field?

The Mayor

All Black Cabs are wheelchair accessible. As I have demonstrated through my Taxi and Private Hire Action Plan, I am committed to ensuring that the two markets are fair. I agree that much more can be done to increase the availability of wheelchair accessible vehicles in London's private hire fleet. I have asked TfL to carry out further analysis of the total number of wheelchair-accessible vehicles and to work with the private hire trade to deliver more.

It is worth noting the difference in the way the two trades operate. While taxis are able to pick up passengers on the street, private hire vehicles must be pre-booked by a licensed private hire operator.

Private hire customers can therefore request an accessible vehicle from an operator beforehand and the operator can seek to provide an appropriate vehicle in advance of the journey. Customers can search for operators that provide such vehicles on the TfL website, and selecting the option for wheelchair accessible vehicles: <https://tfl.gov.uk/forms/12389.aspx>.

Careers in the Cab Trade

Question No: 2017/0697

[David Kurten](#)

How much has TfL invested annually over the last 4 years promoting the Knowledge of London? Have they held regular seminars and exhibitions at schools, colleges and job fairs to reach out to people to consider driving a Taxi as a career?

[The Mayor](#)

As the licensing authority responsible for regulating the taxi and private hire trade, TfL ensures that the highest standards are maintained and that the reputation of taxi drivers and the Knowledge is protected.

Although TfL does not have a specific budget to promote the Knowledge of London, it actively works with Knowledge schools, theatre and television production companies to leverage free opportunities to promote the Knowledge. For example, TfL agreed to participate in news programmes on the Knowledge and cab trade produced by ITV Channel 4 and has recently assisted a theatre company with research for a stage adaptation of the 1979 film, The Knowledge.

As part of my Taxi and Private Hire Action plan, TfL is investigating whether the Knowledge can be established as a formal qualification, potentially enabling applicants to apply for study loans.

In addition, TfL recently worked with a television production company on a documentary following the journey of a number of Knowledge students which will appear on Channel 4 in the coming months.

Taxi and Private Hire Compliance Officers (1)

Question No: 2017/0698

[David Kurten](#)

What is the minimum compliance cover for Taxi and PH in London at any given time? How many officers over how many square miles?

[The Mayor](#)

An answer to this question will be uploaded within one week of the meeting.

Taxi and Private Hire Compliance Officers (2)

Question No: 2017/0699

[David Kurten](#)

Out of the current group of Compliance Officers operating on the streets, how many are fully trained?

[The Mayor](#)

An answer to this question will be uploaded within one week of the meeting.

Uber (1)

Question No: 2017/0700

[David Kurten](#)

Who is accepting payment, offering a receipt and paying drivers for Uber bookings: is it Uber London Ltd or Uber BV (Netherlands)?

[The Mayor](#)

Uber London Limited is required to meet the same regulatory requirements as any other private hire operator licensed by TfL, including accepting bookings at their licensed operating centre in London.

The processing of passenger fare payments, how drivers are paid and by whom is something for individual operators to determine and does not fall within TfL's regulatory remit.

Uber (2)

Question No: 2017/0701

[David Kurten](#)

Is the Uber booking process in breach of the 1998 Private Hire Act?

[The Mayor](#)

Uber London Limited is required to meet the same regulatory requirements as any other private hire operator licensed in London. Regular licensing and compliance checks are carried out on all private hire operators, including Uber, to ensure they continue to meet legislative requirements.

Security cost of President Trump's State Visit

Question No: 2017/0702

[Caroline Pidgeon](#)

Can you outline the estimated cost to the MPS for providing security during President Trump's impending State Visit?

[The Mayor](#)

The MPS have not been formally notified of the full details of the forthcoming state visit to the UK and so it is not yet possible to estimate the cost to the MPS for providing security.

When the details of any visit are announced, the MPS will put in place a policing operation that is proportionate to discharging its responsibilities.

West Brompton station

Question No: 2017/0703

[Caroline Pidgeon](#)

Will West Brompton be included among the stations under TfL's boundary extension and National Rail discount trials?

[The Mayor](#)

It is unlikely that West Brompton station will be included in the initial trial. However, I am happy to say that both the additional extension tickets for non-Zone 1 Travelcard holders wishing to travel beyond the London boundary and the reduced-rate printed tickets for National Railcard holders are planned to be available at West Brompton station from the end of May.

Taxi drivers - medicals

Question No: 2017/0704

[Caroline Pidgeon](#)

Will you provide reassurance to black taxi drivers that they will continue to be able to obtain their medicals from their local GPs for the foreseeable future?

[The Mayor](#)

To ensure the safety of the public, all applicants for a taxi or private hire licence must satisfy TfL that they are medically fit to hold a driver's licence. All taxi and private hire drivers and applicants are required to meet DVLA group 2 medical guidelines and, as it stands, they are able to obtain their medical certificates from any registered General Practitioner with access to their full medical records.

Following the recent investigation by a national newspaper, TfL has been made aware of potential fraudulent activity where taxi and private hire applicants have not gone through the appropriate medical assessment process. TfL and I are committed to ensuring the safety of the public, and in light of these allegations, TfL is reviewing the process by which medical assessments are undertaken. As part of this process, TfL is engaging with both the taxi and private hire trades.

CIL charging zones - Haringey

Question No: 2017/0705

[Caroline Pidgeon](#)

The level of discrepancy in the proposed Community Infrastructure Levy (CIL) charging zone rates in Haringey is vast, with Tottenham much lower than other parts of the Borough - will you review them?

[The Mayor](#)

I understand that Haringey Council has recently undertaken a review of its Borough Community Infrastructure Levy (BCIL) rates, and has agreed to consult on amending them.

Currently, eight of the 19 wards in the London Borough of Haringey have a BCIL rate for residential and student accommodation development of £15 per square metre. The proposed changes will involve substantially increasing this BCIL rate to £130 per square metre for six of the eight wards in the east of the borough. This will result in a greater equalisation of BCIL rates across the borough. This change will need to be supported by evidence demonstrating development viability and a strong need for infrastructure funding.

The defined Community Infrastructure Levy (CIL) process going forward is that Haringey will consult on a preliminary draft charging schedule, then prepare and consult on a draft charging schedule, before a submission for consideration via examination. My officers at the GLA will consider all borough CIL proposals which are published for consultation and will respond to these on my behalf as appropriate.

Child abuse claims - football clubs

Question No: 2017/0706

[Caroline Pidgeon](#)

The Met Police are investigating 255 football child abuse claims. What action are you taking to prevent future instances of child abuse from occurring?

[The Mayor](#)

Child abuse is a horrendous crime that affects the most vulnerable and leaves lifelong damage. It is something we need to enforce against, and critically, work to prevent from happening in the first place. The MPS response to non-recent abuse within the world of Football - Operation Fremont - has the safeguarding of children as its highest priority.

Since November, the MPS have launched an internal media campaign to ensure staff are fully aware of Child Protection issues. To support this, training on missing children and CSE has been delivered to over 10,500 frontline officers and supervisors. Further, all frontline staff including custody staff and PCSOs are also receiving Safeguarding Training as part of their Professional Development Days (PDDs). The training highlights the importance of recognition of risk, prevention through earlier enforcement and early referral to partners.

Prevention is also a key strand within Project Violet, the MPS response to child abuse linked to faith or belief, and within Project Azure, the MPS response to FGM. Both align to the NPCC HBA strategy 2015-2018.

My Deputy Mayor for Policing and Crime, Sophie Linden, has established a London Child Protection Policing Oversight Group to oversee the MPS response to the HMIC child protection inspection. We will continue to monitor this work closely as it is of critical importance that our children and young people are kept safe.

Longer lorries on UK roads

Question No: 2017/0707

[Caroline Pidgeon](#)

Concerns have been raised about the Government's decision to allow an increase in the number of longer lorries using UK roads. Will you restrict their use on London roads?

[The Mayor](#)

There is no evidence to suggest that longer lorries, which are designed for long-distance motorway travel, are being significantly used in London. TfL is currently monitoring a Department for Transport trial about the use of longer lorries, to assess their future use in cities and if they are likely to pose a safety risk.

Should evidence emerge that longer lorries increase road danger in London, I will seek to restrict their use, in the same way I am targeting lorries with large blind spots.

Linking Central Line to Ickenham

Question No: 2017/0708

[Caroline Pidgeon](#)

I have received correspondence suggesting the benefits of linking up the Central Line from Ruislip Gardens to the Metropolitan/Piccadilly line near Ickenham. Is this something TfL has looked at in the past, and something you would consider in the future?

[The Mayor](#)

TfL has previously looked at the case for running Central line services to Uxbridge. To do this would require Central line trains to run on the current Piccadilly line tracks and for Piccadilly line trains to not run beyond Rayners Lane.

This would have the effect of reducing the service frequency between Ruislip and Rayners Lane stations. Further, an additional cost of £29 million to convert Rayners Lane depot, and the cost of buying more Central line trains, meant that this proposal was not taken forward.

Cycle Enfield

Question No: 2017/0709

[Caroline Pidgeon](#)

I have been contacted by constituents who are concerned about a lack of strategic co-ordination between your LEZ programme and the proposed citing of cycling lanes on the A1010 and A105. Will you review your plans to ensure they are joined up?

[The Mayor](#)

TfL is working with the London Borough of Enfield on the roll-out of Low Emission Bus Corridors and cycle tracks on both the A1010 and A105.

TfL has confirmed that these initiatives are fully co-ordinated and will result in a healthier, safer and more attractive environment for people walking, cycling and using public transport. Should any further concerns emerge as the schemes develop I would be happy to ask TfL officers to take them into consideration.

HMIC - child protection

Question No: 2017/0710

[Caroline Pidgeon](#)

HMIC report into the Met's child protection investigations have found that the Met does not participate in enough multi-agency training. What steps are you taking to ensure that this is rectified?

[The Mayor](#)

As you can imagine, I share your concern over the findings in the HMIC child protection inspection and have been clear on the urgency with which the MPS must respond to the recommendations. High quality and extensive training is integral to making sustained improvements.

My Deputy Mayor for Policing and Crime, Sophie Linden, has established a London Child Protection Policing Oversight Group to oversee the MPS response to the HMIC child protection inspection. One of the key purposes of this group is to oversee the MPS action plan which has been developed to address the issues identified and includes a number of actions relating to training.

Multi-agency training has been raised specifically in this forum and at our regular MPS oversight board. We will continue to monitor this closely to seek assurance from the MPS that the training planned is effective and impactful, and that where possible it links with training delivered by other partners including local authorities and health.

Trains operating on the London Underground Line

Question No: 2017/0711

[Caroline Pidgeon](#)

Please publish a table showing how many trains (1) were scheduled to operate, and (2) actually operated, for each day during January 2017 on the following London Underground lines: (a) Bakerloo, (b) Central, (c) Circle, (d) Hammersmith and City, (e) Jubilee, (f) Metropolitan, (g) Northern, (h) Piccadilly, (i) Victoria, and (j) Waterloo and City.

[The Mayor](#)

A table showing the number of scheduled kilometres for each line compared with the actual kilometres run each day in January 2017 is attached as Appendix 711. For the month, the overall percentage of scheduled kilometres run per line was:

Line:	Scheduled kms run per line:
Metropolitan	98.2 per cent
Northern	97.8 per cent
Jubilee	97.0 per cent
District	96.8 per cent
Bakerloo	94.3 per cent
Waterloo & City	92.9 per cent
Central	92.7 per cent
Piccadilly	91.0 per cent
Victoria	91.0 per cent
Circle/Hammersmith & City	90.5 per cent

These figures were influenced by industrial action which took place on:

all lines on 8 and 9 January 2017

the Central line on 25 and 26 January 2017

the Waterloo and City line on 26 January 2017.

Uber

Question No: 2017/0712

[Caroline Pidgeon](#)

When TfL licensed Uber in 2012 did TfL carry out any money laundering compliance checks to ensure the revenues that Uber generate are used legitimately?

[The Mayor](#)

An answer to this question will be uploaded within one week of the meeting.

Taxi and private hire drivers reading and interacting with text messages whilst driving (1)

Question No: 2017/0713

[Caroline Pidgeon](#)

Do you believe responsible taxi and private hire drivers who do not accept app bookings while driving on safety grounds are commercially disadvantaged over those drivers who are distracted and endanger other road users to accept bookings whilst driving?

[The Mayor](#)

TfL expects all drivers, particularly professionals such as taxi and private hire drivers, to drive without causing any risk to others; no driver should be distracted by the use of electronic devices when driving, whatever the reason. At all times they must adhere to all relevant Road Traffic legislation.

TfL engages all London's drivers, including taxi and private hire drivers, with campaigns that advise them about road safety and the dangers of driving without due care and attention. These are advertised through a wide range of channels, including TV, cinema, radio, posters on high streets and social media.

In addition, messages around road danger, including distraction driving, are shared with taxi and private hire drivers through the communication channels TfL has with licensees.

TfL continues to work with the police and other enforcement agencies to ensure compliance with Road Traffic legislation.

Taxi and private hire drivers reading and interacting with text messages whilst driving (2)

Question No: 2017/0714

[Caroline Pidgeon](#)

In your letter to me dated the 30th November 2016 (your ref: MGLA241016-0170) you stated that my suggestion regarding the use of technical solutions that would not allow a driver to interact with an app while a vehicle is moving had been passed to TfL for further consideration. When do you expect an outcome of this consideration?

[The Mayor](#)

An answer to this question will be uploaded within one week of the meeting.

Taxi and private hire drivers reading and interacting with text messages whilst driving (3)

Question No: 2017/0715

[Caroline Pidgeon](#)

In your letter to me dated the 30th November 2016 (your ref: MGLA 241016-0170) you stated that you had asked TfL to consider how research into the way apps are being used by drivers, including taxi and private hire, could be taken forward. When do you expect an outcome of this consideration?

[The Mayor](#)

An answer to this question will be uploaded within one week of the meeting.

Priority spaces for wheelchair users on buses

Question No: 2017/0716

[Caroline Pidgeon](#)

Please state the exact plans that TfL will now take to ensure full compliance with the recent Supreme Court ruling relating to the case of Doug Paulley, setting out potential actions in: (a) bus driver training, (b) monitoring the actions of bus drivers and (c) changing the layout of buses.

[The Mayor](#)

TfL is studying the judges' verdict to ensure the London bus network responds fully to the outcomes of the Doug Paulley case and remains at the forefront of accessibility.

TfL will provide a formal response as soon as its review has concluded and there has been engagement with groups representing our disabled customers.

Complaints by disabled people relating to bus drivers not stopping

Question No: 2017/0717

[Caroline Pidgeon](#)

What action is TfL taking to review its complaints procedures following the ITV London Tonight report of the experience of Chris Stapleton, where it would appear that 53 separate complaints about bus drivers not stopping after he had pressed the bus buzzer appeared not to lead to any improvement in his journey experience?

[The Mayor](#)

I am very sorry for the poor service Mr Stapleton has experienced both on TfL's buses and from its customer services centre.

TfL is extending an invitation to Mr Stapleton and Transport for All to visit the TfL Contact Centre in North Greenwich, to get their direct input on how TfL can make changes to improve the experience for customers with accessibility issues when they contact TfL. This comes at a time when TfL is introducing a new complaints system, which will capture complaints data more accurately to help TfL identify complaint trends. This will mean that TfL can take action to resolve complaints sooner. TfL is also considering how it can improve on how it reports back to customers on the outcomes of complaints, as well as producing aggregated data on bus operators' actions.

TfL has begun work to tackle accessibility issues across the entire bus network through the new 'Hello London!' customer experience training programme that is mandatory for all 24,500 drivers in the fleet. This programme highlights common customer complaints and how drivers can actively seek to avoid them. Examples include working with drivers to better acknowledge when a bus has been requested to stop - either to board or alight - as well as stopping considerately for passenger convenience. TfL will also be engaging more closely with bus operators to address issues like this on both a route and driver level, refreshing the Big Red Book, which is a guide to all drivers on services and standards. This guide will also be updated following the recent Supreme Court ruling relating to wheelchairs on buses.

Full cost of introducing New Routemasters

Question No: 2017/0718

[Caroline Pidgeon](#)

Please clarify when in 2017 you will finally publish the full cost to TfL of negotiating settlements with bus companies as part of TfL's policy of introducing New Routemasters mid-concession to existing contracts?

[The Mayor](#)

This information will be published in the spring.

Employment of more London Underground staff

Question No: 2017/0721

[Caroline Pidgeon](#)

Following the announcement in your press release of 6th February 2017 that an additional 325 members of staff will be employed by London Underground, please state what specific improvements are now planned in passenger service, especially in terms of ensuring staff are easier to identify.

[The Mayor](#)

These 325 additional staff will be recruited throughout the year and will be deployed to achieve a range of objectives, including increasing the visibility and availability of staff for customers, particularly at suburban stations.

In addition, TfL is conducting trials to investigate specific ways to improve the visibility and availability of station staff. These include:

- new, more visible uniforms for ticket hall staff;
- changes to the position of fixed travel information at stations;
- more obvious 'focal points' for staff within stations; and
- looking at different ways for customers to contact staff within the station.

Dangerous cycling

Question No: 2017/0722

[Caroline Pidgeon](#)

I repeatedly receive complaints about a small minority of cyclists who ride through red traffic lights. Please state how many cyclists were cautioned or received fines for this traffic offence in 2016? What other steps is the MPS undertaking to ensure that action is taken against the small minority of cyclists that endanger themselves, other road users, especially pedestrians?

[The Mayor](#)

The MPS states that a total of 1985 people were fined for contravening traffic signals on a pedal cycle in 2016. The MPS are not able to provide the number of cyclists that received cautions.

The Roads and Transport Policing Command's (RTPC) enforcement activity addresses the causes of danger by all classes of road users, including cyclists. Cyclists contravening red traffic lights may be reported by any police officer and in 2017 this power will be extended to Police Community Support Officers.

RTPC officers are regularly deployed to Operation Safeway focusing on education and enforcement at junctions, that have been identified through analysis as repeat locations for serious collisions.

Misfuelling of MPS cars

Question No: 2017/0723

[Caroline Pidgeon](#)

What has been the cost of repairs to MPS cars that have been misfuelled and how many incidents of misfuelling have there been since 2010? Please break down the incidents and the cost for each individual year.

[The Mayor](#)

An answer to this question will be uploaded within one week of the meeting.

London Fire Brigade incidents involving houseboats

Question No: 2017/0724

[Caroline Pidgeon](#)

Please state in 2016 how many incidents of fires on houseboats were attended by London Fire Brigade.

[The Mayor](#)

London Fire Brigade attended two fires on houseboats in 2016.

MPS - Specialist Command Units

Question No: 2017/0725

[Caroline Pidgeon](#)

What is the current supervisory ratio for each specialist command unit at the MPS? Please provide details for the years 2014, 2015, and 2016.

[The Mayor](#)

An answer to this question will be uploaded within one week of the meeting.

MPS - Case Loads

Question No: 2017/0726

[Caroline Pidgeon](#)

What is the average caseload for each SCO17 Sexual Offences, Exploitation and Child Abuse (SOECA) unit officer? Please provide details for the years 2014, 2015, and 2016.

[The Mayor](#)

An answer to this question will be uploaded within one week of the meeting.

MPS - Police Informants

Question No: 2017/0727

[Caroline Pidgeon](#)

What is your view on the £5.2 million given by the MPS to informants from 2011-16? Are you going to review the process?

Police and Crime Plan (1)

Question No: 2017/0728

[Caroline Pidgeon](#)

The Draft Police and Crime Plan for London states that the MPS will improve the way in which drug testing is commissioned. Can you elaborate on this and outline the likely costs that this would entail?

[The Mayor](#)

MOPAC currently funds a minimum of £1.5m for MPS drug testing and a further £4.9m to support access to substance misuse services as part of the London Crime Prevention Fund (previously known as the Drug Intervention Programme).

In order to maximise the effectiveness of this funding and to align with changes in treatment, MOPAC will be working with Local Authorities, NHS England and Public Health England to review London DIP and drug testing arrangements. This will aid future funding and commissioning decisions.

Police and Crime Plan (2)

Question No: 2017/0729

[Caroline Pidgeon](#)

The Draft Police and Crime Plan for London cites statistics for the number of offences caused by those under the influence of alcohol. Do you hold reliable statistics for the number of offences caused by those under the influence of illegal narcotics? If so, please publish them for 2015 and 2016.

[The Mayor](#)

The way in which features such as offenders being under the influence of drugs is recorded on the MPS crime recording system is via the use of feature codes. These are non-mandatory fields that allow features of an offence to be recorded.

Therefore this should be taken as an indication of offending only.

In 2015 there were 2,982 offences which had the feature code 'MG-Suspect/Accused had taken drugs prior to committing offence' present. In 2016 this was 2,819 offences.

Possession of cannabis offences are the most frequently recorded with this feature (49% in 2015 and 57% in 2016).

Police and Crime Plan (3)

Question No: 2017/0730

[Caroline Pidgeon](#)

The Draft Police and Crime Plan for London states that the number of armed police officers will be increased. Please provide the total number of armed police officers you are aiming to recruit for each of the next three years.

[The Mayor](#)

As part of the Armed Uplift Programme, the MPS is actively recruiting and training an additional 600 officers as authorised firearms officers.

This will see the total number of armed officers within the MPS rise from around 2,200 to 2,800 armed officers.

The precise number of officers recruited in the coming years will depend on workforce turnover.

Police and Crime Plan (4)

Question No: 2017/0731

[Caroline Pidgeon](#)

The Draft Police and Crime Plan for London outlines the steps being taken to improve child welfare. Will you detail the plans you have to work with London Boroughs to improve the collection of data on missing looked after and other children?

[The Mayor](#)

Since 2014/15, MOPAC has provided £80,000 funding for the London Safeguarding Children Board and £5,000 per borough to local safeguarding children boards, to support improvements in safeguarding policies and procedures across London. I will continue to support this work which includes improving information sharing and data collection - vital in the protection of our most vulnerable children.

Knife Crime

Question No: 2017/0732

[Caroline Pidgeon](#)

Can you confirm that sharing anonymised knife crime injury data with the MPS is a priority for reducing knife crime in the capital and will feature in your knife crime strategy?

[The Mayor](#)

We are delivering an Information Sharing to Tackle Violence (ISTV) Programme, which is funded via the Home Office, Police Innovations Fund (PIF). The funding for this programme which commenced in April 2015 is due to end on the 31 March 2017.

The programme has been successful in the identification of emerging hotspots and trends in violent incidents, which were not previously known to the MPS, Local Ambulance Service and broader partners. We will take the learning from this programme and incorporate the positive elements into the knife crime strategy, calling on regional & local partners for support.

Drug and alcohol workers in police custody suites

Question No: 2017/0733

[Caroline Pidgeon](#)

Can you confirm that MOPAC will reverse funding cuts to alcohol and drug workers in MPS custody suites?

[The Mayor](#)

Responsibility for commissioning alcohol and drug workers in MPS custody suites lies with Local Authorities. NHS England also commission Liaison and Diversion Services in MPS custody suites.

MOPAC funds Local Authorities through the London Crime prevention Fund (LCPF). I have protected and maintained the LCPF at £72m over the next four years, despite continued pressures on the police budget. The majority is direct funding to Local Authorities, who have discretion to allocate this to local priorities aligned to the Police and Crime plan.

Metropolitan Police Force reorganisation

Question No: 2017/0734

[Caroline Pidgeon](#)

How will you ensure that communities' local policing needs are going to be met with Commanders managing larger areas than before?

[The Mayor](#)

Each BCU Commander will be supported by a Superintendent who is responsible for each borough and works closely with local partners. This includes a specific focus on the local priorities which matter most in the local area.

This Superintendent will be accountable for ensuring every ward has its own dedicated ward panel that reflects the local community.

Alongside the two Dedicated Ward officers in every ward, in consultation with Local Authorities, additional Dedicated Ward Officers (DWOs) will be allocated to priority wards. All of these officers will be focused on the local problems identified in consultation with the community.

Custody Nurse Practitioners

Question No: 2017/0735

[Caroline Pidgeon](#)

The MPS has revised the total number of Custody Nurse Practitioners (CNPs) from 189 in 2009 to 64. There are currently now has just 49 CNPs in operation. How will you ensure that those in custody are able to access the level of care that they require with so few trained healthcare professionals at custody suites?

[The Mayor](#)

The provision of timely and effective custody health care that supports detainees health needs is a priority.

The MPS has put in place an Enhanced Healthcare Plan, which consolidates Met Custody Nurse Practitioners (CNPs) into the busiest suites. The model is based on the principle of providing 24/7 Custody Nurse Practitioners (CNPs) within the 12 busiest custody suites (based on healthcare need/risk), with the remaining suites, with less demand, being covered by Forensic Medical Examiners which ensures the relevant level of care required by detainees is provided.

This approach requires a total of 64 CNPs and the MPS anticipates reaching the full complement by spring 2017. It is the MPS' view, based on their knowledge and experience of detainees, that this will provide sufficient coverage across the custody estate.

Water cannon sale

Question No: 2017/0736

[Caroline Pidgeon](#)

You have previously stated that the previous Mayor's misguided water cannon would be sold, with the proceeds going to youth services in the city. Could you provide an update on the sale of the vehicles, the anticipated funds you will achieve from their sale, and the timeframe in which London's youth services are likely to benefit from their sale?

[The Mayor](#)

An answer to this question will be uploaded within one week of the meeting.

Roding Valley (1)

Question No: 2017/0737

[Caroline Pidgeon](#)

A number of commuters have highlighted concerns about the extremely high number of passengers using Roding Valley station at peak times. They state that the reallocation of trains from the "loop" has adversely impacted users of Roding Valley, Chigwell and Grange Hill stations more than it has benefited those travelling on the Epping Branch. What steps are TfL taking to assess the needs of passengers and ensure services are improved in this area?

[The Mayor](#)

TfL recognises that timetable changes do not always benefit everyone who uses a service, but the changes to the Central line timetable were introduced to balance services across the whole line and to match available resources to wider customer demand.

In the past, the Epping branch had 93 per cent of the customers and only 79 per cent of the train services. Under the new timetable, the Epping branch now has 91 per cent of the train service.

Roding Valley station is one of the least-used stations on the Tube network with just over 500 customers a day Monday to Friday. In contrast, there are typically more than 8,000 customers on the Epping branch on weekday morning peak periods (between 06:00 and 08:30) compared with 600 on the Hainault loop.

TfL continues to review timetables to match demand with resources as closely as possible, and is working on a new Central line timetable for 2018.

Roding Valley (2)

Question No: 2017/0738

[Caroline Pidgeon](#)

What additional trains will be allocated to the Roding Valley part of the Central Line whilst trains are undergoing maintenance work?

[The Mayor](#)

Between 2018 and 2022, the Central line train fleet will undergo major work, including structural repairs, accessibility improvements and replacement of motors.

This will improve the reliability and availability of Central line trains for the remainder of their life, until Transport for London modernises the signalling and starts to run new trains on the Central line in the 2030s. New timetables planned for 2018 and 2019 will facilitate this upgrade work.

No decisions have yet been made on the train service but a service pattern that includes a shuttle train between Hainault to Woodford is one of the options for inclusion in the 2019 timetable.

Ethanol fuel cells in taxis

Question No: 2017/0739

[Caroline Pidgeon](#)

I have been contacted about the potential benefits of converting London taxis to run using ethanol fuel cells. Is this something you are considering?

[The Mayor](#)

An answer to this question will be uploaded within one week of the meeting.

Vauxhall bus station (1)

Question No: 2017/0740

[Caroline Pidgeon](#)

Can you provide details of the maintenance schedule and costs for Vauxhall bus station?

[The Mayor](#)

An answer to this question will be uploaded within one week of the meeting.

Vauxhall bus station (2)

Question No: 2017/0741

[Caroline Pidgeon](#)

Please provide details of how much has been spent in the last three years on Vauxhall Bus Station, how much is scheduled for the next three years, and the predicted ongoing costs for the maintenance of Vauxhall bus station.

[The Mayor](#)

An answer to this question will be uploaded within one week of the meeting.

Vauxhall bus station (3)

Question No: 2017/0742

[Caroline Pidgeon](#)

What has been the effect on the number of passengers changing buses at Vauxhall bus station since the introduction of the hopper tickets?

[The Mayor](#)

The introduction of the Hopper fare has had a positive effect on passenger numbers. To date, around 42 million Hopper journeys have been made since its introduction.

However, it is still too early to carry out analysis regarding the impact of Hopper tickets in specific locations.

TfL is keeping this under review.

Electric charging infrastructure (1)

Question No: 2017/0743

[Caroline Pidgeon](#)

What plans are in place to implement the electric charging infrastructure needed for the 250 hybrid electric or alternative energy police vehicles that are planned to be introduced in the next 12 months?

[The Mayor](#)

An answer to this question will be uploaded within one week of the meeting.

Electric charging infrastructure (2)

Question No: 2017/0744

[Caroline Pidgeon](#)

Can you detail the cost of introducing the necessary electric charging infrastructure for the new fleet of Met Police vehicles? What is the timeframe for installing this infrastructure?

[The Mayor](#)

An answer to this question will be uploaded within one week of the meeting.

Lifts not operating due to an absence of trained staff (1)

Question No: 2017/0745

[Caroline Pidgeon](#)

Please list the dates, length of time of closure, and the name of the Underground Station for which each lift was out of service solely due to an absence of trained members of staff during 2016.

[The Mayor](#)

An answer to this question will be uploaded within one week of the meeting.

Lifts not operating due to an absence of trained staff (2)

Question No: 2017/0747

[Caroline Pidgeon](#)

Following the announcement in your press release of 6th February 2017 that an additional 325 members of staff will be employed by London Underground, what assurances can you give that TfL will move to a zero policy of lift closures simply due to an absence of trained staff at any station?

[The Mayor](#)

These 325 additional staff will be recruited throughout the year and will be deployed to achieve a range of objectives, including increasing the visibility and availability of staff for customers, particularly at suburban stations.

TfL's goal is absolutely to have no lifts taken out of service due to an absence of trained staff and these additional roles will help to reduce these occurrences.

Over the coming months, TfL will determine locations and duties for each role and I have asked TfL to update you once this process has been completed.