

Questions to the Mayor

19 NOVEMBER 2020

WRITTEN ANSWERS REPORT

Subject: MQT on 19 November, 2020

Report of: Executive Director of Secretariat

Economic Recovery Strategy

Question No: [2020/4224](#)

Tony Devenish

After the unanimous agreement of the London Assembly, can we expect a date for publication of your Economic Recovery Strategy during November 2020 as London fights to overcome Covid and protect jobs?

Economic Recovery Strategy

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Economic Recovery Strategy

The Mayor

Last updated: 23 NOVEMBER , 2020

In October I published an [overview paper](#) setting out the framework for the city's recovery: to restore confidence in the city, minimise the impact on communities and build back better the city's economy and society. The Recovery Programme is underpinned by nine missions that are currently being taken forward, which include a focus on doubling the size of London's green economy, revitalising our high streets, helping Londoners into good work, providing a New Deal for Young People and ensuring digital access for all. The action plans for these missions will be published in January 2021.

Gallows Corner

Question No: [2020/4092](#)

Keith Prince

Do you feel TfL did enough to notify my constituents and me in advance about the hugely disruptive works at Gallows Corner and will you commit to ensuring that I am always notified in advance on any disruptive major works in my constituency?

Gallows Corner

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Gallows Corner**The Mayor**

Last updated: 8 JANUARY , 2021

TfL always seeks to notify and consult the relevant local authority, stakeholders and residents ahead of carrying out any significant or disruptive maintenance works. There are occasions where emergency works need to take place for safety critical reasons which could mean that the local authority and others are informed at short notice or retrospectively.

I understand, on the occasion in question, TfL needed to carry out an urgent structural inspection on the steelwork of the Gallows Corner flyover. The inspection took place during the half term break when we often see a reduction in traffic levels so the impact was expected to be minimal. That, and the urgent nature of the works, meant TfL didn't feel advanced communications with local stakeholders were required on this occasion.

However, the impact of COVID-19 has seen traffic patterns become less predictable. Traffic levels in half-term did decrease in the morning peaks but they stayed the same at other times including the evening peak. This led to greater disruption than expected at those busier times. As soon as they noticed the disruption, TfL were in contact with the London Borough of Havering.

I appreciate this will have been of little help for your residents who were impacted by this closure. I have been assured that TfL will give advance notice to key stakeholders, including you, of any further scheduled works to the Gallows Corner flyover. TfL will also continue working closely with Havering Council and the DfT on plans to transform Gallows Corner. As you know, our ability to commit investment is constrained by lack of certainty beyond the end of the current Government funding agreement.

Empty garages

Question No: [2020/4196](#)

Tony Devenish

Will you urge London councils to get on and build homes instead of garages?

Empty garages**The Mayor**

Last updated: 20 NOVEMBER , 2020

One of my top priorities is Mayor is to support councils to build more genuinely affordable homes in London, including on smaller sites (such as garages). In 2018, I released over £1 billion in capital funding and £10 million in revenue funding to councils through my inaugural Building Council Homes for Londoners programme. Last year the programme supported councils to start over 3,300 new council homes in London – the highest number since 1983. This significant investment means that councils should have greater confidence to tackle more diverse housing developments – including on garage sites.

In addition, my London Plan encourages housing development on smaller sites by requiring councils to meet small sites targets and to proactively seek new sources of supply. My Small Sites, Small Builders programme has also allocated £9.8m of capital funding to boroughs to deliver homes on small sites across London, including garage developments.

Car scrappage scheme (1)**Question No:** 2020/3785

Caroline Pidgeon

Since the commencement of the car and motorcycle scrappage scheme to help low income and disabled Londoners scrap older and more polluting vehicles, please publish statistics showing separately for both cars and motorcycles (a) how many applications have been received, (b) how many grants have been awarded, (c) how many applications have been refused, (d) how many applications are currently being processed.

Car scrappage scheme (1)**The Mayor**

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Car scrappage scheme (1)**The Mayor**

Last updated: 16 MARCH , 2021

On 23 October 2019, I launched my car and motorcycle scrappage fund to help low-income Londoners scrap their older, more polluting vehicles in favour of cleaner vehicles and greener forms of transport to help clean up London's polluted air. This scheme remains open to new applicants.

The table below sets out the data held by Transport for London (TfL). Unfortunately, it is not possible to provide a breakdown by cars or motorcycles for applications received but TfL can report this data where a grant payment has been made.

The predominant reason applications are rejected is because they are incomplete. "Applications accepted" means that TfL has approved the application. As at 16 February 2021, the total value of applications accepted by TfL is £8.6m.

A grant payment is made when TfL receives evidence that the vehicle has been scrapped. While customers have up to seven months to scrap their vehicles, the average time between acceptance and payment is 36 days.

Scheme - Car & Motorcycle scrappage	Data as at 16/02/2021
(a) Total Applications Received	10,360
(b) Grant payments made/Vehicles scrapped (Cars)	3,758
(b) Grant payments made/Vehicles scrapped (Motorcycles)	26
(c) Total Applications Rejected	4,897
(d) Total Applications Accepted	4,311
(d) Total Applications still to be processed	1,152

Car scrappage scheme (2)**Question No:** 2020/3786*Caroline Pidgeon*

How much of the £25 million budget for the car and motorcycle scheme to help low income and disabled Londoners has been allocated so far?

Car scrappage scheme (2)**The Mayor**

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Car scrappage scheme (2)**The Mayor**

Last updated: 7 JANUARY , 2021

As of Monday 30 November 2020, Transport for London (TfL) had processed 3,124 Car and Motorcycle Scrappage Scheme payments, with a total value of £6,226,000. The total potential value of eligible applications received to date, including pending applications, is around £7,474,000.

Pedestrian fatalities**Question No:** 2020/3787*Caroline Pidgeon*

In your reply to Question 2020/3264 you highlighted the Streetspace programme alongside borough-led initiatives such as Low Traffic Neighbourhoods as initiatives being taken to reduce pedestrian fatalities. However, these initiatives are largely confined to residential areas and do not address the issue that three quarters of fatal and serious pedestrian casualties occur on main roads. What steps are you taking to reduce fatal and serious pedestrian casualties on these roads, including measures to ensure greater speed enforcement?

Pedestrian fatalities**The Mayor**

Last updated: 20 NOVEMBER , 2020

My Vision Zero Action Plan sets out a safe systems approach to improving safety for all road users. This approach consists of actions to ensure we have safe speeds, safe streets (main roads and residential roads), safe vehicles and safe behaviours.

On main roads a combination of these approaches is being applied. These include safer vehicle designs resulting from the Direct Vision Standard and Bus Safety Standard, changing road layouts to make them safer and more attractive for pedestrians as part of our Healthy Streets programme, active enforcement of speed and other road danger through our investment and support of the MPS Roads and Transport Policing Command, and our wider communications and road user training programmes designed to ensure people can travel safely and sustainably by any mode.

To support safe speeds on main roads, TfL has reduced the speed limit to 20mph on all the main roads it operates within the congestion charging zone and has a programme to lower the limit on other main roads in appropriate locations. Streetspace schemes have been supported by

an additional 20km of 20mph limits introduced on the Transport for London Road Network. TfL also targets enforcement through its network of over 800 safety cameras, the majority of which are on main roads, and works closely in partnership with the police to prioritise enforcement at locations where risk and speeding offences are prevalent.

Vision Zero target

Question No: [2020/3788](#)

Caroline Pidgeon

The latest reported road casualty statistics for 2019 released by Transport for London showed an increase in the number of people killed on London's roads from 111 in 2018 to 125 in 2019. What assurances can you give Londoners that the interim Vision Zero target will be met or exceeded by 2022, of 65 per cent fewer people killed or seriously injured against the average for 2005-09?

Vision Zero target

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Vision Zero target

The Mayor

Last updated: 23 NOVEMBER , 2020

I deeply regret the increase in the number of people killed on London's roads in 2019 following the record low number in 2018. I know that every one of those people lost their life prematurely in incidents that will have profoundly affected their friends and family. That is why I have set stretching and ambitious targets for reducing the number of people killed or seriously injured while travelling in London. The 2019 data shows that the total number of deaths and serious injuries in 2019 reduced by 4 per cent compared to 2018 and by 39 per cent against the baseline years of 2005-09. My target to deliver a 65 per cent reduction in people killed or seriously injured by 2022 has already been met for some road user groups, including vehicle occupants, bus and coach occupants and children.

Nevertheless, there are no grounds for complacency. The 2022 target remains challenging but necessary and Transport for London (TfL), London's boroughs, the police and a range of other organisations will need to continue to collaborate and strive to make London's roads even safer. TfL will continue to deliver its ambitious programme of safety improvements including the enforcement of Direct Vision Standard requirements, implementing the Streetspace programme in partnership with boroughs, lowering speed limits, working in partnership with the Metropolitan police to target enforcement and continuing programmes of education for road users.

Proposed protected cycle route on Tooting Bec Road

Question No: [2020/3789](#)

Caroline Pidgeon

In 2017 TfL consulted with residents on a proposed protected cycle route for part of Tooting Bec Road. What plans do you have to bring forward these prepared plans into actual change on the ground?

Proposed protected cycle route on Tooting Bec Road**The Mayor**

Last updated: 20 NOVEMBER , 2020

At the current time, Transport for London (TfL) is not planning to deliver the proposals consulted on for Tooting Bec Road. Prior to the recent pandemic, TfL had decided to reassess this particular corridor to ensure that any scheme delivered would complement the existing and proposed cycle network in the area. TfL will keep residents and stakeholders informed of any future plans for this location.

TfL and I remain firmly committed to supporting Londoners to make more journeys by bicycle, which is even more important with current restrictions on public transport capacity. Over the past six months, TfL has been working closely with all London boroughs on my London Streetspace Plan which includes improvements to sections of nearby Cycle Superhighway 7 on the A24 in Tooting.

Addressing road safety issues when the clocks change**Question No: 2020/3790***Caroline Pidgeon*

I have been contacted by a constituent who would like to know what steps TfL takes to address the issue that every year when the clocks change there is a spike in the number of collisions on our streets. Has TfL considered a specific safety campaign aimed at drivers to ensure they take extra care during this period?

Addressing road safety issues when the clocks change**The Mayor**

Last updated: 20 NOVEMBER , 2020

Transport for London (TfL) takes action throughout the year to reduce road danger. It knows that there is a rise in risk at the time the clocks change, so at that time of year TfL intensifies many of its measures, particularly those that focus on user behaviour. This includes increasing the visibility of its marketing, such as using additional poster spaces for its Watch Your Speed campaign in the weeks following the clock change. TfL also makes safe training opportunities available. For example, it recently launched an online cycle skills course which covers four modules, including Get ready to ride, First time on the road, On the road again and Cycling with children. There is targeted engagement with the police to raise awareness among road users of how to reduce risks to themselves and others. TfL also supported Brake's annual Road Safety Week promotion campaign from 16-22 November which provides an opportunity to raise awareness of road risk with a wide range of road users and community groups.

This activity is on top of TfL's continuous work to target enforcement activity, lower speed limits, make road layouts safe and encourage the highest safety standards in vehicle engineering.

Addressing safety issues in Low Traffic Neighbourhoods

Question No: 2020/3791

Caroline Pidgeon

I have been contacted by a constituent who wishes to know whether TfL has any plans for a public information campaign to remind drivers to take extra care as many school age Londoners might be cycling or walking to school for the first time, especially due to the rapid roll-out of Low Traffic Neighbourhoods and School Streets?

Addressing safety issues in Low Traffic Neighbourhoods

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Addressing safety issues in Low Traffic Neighbourhoods

The Mayor

Last updated: 7 JANUARY , 2021

Transport for London (TfL) has an extensive range of communications in place to help keep pedestrians and cyclists safe on our roads.

TfL continues to run the 'Watch Your Speed' advertising campaign encouraging drivers to slow down. Speed is the highest contributing factor in collisions on London's roads, accounting for 37 per cent of all deaths and serious injuries. The campaign is currently live in posters across London and has been live throughout the introduction of Low Traffic Neighbourhoods and Schools Streets. Additional radio advertising is planned for February 2021.

In addition TfL has plans to introduce a communications campaign in 2021 which addresses the acceptability and cultural apathy towards road danger. The communications will focus on the perpetrators of road danger, which includes drivers, and will aim to shift attitudes in order to encourage safe behaviours. (The completion of this work is subject to approval of funding).

TfL does an extensive amount of work to educate pedestrians and cyclists on safe road behaviours, including children. All school children in London have access, via their schools, to safety information via its STARS (Sustainable Travel: Active. Responsible. Safe) programme, which includes a combination of on-line resources and live, interactive sessions delivered by the London Transport Museum on TfL's behalf. Refreshed activity went live in August and is available to all London schools, targeting year 6 and year 7 pupils. TfL has also refreshed the materials that are made available to all nursery aged children, helping to establish safer walking and scooting behaviours at a very young age.

To support the safety of cyclists of all ages and abilities, TfL has introduced for the first time a series of online cycle training courses, covering four modules: 'Get ready to ride', 'First time on the road', 'On the road again' and 'Cycling with children'. It has also created toolkits for all London boroughs, to ensure that they have what they need to communicate safe cycling behaviours and to encourage as many Londoners as possible to complete the online cycle skills course.

TfL's own Healthy Streets Officers (HSO) are providing additional support. For example the HSO for Merton delivered a series of 'School Street webinars' for residents and parents and the

HSO for Sutton and RBKC has been on site during School Street operating hours speaking directly to road users.

Piccadilly Line services (1)

Question No: [2020/3792](#)

Caroline Pidgeon

Following the much reduced air travel at Heathrow, will TfL consider the balance of trains that serve the Piccadilly Line route beyond Acton Town to Heathrow and the trains that serve Uxbridge? Could the much reduced number of people travelling to Heathrow provide an opportunity to increase the frequency of trains serving Uxbridge?

Piccadilly Line services (1)

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Piccadilly Line services (1)

The Mayor

Last updated: 23 NOVEMBER , 2020

Normal services are operating on the Piccadilly line to support social distancing, and this is planned to continue while the requirement for social distancing remains. Demand data from this autumn indicates that the Heathrow branch is still twice as busy as the Uxbridge branch at its busiest point, and the current service level is helping to maintain social distancing on both branches. Any future timetable changes will be based on post-coronavirus demand forecasts, and will take into account any changes to travel patterns as a result of the pandemic.

Piccadilly Line services (2)

Question No: [2020/3793](#)

Caroline Pidgeon

What impact would the full signalling and rolling stock upgrade have on the frequency of trains on both the Heathrow and Uxbridge branches of the Piccadilly Line?

Piccadilly Line services (2)

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Piccadilly Line services (2)

The Mayor

Last updated: 8 JANUARY , 2021

New trains on the Piccadilly line will allow an initial increase in peak services with the existing signalling from 24 to 27 trains per hour.

A signalling upgrade would provide the capability of up to 36 trains per hour on the core section of the line enabling up to 18 trains per hour on the Heathrow branch. Piccadilly line peak services to Uxbridge are expected to remain at 8 trains per hour as completion of the current 4LM signalling upgrade will enable a combined 20tph peak service frequency between Uxbridge and Central London with faster journey times on the Metropolitan line from 2023.

However, plans for further service enhancements are on hold as the signalling upgrade is currently unfunded. It is vital that the next agreement with Government provides long-term sustainable funding that enables Transport for London (TfL) to properly support the economic recovery of the city and the country as a whole, and the delivery of its planned modernisation programmes. Discussions about this will continue over the coming months, and I hope I can count on the Assembly to support me in securing a settlement which is reasonable and fair for Londoners, and which will safeguard TfL's future

Tactile paving

Question No: [2020/3794](#)

Caroline Pidgeon

Does every London Overground station have tactile paving on all platforms? If this is not the case, please state the specific dates by which this vital access facility will be provided.

Tactile paving

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Tactile paving

The Mayor

Last updated: 17 DECEMBER , 2020

Every London Overground station has tactile paving on all London Overground platforms, with the exception of Clapton. Transport for London is assessing the scale and cost of the work, and officers will inform your office as soon as this has been completed

City Operations subscription to Welund data platform - Assistant Director

Decision 2440 (1)

Question No: [2020/3795](#)

Caroline Pidgeon

Are you satisfied that the procurement process for the subscription to the Welund platform was undertaken without a competitive tendering process?

City Operations subscription to Welund data platform - Assistant Director Decision 2440 (1)

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

City Operations subscription to Welund data platform - Assistant Director Decision 2440 (1)

The Mayor

Last updated: 24 NOVEMBER , 2020

The subscription to Welund was undertaken without competitive tender as per Section 10 of the GLA Contracts and Funding Code, specifically due to an absence of a credible market competitor.

City Operations subscription to Welund data platform - Assistant Director Decision 2440 (2)

Question No: *2020/3796*

Caroline Pidgeon

Are you satisfied that there was sufficient scrutiny and debate about the decision to award a contract to Welund data platform? Please set out the reasons why this contract is considered necessary? Please also provide assurances that excessive, expensive and often unjustified monitoring of environmental campaigners over the last 20 years by the police is not being replicated.

City Operations subscription to Welund data platform - Assistant Director Decision 2440 (2) The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

City Operations subscription to Welund data platform - Assistant Director Decision 2440 (2) The Mayor

Last updated: 24 NOVEMBER , 2020

When considering the procurement of information to allow the City Operations Unit to assess possible disruption to London that may be caused by protests and demonstrations, all possible providers were examined thoroughly. Legal advice was also sought as to any implications under the Equality Act and GDPR.

The City Operations Unit remains entirely agnostic as to the motivations those organising protests or demonstrations, and only seeks to understand the possible impact of such activities on the everyday lives of London and Londoners, visitors and businesses; in particular where there may be an effect on social and community cohesion.

Welund have not been engaged to report on any specific group, theme or cause, but rather to assist in providing information on planned and unplanned protests, regardless of the reason for them being arranged.

Collingwood Road traffic levels

Question No: *2020/3797*

Caroline Pidgeon

Collingwood Road in Sutton experiences excessive levels of heavy traffic, with many residents suffering from noise and vibrations affecting their properties. Please set out what steps TfL is taking to help address these serious problems. Will TfL consider funding a 'bus gate' camera at the by-pass end of this road to trigger penalty notices being sent to vehicles which exceed the weight restriction of vehicles using this road?

Collingwood Road traffic levels

The Mayor

Last updated: 17 NOVEMBER , 2020

Transport for London (TfL) has worked with the London Borough of Sutton, which is the highway authority for Collingwood Road, supporting the review of existing signage on the A217 Oldfields Road and the speed limit between the boundary of the Transport for London Road Network and Collingwood Road.

TfL has installed new weight restriction signs at the junction of Oldfield Road and Collingwood Road, and the speed limit has been reduced to 20 mph on the first 60 metres into Collingwood Road, with new signage installed

TfL is also working with the bus operator to identify alternative routes for the delivery of fuel to its Bushey Road garage. TfL will continue to work with the borough to explore options such as a bus gate in order to introduce traffic calming measures.

Silvertown Tunnel (1)

Question No: [2020/3798](#)

Caroline Pidgeon

At the Mayor's Question Time in October you stated:

"We are also working on schemes to enable pedestrians to be able to cross from one side of the Tunnel to the other without paying a fare and also bicycles for cyclists to go from one side of the Tunnel to the other without having to pay additional cost."

Please provide an update on these claims and clarify whether or not they will be delivered.

Silvertown Tunnel (1)

The Mayor

Last updated: 17 NOVEMBER , 2020

Transport for London (TfL) is currently undertaking a range of activities to support the opening of the Silvertown Tunnel scheme. This includes further modelling and monitoring to inform forecasts of travel demand and support development of the new bus network and improved cross-river walking and cycling facilities. As part of this, TfL has been exploring options and undertaking initial design work for these new facilities, but you'll appreciate this work is at an early stage.

I can assure you, however, that TfL has committed to delivering all of these measures prior to the tunnel opening, and the specific cross-river cycling proposals will be submitted to, and approved by, the relevant local planning authorities.

Silvertown Tunnel (2)

Question No: [2020/3799](#)

Caroline Pidgeon

At the Mayor's Question Time in October you stated:

"my air quality team is considering options for further PM 2.5 monitoring in support of the work already underway. You will be aware that the monitors at the moment do not do that and that is some work we are exploring."

Please provide an update on this statement and provide a detailed report on the planned levels of air monitoring in Greenwich, Lewisham, Newham and Tower Hamlets.

Silvertown Tunnel (2)**The Mayor**

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Silvertown Tunnel (2)**The Mayor**

Last updated: 18 MARCH , 2021

The Development Consent Order for Silvertown Tunnel requires Transport for London (TfL) to consult on their monitoring plans with the Silvertown Tunnel Implementation Group (STIG), comprising the affected London Boroughs and groups such as Highways England. TfL must have regard to any recommendations or representations made by a member of STIG in response to this consultation. Regular reports and meeting papers from this group are published online (<https://tfl.gov.uk/travel-information/improvements-and-projects/silvertown-tunnel>).

This group has been working with TfL to advise the project team in terms of number and location of monitors and diffusion tubes, and in due course they will review monitoring data, and any mitigation proposals for where pollution levels are not as expected.

TfL does not anticipate that Silvertown will have a significant impact on Particulate Matter, however, given the significance of this pollutant my air quality team is considering options for further PM_{2.5} monitoring in support of the work already underway on NO₂.

TfL's use of temporary employees paid through Personal Service Companies**Question No: 2020/3800**

Caroline Pidgeon

Please publish a table showing how many current temporary employees at Transport for London have been engaged via employment agencies and paid through Personal Service Companies for (a) less than 3 months, (b) 3 to 6 months, (c) 6 to 12 months, (d) 12 to 18 months, (e) 18 months to 2 years, (f) 2 to 3 years, (g) 3 to 4 years, (h) 4 to 5 years, (i) 5 to 6 years, (j) 6 to 7 years, (k) over seven years. Please also break down the figures for each time period showing how many employees in each category were paid (1) over £100,000 per year, (2) over £146,000 per year, and (3) over £200,000 per year.

TfL's use of temporary employees paid through Personal Service Companies**The Mayor**

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

TfL's use of temporary employees paid through Personal Service Companies**The Mayor**

Last updated: 7 JANUARY , 2021

The majority of agency workers at Transport for London (TfL) are engaged via their employment agency as PAYE workers. A small number of workers are engaged via employment agencies as Personal Service Companies (PSCs. This number has reduced by 83% since December 2015 when TfL had 1,945 PSC workers compared to 339 PSC workers in November

2020. Where it is necessary, TfL engages PSCs via agencies in specialist areas where there is a shortage of skills or where it is cost effective to do so.

Please see the attached table for the data requested.

London Overground services on Boxing Day

Question No: [2020/3801](#)

Caroline Pidgeon

In answer to question 2020/2572 you stated that “No decision has yet been made around services on London Overground during the Christmas/New Year period.”

As it is now November and only weeks away until Christmas will you provide Londoners with clarity as to what service will actually be provided on the London Overground on Boxing Day and throughout the Christmas and New Year period.

London Overground services on Boxing Day

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

London Overground services on Boxing Day

The Mayor

Last updated: 23 NOVEMBER , 2020

Planning and decision-making on Christmas and New Year services is fully underway, in line with previous years. Transport for London (TfL) normally shares Christmas and New Year services and closure information with customers in early December, and is on track to do the same this year, allowing customers plenty of time to plan their journeys before the festive period. TfL will ensure that the London Assembly is briefed on festive travel plans.

Long term policies to address maintenance issues facing London bridges and tunnels

Question No: [2020/3802](#)

Caroline Pidgeon

What steps are you taking to ensure that there are long term and strategic policies to ensure the maintenance and sustainable funding arrangements for all of London’s bridges and tunnels, irrespective of their current ownership? Are steps being taken to avoid the fiasco of Hammersmith Bridge being closed for so long being repeated again in regard to any other bridge or tunnel in London?

Long term policies to address maintenance issues facing London bridges and tunnels

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Long term policies to address maintenance issues facing London bridges and tunnels

The Mayor

Last updated: 7 JANUARY , 2021

The full costs of repairing and renewing Transport for London's (TfL's) assets is included in its Long Term Capital Plan. Based upon this plan, TfL is working with the Government to identify and agree a sustainable funding solution for all London's transport networks. These options will be looked as part of the Financial Sustainability Plan, which is currently in development and will be submitted to the Department for Transport mid-January 2021, as per the commitments of the most recent funding settlement with Government.

The overall sustained settlement TfL is developing includes a long term (25 year plus) strategy to provide safe and reliable bridges and tunnels on the TfL road network. This strategy is based on TfL's latest asset condition data and assessments of degradation rates. TfL is also working with boroughs (through the London Bridges Engineering Group, LoBEG) to understand the long term investment needs for their bridges and tunnels. This information will be used to inform the TfL Financial Sustainability Plan being developed for January 2021.

Speed levels of London buses

Question No: [2020/3803](#)

Caroline Pidgeon

I understand that all TfL buses use tachographs to monitor speed and distance reached. Is any systematic assessment undertaken of the information collected to ensure that buses are not exceeding speed limits on specific roads, especially roads with a 20 mph speed limit? Please state how the information collected by the tachographs is regularly examined, other than being accessed following specific complaints about speeding.

Speed levels of London buses

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Speed levels of London buses

The Mayor

Last updated: 17 DECEMBER , 2020

Tachographs are not fitted and are not legally required on London buses as driver hours are heavily regulated and audited in the UK. To assist with speed compliance, however, new vehicles are fitted with Intelligent Speed Assistance (ISA) technology, which ensures the vehicle stays within the speed limit along its route including 20mph zones. Around 17 per cent of the fleet has this so far, and it will become more widespread as new vehicles replace older buses, providing a technological solution to compliance.

Bus operators also have telematics or iBus data with which to check how the bus is being driven, and this can be used to work out indicative speeds. Most use this proactively where the data highlights potentially significant exceedances as well as to investigate complaints of buses travelling above road speed limits. The outcomes are followed up with the drivers where necessary and in serious cases this can lead to disciplinary action.

Low Traffic Neighbourhoods (1)**Question No:** 2020/3804*Caroline Pidgeon*

Please set out the exact process used to consult with the London Ambulance Service and how it responds to proposed Low Traffic Neighbourhoods in relation to enquiries about the potential impact on ambulance response times.

Low Traffic Neighbourhoods (1)**The Mayor**

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Low Traffic Neighbourhoods (1)**The Mayor**

Last updated: 17 DECEMBER , 2020

TfL does not consult with the emergency services on borough Low Traffic Neighbourhoods (LTNs). This duty falls on London boroughs when changes are proposed to borough roads.

Typically, a borough will create a proposed design for a traffic order and would then consult with key stakeholders, including the London Ambulance Service. Boroughs are then responsible for deciding on how to address any consultation feedback before a traffic order is formally made and introduced.

As part of the Streetspace programme, TfL has issued borough guidance on the introduction of LTNs (<http://content.tfl.gov.uk/lsp-app-six-a-supplementary-guidance-ltns-v1.pdf>). This confirms that boroughs should consult with each emergency service ahead of the introduction of an LTN.

Low Traffic Neighbourhoods (2)**Question No:** 2020/3805*Caroline Pidgeon*

Are all blue light services in London using up to date mapping data relating to all Streetspace changes?

Low Traffic Neighbourhoods (2)**The Mayor**

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Low Traffic Neighbourhoods (2)**The Mayor**

Last updated: 22 JANUARY , 2021

TfL, the emergency services and borough representatives have established a regular working group to share updates on London Streetspace Programme (LSP) schemes and establish the best possible working practice between all parties, with the clear goal of ensuring the Police, Ambulance Service and London Fire Brigade are able to continue to respond effectively to

emergencies as the programme evolves. Ensuring that all blue light services are using up to date mapping is a key item on the agenda for this group.

Transport for London (TfL) is working with all boroughs to upload coordinates of interventions delivered through my LSP to the One. Network mapping system so that blue light services have access to the most up to date changes on the ground. So far, 23 boroughs are actively using the system, and a further seven are currently undergoing training to add data. One additional borough is in the process of arranging training, which will bring the total to 31, covering all boroughs with live LTNs.

Brownhill Road/Torridon Road junction

Question No: 2020/3806

Caroline Pidgeon

In answer to Question 2020/3251 you stated “The request for funding for the remainder of the financial year does include a request to fund schemes such as these and I hope that an agreement can be made with the Government to enable work on the design for improvements at this junction to complete.” As the new financial agreement does include funding for Healthy Streets please can you clarify when much needed improvements will now commence at this junction? Please also set out what other schemes under the Healthy Streets scheme which have been paused in 2020 will now commence, providing dates as to when this will occur.

Brownhill Road/Torridon Road junction

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Brownhill Road/Torridon Road junction

The Mayor

Last updated: 7 JANUARY , 2021

I am very pleased that Transport for London has now secured a funding agreement with the Government and the Department for Transport for the latter half of this financial year. Whilst this funding does not meet the totality of the request which was made, it does enable the completion of schemes which were in construction and were paused during the first lockdown in March. Construction will restart on these schemes once internal authority processes are approved.

As funding was not confirmed until 31 October, works at the junction of Brownhill Road and Torrison Road will not start in this financial year. However, internal approvals have now been received and funding provided to recommence the design work.

Cost of Crossrail

Question No: 2020/3807

Caroline Pidgeon

When will you be able to confirm the final construction costs of Crossrail?

Cost of Crossrail

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Cost of Crossrail

The Mayor

Last updated: 7 JANUARY , 2021

In August 2020, Crossrail forecast the additional cost to complete the project as being up to £1.1bn above the Financing Package agreed in December 2018 (£450m more than the upper end of the range announced in November 2019).

On 1 December 2020 it was announced that the Mayor of London, Transport for London (TfL), the Department for Transport (DfT) and HM Treasury have confirmed an agreed funding and financing package for the final phase of the Crossrail project. Under the agreement the Greater London Authority will borrow up to £825 million from the DfT, which will be given to TfL as a grant for the purposes of the Crossrail project. TfL's Commissioner has been clear that his intention is that there will be no further call on the funding identified by the outgoing Crossrail Board in August 2020.

Should the full £825 million be used the overall cost of Crossrail Central Section would be £15.789bn. The final cost including the Crossrail on Network Works (Network Rail) elements of the scheme would be £18.599bn.

Delivery of the Elizabeth line is now in its complex final stages. Much of the major infrastructure is nearing completion, which will allow for the railway to be fully tested at the earliest opportunity in 2021. Crossrail publishes outturn costs on Tier 1 contracts once they have concluded and reached commercial closure. The final construction costs will be available once the remaining Tier 1 construction contracts have commercially concluded.

Internal Audits of Outside Contractors' Safety Management Systems

Question No: 2020/3808

Caroline Pidgeon

Further to Question 2020/3276 can you provide (a) an updated chart that includes the relevant information for IA 13744 and IA 17780 and (b) an explanation why these Internal Audits of First Group TOL's Safety Management Systems were not included in your original response.

Internal Audits of Outside Contractors' Safety Management Systems

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Internal Audits of Outside Contractors' Safety Management Systems

The Mayor

Last updated: 24 NOVEMBER , 2020

Attached is a list with the information for IA 13 744 and IA 17 780 added. The full audit reports for both of these had been published and so not only were the reference numbers, title, report date and ratings known, the content and background to both reports were already public. The list provided in response to Mayor's Question 2020/3276 set out the other reports in the category sought.

Decision to Remove “Audit Conclusion: Requires Improvement” from final version of IA 17780’s Title Page

Question No: *2020/3809*

Caroline Pidgeon

The evidence you provided in Question 2020/0023 shows the Crossrail Head of Audit and TfL’s Internal Audit team’s intention to water down IA 17780’s findings in order it would appear to “placate” Tram Operations Limited. Do you believe that this is acceptable behaviour from TfL executives and auditors entrusted to scrutinise the Fatigue Management System of a contractor that had been recently involved in a catastrophic accident caused by the driver that was highly likely to have fallen asleep at the controls?

Decision to Remove “Audit Conclusion: Requires Improvement” from final version of IA 17780’s Title Page

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Decision to Remove “Audit Conclusion: Requires Improvement” from final version of IA 17780’s Title Page

The Mayor

Last updated: 24 NOVEMBER , 2020

I refer to my answers to Mayor’s Questions 2020/0023, 2019/12001 and 2019/19759. IA 17780 was not watered down. The report was issued with the correct classification and no evidence or recommendations were deleted from the report.

Independent Verification of TfL’s Bus Network Safety Performance Index

Question No: *2020/3810*

Caroline Pidgeon

In the data you provided in your much-delayed responses to Questions 2019/20679 and 2019/20680 it is evident that TfL’s Bus Network Safety Performance Index has not been subjected to even a basic independent audit and assurance. Will you immediately instruct TfL to cease publication of the questionable Bus Network Safety Performance Index until serious work has been undertaken to independently validate the conceptual framework and supporting data used to support that Index?

Independent Verification of TfL’s Bus Network Safety Performance Index

The Mayor

Last updated: 20 NOVEMBER , 2020

Transport for London’s (TfL’s) Bus Network Safety Performance Index (SPI) is used to identify areas where safety can be enhanced across the network. TfL is continually looking for ways to improve the Safety Performance Index so welcomes any specific feedback relating to the conceptual framework or underlying data which would support these improvements. TfL is not planning to pursue an independent assurance or cease publication at this time.

The SPI is just one tool used in a holistic performance framework used by TfL and its bus operators to help manage and improve safety. Serious incidents on the network are followed up and any lessons from these events are shared with all operators to promote accident and injury

reduction. TfL has a Bus Safety Programme to help put more strategic plans in place and achieve my Vision Zero target of no-one being killed on or by a bus by 2030.

Residents' discount to the Congestion Charge (1)

Question No: 2020/3811

Caroline Pidgeon

The letter that you have received from the Secretary of State for Transport setting out an Extraordinary Funding and Financing Agreement for TfL for the period to March 2021 states: "TfL and the Mayor have proposed that this could potentially include proposals to maintain the Congestion Charging changes implemented in June 2020." Please could you clarify whether or not this potentially includes the ending of the residents' discount to the Congestion Charge which was implemented separately and started in August 2020?

Residents' discount to the Congestion Charge (1)

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Residents' discount to the Congestion Charge (1)

The Mayor

Last updated: 23 NOVEMBER , 2020

The Extraordinary Funding and Financing Agreement for Transport for London (TfL) for the period to March 2021 commits TfL to "maintain, as a continuing response to the coronavirus pandemic, the current temporary changes to the Congestion Charge." As such, for as long as the impacts of the pandemic require them, the temporary changes to the Congestion Charge including the temporary closure of the residents' discount to new applicants, will continue to apply.

Whilst the plan to close the residents' discount to new applicants was proposed as part of the wider package of temporary changes that came in on 22 June 2020, it was implemented at a later date on 1 August 2020. The extended window for new applications was made in response to feedback received as part of the listening exercise and impacts identified in the impact assessment.

If TfL and I consider there is a need for the temporary changes to become permanent outside of the scope of the response to the pandemic then a separate and full consultation will be undertaken before any decision is made.

Residents' discount to the Congestion Charge (2)

Question No: 2020/3812

Caroline Pidgeon

If the removal of the residents' discount to the Congestion Charge continues beyond the 31 March 2021 will you ensure that a full examination is also given of the exemption rules that currently exist to the Congestion Charge? Will you further ensure that full consideration is given to the needs of carers and other individuals who have specific needs? Will you also ensure that any change in the policy involves an Equality Impact Assessment?

Residents' discount to the Congestion Charge (2)

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Residents' discount to the Congestion Charge (2)**The Mayor**

Last updated: 17 DECEMBER , 2020

The current temporary changes to the Congestion Charge were informed by an Integrated Impact Assessment (IIA), which includes an Equality Impact Assessment (EQIA), as well as feedback from the public and stakeholders. This resulted in new and enhanced reimbursement schemes for those with a particular need to drive within the Congestion Charge Zone. This includes an expanded NHS staff reimbursement scheme, to cover more trips by those in a Covid-19 response role, and an expanded patient scheme to cover those more at risk of Covid-19 in addition to those clinically assessed as too ill, weak or disabled to travel to an appointment by public transport. There are also new, temporary reimbursement schemes for people working at registered care homes within the zone, domiciliary care workers contracted or funded by a local authority, local authority staff, charity staff and volunteers who are undertaking journeys to directly support vital Covid-19 response work within the zone.

The Congestion Charge including the scheme's discounts and exemptions are kept under review as per my Transport Strategy. TfL is continuing to assess the impact of the temporary changes to the scheme and if any permanent changes are proposed an updated IIA, including an EQIA will be completed and proposals would be subject to a full public consultation.

Temperature checks on TfL staff

Question No: [2020/3813](#)

Caroline Pidgeon

On the 22 July 2020 you appeared before the House of Commons Transport Select Committee and stated:

“One of the things we are trialling is checking the temperature of staff at a number of our bus stations. I appreciate that if you are pre-symptomatic or asymptomatic you may not show a temperature, but it is part of our learning process to see if there are things we can learn from temperature.”

What has TfL learnt from this trial and please state how extensive has been the checking of the temperature of TfL staff?

Temperature checks on TfL staff**The Mayor**

Last updated: 20 NOVEMBER , 2020

A trial has taken place amongst staff employed directly by the bus operators; there has been no trial involving Transport for London (TfL) staff. TfL commissioned the trial and will review key insights from it.

The trial took place for six weeks between 22 June 2020 and 3 August 2020. A working group was set-up with membership from TfL, bus operators (six took part in the trial), Unite the Union

representatives and an independent research company commissioned by TfL to undertake the research.

During the trial, just under 56,000 temperature checks were made. Only six tests failed and of these none of the individuals subsequently tested positive for Covid-19.

The conclusion was drawn that there is insufficient evidence to support a large-scale roll-out of temperature testing. However additional behavioural research and a standardised approach to data collection and sharing across different industries could better inform the benefits and disbenefits.

Delivering step free access in developments

Question No: [2020/3814](#)

Caroline Pidgeon

The current London Plan states:

“The application of requirement M4 (2) has particular implications for blocks of four storeys or less, where historically the London Plan has not required lifts. Boroughs should seek to ensure that dwellings accessed above or below the entrance storey in buildings of four storeys or less have step-free access.”

What steps are being taken to ensure that when such a planning condition is set by a local authority that these conditions are fully implemented?

Delivering step free access in developments

The Mayor

Last updated: 19 NOVEMBER , 2020

Building regulations stipulate particular requirements that help support implementation in this regard. Where a planning permission is conditioned to provide dwellings as M4(2) and/or M4(3), Approved Document M in the Building Regulations states that the person carrying out the works must inform the building control body where any optional requirements apply. The building control body should then check whether the standards M4(2) and/or M4(3) set out in the planning condition are met.

The latest London Annual Monitoring Report for 2017/18 states that 73 per cent of new build dwellings are achieving M4(2) or M4(3) standards in London and this is expected to increase further for 2018/19.

Rise in Homophobic Hate Crimes

Question No: [2020/3815](#)

Caroline Pidgeon

According to research undertaken by the BBC there has been a 51% rise in reports of homophobic hate crime and crimes based on sexual orientation to the Met over the last five years. What more will you be doing with the Met, MOPAC and others to tackle the rise in such incidents in our city?

Rise in Homophobic Hate Crimes

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Rise in Homophobic Hate Crimes

The Mayor

Last updated: 24 NOVEMBER , 2020

MOPAC ensures access to specialist support for anyone affected by homophobic hate crime through its hate crime victims' advocacy service, and we also provide additional funding for Galop, the LGBT+ anti-violence charity.

The MPS have appointed LGBT+ Advisers who provide specialist support to victims, and work closely with partners to ensure continual feedback and oversight on policing practice, and in designing training for staff around hate crime.

Investigation into LLDC by MOPAC

Question No: 2020/3816

Caroline Pidgeon

Please provide more details of the current MOPAC investigation into LLDC regarding allegations of impropriety relating to certain construction sites?

Investigation into LLDC by MOPAC

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Investigation into LLDC by MOPAC

The Mayor

Last updated: 24 NOVEMBER , 2020

The London Legacy Development Corporation (LLDC) received a complaint in July 2020 and MOPAC's Directorate of Audit, Risk and Assurance is carrying out an independent investigation as their internal auditors. The complaint was received from Construction Workforce Operative and Trainee Assessment (CWOATA) covering a range of serious issues. I am unable to provide further details at this time as it remains an ongoing investigation.

Reserving a Small Number of New Built Social Homes for Survivors Fleeing Domestic Abuse

Question No: 2020/3817

Caroline Pidgeon

A report by Solace Women's Aid showed that 46% of women leaving a secure tenancy due to domestic abuse said that fear of losing their tenancy had been a barrier to leaving the perpetrator. Will you work with Boroughs, housing associations, MOPAC and others to look at reserving a small percentage of new built social homes in London for survivors of domestic violence fleeing abuse, as is being called for by many organisations in the domestic violence sector?

Reserving a Small Number of New Built Social Homes for Survivors Fleeing Domestic Abuse

The Mayor

Last updated: 20 NOVEMBER , 2020

Housing should never be a barrier to victims of domestic abuse fleeing a perpetrator. My top priority is to build more genuinely affordable homes, and the 7,000 social rented starts last year were more than my predecessor achieved in his entire second term. This means victims of domestic abuse and other households in need will have greater access to a home they can afford. Also, the new protections in the Domestic Abuse Bill – making domestic abuse a priority need category under homelessness legislation, and the retention of lifetime tenancies for those who have fled a secure tenancy – will much improve the safety net for victims. Furthermore, my Housing Moves mobility scheme now prioritises victims of domestic abuse. Finally, housing providers have a key role to play in supporting victims and, as set out in my Housing Strategy, all should be signed up to DAHA's National Domestic Abuse Service Standards.

Retention and Dropout Rates in the Met

Question No: 2020/3818

Caroline Pidgeon

Please provide the dropout rates in the Met for each year since 2010, broken down by i) rank of officers ii) gender and iii) race.

Retention and Dropout Rates in the Met

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Retention and Dropout Rates in the Met

The Mayor

Last updated: 24 NOVEMBER , 2020

The attached table shows the rate of attrition for each rank over the last 10 years. A second table provides a breakdown of overall attrition by ethnicity and gender.

Ethnicity Pay Gap

Question No: 2020/3819

Caroline Pidgeon

The latest statistics on the ethnicity pay gap from the Office of National Statistics show that London has the largest ethnicity pay gap in the UK at 23.8%. Can you outline how you plan to address this, and will you join me in calling for the mandatory reporting of ethnicity pay gaps in a similar way to the current gender pay gap reporting, as well as tough action against discriminatory employers?

Ethnicity Pay Gap

The Mayor

Last updated: 19 NOVEMBER , 2020

I fully agree with the need to put the reporting of ethnicity pay gaps on an equal footing with gender pay gaps and have previously called on the Government to make good on its commitments to introduce and enforce mandatory reporting.

Since 2017, the GLA has narrowed its ethnicity pay gap from 16% to 11%. Currently, all parts of the GLA Group publish robust action plans to tackle their pay gaps. Since 2016 representation of BAME staff in the GLA has increased to highest ever levels at 30%.

I will continue to support employers across London to adopt policies and practices to ensure all workers can thrive. As well as tracking city-wide ethnicity pay and employment gaps through my economic fairness indicators, my Good Work Standard encourages businesses to publish their ethnicity pay gap data and demonstrate their commitment to preventing discrimination. And I have recently published an employer toolkit which sets out how businesses can recruit, retain and support the progression of Black staff.

Universal Basic Income (1)

Question No: *2020/3820*

Caroline Pidgeon

Given that the economic impact of the pandemic is pushing more Londoners into financial uncertainty, will you join me and others in calling for the implementation of a Universal Basic Income that gives all residents a measure of economic security and avoids putting people in impossible situations where they are having to make choices between protecting their lives or their livelihoods?

Universal Basic Income (1)

The Mayor

Last updated: 19 NOVEMBER , 2020

Prior to the pandemic I had consistently called on Government to overhaul the welfare system. Far from being a tool to protect people from financial hardship, it was instead pushing thousands of Londoners into poverty following a decade of cuts and ill-conceived reforms.

While Universal Credit still falls short of what is required to meet the cost of living in London, the temporary increases introduced in response to the pandemic have highlighted that effective action to support living standards can be taken through the existing welfare system. Furthermore, significant interventions introduced during the crisis, like the furlough scheme, have demonstrated the potential for innovative thinking to protect incomes when there is a genuine commitment to do so.

As we bring our collective effort to build back better from the pandemic, we should remain open-minded to all options for protecting against financial hardship, including Universal Basic Income.

Universal Basic Income (2)

Question No: *2020/3821*

Caroline Pidgeon

Will you commit to working with Government and London Boroughs to trial the use of a Universal Basic Income in some or all parts of London?

Universal Basic Income (2)

The Mayor

Last updated: 19 NOVEMBER , 2020

As I made clear in my answer to your previous question (Mayor's Question 2020/3820) the coronavirus pandemic has given us a unique opportunity to fundamentally rethink how we protect people from financial hardship. I would welcome the opportunity to work with Government and London Boroughs to explore the viability of any new or alternative approaches, including Universal Basic Income.

Support for London's Nightclubs

Question No: 2020/3822

Caroline Pidgeon

With only a handful of nightclubs in London receiving Culture Recovery Funding, leading industry figures have warned it risks being decimated, which will lead to thousands more job losses in London and mark a huge blow to our economy.

How are you working with London's nightclubs to get them the support they need, both during the second lockdown and afterwards, with the possibility they may have to continue to remain closed for a significantly longer period of time than many other venues?

Support for London's Nightclubs

The Mayor

Last updated: 19 NOVEMBER , 2020

London's nightclubs have been forced to remain closed since the pandemic in March. Following lobbying from City Hall, I was pleased that nightclubs were made eligible for Government's Culture Recovery Fund, recognising the value nightclubs and the club scene play in our cultural life. But as you say, many have still missed out, and Government should ensure nightclubs continue to benefit from any remaining funding from the Culture Recovery Fund.

My Night Czar is working with industry, Government and Public Health England to create a roadmap for the safe reopening of nightclubs as soon as is possible. But until they can reopen, I support calls from sector organisations, such as the Night Time Industries Association, that Government must provide adequate financial support to make sure nightclubs survive through closure and that jobs are protected.

My Culture at Risk Office is available to support nightclubs who need guidance and advice.

Support for London's LGBTQ+ Venues

Question No: 2020/3823

Caroline Pidgeon

There are concerns over the future of some of London's most iconic LGBTQ+ venues, which are a hugely important to London. I am sure you agree that it would be terrible, both economically and socially, if many of these venues were to permanently close.

What specific work are you and the Night Czar doing to support the capital's LGBTQ+ venues, which do not only contribute significantly to London's economy, but are a significant part of the capital's rich cultural history?

Support for London's LGBTQ+ Venues

The Mayor

Last updated: 19 NOVEMBER , 2020

The pandemic has had a significant impact on LGBTQ+ venues, which play a vital role in supporting the community, acting as a safe haven where people feel comfortable and free to be who they are. My £2.3m Culture at Risk Business Support Fund has so far provided £128,500 worth of grants to 11 LGBTQ+ venues hit hardest by Covid-19.

My Culture at Risk Office has supported over 660 cases during the pandemic, which includes helping secure the future of LGBTQ+ venues. I've published protections for venues in the draft London Plan, and I created the LGBTQ+ Venues Charter to help safeguard existing LGBTQ+ nightlife and encourage the opening of new venues. I also seed funded the LGBTQ+ Venues Forum, which brings together an independent collective voice for venues across London.

My Night Czar and I remain committed to doing everything we can to protect the capital's LGBTQ+ nightlife, which will play an important role in our economic and social recovery.

Rising Youth Unemployment

Question No: [2020/3824](#)

Caroline Pidgeon

Recent data has shown that youth unemployment has risen by a staggering 200% since the start of the year in London, significantly higher than the increase seen nationally. This has largely been attributed to the impact of the pandemic on sectors such as the events and creative industries, as well as hospitality, that have suffered massive falls in revenue because of COVID-19. How will you be working to ensure young people and the creative industries are at the heart of London's recovery from COVID-19?

Rising Youth Unemployment

The Mayor

Last updated: 19 NOVEMBER , 2020

I am very concerned by the growing number of young Londoners who are unemployed. The youth unemployment rate (16-24 year olds) has almost doubled since February 2020 to 25%, far higher than the national rate of 16% (Labour Force Survey). This is partly due to the uneven impact of Covid-19 on sectors like hospitality and distribution, where a third of young Londoners work.

Young people are a priority for the London Recovery Board's work. This will give young Londoners access to a personal mentor and build on existing programmes. These include the recently launched Creative Enterprise Zones to create job opportunities for young BAME Londoners, my Young Londoners Fund where a further £2.1m announced in August will help 15,000 more young Londoners boost their skills and an extra £1.9m of Adult Education Budget (AEB) funding made available, on top of £12.9m additional AEB, for courses with high labour market value.

Use of Food Banks by BAME Londoners

Question No: [2020/3825](#)

Caroline Pidgeon

Data recently released shows that 9% of BAME Londoners used food banks in July 2020 compared with just 1% of White Londoners. Do you share my concerns around the particular and disproportionate economic impact of the pandemic on BAME Londoners, and how are you working to address this?

Use of Food Banks by BAME Londoners

The Mayor

Last updated: 19 NOVEMBER , 2020

The rise in food insecurity throughout the pandemic illustrates its profound impact on the economy and household income. This has not affected Londoners in the same way - but exposed and deepened inequalities, such as poverty rates which were already much higher for Londoners from BAME communities, compared to White Londoners. We also know that Londoners from BAME communities are more likely to work in low-paid, insecure jobs, many of which have disappeared as a result of this crisis.

As well as actions to address the immediate disproportionate impact on BAME people, such as contributing to the £42 million London Community Response Fund, where almost half of grants made have gone to BAME-led organisations, I am leading long-term work to tackle the structural inequalities that drove this disproportionate impact. This includes workforce programmes increasing the representation of young Black men and the launch of the Good Work Standard setting a benchmark for employers to improve diversity within their workforces. Tackling these inequalities will be at the heart of our work on London's recovery from Covid-19.

Action Against Developers Who Continue to Leave Buildings with Unsafe Cladding or Serious Fire Safety Issues

Question No: [2020/3826](#)

Caroline Pidgeon

Some developers have been given significant sums of money by the GLA to continue building properties in London, despite leaving thousands of their own leaseholders and residents in dangerous buildings, with leaseholders and shared owners facing bills of hundreds of thousands of pounds in some cases. Whilst understanding the need to build new, affordable homes, what action will you take against developers you are funding who continue to avoid any responsibility for buildings that have been cladded with dangerous cladding or have other serious fire safety defects?

Action Against Developers Who Continue to Leave Buildings with Unsafe Cladding or Serious Fire Safety Issues

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Action Against Developers Who Continue to Leave Buildings with Unsafe Cladding or Serious Fire Safety Issues

The Mayor

Last updated: 24 NOVEMBER , 2020

Unfortunately, I do not have the powers to take this kind of action. Enforcement powers against building owners who have failed to remediate their buildings sit with local authorities. In September 2019 I wrote to the Secretary of State to suggest that poor behaviour such as this could be considered a material planning consideration, at least as a short-term measure whilst so many buildings in our city remain unsafe.

In September I wrote to more than 40 building owners who have failed to begin the remediation of unsafe ACM cladding demanding that they accelerate their plans to remove cladding and supply my officers with a timetable for action. Since then 13 of these buildings have begun remediation work.

Although only the Government can make the required updates to the national Building Regulations, my draft London Plan requires all development proposals across London to achieve the highest standards of fire safety. I've also introduced building safety requirements – which go further than the national Building Regulations – for new developments on public land which are commissioned via the London Development Panel 2.

I am also lobbying the Government to expand the size and scope of the Building Safety Fund as it is currently inadequate, and will only cover the remediation cost of a fraction of the number of buildings with unsafe cladding.

Crossrail's Managing of Risk

Question No: 2020/3827

Caroline Pidgeon

Is it correct that in May 2018 Crossrail decided to discontinue the monitoring and updating of its risk registers as part of the project's 'demobilisation' and that the risk management process was only reinstated in April 2019, following remobilisation of the risk management function? If this is the case, do you think this is acceptable and what steps did you take to address this?

Crossrail's Managing of Risk

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Crossrail's Managing of Risk

The Mayor

Last updated: 27 NOVEMBER , 2020

In early 2018, Crossrail's previous leadership team expected the project to meet its original forecasted opening date. There was a belief that the project risks, which typically relate to cost and schedule, would reduce the closer it got to completing the railway. As a consequence, Crossrail Ltd modified the way risks were reported and controlled and demobilised the risk management resources.

When it was clear that Crossrail Ltd would not meet its December 2018 opening, the Joint Sponsors commissioned KPMG to conduct two independent reviews of the project, which raised concerns about the modified risk process. Taking account of KPMG's findings Crossrail Ltd re-established the original model of project risk management, in early 2019, and re-mobilised its resources. I am confident that the project and leadership team now have a firm grip on managing project risks.

Refusal to Benchmark London's Safety Performance to World City Peers

Question No: 2020/3828

Caroline Pidgeon

Given your election pledge "to lead the most transparent, engaged and accessible administration London has ever seen", how do you justify your refusal to benchmark (a) London's Transport Covid-19 deaths as set out in Question 2020/2574 and (b) pedestrian deaths involving TfL buses as set out in Question 2020/3277, to its 'world city' peers?

Refusal to Benchmark London's Safety Performance to World City Peers

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Refusal to Benchmark London's Safety Performance to World City Peers**The Mayor**

Last updated: 27 NOVEMBER , 2020

As my response to Mayor's Question [2020/2574](#) stated, Transport for London (TfL) has already commissioned University College London's Institute of Health Equity (UCL IHE) to undertake research into the tragic deaths of London bus drivers as a result of Covid-19, and it continues to work with the International Bus Benchmarking Group run by Imperial College London to understand and share knowledge on approaches to Covid-19.

As regards London's Transport Covid-19 deaths, as I stated previously, TfL has no plans to commission further benchmarking – but I do not accept that that constitutes a 'refusal' that runs contrary to the principles of transparency, engagement and accessibility that underpin my administration. The findings from the first stage of the UCL IHE research have already been published on TfL's website (<http://content.tfl.gov.uk/initial-assessment-of-london-bus-driver-mortality-from-covid-19.pdf>) and the findings from the second stage will be released once complete. In addition, and in tandem with the aforementioned study, in April this year TfL commissioned a multidisciplinary team from UCL's Centre for Transport Studies and Department of Civil, Environmental & Geomatic Engineering to explore the nature of the occupational risk posed to bus drivers by their interaction with passengers and the design of the bus itself (in particular the assault screen) – and the findings of that research have also been published on TfL's website: <http://content.tfl.gov.uk/sshrp20201104-item06-additional-information-ucl-report.pdf>).

As regards the benchmarking of pedestrian deaths involving buses, as I stated in my answer to Mayor's Question [2020/3277](#), Imperial College does not collect data on overall pedestrian deaths and, as bus operations vary in scale and coverage across IBBG member cities, I would not ask Imperial College to produce this comparison. TfL has nonetheless requested that Imperial College undertakes some benchmarking of pedestrian fatalities in collisions with buses using its standard approach of normalising by size of operation. The results are shown in the attached chart, and show that London is at around the group average for pedestrian deaths in collision with buses over the last five years. TfL continues to work toward the Vision Zero target of no one killed or seriously injured in collision with a bus by 2030.

Shovel-ready green infrastructure projects

Question No: [2020/3831](#)

Caroline Russell

At the London Assembly plenary on 5 November 2020, co-chair of the London Recovery Board Georgia Gould said: "we identified over a billion pounds of shovel-ready green infrastructure projects which could immediately create jobs in the capital." Could you provide a list of these shovel-ready projects?

Shovel-ready green infrastructure projects**The Mayor**

Last updated: 18 NOVEMBER , 2020

The list of London borough shovel ready projects has been collated by London Councils and they will share directly the list they have developed. This represents shovel-ready borough projects aligned to the Green New Deal mission and which could support a green recovery in 2020/21. Most of these projects require additional funding to realise their full value or to accelerate delivery to support London's recovery; the current pipeline is worth £1.1 billion. Of this, boroughs require just over £450 million.

Education on reusable nappies and period products

Question No: *2020/3832*

Caroline Russell

What steps have you taken to educate parents and carers about the environmental and economic benefits of using reusable nappies and period products, as outlined in the London Assembly Environment Committee report, Single-use plastic: unflushables, published in August 2018?

Education on reusable nappies and period products

The Mayor

Last updated: 19 NOVEMBER , 2020

I am working with boroughs to promote all waste reduction and as part of my London Environment Strategy, my officers have worked with all boroughs to ensure they have produced a Reduction and Recycling Plan (RRP). These demonstrate how boroughs are working to reduce waste and make an effective contribution to my London-wide recycling targets. Twelve boroughs have included a commitment to promoting the use of real nappies. This includes offering vouchers of up to £54 to spend on reusable nappies, or redeem against nappy laundering services, and promotion of real nappies through campaigns and nappy events (including online events during this year). These are offered through partnerships with Real Nappies for London, the Washable Nappy Company, and through borough's own schemes. I have asked officers at the GLA and LWARB to again draw attention to the use of incentives, education campaigns (such as for parents and carers) and partnerships (such as with key stakeholders such as midwives and health visitors) as a way to increase reduction and recycling rates of reusables.

The London Waste and Recycling Board (LWARB)'s Resource London programme uses social media to promote borough reusable nappy networks, voucher schemes and events such as Real Nappy Week. In addition, through my Better Futures programme and LWARB's Advance London project, I have supported eight businesses to develop reusable and recyclable products, or technologies, which address the nappies, wipes and sanitary product waste streams. This includes Nappy Zap, Gcycle and Turn and Flow. I would encourage any businesses looking for support in the field of reusables and/or CleanTech to apply to Advance London via <https://www.advancelondon.org/advisory/apply-now/> or Better Futures via <https://www.london.gov.uk/what-we-do/environment/better-futures/about-better-futures>

Borough partnerships for reusable nappies and period products

Question No: *2020/3833*

Caroline Russell

What plans do you have to encourage London boroughs to partner with midwives and health visitors to communicate to new parents and carers the availability of reusable nappies and period products?

Borough partnerships for reusable nappies and period products**The Mayor**

Last updated: 18 NOVEMBER , 2020

Please refer to my answer to Mayor's Questions 2020/3832.

Reducing disposable nappy waste**Question No: 2020/3834***Caroline Russell*

How are you reducing the amount of single-use plastic disposable nappy waste ending up in landfill and/or being sent for incineration?

Reducing disposable nappy waste**The Mayor**

Last updated: 18 NOVEMBER , 2020

Please refer to my answer to Mayor's Questions 2020/3832.

Incentives for reusable products**Question No: 2020/3835***Caroline Russell*

Will the next update of guidance from the London Waste and Recycling Board (LWARB) include the offer of a reusable nappy incentive as a tool for boroughs to increase their recycling rate as recommended in the London Assembly Environment Committee report, Single-use plastic: unflushables, published in August 2018?

Incentives for reusable products**The Mayor**

Last updated: 19 NOVEMBER , 2020

London produces too much waste and our recycling rates need to increase significantly. To tackle this we need to focus on cutting the main sources of waste as well as focusing on increasing recycling rates of the main waste streams.

As nappies make up a smaller proportion of household waste than dry recyclables or food waste the London Waste and Recycling Board (LWARB), who act in conformity with my Strategy, are focusing on waste reduction and the recycling of core materials. LWARB and the GLA have, however, in their discussions with boroughs on their Reduction and Recycling Plans (RRPs) encouraged them to reduce nappy waste by including actions on reusable nappies in their RRP. Twelve boroughs have included a commitment to promoting guidance on the use of reusable nappies in their RRP. This includes offering vouchers of up to £54 to spend on reusable nappies, or redeem against nappy laundering services, and promotion of real nappies through campaigns and nappy events (including online events during this year). I have asked officers at the GLA and LWARB to again draw attention to the use of incentives, education campaigns (such as for parents and carers) and partnerships (such as with key stakeholders such as midwives and health visitors) as a way to increase reduction and recycling rates of reusables.

LWARB's Resource London programme supports London's waste authorities to reduce waste and increase recycling. This includes using social media to promote borough reusable nappy

networks, voucher schemes and events such as Real Nappy Week. In addition, through their Advance London programme, I have supported a number of businesses to develop reusable and recyclable products, or technologies, which address the nappies, wipes and sanitary product waste streams.

Glyphosate use by the GLA (2)

Question No: [2020/3836](#)

Caroline Russell

Thank you for your answer to my question 2020/2614. You state the use of glyphosate on the GLA estate will be phased out: "eventually." By what date will glyphosate use be phased out?

Glyphosate use by the GLA (2)

The Mayor

Last updated: 19 NOVEMBER , 2020

I cannot give a definitive date for phasing out the use of glyphosate. As I stated in my response to MQ2614, TfL and the other functional bodies are all exploring alternatives with their respective contractors.

For example, the London Legacy Development Corporation have reduced the use of glyphosate by 30% by deploying Foamstream (a heat treatment), and aim to reduce its use even further following a review in spring/summer 2021; and the Metropolitan Police Service aim to limit its use to invasive species only by April 2023 when the grounds maintenance contract is due for renewal.

TfL (London Underground) face the biggest challenge as they need an alternative to maintain safety-critical weed-free areas within and alongside the track bed. Trials have demonstrated that an electrocide is effective in killing weeds, but the system is primarily used in an agricultural context and will need a lot more development to be able to be deployed at scale on the railway.

Having reviewed the use of glyphosate by the GLA Group, officers from my Environment Team will ensure a more systematic approach to reducing its use by work with the functional bodies to by preparing an action plan with targets and milestones.

Energy and carbon reduction programmes for housing retrofit

Question No: [2020/3837](#)

Caroline Russell

During a London Assembly Environment Committee meeting on 6 December 2018, investigating cold and damp homes in London, members requested an explanation for why the amount of money allocated for energy and carbon reduction programmes in 2020-21, 2021-22 and 2022-23 is reducing. This request was sent on to the RE:NEW team in 2019, and was followed up repeatedly but has not been answered. Will you now supply a response?

Energy and carbon reduction programmes for housing retrofit

The Mayor

Last updated: 19 NOVEMBER , 2020

I apologise that an answer to the enquiry was not sent. At the London Assembly Environment Committee meeting in December 2018, certain programmes were coming to an end, with

proposed extensions or replacements still being finalised (e.g. Warmer Homes Phase 2). These will have affected the budget profile as circumstances changed.

The budget for energy and carbon reduction programmes covered four financial years (2017/18, 2018/19, 2019/20, 2020/21) and the profile of that expenditure was largely determined by programme activity i.e. if activity was not as originally budgeted the budget would be reprofiled to reflect new plans. However, while budget profiles may be uneven across the four-year term, both my Accelerators (formally RE:FIT and RE:NEW), and Warmer Homes had a consistent level of funding across all years, and the London Community Energy Fund increased over that period (also spending its full budget).

Some programme budgets for 2021/22 and 2022-23 are subject to the current budget setting process.

Cost of new pedestrian crossings

Question No: 2020/3838

Caroline Russell

What is the typical cost for installation and annual maintenance by Transport for London (TfL) for adding: a) a new zebra crossing, and b) a new light-controlled pedestrian crossing to a road?

Cost of new pedestrian crossings

The Mayor

Last updated: 20 NOVEMBER , 2020

Zebra Crossing

To install a zebra crossing (with beacons) can cost between £30-60k. The cost will depend on location and the size of the crossing.

The cost for maintaining a zebra crossing is included in Transport for London's lump sum payments to its contractors for highway maintenance and is not broken down into to an individual cost. Typically, a zebra crossing will have the marking renewed once a year and the lamps changed in the beacons every 2 years.

Traffic signal-controlled pedestrian Crossing

To install a signalised crossing can cost between £80-130k. The cost will vary by location, the amount and type of equipment, and the age of the equipment.

The annual maintenance cost of a traffic signal-controlled pedestrian crossing is about £2,000, including power and communication lines.

Signalised junctions without a signalised pedestrian crossing

Question No: 2020/3839

Caroline Russell

How many signalised junctions for motor traffic are there in London with signals provided by Transport for London (TfL)? And in total: a) how many junctions have arms without signalised pedestrian crossings, and b) how many arms of junctions are missing a signalised crossing overall?

Signalised junctions without a signalised pedestrian crossing**The Mayor**

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Signalised junctions without a signalised pedestrian crossing**The Mayor**

Last updated: 17 DECEMBER , 2020

Transport for London (TfL) is responsible for the maintenance and operation of all traffic signals in Greater London.

There are currently 2,784 signalised junctions in Greater London. Of these junctions, 261 do not have any pedestrian crossing facilities. Although the precise number of arms of junctions with signalised crossings is not readily available, all other junctions have pedestrian crossing facilities on one or more arms.

As set out in my Walking Action Plan, TfL is committed to reducing barriers to people walking, including improved pedestrian crossings to address severance issues and road danger.

In the last financial year (2019/20), 61 pedestrian crossings on the TLRN have had new or improved signals installed, and TfL has worked with boroughs and Living Streets to develop a pipeline of prioritised crossings for future improvement where pedestrian safety concerns have been raised.

As part of TfL's traffic signal timing review programme in 2019/20, a total of 2,318 pedestrian hours have been saved through refinement of traffic signal timings.

As part of TfL's traffic signal modernisation programme, the presence of pedestrian controlled facilities is considered during modernisation and opportunities to add facilities are carefully considered.

Average distance between crossings on TfL roads**Question No: 2020/3840***Caroline Russell*

What is the average distance between pedestrian crossings using either a zebra or light-controlled crossing to give pedestrian priority on the Transport for London (TfL) road network?

Average distance between crossings on TfL roads**The Mayor**

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Average distance between crossings on TfL roads**The Mayor**

Last updated: 7 JANUARY , 2021

Measuring the average distances between all crossings on the Transport for London (TfL) Road Network (TLRN) is not an exercise that TfL has conducted because this is not a relevant factor

in the siting of a crossing. All crossings are assessed on the environment and needs at the location. The geographic data that TfL hold on crossings is not designed to produce these figures.

The distance between pedestrian crossings on the TLRN varies greatly between the different type of road and local environment. There is a greater density of crossings in areas of high footfall such as high streets and town centres, compared to high speed roads where footfall is lower. This means that the average distance over the whole network does not give a reasonable picture of the level of pedestrian crossing facilities.

TfL would be happy to speak with you to provide available information about pedestrian crossings on the TLRN and discuss any points or concerns you may have.

Supporting information for the MQ Team when reviewing

To do this request would require a bespoke data layer to be built and it would require several people and many hours of work to upload the data manually as it is not an automatic output from our systems. In light of the recent comms on certain MQs being progressed as FOIs we feel this would fall within that category. A middle ground is to offer a meeting which is more beneficial so we can target her specific areas of concern

Location of school streets

Question No: [2020/3841](#)

Caroline Russell

When will you publish the location of all current and planned School Street programmes in London? If this data is available now, please provide it in your answer to this question.

Location of school streets

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Location of school streets

The Mayor

Last updated: 17 DECEMBER , 2020

322 School Streets have been delivered by boroughs so far, using TfL funding under the Streetspace for London programme, benefitting 317 schools. Note that a few boroughs have delivered multiple schemes benefitting a single school, for example where more than one road closure has benefitted a single school, or else where emergency measures have been delivered and then followed up with a more permanent scheme in response to resident feedback. These figures do not include schemes funded solely by boroughs, or schemes delivered prior to the creation of the Streetspace programme. A full list of School Streets delivered (correct to 30 October 2020) is available on the TfL website at <https://consultations.tfl.gov.uk/general/f23c0f13/>, and this will be updated regularly as delivery continues.

At the time of writing a further 66 School Street schemes are due to be delivered in the coming weeks, though the final number will not be confirmed until boroughs have submitted their funding claims for the current financial year.

Changes to borough cycle funding (2)**Question No:** [2020/3842](#)*Caroline Russell*

Thank you for your answer to my question 2020/2621. Now that you have a funding package from the Government, will you confirm planned investment in cycling for each borough and programme (Liveable Neighbourhoods, Mini-Hollands, Borough Cycling, junctions etc.), for 2020-21, and 2021-22, and the amount of investment provided to date?

Changes to borough cycle funding (2)**The Mayor**

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Changes to borough cycle funding (2)**The Mayor**

Last updated: 17 DECEMBER , 2020

In the first half of financial year 2020-21 the majority of borough funding was allocated via the (£45m) London Streetspace programme.

Following recent Government negotiations, Transport for London (TfL) received £75m for the second half of financial year 2020-21 for 'Active Travel'. This covers all Healthy Streets activity, including funding for boroughs. TfL has so far announced £25m this will be allocated as LIP funding, and will write to boroughs about non-LIP funding allocations as soon as possible.

It has also been confirmed that a further £20m from the Active Travel Fund (formerly Emergency Active Travel Fund) will be available to TfL, almost all of which will be going to fund more London Streetspace projects in the boroughs. TfL will continue to work closely with boroughs to maximise delivery . TfL and boroughs will need to consider the new requirements from DfT on Active Travel Fund projects and will be working with boroughs to review the deliverability of the programme.

For 2021-22 TfL has not yet secured funding from Government. Once a funding package is agreed this will be announced to boroughs.

Delivery of lower speeds on roads (1)**Question No:** [2020/3843](#)*Caroline Russell*

I understand that, due to budget constraints, Transport for London (TfL) has had to pause the roll-out of lower speed sections of road as part of your Vision Zero programme. Does the TfL funding deal with the Government now enable you to resume this important road danger reduction work?

Delivery of lower speeds on roads (1)**The Mayor**

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Delivery of lower speeds on roads (1)**The Mayor**

Last updated: 23 NOVEMBER , 2020

The Transport for London (TfL) and Department for Transport (DfT) funding settlement enables design work to restart on phase 2 of TfL's vital programme to lower speed limits on a further 140km of Transport for London Road Network (TLRN). Key projects include the A107 Homerton High Street, A13 corridor in Tower Hamlets, A10 Great Cambridge Road and A23 London Road as well as the remaining TLRN in City of Westminster.

Where opportunities exist, TfL has also introduced 20mph speed limits into schemes being delivered under the London Streetspace Programme, funded as part of the government settlement in May 2020. 20mph speed limits have recently been introduced on Park Lane and Hampstead Road, and are planned on further routes including Cycleways 7 and 8.

Delivery of lower speeds on roads (2)**Question No:** [2020/3844](#)*Caroline Russell*

I understand that, due to budget constraints, Transport for London (TfL) has had to pause the roll-out of lower speed sections of road as part of your Vision Zero programme. Given the benefits shown from the walking and cycling measures in your Streetspace programme, will you now bring forward simpler and cheaper measures, such as a blanket 20mph limit or 20mph limits to lower speeds on larger sections of the roads you control?

Delivery of lower speeds on roads (2)**The Mayor**

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Delivery of lower speeds on roads (2)**The Mayor**

Last updated: 23 NOVEMBER , 2020

The Transport for London (TfL) and Department for Transport (DfT) funding settlement enables design work to recommence on phase 2 of TfL's vital programme to lower speed limits on a further 140km of the Transport for London Road Network (TLRN).

TfL has also taken opportunities to introduce 20mph speed limits into London Streetspace schemes being delivered as part of the funding agreement with the DfT in May 2020. 20mph speed limits have recently been introduced on Park Lane and Hampstead Road and are planned on further routes, including Cycleways 7 and 8.

Phase 2 of the programme to lower speed limits has, as far as possible, been coordinated to reduce TLRN speed limits along whole corridors or borough-wide to provide road users with a consistent speed limit and maximise road danger reduction. Current projects in design include the A107 Homerton High Street, A13 Commercial Road, A10 Great Cambridge Road and A23 London Road as well as the remaining sections of TLRN across the City of Westminster.

Detailed data on children's journeys to school (2)

Question No: [2020/3845](#)

Caroline Russell

Thank you for your answer to my question 2020/2160 on children's journeys to school. You now have London-wide programmes to deliver school streets and ensure journeys that cannot be made by public transport switch to walking and cycling rather than cars. Will you now review the data you collect on children's journeys to school to ensure that it is detailed enough to provide data to track changes in school travel by year, borough, transport mode and school stage?

Detailed data on children's journeys to school (2)

The Mayor

Last updated: 20 NOVEMBER , 2020

The response to Mayor's Question [2020/2160](#) that you refer to used data from the London Travel Demand Survey (LTDS). This is a long-established annual survey with a broad and strategic focus aimed at understanding overall travel behaviour by Londoners aged five and over. Transport for London is not planning to make changes to the LTDS, however, it is working with the boroughs and has set up specific monitoring plans to evaluate the travel impacts of the School Streets programme. For details about this, please refer to my response to Mayor's Question [2020/3846](#).

Detailed data on children's journeys to school (3)

Question No: [2020/3846](#)

Caroline Russell

Thank you for your answer to my question 2020/2160 on children's journeys to school. You now have London wide programmes to deliver school streets and ensure journeys that cannot be made by public transport switch to walking and cycling rather than cars. What data have you captured that will let you monitor the success or failure of these investments, and are you capturing feedback from young people about their own journeys?

Detailed data on children's journeys to school (3)

The Mayor

Last updated: 20 NOVEMBER , 2020

Streetspace for London School Street schemes are delivered by the London boroughs. Boroughs are required to conduct monitoring of School Streets (and other Streetspace for London schemes) as a condition of Streetspace programme funding. Transport for London (TfL) will work with the boroughs to utilise this data as part of the Streetspace for London monitoring programme.

In addition to this local monitoring, TfL is delivering an evaluation of a sample of new School Streets. Surveys are being conducted at approximately 20 schools with School Streets and 20 schools without to identify the impact on behaviour, attitudes and perceptions of parents and carers at these schools. Parents/carers will be asked to complete the surveys with their children. These surveys will provide a snapshot of the impacts of School Streets and the results will be available in early 2021.

Sustainable Urban Drainage Systems

Question No: [2020/3847](#)

Caroline Russell

In your Transport Strategy you identify a target for Sustainable Urban Drainage Systems (SUDS) to be built to capture an additional surface area of 50,000 sqm per annum. What has been your progress on this, by year, since you were elected in 2016?

Sustainable Urban Drainage Systems

[The Mayor](#)

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Sustainable Urban Drainage Systems

[The Mayor](#)

Last updated: 17 DECEMBER , 2020

My Transport Strategy set out a requirement for an additional 50,000 sqm of catchment to drain into SuDS features per year on highways (both borough and Transport for London (TfL)). Following publication of my Transport Strategy, we asked boroughs to report on SuDS delivery in the financial year 2019/20 and found that 13 boroughs implemented SUDs schemes delivering at least 28,129 sqm of catchment. This was the first year TfL requested this information.

TfL has also delivered SuDS schemes within its own schemes. For example, the extensive improvements at Highbury Corner include 80sqm of new paved areas which drain into specially designed tree pits. TfL is also developing designs for more SuDS, including at Old Street, which will include permeable paving, rain gardens and a green roof on the station entrance. TfL aims to complete the work in autumn 2022.

Unfortunately, the impacts of the COVID pandemic have made delivering my Transport Strategy target more difficult. TfL has had to pause LIP funding for boroughs and is instead focussing very limited resources on keeping public transport running and funding emergency Streetspace improvements to enable social distancing and encourage active travel. TfL will, however, continue to explore opportunities for SuDS as permanent streetscape improvements are delivered in the future and has issued guidance to boroughs on how to consider SuDS and other green infrastructure in their own Streetspace plans.

Support for freelance workers during coronavirus

Question No: [2020/3848](#)

Caroline Russell

More than 3 million people in the UK were not eligible for furlough and some subsequent schemes including the newly self-employed and PAYE freelancers. Will you write to the government to ensure they will be supported during the second lockdown?

Support for freelance workers during coronavirus

[The Mayor](#)

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Support for freelance workers during coronavirus**The Mayor**

Last updated: 23 NOVEMBER , 2020

I wrote to Government with London Councils at the beginning of November about support during national restrictions. This included extension of the support for the self-employers, better support for those required to self-isolate, urgently delivering additional support for businesses and local authorities.

While many businesses wait to safely reopen or adapt to operating in yet another different environment, the Government must do everything within its powers to support the UK's economy. The furlough extension and additional support for the self-employed is welcome, but the self-employed scheme still has significant gaps that must be rectified. It leaves out the newly self-employed, those who pay themselves in dividends, those earning a mix of PAYE and self-employed income, freelancers, and some sole traders.

More than anything else, freelancers need clarity, so that they can map out how to come back stronger. We will continue to update the [London Business Hub](#) with useful guidance for businesses and employers on COVID-19.

Redundancies and freelancers during coronavirus**Question No: 2020/3849***Caroline Russell*

In July the government announced £1.5 billion in funding for the arts and creative sector. I have now heard from several creative freelancers that they and many of their colleagues have been made redundant and that, even though the funding has started to come through for organisations, it is going on building management and senior salaries. Will you lobby the government for increased funding for our vital creative and arts sector workers?

Redundancies and freelancers during coronavirus**The Mayor**

Last updated: 19 NOVEMBER , 2020

Creative freelancers have been devastated by COVID-19, with over 60 per cent losing 100 per cent of their work. And they have been left behind by Government, with many excluded from the Self-Employed Income Support Scheme.

I welcomed the announcement of the Culture Recovery Fund and have been pleased to see many London organisations benefit. But it does not go far enough to protect the estimated 152,500 jobs – many of which are freelance – which could be lost in London due to COVID-19.

I have written to Government outlining my concerns. I have funded research, with Creative Industries Federation, to outline the risk to freelancers, and am funding research by Centre for London to make recommendations on supporting them. Future rounds of public funding must do more to support creative workers and freelancers and I will continue to lobby Government to make this happen.

Privately owned public spaces data**Question No:** 2020/3850*Siân Berry*

The latest data given on privately owned public spaces via the Green Space Information for Greater London (GiGI) was last updated on the London Datastore website in 2017 (<https://data.london.gov.uk/dataset/privately-owned-public-spaces>). Could you publish more up-to-date spatial data, including permissions given and completions for any new public spaces that are privately owned?

Privately owned public spaces data**The Mayor**

Last updated: 20 NOVEMBER , 2020

The Green Space Information for Greater London (GiGL) dataset published on the London Datastore website in 2017 that you refer to was independently collated, with data sourced directly from local authorities, supplemented by independent research. We will publish any updates of this dataset (that GiGI carry out) on the GLA datastore website and make it publicly available.

GiGL have also subsequently published a subset database which provides locations of selected open space sites in Greater London. It provides information about the sites including name, site reference and type and this is updated on a quarterly basis. The chosen sites represent accessible open spaces in Greater London, typically functioning as destinations for leisure, activities and community engagement. The dataset also includes connecting spaces for walking and cycling and sites that are designated as Public Open Space (POS) and protected in local planning. We will explore opportunities with GiGL to include further information within their dataset.

Privately owned public spaces and the draft Public London Charter (1)**Question No:** 2020/3851*Siân Berry*

The newly published consultation draft of your Public London Charter (<https://consult.london.gov.uk/public-london-charter>) does not mention facial recognition technology by name, although privacy guidance is included with reference to compliance with the Surveillance Camera Commissioner's code of practice. Do you agree that facial recognition technology controlled by private companies should not be used in these spaces, and will you consider adding restrictions on facial recognition technology to the final charter?

Privately owned public spaces and the draft Public London Charter (1)**The Mayor**

Last updated: 19 NOVEMBER , 2020

The draft Public London Charter expects the use of smart and digital technologies to comply with all relevant laws and codes of practice. This includes the strong requirements of GDPR via the Data Protection Act 2018. These closely regulate the collection and use of people's personal information, with all biometric information falling into a special category with even more protection. In addition, the processing of personal information requires a Data Protection Impact Assessment (DPIA). We are asking for these to be shared with City Hall for publication openly on the London Datastore. This will provide transparency over the handling of all personal data and promote best practice amongst private landholders.

Privately owned public spaces and the draft Public London Charter (2)

Question No: 2020/3852

Siân Berry

Your draft Public London Charter has finally been published and is out for public consultation until 15 January 2021 (<https://consult.london.gov.uk/public-london-charter>). Do you still intend to publish the final Public London Charter alongside the London Plan and, if not, how will new applications be judged after the London Plan is published until the Public London Charter is finalised?

Privately owned public spaces and the draft Public London Charter (2)

The Mayor

Last updated: 19 NOVEMBER , 2020

The new London Plan Policy D8 Public realm part H requires that public access to public spaces is maximised and that rules governing spaces are minimised to those required for its safe management. Once the London Plan is published all new applications coming forward will have to accord with this policy and it already carries significant material weight. The Public London Charter provides additional detail and clarity on this policy requirement.

The Public London Charter is capable of being a material planning consideration. The weight afforded to it will depend on the status of the new London Plan. It is intended to publish the finalised Charter as soon as possible after the new London Plan is published.

Affordable housing grant start deadlines

Question No: 2020/3853

Siân Berry

It is my understanding that the original £3.15 billion of Affordable Homes Programme 2016-21 funding detailed in MD2125 had a deadline of 31 March 2021 within its grant agreements, by which delivery of the funded housing schemes must have started. A number of schemes funded under that programme are now unable or unlikely to start on site by this date. Subsequent MD2282 set out an additional £1.67 billion for new grants to schemes starting up to 2022. Currently, the Delegated Approvals Log showing grant approvals on your Housing Statistics webpage (<https://www.london.gov.uk/what-we-do/housing-and-land/increasing-housing-supply/affordable-housing-statistics>) lists all grant approvals made under your affordable housing programme since 2016 retrospectively as part of: "Homes for Londoners 2016-23." Does the start deadline of 31 March 2021 still apply to grants awarded under the terms of MD2125? And if not, could you tell me where any Mayoral or Director decision to create a blanket extension to developer start deadlines for your affordable grants can be scrutinised? And will you publish data showing a list of any revised latest start dates agreed for schemes allocated grant under the terms of MD2125 that are not now set to achieve the start-on-site milestone before 31 March 2021?

Affordable housing grant start deadlines

The Mayor

Last updated: 20 NOVEMBER , 2020

In 2016, the Mayor secured £3.15bn for the 2016-21 Affordable Homes Programme with the expectation to start 90,000 affordable homes between April 2015 and March 2021. In Spring 2018, the Mayor successfully secured a further £1.67bn from central government to fund a further 26,000 affordable homes in London. MD 2282, approved in May 2018, set out

approval for the full Affordable Home Programme budget to be used to deliver at least 116,000 starts of affordable homes by March 2022. This combined the programme target for an initial 90,000 plus a further 26,000 homes to a total of 116,000 starts by March 2022. Due to the impact of the Covid-19 pandemic on the development and construction sector, in the summer of 2020 the Government confirmed an extension of the affordable housing programme in England (including London) by a further year to March 2023.

Approvals made in the programme under MD 2125 will be taken forward with milestones as agreed at the time, unless adjustments to those milestones have been discussed with the GLA and agreed for revised delivery timeframes. This is part of the GLA's ongoing review of projects and programme with partners. Changes to projects take place over the course of the programme and approval for those changes are only made if there is sufficient evidence to merit a revision. All partners are contractually required to achieve delivery milestones as agreed with the GLA and grant allocations can be withdrawn if partners fail to meet agreed project requirements. There are hundreds of schemes in the programme and the protracted nature of the development process, means that schemes are susceptible to external factors that can cause delay. Therefore, it is important that the programme is administered in a manner which mitigates this risk.

Details of starts on site achieved in the programme are shown in the Affordable Housing Statistics on the GLA website.

Parliament Square arrests and convictions (2)

Question No: [2020/3854](#)

Siân Berry

Thank you for your answer to my question 2016/1955. Could you provide an update to this data showing how many protestors on Parliament Square have been: a) arrested b) had charges brought against them, and if available now c) been convicted during each of the years 2016, 2017, 2018, 2019 and 2020 (to date).

Parliament Square arrests and convictions (2)

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Parliament Square arrests and convictions (2)

The Mayor

Last updated: 7 JANUARY , 2021

Data on the number of arrests with Parliament Square mentioned in the "Place of Arrest" field on the relevant Custody Record, with the First Arrest Offence dating between January 2016 and October 2020 is attached. The MPS does not hold data on charges and convictions.

Children on the Metropolitan Police Service Merlin database**Question No:** *2020/3855**Siân Berry*

The Independent Office for Police Conduct (IOPC) investigation into the stop and search of Ms Bianca Williams and Mr Ricardo Dos Santos found that their three-month-old child had been added to the Metropolitan Police Service (MPS) Merlin database for children known to the police. How many children are currently on this database? Please provide a breakdown by: a) age, for all age ranges captured on the database, b) ethnicity and, c) reason for being added to database?

Children on the Metropolitan Police Service Merlin database**The Mayor**

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Children on the Metropolitan Police Service Merlin database**The Mayor**

Last updated: 26 FEBRUARY , 2021

The 'Merlin' IT application is used to record the details of those vulnerable people aged 17 and under via a Pre-Assessment Check (PAC) and for details of vulnerable adults aged 18 or over via an Adult Come to Notice (ACN). MERLIN is also used for the recording and investigation of Sudden Deaths, Unidentified Persons/bodies and other found persons.

Reports in relation to children make up around 50% of all reports recorded within the application each year and since their inception the MPS has created just under 3 million individual child safeguarding reports. There are often however several reports relating to the same child who has come to police notice sometimes frequently.

Reports are recorded on Merlin to enable safeguarding teams to assess any risks or harm to individual children based on the report and any further relevant information. These reports are often shared with partner agencies to ensure a multi-agency approach can be taken to safeguarding.

Child Safeguarding (PAC) reports created:**2020 to date**

156,839

2020 Child Reports by Age:**Pre-Birth Under 10 10-17 Not Recorded**

3,106 52,536 101,129 68

2020 Reports by Ethnicity

White European	Dark European	Black	Asian	Chinese, Japanese, or other Southeast Asian	Arabic or North African	Unknown
61,510	9,015	47,924	21,082	1,345	5,925	13,786

Staff are required to record data in relation to specific *enhanced concerns* which is evident in some form and which will often indicate the reason for the report being created. The below displays the number of occurrences each of these have been added to a report:

CHILD SEXUAL EXPLOITATION	CHILD CRIMINAL EXPLOITATION	MENTAL HEALTH	YOUTH VIOLENCE	DOMESTIC INCIDENT
4,114	5,371	2,313	11,974	41,033

Staff are also able to add "PAC" concern Categories to a safeguarding report to highlight specific concerns for an individual and these will also highlight why a report has been created. The following 7 categories are the most used/selected in 2020 regarding children:

GENERAL CHILD CARE/WELFARE	DOMESTIC VIOLENCE	CHILD CONTACT	MISSING PERSON	VICTIM OF CRIME	NON-CRIME DOMESTIC INCIDENT	ARRESTED
81,836	24,021	17,915	15,852	13,547	10,937	10,469

Facilitating socially distanced democratic protests (3)

Question No: [2020/3856](#)

Siân Berry

Thank you for your answers to my questions 2020/2646 and 2020/3327. There has been great confusion about the legality of protests during the ongoing coronavirus crisis and now, during this period of new national restrictions, Government has been clear that the larger gathering exemption for protests has been removed. Are you, MOPAC and the Metropolitan Police Service (MPS) developing guidance to inform and facilitate socially distanced democratic protests in each of the Covid alert level tiers?

Facilitating socially distanced democratic protests (3)

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Facilitating socially distanced democratic protests (3)

The Mayor

Last updated: 19 MARCH , 2021

The rules around gatherings have changed repeatedly and each time the MPS has had to react quickly in order to make sure that large gatherings and protests are within the regulations and they are policed appropriately. During the Tier 2 restrictions the MPS published an open letter highlighting the legislation on gatherings and protest. The letter was shared with every protest group who contacted it about an intention to protest during that time. The MPS has amended that letter in light of the national restrictions now in place and continues to share it. When the regulations change again, the MPS will review exactly what the new legislation says and update the letter accordingly. A copy of the current letter is attached.

Stop and Search Community Monitoring Group reviews of body worn video (3)

Question No: [2020/3857](#)

Siân Berry

Despite repeated requests from the community and members of the London Assembly Police and Crime Committee that Community Monitoring Groups are allowed to resume their viewing of body-worn video footage captured by Metropolitan Police Service (MPS) officers during stop and search this has not yet happened. You recently said in response to MQ 2020/2836: "there is no legal pathway to routinely release footage except for exceptional circumstances."

With no public scrutiny of this footage for some time now, how can your claim that body-worn video is: "the biggest game changer in ensuring the human rights of all people are protected... Human rights are best protected by openness and transparency, effective oversight and a commitment to learn," still be true? What are your plans to make this footage available for appropriate scrutiny by Assembly Members, Community Monitoring Groups and other public oversight bodies in line with the wishes of the Home Secretary?

Stop and Search Community Monitoring Group reviews of body worn video (3)

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Stop and Search Community Monitoring Group reviews of body worn video (3)

The Mayor

Last updated: 7 JANUARY , 2021

Providing community groups with access to BWV is essential in upholding trust and working towards increased levels of transparency.

In early 2020, the MPS and MOPAC convened a working group that included Community Monitoring Group (CMG) chairs to consider the options to mitigate the privacy concerns and identify a proportionate way forward. Having considered several alternatives, including for example, using fully redacted BWV footage, the MPS has agreed that the sessions would be reinstated with safeguards in place to mitigate the impact on personal privacy.

Some CMGs have already taken part in these sessions and have provided feedback to their local officers and communities. The MPS is committed to the ongoing support of BWV scrutiny with a focus on transparency and accountability.

Stop and Search Community Monitoring Group reviews of body worn video (4)**Question No:** 2020/3858*Siân Berry*

A report in the Guardian on 19 October 2020, titled 'Leaked review of Met police body worn video footage reveals officer errors', shows the continuing need for public scrutiny of the Metropolitan Police Service (MPS). Why is it that the MPS internal memo mentioned in the report suggests it is reluctant to release the footage because it would exacerbate public criticism, and not, as you have previously stated, because it is legally restricted from doing so?

Stop and Search Community Monitoring Group reviews of body worn video (4)**The Mayor**

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Stop and Search Community Monitoring Group reviews of body worn video (4)**The Mayor**

Last updated: 24 NOVEMBER , 2020

I will continue to scrutinise the Metropolitan Police (MPS) on its use of stop and search; this includes the measures it will be implementing to action the IOPC recommendations, which the MPS has accepted in full. The Met has provided the IOPC with a detailed response to the recommendations and how they will be implemented. A copy of the MPS response can be found here:

https://policeconduct.gov.uk/sites/default/files/Documents/investigation_reports/Stop%20and%20Search%20-%20Response%20to%20IOPC%20Learning%20Recommendations.pdf

My recently published Action Plan for transparency, accountability and trust in policing focuses on enhanced scrutiny structures to ensure the police are held to account, it will also deliver improved training for officers with direct involvement from community members. The plan, coupled with the IOPC recommendations, will work towards improving the relationships between the police and Black communities and address the concerns associated with the use of stop and search.

Data sharing between UBER and the Metropolitan Police Service**Question No:** 2020/3859*Siân Berry*

Uber has confirmed, in an article in The Times on 18 September 2020, titled 'Uber gives police private data on drivers and passengers', that it responds to over 2,000 requests for information per year from the Metropolitan Police Service (MPS). What kinds of information and data does the MPS request and collect from Uber on drivers and passengers, how long is this information and data stored, and which agencies have access to it?

Data sharing between UBER and the Metropolitan Police Service**The Mayor**

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Data sharing between UBER and the Metropolitan Police Service**The Mayor**

Last updated: 7 JANUARY , 2021

Like any other company or communications provider, Uber collects information about its customers. Some of this information is Communications Data (as defined by the Investigatory Powers Act) and some of it will be general information about the services they provide (as defined by the Data Protection Act). In accordance with the Investigatory Powers Act, the MPS requests information where it is necessary and justified to prevent and detect serious crime. In relation to the retention of this data – this is also governed in accordance with legislation and is no different to information or evidence the MPS collects from anywhere else.

Black Curriculum (1)**Question No: 2020/3861***Jennette Arnold OBE*

Can you provide an update on your work with the Black Curriculum?

Black Curriculum (1)**The Mayor**

Last updated: 17 NOVEMBER , 2020

At the beginning of Black History Month, I was proud to announce my partnership with The Black Curriculum to help develop new content for my London Curriculum's three history resources. This will support teachers with the knowledge, tools and confidence to teach more Black history across London's schools and throughout the academic year.

On 17 and 21 October, The Black Curriculum held focus groups with young Londoners from my Lynk Up Crew and Peer Outreach Team to understand their school experiences and record their suggestions for improvements. These have informed the review that The Black Curriculum are undertaking, and we will be moving forward with their recommendations over the next few months in order to relaunch the updated resources in the spring term.

Black Curriculum (2)**Question No: 2020/3862***Jennette Arnold OBE*

What work have you done to encourage schools in London to include black authors in the curriculum?

Black Curriculum (2)**The Mayor**

Last updated: 17 NOVEMBER , 2020

My partnership with The Black Curriculum demonstrates both my proud support of the wider campaign to embed Black history in schools and my own commitment to helping London schools achieve this through my London Curriculum history resources.

However, the Government and exam boards are key drivers as to what texts and authors schools teach. This is why on 2 October, I wrote to the Secretary of State for Education, Gavin Williamson, to call on Government to work with exam boards to ensure that the texts, art and

music they set better reflect Britain's rich ethnic diversity of authors, artists and lived experience.

I will continue to make the case for this in my response to the Government's Commission on Race and Ethnic Disparities, in which their Education sub-group is considering how the curriculum could highlight the contributions of different communities. I hope this will provide opportunity to make positive changes to the National Curriculum and for the voices of London's communities, schools and young people to be heard.

Racism in Schools

Question No: [2020/3863](#)

Jennette Arnold OBE

A recent poll by YMCA found that most black children experience racism at school. With 70% feeling under pressure over afro hair, 95% hearing racist language and half think racism is the biggest barrier to success. What are you doing to tackle racism in schools?

Racism in Schools

The Mayor

Last updated: 17 NOVEMBER , 2020

I have spoken out against racism in all its forms and made clear that racism and inequality must be rooted out from our public institutions. Racist language and actions are unacceptable anywhere in society. Please see response to [Mayor's Question 2020/3348](#).

Mentoring

Question No: [2020/3864](#)

Jennette Arnold OBE

Just 150 of the 1,000 academic mentors promised as part of the government's £1bn education catchup plans will be in schools in England by the end of the year. Can you provide an update on your work to provide mentors to young Londoners?

Mentoring

The Mayor

Last updated: 17 NOVEMBER , 2020

The Recovery Programme's New Deal for Young People recognises how the coronavirus pandemic has impacted young people's mental and physical wellbeing, their safety, potential, education and job prospects. Its mission is that by 2024, all young people in need are entitled to a personal mentor and all young Londoners have access to quality local youth activities. I am consulting stakeholders and will provide further details soon.

A list of current mentoring opportunities for young Londoners has been provided in [Mayor's Question 2020/4177](#).

High quality tuition to help close the attainment gap which the pandemic has widened is crucial. The Government must expand the universal catch-up premium and the National Tutoring Programme beyond this academic year in order to address the lasting impact of school closures.

School exclusions

Question No: 2020/3865

Jennette Arnold OBE

An Institute of Race Relations (IRR) report focusing on London says government responses to serious youth violence and knife crime have led to black pupils disproportionately being sent to pupil referral units and alternative provision. What work are you doing to tackle these prejudices in London schools?

School exclusions

The Mayor

Last updated: 17 NOVEMBER , 2020

We all need to better understand why certain groups are disproportionately excluded from mainstream schooling and work together to change this. In London, the rates of pupils with one or more fixed-period exclusions are highest among Black pupils and lowest for Asian pupils.

I have recently commissioned research on reducing exclusions in London that will focus on what additional early intervention and multi-agency action can be taken to support schools to be more inclusive and nurturing. Within this, we seek to better understand interventions that are addressing the disproportionate impact of exclusions on different ethnic groups. Through a combination of evidence gathering and practice sharing this work aims to provide practical resources for use by schools and boroughs.

My Violence Reduction Unit's is working with over 200 schools through its 'Supporting Inclusive Schools' programme, and their new 'Pupil Referral Unit Support' programme will help improve the service for some of London's most disadvantaged children. This adds to further investment in afterschool activities that will support vulnerable young people to re-engage with their education.

Apprenticeships

Question No: 2020/3866

Jennette Arnold OBE

Research published by Cognassist shows that in London 44% of apprentices are entitled to additional support for various disabilities and needs, yet 33% aren't having it requested by their employers, training providers or end-point assessors. What are you doing to ensure apprentices in London are supported fully?

Apprenticeships

The Mayor

Last updated: 19 NOVEMBER , 2020

Responsibility for apprenticeships lies with Central Government and clearly more needs to be done to communicate the additional support available to employers and training providers so that apprentices with additional needs are supported throughout their apprenticeship. I have lobbied the government for the powers and funding to establish a London Apprenticeship Service so that support can be targeted at Londoners most in need.

Since taking control of the Adult Education Budget (AEB), I have made changes to ensure that skills training is more inclusive for Disabled Londoners. This includes extending full funding of AEB courses to Londoners earning below the London Living Wage as we know Disabled

Londoners are overrepresented in low paid occupations and fully funding Deaf Londoners to train for a first qualification in British Sign Language.

I have also given London's further education providers greater flexibility to train their staff to better support learners with SEND.

Furthermore, my 'helping Londoners into Good Work' recovery mission is focussed on supporting Londoners hardest hit by the pandemic, including Londoners with the most complex needs to ensure that they are not left behind.

Widening attainment gap

Question No: [2020/3867](#)

Jennette Arnold OBE

During lockdown 74% of private school students received full days of teaching, compared with 38% of state school students. This learning loss will result in the widening of the attainment gap. What work are you doing to try to close the attainment gap since lockdown?

Widening attainment gap

The Mayor

Last updated: 17 NOVEMBER , 2020

We have been working with the education and youth sectors to help ensure that London's progress in closing the attainment gap is not lost.

My Stepping Stones programme has been supporting vulnerable students as they transition to secondary school, and the Violence Reduction Unit's new 'Pupil Referral Unit Support Programme' will help some of London's most disadvantaged children.

Many Young Londoners Fund projects are already providing catch-up support, and in August, I announced a further £2.1m to help 15,000 more young Londoners boost their skills and improve their mental health.

Tackling educational inequalities is part of our work to shape a New Deal for Young People – under which by 2024, all young people in need are entitled to a personal mentor and all young Londoners have access to quality local youth activities.

Please also see response to [Mayor's Question 2020/3860](#).

Early years

Question No: [2020/3868](#)

Jennette Arnold OBE

Since the end of lockdown, only around 50% of children are back at their early years provision provider. For many centres that rely on private fees, they will be struggling to manage, and many have already reported the need for redundancies within their staff. What support are you giving these centres to ensure they stay open in London?

Early years

The Mayor

Last updated: 17 NOVEMBER , 2020

London's early years provision is crucial for social and economic recovery. I am grateful to the sector for their continuing hard work and support to London families.

To support London's Private, Voluntary and Independent (PVI) early years providers, we have secured support through the London Business Hub who has partnered with Early Years Alliance to offer sector-specific business support. Until December this year, PVIs can access free resources, workshops and webinars. The offer has been met with high demand, with additional workshops set up to ensure those who need support can access it.

I have commissioned research into the provision of longer term sector-specific business support and I am conducting a survey of London parents. This will provide evidence-based recommendations for the early years sector, including developing effective activities to increase parental demand.

I will continue to make the case to the Government for increased funding levels for the early years sector to ensure it survives the impact of this pandemic.

New deal for young people

Question No: *2020/3869*

Jennette Arnold OBE

What work are you doing to include disabled young people and those with SEND needs in your New Deal for Young People?

New deal for young people

The Mayor

Last updated: 17 NOVEMBER , 2020

At this tough time for our city, it is more important than ever that we are aware of vulnerable groups, including children and young people with special educational needs and disability (SEND).

The London Recovery Programme's 'New Deal for Young People' recognises how the pandemic has impacted on young Londoners and will focus on helping the most disadvantaged.

It presents an opportunity to work collectively with a wide range of stakeholders to improve the outlook and experiences for London's young people, and ensure that sufficient, quality support is available for young people in need and for all young Londoners.

Consultation on the mission will include organisations that support children and young people with SEND. We will ensure their voices, and those of all young Londoners, are at the heart of shaping and delivering the mission.

Adapting Low Traffic Neighbourhoods (1)

Question No: *2020/3871*

Leonie Cooper

Which boroughs have you worked with to adapt low traffic neighbourhoods so they can better impact the areas they are placed in?

Adapting Low Traffic Neighbourhoods (1)

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Adapting Low Traffic Neighbourhoods (1)

The Mayor

Last updated: 17 DECEMBER , 2020

Transport for London (TfL) has engaged with all boroughs throughout the bidding and funding allocation process to deliver the best possible schemes to reduce through traffic on residential roads, whilst minimising the impact of the London Streetspace Programme on strategic traffic movement.

Although boroughs are responsible for design choices on roads for which they are the designated Traffic Authority, TfL has provided extensive guidance. TfL have also facilitated ongoing liaison with the emergency services about the impact of schemes, which has led to innovative thinking and numerous design changes. This includes the use of camera-enforced filters in some locations to ensure rapid access for emergency service vehicles without compromising on the traffic reduction benefits that residents deserve.

Adapting Low Traffic Neighbourhoods (2)

Question No: 2020/3872

Leonie Cooper

Do you think the messaging from Grant Shapps MP and Government about the purpose of Low Traffic Neighbourhoods has been fully understood by Londoners?

Adapting Low Traffic Neighbourhoods (2)

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Adapting Low Traffic Neighbourhoods (2)

The Mayor

Last updated: 17 DECEMBER , 2020

One of the areas where Grant Shapps MP, the Government and I agree on is the need to avoid a car based recovery. I am therefore pleased that the Government has continued to prioritise funding for active travel in London, including for more cycle lanes and low traffic neighbourhoods (LTNs), in the latest funding agreement. Transport for London is currently coordinating a London-wide monitoring and survey programme to understand the impact of LTNs, and is working with the London boroughs to support them in communicating their purpose and intended benefits.

Messaging and Low Traffic Neighbourhoods (3)

Question No: 2020/3873

Leonie Cooper

Do you think the messaging from local authorities about the purpose of Low Traffic Neighbourhoods has been fully understood by Londoners? How should councils adapt this going forwards?

Messaging and Low Traffic Neighbourhoods (3)**The Mayor**

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Messaging and Low Traffic Neighbourhoods (3)**The Mayor**

Last updated: 25 NOVEMBER , 2020

Generally speaking, we have seen a good response from boroughs in communicating the key messages surrounding Low Traffic Neighbourhoods (LTNs) to their residents, particularly given the urgency with which these schemes were requested to be delivered by the Department for Transport and Transport for London (TfL).

Boroughs have, through London Councils and the London Technical Advisor Group (LoTAG) and with TfL support, held best practice sessions discussing design and communications. It is clear that the rapid nature of delivery under government guidance has led to some challenges but both boroughs and TfL continue to meet key stakeholders to work through problems as they arise.

As explained in my answer to Mayor's Question 2020/3872, TfL is coordinating a monitoring and survey programme to examine LTN schemes, and will work with its borough delivery partners to implement any lessons learned as the London Streetspace Programme progresses. TfL is also working with the boroughs to support them in communicating the purpose and intended benefits of Low Traffic Neighbourhoods.

Green New Deal Update

Question No: [2020/3874](#)

Leonie Cooper

In your Green New Deal you talk about creating 'greener and more connected neighbourhoods'. How will this be achieved?

Green New Deal Update**The Mayor**

Last updated: 18 NOVEMBER , 2020

The Green New Mission aims to take action to tackle the climate and ecological emergencies and improve air quality by doubling the size of London's green economy by 2030. Creating greener and connected neighbourhoods is one of the priorities of the Mission. This will be achieved by creating more opportunities for Londoners to walk and cycle, supporting the delivery of zero emission zones, greening the public realm, making it better adapted to climate change, and increasing access to healthy green space.

A Green New Deal mission delivery plan is being co-created with London Councils and stakeholders who can help deliver these outcomes. The plan will also be aligned to other related missions such as the High Streets for All and Healthy Food, Healthy Weight missions. Through the mission, we aim to support a number of exemplar projects which demonstrate best practice in permanent repurposing of streets to promote active travel, reduce vehicle traffic, improve air quality and enhance resilience to climate change. These projects will help people meet most of their needs within a short walk or bike ride from their home, encouraging social cohesion and

supporting local businesses and they will showcase the social, health and environmental benefits across the Capital. In addition, the Mayor is providing almost £700,000 in grants to make London greener, fairer, healthier and more resilient to climate change through the Grow Back Greener Fund launched in August.

Air Quality and Wellbeing (1)

Question No: *2020/3875*

Leonie Cooper

The recently produced Centric Lab Urban Health index for London links air quality and wellbeing. Do you agree that there is a link between poor air quality and mental and emotional wellbeing?

Air Quality and Wellbeing (1)

The Mayor

Last updated: 18 NOVEMBER , 2020

I agree there is ever growing evidence linking air pollution to poor mental health and other stress related conditions.

In September 2020 I published a review of the evidence base in relation to air pollution and human health. This review highlighted that developing areas of research include the impacts of air pollution on cognitive decline, dementia and mental health.

Most of the health evidence relates to particulate matter, and PM2.5 in particular, although more evidence is emerging on ultra-fine particles.

Policies in my London Environment Strategy to reduce air pollution are expected to result in the avoidance of around 300,000 new cases of NO₂ and PM2.5 related disease and 1.2 million new air pollution related hospital admissions London-wide and save the NHS £5 billion by 2050.

More information can be found in the report here:

https://www.london.gov.uk/sites/default/files/air_quality_health_evidence_review_final_sept_20_clean.pdf

Air Quality and Wellbeing (2)

Question No: *2020/3876*

Leonie Cooper

The recently produced Centric Lab Urban Health index for London links air quality and wellbeing. How does poor air quality impact on mental and emotional wellbeing?

Air Quality and Wellbeing (2)

The Mayor

Last updated: 17 NOVEMBER , 2020

The detrimental effects of air pollution on physical health have long been recognised. In contrast, our understanding of the impact of air pollution on mental health is still developing. In recent years, several studies have reported associations between air pollution and mental health problems. [One study in London](#) found exposure to high levels of PM2.5 and NO₂ at 12 years of age increased the risk of major depressive disorders at 18 respectively, after allowing for other factors. [Researchers](#) have noted that air pollution can directly kill nerve cells as well as

triggering inflammation and hormonal imbalances, all of which can contribute to mental health problems.

This underlines yet again why it is so important we continue to take bold action to improving our city's air quality, including expanding the ULEZ.

ULEZ Compliance (1)

Question No: *2020/3877*

Leonie Cooper

According to recent data 21% of vehicles are not meeting ULEZ standards when driving in the central zone. What analysis is there of non-compliant vehicles by group?

ULEZ Compliance (1)

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

ULEZ Compliance (1)

The Mayor

Last updated: 25 NOVEMBER , 2020

In addition to overall ULEZ compliance, Transport for London (TfL) also analyses compliance by vehicle types. This includes cars, vans, HGVs, TfL buses, non-TfL buses/coaches and taxis. This analysis was reported in my ten month ULEZ monitoring report, which can be viewed here:

https://www.london.gov.uk/sites/default/files/ulez_ten_month_evaluation_report_23_april_2020.pdf. Broadly, this analysis shows that compliance levels are highest for cars (excluding taxis), HGVs and TfL buses and lowest for vans.

ULEZ Compliance (2)

Question No: *2020/3878*

Leonie Cooper

According to recent data 21% of vehicles are not meeting ULEZ standards when driving in the central zone. What work is your office currently undertaking to increase compliance within the zone?

ULEZ Compliance (2)

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

ULEZ Compliance (2)

The Mayor

Last updated: 25 NOVEMBER , 2020

Transport for London (TfL) currently has a comprehensive public information campaign to raise awareness of, and prepare drivers for, the expansion to the Ultra Low Emission Zone from 25 October 2021. This features extensive information about the scheme including where it will

operate and the hours of operation, which also reminds drivers that the central London ULEZ is in operation. This is complemented by an email programme targeting owners of non-compliant vehicles. A similar public information campaign targeted at heavy vehicle owners is in place to raise awareness of the toughening of the Low Emission Zone (LEZ) standards from 1 March 2021. TfL continues to regularly engage with key stakeholders including local authorities and representative trade bodies about the ULEZ and LEZ in order to increase awareness and preparedness for the schemes.

In addition, my vehicle scrappage schemes have helped thousands of drivers in London scrap their older, more polluting vehicles in order to meet required emissions standards. Funding remains available to low-income and disabled owners of non-compliant cars and motorcycles and charities that own minibuses.

ULEZ Heavy Vehicles Scrappage Scheme

Question No: *2020/3879*

Leonie Cooper

How many older more polluting heavy vehicles have been scrapped using the Heavy Vehicle Scrappage scheme? Please provide a breakdown by age and type of vehicle.

ULEZ Heavy Vehicles Scrappage Scheme

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

ULEZ Heavy Vehicles Scrappage Scheme

The Mayor

Last updated: 26 FEBRUARY , 2021

From 28 September 2020, small businesses with up to 50 employees and charities were able to apply for funds to help replace or retrofit older, more polluting HGVs, heavy vans, buses and coaches that don't meet the ULEZ standards. Due to unprecedented demand, the scheme closed to new applicants on 14 October 2020 and is currently paused.

As at 10 November 2020, Transport for London (TfL) had accepted 117 applications from operators who wish to scrap and replace their vehicles. This figure includes 99 HGVs and 18 buses and coaches. A further 13 applications have been accepted from operators who wish to retrofit their vehicles - 2 HGVs and 11 buses and coaches.

Applications accepted means that TfL has approved the application and is awaiting evidence from the customer that the vehicle has been scrapped. A payment is made on receipt of this evidence.

To date, TfL has received evidence that 14 of the above vehicles (12 HGVs and 2 buses and coaches) have been scrapped, and 2 buses and coaches have been retrofitted.

Unfortunately, it is not possible to provide a breakdown by age of vehicle.

ULEZ Vans and Minibus Scrappage Scheme

Question No: 2020/3880

Leonie Cooper

How many older more polluting vehicles have been scrapped using the Van and Minibus Scrappage Scheme? Please provide a breakdown by age and type of vehicle

ULEZ Vans and Minibus Scrappage Scheme

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

ULEZ Vans and Minibus Scrappage Scheme

The Mayor

Last updated: 16 MARCH , 2021

From 22 February 2019, micro-businesses, sole traders and charities were able to apply for funds to help scrap and, if applicable, replace older, more polluting vehicles that don't meet the ULEZ standards. This funding was targeted at those most in need of support to help drive further improvements in cleaning up London's polluted air. Due to significant demand, the scheme closed to new applicants on 14 October 2020 and is currently paused.

As at 16 February 2021, Transport for London (TfL) has accepted 4,843 applications from small businesses and charities who wish to scrap their vans and minibuses.

"Applications accepted" means that TfL has approved the application. A grant payment is made when TfL receives evidence that the vehicle has been scrapped and, if applicable, replaced. While customers have up to seven months to scrap their vehicles, the average time between acceptance and payment is 36 days .

To date, TfL has received evidence that 4,579 of the above vehicles have been scrapped, with 4,035 of these vehicles being scrapped and replaced.

As part of their approval process for the scheme, TfL confirms that an applicant's vehicle does not comply with the ULEZ standards (pre Euro 6 for diesel vehicles and pre Euro 4 for petrol vehicles) and therefore meets the relevant scrappage eligibility requirements. While TfL checks when the vehicle was first registered, they do not record the date of registration in their system. Unfortunately, therefore, it is not possible to provide a breakdown by age of vehicle.

Scrappage Schemes and Charities

Question No: 2020/3881

Leonie Cooper

How many charities have been helped by the scrappage schemes for the ULEZ? What percentage of the total number of applicants is this? Please provide a breakdown by scheme.

Scrappage Schemes and Charities

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Scrappage Schemes and Charities**The Mayor**

Last updated: 19 MARCH , 2021

As part of its approval process for all my ULEZ scrappage schemes, Transport for London (TfL) checks that applicants meet the relevant eligibility requirements. Under the van and minibus scrappage scheme, this will include confirming if the application is from a charity.

TfL verifies whether applicants are charities, micro businesses or sole traders as part of the application approval process. Evidence of this is held within each application form, however TfL's system simply records if an application meets the scheme's requirements. TfL therefore does not store a breakdown of how many charities have been helped by the van and minibus scrappage scheme.

Scrappage Schemes and Air quality**Question No: 2020/3882***Leonie Cooper*

In total how many older more polluting vehicles have been scrapped using one of your scrappage schemes? What impact is this estimated to have on air quality?

Scrappage Schemes and Air quality**The Mayor**

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Scrappage Schemes and Air quality**The Mayor**

Last updated: 25 NOVEMBER , 2020

To date the scrappage scheme for vans and minibuses has supported the scrapping of 2,814 vans and minibuses. The extension of the scheme to heavy vehicles has supported the scrapping of 14 of these vehicles, and the retrofitting of a further two heavy vehicles. Transport for London continues to work through further applications.

The Ultra Low Emission Zone car and motorcycle scrappage scheme has supported the scrapping of 2,912 cars and motorcycles to date, and more funding is still available.

The emissions impact of the scrappage schemes will depend on what kind of vehicle is being scrapped and how successful applicants choose to spend their payments (only some of the schemes require a replacement vehicle to be purchased). Therefore, it is not possible to quantify the direct emissions impact of these schemes at this stage. We continue, however, to see improvement in compliance with ULEZ standards from all vehicles.

In addition, the £42m taxi delicensing scheme has also paid out more than £32m to owners of 3,794 Euro 3,4 and 5 taxis to remove the oldest, most polluting vehicles from the roads.

School Streets (1)**Question No:** [2020/3883](#)*Leonie Cooper*

Please provide a borough-by-borough breakdown of the number of schools who have signed up for the School Streets programme since April 2020.

School Streets (1)**The Mayor**

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

School Streets (1)**The Mayor**

Last updated: 17 DECEMBER , 2020

Please find attached a breakdown of the number of School Streets completed under my Streetspace programme, correct to 30 October 2020. In total, 322 School Streets schemes have been delivered using TfL funding, benefitting 317 schools. Note that a few boroughs have delivered multiple schemes benefitting a single school, for example where more than one road closure has benefitted a single school, or else where emergency measures have been delivered and then followed up with a more permanent scheme in response to resident feedback. The majority of schemes will include timed road closures, however some Streetspace schemes that provided additional space for social distancing outside schools may also have been classified as School Streets.

This list does not include schemes delivered prior to the creation of the Streetspace programme, or schemes delivered during this period that were funded from other sources. Due to the way that proposals were submitted by boroughs and recorded by TfL, some additional School Street schemes may have been proposed and delivered as part of wider Low Traffic Neighbourhood (LTN) schemes or social distancing schemes, and may not have been classified as School Streets schemes and therefore are not included in this table.

School Streets (2)**Question No:** [2020/3884](#)*Leonie Cooper*

Please provide a borough-by-borough breakdown of the number of schools who had signed up for your School Streets programme prior to April 2020.

School Streets (2)**The Mayor**

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

School Streets (2)**The Mayor**

Last updated: 17 DECEMBER , 2020

Prior to the inception of my Streetspace programme, School Streets were coordinated by boroughs individually rather than via Transport for London (TfL). As such, the exact number of pre-Streetspace School Streets is difficult to verify; however, earlier this year, TfL officers carried out a data collection exercise that estimated there were over 80 School Streets active in London before the pandemic.

School Streets (3)

Question No: [2020/3885](#)

Leonie Cooper

Has the School Streets scheme reached all the schools identified as needing support? If not how many schools across London do you estimate are still in need of interventions like school streets in order to improve their air quality?

School Streets (3)

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

School Streets (3)

The Mayor

Last updated: 17 DECEMBER , 2020

As part of my Streetspace programme, School Streets have been introduced in order to provide space for social distancing and to support children to be able to walk, cycle and scoot safely to school during the coronavirus pandemic, however it is hoped that the reduction in school-run traffic outside these schools will also help to improve air quality. As part of the Streetspace programme, School Streets have been introduced at 322 sites benefiting 317 schools, including outside 4 of the 14 schools where NO₂ levels exceeded legal limits in 2019. The Breathe London project is currently looking into the impact of School Streets on air quality at a number of schools across London.

I have separately funded air quality improvements at 50 primary schools, and thanks to bold measures to improve air quality prior to the coronavirus pandemic this has seen the number of state schools with illegal levels of pollution fall by 97 per cent (from 455 schools in 2016 to just 14 in 2019). A new London Schools Pollution Helpdesk has recently been announced which will support schools London-wide to deliver air quality audits and will prioritise the remaining schools in areas of London still exceeding or nearly exceeding legal pollution levels.

Active Travel Plans

Question No: [2020/3886](#)

Leonie Cooper

How many schools across London have adopted active travel plans?

Active Travel Plans

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Active Travel Plans**The Mayor**

Last updated: 17 DECEMBER , 2020

The roll-out and implementation of active travel plans is the remit of all the 33 London boroughs, therefore Transport for London (TfL) does not hold data on the number of active travel plans at schools.

TfL has however provided all school children in London access, via their schools, to safety information via its STARS (Sustainable Travel: Active. Responsible. Safe) programme which includes a combination of on-line resources and live, interactive sessions delivered by the London Transport Museum on TfL's behalf.

1,468 schools are registered on the STARS programme. In accordance with the Department of Education's "Home to School travel and transport guidance" (July 2014), London schools are required by Local Authorities to provide School Travel plans, including an active travel and sustainable travel component. However, all London schools are not registered as a STARS school, so TfL does not hold information for all schools across London.

See my answer to Mayor's Question 2020/3791 for further information.

Air quality at schools and school greening (1)

Question No: 2020/3887

Leonie Cooper

How many schools have received funding from the School Air Quality Audit for greening projects?

Air quality at schools and school greening (1)**The Mayor**

Last updated: 17 NOVEMBER , 2020

Following the completion of the School Air Quality Audit Programme, I provided 49 schools with a starter grant of £10,000 each, to kick-start the delivery of measures recommended by their audit reports.

Of the 49 schools receiving funding, 41 decided to spend some of their starter grant on greening projects. A range of greening measures were delivered including green screens, tree planting, edible gardens and air purifying plants. To help raise awareness, some schools enabled parents and children to get involved in activities such as tree planting.

19 schools that took part in the Air Quality Audit programme also received funding from my Community Green Space Grants, part of the Greener City Fund. In total £303,000 was provided from the fund to help these schools deliver a range of greening projects including installing green screens and planting trees.

Air quality at schools and school greening (2)

Question No: 2020/3888

Leonie Cooper

What monitoring and assessment has been made of the effectiveness of these greening projects in improving air quality?

Air quality at schools and school greening (2)**The Mayor**

Last updated: 19 NOVEMBER , 2020

I have implemented a wide range of successful measures to improve air quality across the capital. The most effective are those that address toxic emissions at source, like the Ultra Low Emission Zone. However, there is increasingly strong evidence that appropriate greening measures, used in the right place, can reduce people's exposure to air pollution at a local scale.

An overall evaluation of the audit programme will take place once the programme is complete but as implementation of the audit action plans is ongoing so an overall assessment is not yet possible. However, studies, for example at Bowes Primary School in Enfield, have found that vegetation barriers installed around a school playground, can reduce levels of air pollutants just behind the barrier by nearly a quarter. Monitoring carried out by schools funded by my Greener City Fund, such as Goose Green School in Southwark, supports this evidence.

Further evidence and advice on using greening to reduce exposure to air pollution, has been published in guidance available on my website at:

https://www.london.gov.uk/sites/default/files/green_infrastruture_air_pollution_may_19.pdf

Air quality at schools and school greening (3)**Question No: 2020/3889***Leonie Cooper*

Have any schools been provided with funding outside of the School Air Quality Audit for greening projects to improve air quality?

Air quality at schools and school greening (3)**The Mayor**

Last updated: 17 NOVEMBER , 2020

Since 2018, a total of £561,000 from my Greener City Fund Community Green Space Grants has been provided to 38 schools for greening projects to tackle air pollution.

19 schools that took part in my Air Quality Audit programme received additional funding from the Greener City Fund to help implement audit recommendations and other greening measures, such as installing green screens and planting trees. A further 19 schools that did not take part in the audit programme, but that were in areas of high air pollution, have also received funding for greening projects focused on reducing children's exposure to air pollution.

32 of these projects are now complete, with the remaining 6 due to be completed by March 2021.

Improving Air quality at Schools**Question No: 2020/3890***Leonie Cooper*

With levels of PM 2.5 improving, what measures are you taking to increase the improvements at those schools where air pollution still exceeds recommended levels?

Improving Air quality at Schools**The Mayor**

Last updated: 17 NOVEMBER , 2020

My bold measures to tackle London's air pollution, prior to the Covid-19 pandemic, have already cut the number of state schools with illegal levels of NO₂ by 97 per cent – from 455 schools in 2016 to just 14 in 2019. I am determined to continue to work in partnership with the boroughs to do more to tackle poor air quality around schools, which stunts the growth of children's lungs and worsens chronic illness, such as asthma, lung and heart disease.

Earlier this month I announced a new London Schools Pollution Helpdesk. Starting in the new year, the helpdesk will support schools Londonwide to deliver air quality audits. Audit recommendations for measures to help reduce exposure to pollution (NO₂ and PM_{2.5}) could include closing surrounding roads to traffic at school pick-up and drop-off times, walking and scooting campaigns, adding green infrastructure like green screens and tackling engine idling.

Air quality and the Belvedere incinerator

Question No: *2020/3891*

Leonie Cooper

What figures were submitted by the applicant from the new facility and how does this compare with the current facility?

Air quality and the Belvedere incinerator

The Mayor

Last updated: 18 NOVEMBER , 2020

Planning permission for the new Belvedere Incinerator was granted by the government despite the serious objections raised by me and others during the development consent process.

I do not consider that London needs any further waste incinerator capacity to manage the city's non-recyclable waste if my targets to reduce waste and recycle are met. I have been clear that London is facing a climate emergency and does not need more energy from waste incinerators.

Detailed assessments were submitted by the applicant to the Planning Inspectorate as part of their application, and can be found here:

<https://infrastructure.planninginspectorate.gov.uk/projects/london/riverside-energy-park/?ipcsection=docs>

Borough recycling and reduction plans

Question No: *2020/3892*

Leonie Cooper

Please provide an update on the number of London boroughs who have submitted recycling and reduction plans? How many have set zero waste targets?

Borough recycling and reduction plans

The Mayor

Last updated: 19 NOVEMBER , 2020

All 32 London boroughs plus the City of London have submitted Reduction and Recycling Plans (RRPs).

My London Environment Strategy sets out my aim that London will be a zero waste city - a city that makes best use of all its waste where market opportunities exist to recover value from it. This means ensuring London sends no biodegradable or recyclable waste to landfill by 2026, and by 2030 65 per cent of London's municipal waste will be recycled.

I asked each borough to include local reduction and recycling targets that contribute to these London-wide targets in their RRP. It is not possible for boroughs to achieve zero waste in the near term but through their RRP they have set ambitious targets to help achieve my ambition for a zero-waste city as described above. Taken together, if implemented in full by the boroughs, the RRP are expected to increase London's household waste recycling rate from 33 per cent today to 40 per cent in 2022.

Separated food waste and CO2 reduction

Question No: [2020/3893](#)

Leonie Cooper

If all boroughs separated food waste what is the estimated reduction in CO2 from not sending this for incineration?

Separated food waste and CO2 reduction

The Mayor

Last updated: 17 NOVEMBER , 2020

My priority is for London to reduce the amount of food waste produced in the first place. Food waste makes up around 26 per cent of London's household waste, approximately 780,000 tonnes. If all this waste was separately collected and sent for anaerobic digestion it would save around 375,000 tonnes of lifecycle CO2 equivalent emissions each year.

This is equivalent to the emissions of nearly 110,000 homes in 2016.

A24 Streetspace Scheme (1)

Question No: [2020/3894](#)

Leonie Cooper

Constituents are still concerned about the wands installed to create the segregated cycle lanes and the bus stops now positioned in the middle of the road. Can you confirm whether the London Ambulance Service have complained about delays?

A24 Streetspace Scheme (1)

The Mayor

Last updated: 20 NOVEMBER , 2020

Transport for London (TfL) has been in regular contact with the London Ambulance Service (LAS) about a range of schemes, including the upgrades to the cycle infrastructure on the A24. Following feedback, TfL widened the gaps between the wands in some locations to allow motorists more space to pull in, so emergency vehicles can pass other traffic more easily. TfL is continuing to review the scheme and is working with the emergency services more broadly to understand and minimise the impact of the London Streetspace scheme on their operations. It remains the case that the most serious impediment to the operations of the LAS is too much motor traffic, something that my Streetspace programme is working hard to prevent.

A24 Streetspace Scheme (2)**Question No:** 2020/3895*Leonie Cooper*

Have either of the Boroughs of Merton or Wandsworth written formally to request the removal of the A24 Streetspace scheme? Either the segregated cycle lanes or the bus stops?

A24 Streetspace Scheme (2)**The Mayor**

Last updated: 20 NOVEMBER , 2020

I can confirm that neither borough has written to me, the Deputy Mayor for Transport or Transport for London (TfL) to request the removal of the scheme. TfL worked closely with the London Boroughs of Merton and Wandsworth to develop and agree the Streetspace changes on the A24, including protected cycle lanes and bus stop changes, and continues to engage with both boroughs to discuss feedback on the project.

A24 Streetspace Scheme (3)**Question No:** 2020/3896*Leonie Cooper*

Constituents are still concerned about the wands installed to create the segregated cycle lanes, especially near St George's Hospital where many ambulances need access. Are there any plans to replace them with Durakerbs, to enable cars to pull over more easily?

A24 Streetspace Scheme (3)**The Mayor**

Last updated: 20 NOVEMBER , 2020

Transport for London (TfL) has engaged extensively with the London Ambulance Service (LAS) about the protected cycle lanes on the A24. Following feedback, TfL widened the gaps between the wands in some locations to allow motorists more space to pull in, so emergency vehicles can more easily pass traffic. The wands are flexible, so they spring back if nudged by drivers. The scheme uses temporary materials, and the wands are a cost-effective and easily adaptable way of creating protection for cyclists while also allowing space to be made for emergency services. TfL has no plans to replace the wands with Durakerb at this stage. TfL continues to engage with the LAS and other emergency services and will review scheme designs where necessary.

A24 Streetspace Scheme (4)**Question No:** 2020/3897*Leonie Cooper*

Local businesses are still concerned about the lack of loading facilities. Is there any plan to introduce timed access for businesses to load/unload, eg between 6-7am?

A24 Streetspace Scheme (4)**The Mayor**

Last updated: 20 NOVEMBER , 2020

Transport for London (TfL) has retained as many loading bays as possible, moving the majority to side roads, and has actively engaged, listened and responded to business concerns. For

example, several loading bays have now been introduced on the A24, particularly in Balham. The scheme, including the provision of loading bays within it, is kept under continual review.

A24 Streetspace Scheme (5)

Question No: [2020/3898](#)

Leonie Cooper

Local constituents and businesses remain concerned about the lack of disabled parking bays. Are there any plans to re-introduce any such bays on the main A24, or to implement more bays on adjoining side roads?

A24 Streetspace Scheme (5)

The Mayor

Last updated: 20 NOVEMBER , 2020

When the scheme was introduced, Transport for London (TfL) retained as many Blue Badge disabled parking bays as possible, moving them to side roads. TfL will be introducing additional disabled parking bays in Balham and Colliers Wood in the next few weeks, and further opportunities for more disabled parking in Tooting are also being explored.

Removal of Low Traffic Neighbourhoods (LTNs)

Question No: [2020/3899](#)

Leonie Cooper

Wandsworth bid for money, installed and then rapidly removed all their LTNs – some installed merely for hours or days. Many constituents have asked if all the money for these installations has now been claimed and if any of the money claimed will need to be paid back, as the full six month trials were not completed?

Removal of Low Traffic Neighbourhoods (LTNs)

The Mayor

Last updated: 20 NOVEMBER , 2020

The London Borough of Wandsworth has, like all other London boroughs, submitted its claim for expenses. Wandsworth's submission is currently being reviewed by Transport for London.

BIDs and London's Economic Recovery

Question No: [2020/3900](#)

Leonie Cooper

How are you working with and supporting London's Business Improvement Districts (BIDs) to power London's economic recovery from Covid-19 in the short and long term?

BIDs and London's Economic Recovery

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

BIDs and London's Economic Recovery

The Mayor

Last updated: 23 NOVEMBER , 2020

I have worked closely with London's BIDs since the beginning of the pandemic. Earlier this year I approached all BIDs to understand their challenges and what immediate support they required. I then used their feedback and concerns to lobby central government to ensure that all London BIDs were granted funding to cover part of their management costs. Throughout the pandemic my officers have been engaging with BIDs on a regular basis to understand their issues and insight into the impact of the pandemic. Several BIDS, namely NWECC, Croydon, Camden and Euston BIDs, are represented on groups supporting the management of pandemic and recovery.

Furlough extension

Question No: *2020/3901*

Leonie Cooper

While I welcome the Chancellor's extension of the Coronavirus Job Support Scheme, I am concerned it represents another last minute u-turn from the Government. Do you agree that many Londoners would not have been made unemployed if the Chancellor had announced this decision even one month earlier?

Furlough extension

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Furlough extension

The Mayor

Last updated: 23 NOVEMBER , 2020

The Government's dithering will mean higher unemployment and will have harmed the economy. The independent Resolution Foundation has made clear that the delay will have cost jobs.

As large-scale redundancies need at least 30 days consultation, if the extension to the furlough scheme had been announced on 5 October instead of 5 November, it is possible that many Londoners may not have been made unemployed.

It is also highly possible that the impact of the delayed U-turn was greater in London. At the end of August, 75% of London's furloughed employments were fully furloughed (417,100), and, therefore, even when the economy started opening many workers were still not being brought back.

Gaps in the Self-Employment Income Support Scheme

Question No: *2020/3902*

Leonie Cooper

In your answer to MQ2020/2282 you pledged to continue to call for additional support for Londoners missing out on the Self-Employment Income Support Scheme, stating that between a quarter and a third of London's 869,000 self-employed remain excluded from support. With the commencement of a second lockdown, will you continue to lobby the Government on this important issue?

Gaps in the Self-Employment Income Support Scheme

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Gaps in the Self-Employment Income Support Scheme**The Mayor**

Last updated: 23 NOVEMBER , 2020

I wrote to Government, with London Councils, at the beginning of November to ask them to extend the support for the self-employed.

The furlough extension and additional support for the self-employed is welcome, but the self-employed scheme still has significant gaps that must be rectified - leaving out the newly self-employed, those who pay themselves in dividends, those earning a mix of PAYE and self-employed income, freelancers, and some sole traders.

I will continue to work closely with the business community to identify urgent actions as well as opportunities for joint working and advocacy on the key challenges affecting our economic recovery. We will continue to update the [London Business Hub](#) with useful guidance for the self-employed on COVID-19.

Additional Restrictions Grant

Question No: *2020/3903*

Leonie Cooper

The Government's Additional Restrictions Grant provides a lump sum of £20 per head to Local Authorities to support business activities. I am concerned that providing a business support grant on the basis of resident population, not number of businesses, risks disadvantaging London boroughs with a high number of businesses, such as Camden and Westminster. Will you be lobbying the Government to ensure businesses in these boroughs are not unfairly treated?

Additional Restrictions Grant**The Mayor**

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Additional Restrictions Grant**The Mayor**

Last updated: 23 NOVEMBER , 2020

I will continue to push for London to receive its fair share of economic support. The additional grants to businesses being administrated by local government are significantly smaller than those seen in the first lockdown and additional economic support will be needed.

The calculation of £20 per resident for the Additional Restrictions Grant will also lead to vastly different levels of support across London, and it does not reflect the needs of boroughs sectors or sub regions of London, including the Central Activities Zone. It would be much fairer to include an additional sum based on the number of businesses per borough.

Upcoming Spending Review

Question No: 2020/3904

Leonie Cooper

What does London need in the upcoming Spending Review?

Upcoming Spending Review

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Upcoming Spending Review

The Mayor

Last updated: 18 MARCH , 2021

Ahead of the Spending Review I wrote to the Chancellor setting out a list of priorities for London, including action to prevent rising unemployment and lost economic growth caused by the impact of COVID-19, support for our communities, including those most impacted by the virus, and help for young people to flourish.

London's success is integral to our country's - but there was nothing in the Review to help London in any meaningful way. The Government has continued to ignore the true scale of the economic challenges we face. It is vital for the UK's economic recovery that London receives its fair share of investment, however it is clear that the Government intends to exclude London from many future sources of funding for growth and infrastructure. I have been clear that making Londoners poorer is not the way to help other parts of the country.

Upcoming Spending Review (2)

Question No: 2020/3905

Leonie Cooper

The Government has said that it will announce how it will support councils experiencing reductions in business rates and council tax revenues in the upcoming Spending Review. Do you agree that anything less than a 100% reimbursement of lost income from business rates and council tax would pile further austerity onto local authorities in London?

Upcoming Spending Review (2)

The Mayor

Last updated: 18 NOVEMBER , 2020

I agree that the Government should fully compensate councils for the financial impact of the Covid-19 pandemic to date, including support for lost council tax and business rates revenue. Without certainty over this income, local authorities will have to make short term emergency spending cuts, which will undermine longer-term recovery.

London Councils, in their submission to the Spending Review, estimated local authorities in London (excluding the GLA) would require an additional £1.4 billion; this estimate was made before the further restrictions began on 5 November. Only central government has the resources to fund this scale of support.

In addition, I have called on the Government to extend and fully fund its business rates relief scheme for the retail, leisure, childcare and hospitality sectors into 2021-22, as I outlined in my response to Question 2020/3360.

Upcoming Spending Review (3)

Question No: *2020/3906*

Leonie Cooper

Do London Local Authorities need additional support via the Spending Review, to ensure that they can help businesses prepare for late information about the Brexit deal – or to help them prepare for a no-deal Brexit?

Upcoming Spending Review (3)

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Upcoming Spending Review (3)

The Mayor

Last updated: 23 NOVEMBER , 2020

Yes, they do. In six weeks time, whether there is a trade deal or not, hundreds of thousands of businesses will be trading with the EU for the first time as a “third country” outside the single market and customs union.

The Government has failed to provide any certainty for businesses about the changes they will need to make; or support to do this in reasonable time.

I urged the Chancellor in my submission to the Spending Review to devolve to London a fair share of national funding for Local Enterprise Partnerships; and the Department of Business, Energy and Industrial Strategy recently confirmed to my officials it will allocate some time-limited funding to Local Enterprise Partnerships for Brexit preparedness.

But the GLA and London local government will require additional and ongoing funding to put in place sufficient resources to support local businesses; and none has been made available yet.

Extension of Business Rates Holiday for Hospitality Businesses

Question No: *2020/3907*

Leonie Cooper

In the 4th November meeting of the Economy Committee the Chief Executive for UKHospitality, Kate Nicholls, called on the Government to announce an extension of the business rates holiday for hospitality businesses beyond March 2020 as soon as possible so that businesses can undertake long term profit and loss analyses. Do you agree that a sector-specific extension is urgently needed now to help London’s businesses plan in the long-term?

Extension of Business Rates Holiday for Hospitality Businesses

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Extension of Business Rates Holiday for Hospitality Businesses**The Mayor**

Last updated: 23 NOVEMBER , 2020

Kate Nicholls is right to call for more support for her organisation's members. I will continue to urge the Government to extend the business rates holiday and help protect thousands of jobs in London, as the capital's economy continues to struggle from the effects of the Covid-19 pandemic. Such a move would provide crucial support to businesses reeling from a huge drop in footfall and a fall in consumer confidence due to Covid-19, with the retail, leisure and hospitality sectors the worst hit.

As the holiday is due to end next March 2021, many London businesses are fearing for their future if they must begin paying business rates again before they regain financial stability, a serious concern also shared by businesses in the rest of England.

Business Support to Stop Business Evictions**Question No: 2020/3908***Leonie Cooper*

Following the announcement of a new four week national lockdown until the 2nd December, should the current ban on evictions from commercial properties be extended beyond December 2020? And what further support is needed for businesses in London struggling to pay their rent?

Business Support to Stop Business Evictions**The Mayor**

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Business Support to Stop Business Evictions**The Mayor**

Last updated: 23 NOVEMBER , 2020

Yes, because if the Government does not extend the Lease Forfeiture Moratorium beyond December 2020, hundreds of thousands of viable businesses could face eviction pushing many into bankruptcy. According to Remit Consulting, commercial tenants in the UK have withheld £1.5bn in rent payments per quarter and retailers have only paid half of the rent due since March this year.

However, I believe that without fiscal measures, the Government's Moratorium and voluntary Code of Conduct for Commercial Property Relationships will be insufficient to address the crisis facing the commercial rented sector. This is why I have repeatedly urged the Government to get a handle on this issue. Most recently I wrote to the Prime Minister calling for a support scheme for small and medium-sized businesses that are struggling to meet their rent bills due to coronavirus.

Vacant Offices in London**Question No:** *2020/3909**Leonie Cooper*

Are you monitoring the number of vacant offices in London and if so, to what extent has the number of unused/vacant office spaces changed since March 2020?

Vacant Offices in London**The Mayor**

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Vacant Offices in London**The Mayor**

Last updated: 23 NOVEMBER , 2020

My officers are reviewing what data is available on vacant offices. Once they have looked at the available data, we will analyse it to determine what insights it can provide into future office usage patterns and how the sector is changing.

My Workspace Advisory Group is also advising me on the impact COVID is having on flexible workspaces across London, how the sector is adapting to the new ways of working and the new office trends that are emerging.

I have recently commissioned research on the economic future of London's Central Activity Zone (CAZ), an area of central London that generates almost 10 per cent of the UK's economic. The research, among other elements, will look at future office use and new trends.

Meantime usage for commercial properties**Question No:** *2020/3910**Leonie Cooper*

How are you, your Economic Development Team and the Recovery Board working with local authorities and the private sector to promote the use of meantime spaces in buildings which are temporarily vacant as a result of Covid-19?

Meantime usage for commercial properties**The Mayor**

Last updated: 19 NOVEMBER , 2020

As part of my ambition for high streets to adapt and diversify, the accommodation of a wider mix of uses, animating empty shops, disused buildings and underused outdoor spaces is a top priority.

The London Recovery Board, established to develop and deliver a cross-London recovery programme, has identified support for high streets as a key focus. Working with partners across London, the programme is aiming to foster a culture of ideas, collaboration and invention to bring vacant and underused buildings into productive use; promoting local employment, including retail, protecting existing community and cultural spaces and introducing new types of businesses and civic organisations. Both 'meanwhile' and more permanent activities, will be a significant part of these high street recovery efforts. This will include support to London

boroughs to develop 'meanwhile' brokerage services between the owners of empty spaces and would-be short-term tenants.

We aim to further support this by developing the capacity of local authorities and town centre partnerships to work with community groups and private sector property interests to plan for, safeguard and directly deliver a diverse, resilient and thriving mix of high street and town centre activity at all times of day and night and within easy reach of all Londoners.

Emotional Support for Closed Businesses

Question No: *2020/3911*

Leonie Cooper

As well as the financial challenges brought by the latest lockdown, there is a huge emotional cost to many small businesses owners who have spent the last few months making their businesses COVID-secure in the hope of re-opening. What advice and support can these business owners be given (for example peer-to-peer advice)?

Emotional Support for Closed Businesses

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Emotional Support for Closed Businesses

The Mayor

Last updated: 23 NOVEMBER , 2020

The emotional strain that business owners are facing right now cannot be underestimated. That is why I continue to support Thrive London, a citywide movement to improve the mental health and wellbeing of all Londoners. London Business Hub advisers have had access to 5 mental health and wellbeing special webinar sessions since the beginning of the pandemic. These have covered areas that would help them build resilience & calm in time of uncertainty, boost happiness, manage anxiety and maintain positive psychology, kindness and values. These have helped to cultivate a positive & considered mindset for purposeful engagement with businesses.

At a very basic level just having someone to talk to, so business owners do not feel isolated, can share their concerns and can find out where to get more help is very valuable.

The Covid-19 Hub on my London Business Hub [website](#) provides a mental health and wellbeing resource pack to support businesses and individuals who are suffering from the difficulties of the past few months.

My team are also enabling peer to peer networks that are being delivered across London in partnership with business bodies, BIDs, faith organisations and many others. This is enabling likeminded individuals to get together and discuss their challenges, pitfalls and learn from best practice and motivate each other through difficult times.

Impact of Covid-19 on the Golden Quarter for Retail

Question No: 2020/3912

Leonie Cooper

What messages are you hearing from your Business Advisory Group and other retail groups in London about the damage of COVID-19 on the usual 'golden quarter' for retail in the run-up to Christmas?

Impact of Covid-19 on the Golden Quarter for Retail

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Impact of Covid-19 on the Golden Quarter for Retail

The Mayor

Last updated: 23 NOVEMBER , 2020

Whilst the current lockdown is necessary to stop the transmission of the virus, I understand the frustration of retailers as this is hitting them in the months when they usually make the most profit. However, acting early and decisively is best, both for public health and for the economy.

Central London is already facing significant challenges with City Hall analysis of VisitBritain figures showing that spending by tourists is set to plummet by £10.9 billion this year.

Having listened to my Business Advisory Board, retailers and other business groups I have called on the government for more targeted support for businesses most in need, to continue tax-free shopping for international visitors, and an extension to the business rate holiday beyond March 2021. I have also commissioned research into the challenges and opportunities facing the Central Activity Zone which will inform our understanding of the economic impacts on central London.

I have recently established a London Covid Business Forum, bringing together key business groups, to discuss and share ideas on the safe and full reopening of London's economy. The group met for the first time in November.

Support for Businesses to Use Outdoor Spaces (1)

Question No: 2020/3913

Leonie Cooper

What advice and guidance are you providing to local authorities to encourage permission to be granted for hospitality businesses such as cafes and restaurants to use outdoor spaces (including public pavements) when these venues can re-open again?

Support for Businesses to Use Outdoor Spaces (1)

The Mayor

Last updated: 19 NOVEMBER , 2020

The ability to use outdoor space was a lifeline for many hospitality businesses over the summer months. It allowed them to increase income after months of closure in the first national lockdown. Continuing to operate in this way is going to be vital as during autumn and winter.

The High Street Reopening Coordination Group, which is co-chaired by my Night Czar and Deputy Mayor for Policing and Crime, promoted new pavement licences to hospitality businesses, which make it easier to operate outdoors. The group has also created guidance to support green, sustainable operation outdoors in the colder months.

To make London an attractive visitor destination we need innovative solutions like this, which can support businesses and increase the confidence of Londoners and visitors - during and post-pandemic. Successful schemes have seen local authorities work in partnership with businesses, and we continue to work with and encourage councils to take this approach.

Support for Businesses to Use Outdoor Spaces (2)

Question No: *2020/3914*

Leonie Cooper

Has the TfL Streetspace programme been able to assist any businesses, as it has made pavements wider and safer, not only for walking but also for use by cafes, restaurants, etc?

Support for Businesses to Use Outdoor Spaces (2)

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Support for Businesses to Use Outdoor Spaces (2)

The Mayor

Last updated: 25 NOVEMBER , 2020

As part of my London Streetspace programme Transport for London has reallocated over 22,000 square metres of new footway space at town centres, schools and transport hubs to support social distancing. This has also enabled extra space outside restaurants, cafes and pubs around including locations such as Bishopsgate, Camden High Street and Battersea.

Streetspace funding has been also been allocated to London boroughs to implement similar measures across local high streets and throughout the Capital.

Support for London's Tourism Industry

Question No: *2020/3915*

Leonie Cooper

With Europe entering a second wave of Covid-19, what support does London's tourism industry need to survive?

Support for London's Tourism Industry

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Support for London's Tourism Industry

The Mayor

Last updated: 23 NOVEMBER , 2020

I welcomed the Government's extension of the furlough scheme to March next year and confirmation that it will be at 80 per cent of wages to support Londoners through this very difficult period. London's tourism industry needs to be able to access support via Local Restrictions Support Grants and Discretionary Grants, which should be available specifically for the hardest hit economic sectors such as tourism. Along with the chair of London Councils I have written to Robert Jenrick, Secretary of State for Housing, Communities and Local Government, to request an extension to the business rates holiday for retail, leisure and hospitality businesses, which was due to end in March 2021.

When the lockdown restrictions can be safely eased, London's tourism industry will need support to increase consumer confidence and footfall by promoting the capital to Londoners so that they can be tourists in their own city, to domestic tourists from the rest of the UK for day trips and overnight stays, and then to international tourists when international travel restrictions are eased. London & Partners have already run their '#Because I'm a Londoner' campaign to build confidence and encouraging consumer spending.

Support for London's Tourist Industry (2)

Question No: [2020/3916](#)

Leonie Cooper

How has London and Partners been able to work with the tourist industry to ensure that the industry is ready to bounce back once infections are lower/a vaccine is found?

Support for London's Tourist Industry (2)

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Support for London's Tourist Industry (2)

The Mayor

Last updated: 23 NOVEMBER , 2020

London & Partners has focused on specific actions in response to the Coronavirus pandemic to help keep London's tourism industry resilient. This is vitally important at this time of significant economic challenge, particularly as London's economy relies on international visitors and investors.

They have worked with the tourism industry on a series of measures including: offering a fees holiday to their tourism members to help them manage their financial position; convening an Alliance of 600+ London businesses to run the 'Because I'm a Londoner' campaign, to build confidence and encouraging consumer spending; supporting the Government's 'enjoy summer safely' campaign; promoting virtual activities for London's tourism businesses, giving them greater audience reach and keeping them front of mind for when visitors can fully return; and creating a specific cohort on their growth programme for tourism start-ups.

Supporting London's Chinese community

Question No: [2020/3917](#)

Leonie Cooper

How are you supporting London's Chinese business community, with the increased incidences of Sinophobia since the outbreak of COVID-19?

Supporting London's Chinese community**The Mayor**

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Supporting London's Chinese community**The Mayor**

Last updated: 27 NOVEMBER , 2020

I stand with all East and South East Asian Londoners in solidarity against the crime of Sinophobia.

My Deputy Mayor, Debbie Weekes-Bernard met with Chinese, East and South East Asian community groups in the summer and I had a follow up meeting in November to discuss the rise in hate crime and the challenges faced by the business community this year.

My team has also joined fortnightly forums hosted by the MPS with the Chinese & South East Asian community to raise awareness about hate crime and issues that affect this community group. This forum, developed in response to COVID-19, includes the Chinese business community, Dedicated ward Officer for Chinatown, BTP, TFL, Local Authority Hate Crime Representatives, other Police Forces & MOPAC .

My team will continue to support all sectors of London's Chinese community by involving them in the London Recovery programme and keeping them informed of support opportunities.

Uighur Muslim community in London**Question No: 2020/3918**

Leonie Cooper

What action are you taking to support the Uighur Muslim community in London, and will you join me in my letter to the Foreign Secretary to urge him to impose Magnitsky-style sanctions upon Chinese officials involved in human rights violations?

Uighur Muslim community in London**The Mayor**

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Uighur Muslim community in London**The Mayor**

Last updated: 19 JANUARY , 2021

What we have seen and continue to witness in the Xinjiang Uighur Autonomous Region of China is truly horrific. The scenes of systematic abuse and violence against the Uighurs by the Chinese government – including arbitrary mass detention, forced labour, and reports of forced sterilisation – are an absolutely barbaric abuse of human rights. These crimes are heinous and I have, and will continue to, condemn them in the strongest possible terms.

The world has a duty to protect this minority Muslim community. We need to bring international pressure on the Chinese Government to stop what is happening.

I have spent my life fighting for fundamental human rights, and whilst City Hall does not have any foreign policy making power, I completely support the UK Government in challenging the Chinese Government on this matter, both directly and through the United Nations, as well as the UK's independent tribunal investigating these human rights abuses. The Government would also be right to consider Magnitsky-style sanctions upon any individuals that are involved in carrying out these human rights abuses.

Universal Basic Income

Question No: *2020/3919*

Leonie Cooper

What assessments have been made, if any, by the GLA of introducing Universal Basic Income in London? What learning has been examined from elsewhere?

Universal Basic Income

The Mayor

Last updated: 19 NOVEMBER , 2020

To date no assessment has been made by the GLA of the possible introduction of a Universal Basic Income in London. However, significant interventions introduced during the crisis, like the furlough scheme, have demonstrated the potential for innovative thinking to protect incomes when there is a genuine commitment to do so.

As we bring our collective effort to building back better from the pandemic, we should remain open-minded to all options for protecting against financial hardship, including Universal Basic Income.

London Living Wage

Question No: *2020/3920*

Leonie Cooper

Can you update me on how the London Living Wage campaign has adapted to deal with COVID-19 and the decrease in employment and wages as a result?

London Living Wage

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

London Living Wage

The Mayor

Last updated: 23 NOVEMBER , 2020

The Living Wage movement continues to grow and there are now 2000 Living Wage employers in London, including over 230 employers added since the first lockdown started. The Living Wage Foundation has engaged with its network to support their commitment to the real Living Wage at this difficult time. They have bought together stories of employers and workers who have been helping vulnerable people, local communities and frontline workers.

During the pandemic, the Living Wage campaign has focused in particular on fair pay for key workers - such as cleaners, delivery drivers, supermarket workers and carers - who the nation

has relied on even more than usual in recent months. The campaign is focused on how it can support a fairer economy as we rebuild from the pandemic, with workers receiving a decent wage and being better protected from future shocks.

I am pleased that despite the challenges, this year's virtual Living Wage Week was a great success. I congratulate everyone involved. During the week, I announced the new London rate of £10.85 an hour, up 10 pence since last year. This means over 84,000 workers in London will receive a pay increase.

Good Work Standard

Question No: [2020/3921](#)

Leonie Cooper

Can you update me on how the Good Work Standard has adapted to deal with COVID-19 and the decrease in employment and wages as a result?

Good Work Standard

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Good Work Standard

The Mayor

Last updated: 23 NOVEMBER , 2020

The Good Work Standard community continues to grow and is now 90 organisations strong and covering 210,000 employees in London. City Hall has provided support and signposting to employers including on diversity, inclusion, wellbeing, resilience and fair pay.

The Good Work Standard's core principles remain more relevant than ever. As we come to understand the longer-term impact on Londoner's working lives, my officers will work with employers, unions, HR professionals and colleagues in other city regions to understand and promote best practice, to consider if changes are needed to the Good Work Standard and to develop additional guidance as needed.

Through the Good Work for All mission, we are aligning to the Good Work Standard with an explicit action to promote good work with employers and job creation initiatives such as the green recovery. As part of this, we are seeking commitment across partners to good work and the core elements of fair pay, secure work and inclusive workplaces.

Four Day Week (1)

Question No: [2020/3922](#)

Leonie Cooper

I understand that the GLA currently has no plans to undertake research into a four day week and is instead looking to other cities. Can you detail what engagement or research you have undertaken in learning from other cities on this issue?

Four Day Week (1)

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Four Day Week (1)

The Mayor

Last updated: 23 NOVEMBER , 2020

As the Mayor of London, I'm doing everything I can to foster international co-operation, with existing mayoral networks being repurposed to exchange advice and resources. I recently co-chaired an International Recovery Summit with other mayors and leaders from around the world where we discussed what practical steps local and national governments can take to deal with the enormous impact of the pandemic on jobs and livelihoods. I also have an international team who research best practice from around the globe. This includes looking at the future of work and the role that flexible working will play in our recovery. I am committed to lead by example to encourage flexible practices throughout the GLA.

I know that many campaigners are keen that we move to a 28-30 hour working week over four days. What I have seen coming from other cities and Governments is growing interest in the model and I am watching with interest the small-scale pilots currently underway in a range of cities. I think it's an interesting and important proposition that we need to take consider, especially in the context of our economic recovery from the pandemic. I think it's doubtless that for many people, the way we work will change.

Four Day Week (2)

Question No: 2020/3923

Leonie Cooper

Given the mental health implications of working from home in a pandemic for many Londoners, will the London Recovery Board conduct an assessment of the benefits of a four day week for London's economy as part of building back better?

Four Day Week (2)

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Four Day Week (2)

The Mayor

Last updated: 23 NOVEMBER , 2020

Throughout the pandemic, London's workers have shown immense resilience and whilst we battle COVID-19. Seemingly overnight, millions of workers found themselves faced with remarkably different working conditions, and I am proud of the way Londoners have risen to the occasion.

I am a great advocate of all types of flexible working. It is a great way for employers to support the wellbeing of its workforce. I know that many campaigners are keen that we move to a 28-30 hour working week over four days. Whilst this isn't an area the Recovery Board has decided to focus on as part of its nine missions, I think it's an interesting and important proposition that we need to consider. I think it's doubtless that for many people, the way we work will change.

The pandemic has had and will continue to have wide-reaching and long-term impacts on Londoners' mental health and wellbeing. Through the London Recovery Board, we will develop a wellbeing ambassador scheme that offers culturally appropriate training, support and coaching and support good work for all.

End of VAT relief on Facemasks

Question No: [2020/3924](#)

Leonie Cooper

Do you share my concern that ending the VAT relief on facemasks will make it harder for the poorest Londoners to afford facemasks?

End of VAT relief on Facemasks

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

End of VAT relief on Facemasks

The Mayor

Last updated: 22 JANUARY , 2021

I am also concerned that the Government decided to end this VAT relief scheme on the 31 October. I have long been an advocate of Londoners wearing face coverings and extensively lobbied the Government to increase mandatory use in public spaces. During a period of national lockdown and rising infection rates I am concerned that the Government have taken this decision now. With face coverings now mandatory in lots of settings, many businesses, large and small, buy PPE in bulk for their staff and clients. They will be adversely affected by the sizable increase in cost.

Face coverings help keep our communities safe and allow people to access shops and transport. In the summer I wrote to major supermarket retailers encouraging them to stock face coverings at accessible price points and I am pleased to see the wide range that is now available in many stores.

City of London - London Recharged: Our Vision for London in 2025

Question No: [2020/3925](#)

Leonie Cooper

Will you join me in welcoming the City of London's innovative publication entitled 'London Recharged: Our Vision for London in 2025' which sets out a pathway for a sustainable economic recovery for the City of London?

City of London - London Recharged: Our Vision for London in 2025

The Mayor

Last updated: 17 NOVEMBER , 2020

Yes I welcome the leadership of the City of London in developing the London Recharged report that provides clear actions of how we can harness the business expertise and innovation in London to drive a green and sustainable recovery. The London Recovery Board has been clear that businesses in London will play an important role in London's recovery and can help drive

our response to the climate emergency. I look forward to seeing how the actions identified can support this.

MD2703

Question No: *2020/3926*

Leonie Cooper

How many Londoners do you anticipate will benefit from reducing digital exclusion as a result of MD2703?

MD2703

The Mayor

Last updated: 17 NOVEMBER , 2020

MD2703 <https://www.london.gov.uk/decisions/md2703-european-social-fund-london-call-3> - allocates up to £5 million from London's share of the European Social Fund (ESF) to support up to 10,000 individuals to access the labour market through the loan of digital devices - such as laptops- and/or the provision of data for them.

This has been progressed through an open ESF 'call' for eligible projects, which has now closed.

The bids received are now being assessed by the GLA's European Programmes Management Unit. The total value of those bids was less than £5m, and not all the bids are likely to be successful.

The number of people we expect to benefit from the loan of these devices cannot therefore be calculated as yet; but will be available before the end of this year.

Skills for Londoners Framework Consultation

Question No: *2020/3927*

Leonie Cooper

What are the key messages which you have taken from the October 2020 Skills for Londoners Framework Consultation?

Skills for Londoners Framework Consultation

The Mayor

Last updated: 19 NOVEMBER , 2020

On the Adult Education Budget (AEB), respondents highlighted the importance of giving providers greater flexibility to deliver tailored, job-focused training to those Londoners at risk of losing their jobs. I have already responded to this by allowing AEB providers to use their allocations more flexibly to deliver targeted support, particularly for those hit hardest by COVID-19.

On the challenges posed by the pandemic on future skills provision, a number of important issues emerged including: prioritising key sectors such as health and social care, digital, and the green economy; developing capacity for more online learning; and improving partnership working with providers, businesses, and civil society organisations.

I have already made £11m of AEB funding available to support providers to expand their online provision and build capacity. I am now looking at how the AEB can align with the London

Recovery missions by prioritising education, training, and employability support for Londoners most affected by the pandemic to gain relevant skills to move into good work in sectors key to London's recovery.

Covid policing resource implications (1)

Question No: [2020/3929](#)

Unmesh Desai

What impact does COVID-19 continue to have on wider policing and the availability of police officers in London?

Covid policing resource implications (1)

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Covid policing resource implications (1)

The Mayor

Last updated: 24 NOVEMBER , 2020

It is too early to see the impact of the second lockdown on recorded crime.

After the implementation of the first lockdown, the level of recorded crime reduced significantly. Though there was a large increase in calls to the police related to 'nuisance' anti-social behaviour - many of these were reports of people not observing government guidelines on lockdown and social distancing.

However, since the initial lockdown period, recorded crime has once again increased and whilst it has not yet returned to the levels of the previous year it is clearly placing greater demand on officers, especially in the context of the increased terrorism threat and the need to maintain a focus on reducing violence.

The Metropolitan Police Service (MPS) has been closely monitoring the absence levels of officers and staff, both through sickness and self-isolation. Thankfully these have remained relatively low and not impacted the MPS's ability to respond to the current demand.

Covid policing resource implications (2)

Question No: [2020/3930](#)

Unmesh Desai

Will you ensure that the additional steps that have been taken during the pandemic to address the challenges of an increased level of domestic abuse will be sustained?

Covid policing resource implications (2)

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Covid policing resource implications (2)

The Mayor

Last updated: 7 JANUARY , 2021

Reduced demand for Met Officer presence at non-domestic abuse offences during the initial lockdown resulted in a swifter response rate for DA (domestic abuse) and increased arrest rates. With demand returning, it will not be possible to sustain the same speed of response. Addressing DA remains a priority for me and the Met is fully committed to supporting victims of domestic abuse and bringing offenders to justice.

To proactively sustain the focus on DA, the Met has outlined seven areas of operational focus for the next 12 months (for example, arrest activity and Right to Know 'Clare's Law' disclosures). Each BCU will have a Tactical Plan and a DA champion appointed locally to drive activity.

In response to the restrictions, my £1.5m investment in additional emergency accommodation for Londoners fleeing DA has been extended over winter. We intend to extend this provision even further in light of new Government funding.

Body worn video live streaming

Question No: [2020/3931](#)

Unmesh Desai

Should the Met enable the live stream function on its new body-worn video cameras?

Body worn video live streaming

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Body worn video live streaming

The Mayor

Last updated: 24 NOVEMBER , 2020

This is not currently MPS policy.

Body worn video footage release (1)

Question No: [2020/3932](#)

Unmesh Desai

What are the reasons for the Met, other than in exceptional circumstances, not routinely releasing body worn video footage?

Body worn video footage release (1)

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Body worn video footage release (1)

The Mayor

Last updated: 24 NOVEMBER , 2020

Body worn video taken by police officers is handled with care and discretion. The footage contains personal information and it should not be released lightly. In many cases to do so would be a breach of data privacy and of people's rights. The images obtained are often of people in distress and trauma, it could be taken in private places and would be wholly unsuitable for release.

The Met ensures that all policies, including this one, are under regular review.

Body worn video footage release (2)

Question No: *2020/3933*

Unmesh Desai

Will the Met review its decision not to routinely release body worn video footage, and if so when will this review take place?

Body worn video footage release (2)

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Body worn video footage release (2)

The Mayor

Last updated: 24 NOVEMBER , 2020

Please refer to answer to Mayoral Question 2020/3932.

Body worn video footage release (3)

Question No: *2020/3934*

Unmesh Desai

In an internal Met memo seen by *the Guardian*, it reported that footage captured by body-worn cameras recorded examples of "poor communication, a lack of patience, [and] a lack of de-escalation before use of force is introduced". How will you work with the Met to address these issues and ensure public trust and confidence in the use of body-worn video?

Body worn video footage release (3)

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Body worn video footage release (3)

The Mayor

Last updated: 26 FEBRUARY , 2021

I will continue to scrutinise the Metropolitan Police (MPS) on its use of stop and search; this includes the measures it will be implementing to action the IOPC recommendations, which the MPS has accepted in full. The Met has provided the IOPC with a detailed response to the recommendations and how they will be implemented. A copy of the MPS response can be found here:

https://policeconduct.gov.uk/sites/default/files/Documents/investigation_reports/Stop%20and%20Search%20-%20Response%20to%20IOPC%20Learning%20Recommendations.pdf

My recently published Action Plan for transparency, accountability and trust in policing focuses on enhanced scrutiny structures to ensure the police are held to account, it will also deliver improved training for officers with direct involvement from community members. The plan, coupled with the IOPC recommendations, will work towards improving the relationships between the police and Black communities and address the concerns associated with the use of stop and search.

Met estate security

Question No: 2020/3935

Unmesh Desai

Last year a review of security culture across the Met was carried out after breaches by members of the public who walked into buildings without being asked for identification. How confident are you in the security of the Met estate?

Met estate security

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Met estate security

The Mayor

Last updated: 16 MARCH , 2021

The MPS places a priority on the security and safety of its police officers, staff and visitors to its buildings. The Met's Estate Security is overseen by a Deputy Assistant Commissioner, supported by experts from the Met's Property Services, Protective Security, Digital Policing and other departments. There is a focus on both the physical and electronic security of buildings as well as the behaviours of all those who work in, or visit, buildings and premises across London.

Physical and electronic security requirements meet agreed national standards and the MPS has invested in electronic security measures, which significantly reduces the risk of unlawful access. These measures are underpinned through local leadership, the training of officers and staff and ongoing testing of security measures. The Met places a significant importance on learning from any security incident or near miss and is constantly reviewing its practices.

East Asian hate crimes

Question No: 2020/3936

Unmesh Desai

Please provide the number of hate crimes recorded where the victim's ethnic appearance is recorded as Chinese or Oriental, between June – September for each of the last 3 years.

East Asian hate crimes

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

East Asian hate crimes**The Mayor**

Last updated: 24 NOVEMBER , 2020

Please see attached the requested information for the period specified. This covers racist and religious hate crime only due to the small number of offences for other hate crime strands. The notes section of the attached information will assist accurate interpretation of the data.

City hall funded officers**Question No: 2020/3937**

Unmesh Desai

How many Met Police officers have been funded by City Hall in each year since 2012?

City hall funded officers**The Mayor**

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

City hall funded officers**The Mayor**

Last updated: 16 MARCH , 2021

Since taking office, I have allocated more than £1bn in additional funding from City Hall to the Metropolitan Police Service – a record amount. This investment has funded 1,300 additional police officers. 300 officers are funded from the Police precept and a further 1,000 officers are funded from business rates. The 300 officers have been funded on an ongoing basis since 2018-19 and the 1,000 officers on the same basis since 2019-20.

Before 2018-19 no distinction was drawn between officers funded via City Hall or other funding streams such as government grant, so equivalent statistics for previous years are unavailable.

City and East officer numbers**Question No: 2020/3938**

Unmesh Desai

If possible, please provide the number of officers, or best estimate of the number of officers, in each of Tower Hamlets, Newham and Barking and Dagenham on the 31st March in 2019, 2020 and at present.

City and East officer numbers**The Mayor**

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

City and East officer numbers**The Mayor**

Last updated: 24 NOVEMBER , 2020

Following the amalgamation of boroughs into the Basic Command Unit (BCU) structure it is not possible to breakdown the deployment of officers to a borough level.

The design of the structure is such that officer resource is deployed and flexed across the entirety of the BCU. Individual boroughs do not have an allocation.

The exceptions are Dedicated Ward Officers (DWOs) who remain with their wards and are only abstracted in exceptional circumstances. Every ward in London has an allocation of at least 2 DWOs and 1 Police Community Support Officer (PCSO).

The number of officers in each BCU can be viewed in the monthly workforce reports published by the Metropolitan Police Service (MPS): www.met.police.uk/sd/stats-and-data/met/workforce-data-report/

Rescue and response during the pandemic

Question No: *2020/3939*

Unmesh Desai

How many interventions have been made with young people by the organisations funded through rescue and response since March 2020?

Rescue and response during the pandemic

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Rescue and response during the pandemic

The Mayor

Last updated: 24 NOVEMBER , 2020

Rescue and Response is a City Hall funded pan-London service which has been running since 2018 to support children and young people exploited through county lines activity.

Since April 2020, 73 young Londoners have engaged in new interventions as part of the Rescue and Response service, receiving support to move away from involvement in county lines activity and access help with housing, education, training and employment by delivery partners Safer London, St Giles Trust and Abianda. There are currently 168 open cases of young people receiving support from the service. Some of these young people have been working with the project since before March 2020.

Fireworks offences

Question No: *2020/3940*

Unmesh Desai

How many offences involving fireworks have been recorded, by month, in each of the past 4 years?

Fireworks offences

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Fireworks offences

The Mayor

Last updated: 24 NOVEMBER , 2020

Please see the attached information for the period specified. This includes a 'notes' section to enable an accurate interpretation of the information provided.

London Power for all Londoners (1)

Question No: [2020/3942](#)

Andrew Dismore

Some Londoners, including some of my constituents, are being left 'energy prisoners' by the power companies. One has explained that the meter system in his rented accommodation stops him from changing provider or accessing cheaper tariffs. How will you use London Power to address situations like this where Londoners are forced to use more expensive tariffs by power companies?

London Power for all Londoners (1)

The Mayor

Last updated: 18 NOVEMBER , 2020

I set up London Power to provide fair, affordable, green energy for all Londoners. London Power offers competitive tariffs to a range of meter types and does not force customers onto any particular tariff type. None of our tariffs have exit fees, meaning customers are free to switch between them to ensure they are on the cheapest rate for their home.

We would be happy to discuss with your constituent their particular circumstances to see what London Power could do to help. We are not aware of any situations which would prevent a household switching to London Power. If the household is on a district heat network, they may be unable to change their heat provider but would be free to switch their electricity supply. If they have a legacy restricted electricity meter they would still be free to switch but we'd suggest they contact our customer service team to work out what the best options are for them. If they are on a prepayment meter they are free to switch supplier (our prepayment tariff is currently the cheapest on the market), and if they prefer we could discuss switching them to a standard meter.

London Power for all Londoners (2)

Question No: [2020/3943](#)

Andrew Dismore

Some Londoners, including some of my constituents, are being left 'energy prisoners' by the power companies. One has explained that the meter system in his rented accommodation stops him from changing provider or accessing cheaper tariffs. How many London households are excluded from access to London Power because their home has an older metering system or for another reason?

London Power for all Londoners (2)

The Mayor

Last updated: 19 NOVEMBER , 2020

As described in my response to Mayor's Question 2020/3942, London Power offers a range of different tariff types for different meters to avoid any Londoner being excluded. No customer should be excluded from London Power based on their meter type. Even those with district

heating should still be able to switch to London Power for their electricity. If your constituent believes their meter type is preventing them from switching, we would be happy to discuss this with them. There are a small number of other reasons where a household may not be able to switch supplier due to industry regulations, for example if they have over £500 debt on a prepayment account their previous supplier can prevent a switch.

London Power for all Londoners (3)

Question No: [2020/3944](#)

Andrew Dismore

Some Londoners, including some of my constituents, are being left 'energy prisoners' by the power companies. One has explained that the meter system in his rented accommodation stops him from changing provider or accessing cheaper tariffs. You have previously described London Power as 'fair, affordable, green energy company specially designed for Londoners'. Could it be better designed so that it includes all Londoners?

London Power for all Londoners (3)

The Mayor

Last updated: 18 NOVEMBER , 2020

As described in Mayor's Question 2020/3942 and Mayor's Question 2020/3943, London Power offers a range of different tariff types for different meters to ensure it is inclusive for all Londoners. No customer should be excluded from London Power based on their meter type. In addition, we have a world-class customer service team – rated 4.8* on Trustpilot – who are happy to discuss any specific difficulties to find a resolution. Whilst the patchwork nature of the UK's legacy metering system means some households may have historically had difficulty switching, we believe our well-trained customer service team will be able to support all Londoners regardless of their metering set-up.

EWS1 providers (1)

Question No: [2020/3945](#)

Andrew Dismore

Recent reports state that there are unscrupulous companies unable to legally complete EWS1 forms yet still signing them off. This has caused unnecessary stress to leaseholders and could potentially mean dangerous buildings are found to be safe by such an EWS1 form. Will you commit to working with RICS and IFE to address these issues?

EWS1 providers (1)

The Mayor

Last updated: 20 NOVEMBER , 2020

It is shameful that some unscrupulous companies appear to be exploiting the cladding crisis by issuing fake safety forms. I have made both the Met Police and Trading Standards aware of specific cases brought to my attention.

I have been engaging with partners to understand the challenges of the EWS1 process, such as the lack of competent professionals available to carry out these works, but ultimately this is a national crisis that needs Government intervention to resolve. This is why in September I [wrote](#) to the Housing Secretary of State to outline the steps I believe the Government should take to address this issue, but I am yet to receive a response. The Government must act on these

concerns without delay to avoid further stagnation in the sales market, protect leaseholders from further distress and restore confidence in the housing market.

EWS1 providers (2)

Question No: [2020/3946](#)

Andrew Dismore

At the recent FREP committee meeting one leaseholder raised a concern that the company who had provided the failed EWS1 form then stood to make 10% of the tender for remediation work. As a result she had lost confidence in the professionalism of the company concerned and the outcomes of the EWS1 form. Will you commit to working with RICS and IFE so that London's leaseholders can trust the EWS1 process and the companies and individuals that complete EWS1 forms?

EWS1 providers (2)

The Mayor

Last updated: 20 NOVEMBER , 2020

Please see my response to Mayor's Question 2020/3945.

EWS1 Process (1)

Question No: [2020/3947](#)

Andrew Dismore

EWS1 forms were designed to be assess the safety of external wall systems on high-rise buildings over 18m. Is the current use of EWS1 forms for buildings of all sizes good practice?

EWS1 Process (1)

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

EWS1 Process (1)

The Mayor

Last updated: 24 NOVEMBER , 2020

The Government must ensure there is better guidance on this. I have [written](#) to the Government, calling for greater clarity on which buildings require an EWS1 form and which do not. Clear guidance is imperative, not only to restore confidence in the housing market, but also to ensure that building owners fulfil their legal and moral obligation to ensure their buildings are safe.

The Government must also urgently resolve issues relating to the difficulties engineers and surveyors face in finding professional indemnity cover for cladding related work. My Deputy Mayor for Housing and Residential Development has raised this matter with the Association of British Insurers and the Building Safety Minister, Lord Greenhalgh.

EWS1 Process (2)**Question No:** [2020/3948](#)*Andrew Dismore*

I am aware of buildings that were completed and signed off in 2019 where leaseholders are now being required by mortgage companies to have an EWS1 form present even though dangerous cladding had been banned for use in buildings over 18m since December 2018. Is it right that lenders are asking for an expensive ESW1 forms to be completed in these circumstances before leaseholders are able to remortgage their property at a reasonable rate?

EWS1 Process (2)**The Mayor**

Last updated: 20 NOVEMBER , 2020

Please see my response to Mayor's Question 2020/3947.

EWS1 Process (3)**Question No:** [2020/3949](#)*Andrew Dismore*

How are you working with RICS, the Government and others, including lenders, to address the challenges of the EWS1 process as it stands?

EWS1 Process (3)**The Mayor**

Last updated: 20 NOVEMBER , 2020

Please see my response to Mayor's Question 2020/3945.

Supporting leaseholders (1)**Question No:** [2020/3950](#)*Andrew Dismore*

The EWS1 process is causing significant issues for many of London's leaseholders. How are you working to support London's leaseholders who are struggling with different aspects of the EWS1 process?

Supporting leaseholders (1)**The Mayor**

Last updated: 20 NOVEMBER , 2020

I am very concerned about the stress the EWS1 process is putting London's leaseholders under, particularly where leaseholders are unable to sell their properties and are experiencing poor mental health exacerbated by concerns about unsafe cladding. I wrote to the Secretary of State for Housing, Communities and Local Government in September to raise my concerns about the EWS1 process and the impact it is having on leaseholders. To date I have not received a response. I continue to press ministers on this issue.

I also support the End Our Cladding Scandal campaign and agree with its recommendation that Government must ensure that residents in affected buildings are offered support to cope with the physical and mental health toll of living in potentially dangerous buildings.

Leaseholders concerned about cladding and building safety issues can obtain further sources of advice and support from the [Leasehold Advisory Service](#).

Supporting leaseholders (2)

Question No: [2020/3951](#)

Andrew Dismore

At the recent FREP committee meeting leaseholders expressed that anxiety and stress which living in an unsafe building in need of remediation work causes them. What additional help can you offer to support the mental health and wellbeing needs of these leaseholders?

Supporting leaseholders (2)

The Mayor

Last updated: 20 NOVEMBER , 2020

Please see my response to Mayor's Question 2020/3950.

London's built environment (1)

Question No: [2020/3952](#)

Andrew Dismore

MHCLG has shared data with London Fire Brigade that states there in excess of 72,000 premises in London which will fall into higher risk categories, including care homes, sheltered housing blocks and hospitals. How are you working with the Government to address the risks in London's built environment?

London's built environment (1)

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

London's built environment (1)

The Mayor

Last updated: 23 NOVEMBER , 2020

London Fire Brigade's (LFB) review of the data provided by central Government suggests the correct figure is slightly over 62,000. These premises are in addition to the high-rise premises which form part of the Building Risk Review exercise of high-rise residential blocks and does not necessarily directly relate to the presence of cladding or other potentially combustible external wall systems.

LFB has not yet been provided with a list of the premises concerned but believes that many, if not all, of the premises are already part of ongoing inspection work and subject to audit or re-audit programmed in as part of the ongoing programme of work.

The London Fire Commissioner and his officers are in ongoing dialogue with central Government about the development of the enhanced building safety regime that the Government is bringing forward.

London's built environment (2)**Question No:** 2020/3953*Andrew Dismore*

What work is your team undertaking to support London Fire Brigade in understanding the scale of the current dangers in London's built environment due to issues of dangerous cladding?

London's built environment (2)**The Mayor**

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

London's built environment (2)**The Mayor**

Last updated: 17 DECEMBER , 2020

London's built environment is extremely complex, and the level of risk is on a scale we have not seen before. I have regular conversations with the London Fire Commissioner about these issues and have repeatedly called upon Ministers to do more to ensure that people are safe in their homes.

In September, I wrote to more than 40 London landlords to demand that they put the safety of their residents first and start work to remove dangerous ACM cladding immediately. Also in September, I wrote to the Government to press for action on external wall systems and called for a training and accreditation programme to increase the number of competent professionals able to carry out safety inspections of external walls.

I will continue to raise these matters with Government, landlords and other key players to urge them to treat these issues with the seriousness and urgency they need.

London's built environment (3)**Question No:** 2020/3954*Andrew Dismore*

How much is the Government's failure to address the issues of cladding and work with building owners to ensure where necessary remediation takes place impacting on the workload of LFB? What do you estimate the cost implication of this to be for LFB?

London's built environment (3)**The Mayor**

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

London's built environment (3)**The Mayor**

Last updated: 17 DECEMBER , 2020

Work on the identification, inspection and monitoring of buildings with potentially combustible cladding has been undertaken through reallocation of resources within London Fire Brigade. So, although there have been impacts on other work such as the number of routine fire safety

inspections for other, lower risk, premises and non-emergency work undertaken by fire crews, new direct financial burdens have not arisen for this work. Some staffing for the operation and monitoring of the checks undertaken has been necessary but this is currently funded from additional Government grant.

As full detail of the changes to fire safety and building safety legislation are still to be developed, including the implementation by government of the stage 1 Grenfell Tower Inquiry recommendations it is too early to place an accurate figure on costs arising from additional training and continuous professional development but we would expect this to be accounted for in Government funding under the new burdens doctrine. This is being kept under review.

London's built environment (4)

Question No: *2020/3955*

Andrew Dismore

How are you working with and lobbying Government in order to address the risks in London's built environment? Has this been fruitful?

London's built environment (4)

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

London's built environment (4)

The Mayor

Last updated: 23 NOVEMBER , 2020

As Mayor of London, I have responded to the vast majority of Government consultations on building safety since Grenfell and have written numerous letters setting out the action Government needs to take. These can be read at the link below. I have been pleased to see positive movement on a number of changes I have been calling for; most notably the combustible materials ban, the subsequent intention to lower the trigger height for the ban, and the move to require sprinklers in a greater number of buildings.

In addition, the London Fire Commissioner meets regularly with Ministers and other relevant stakeholders about the reforms being made to the existing legislative regime and other aspects of the built environment. London Fire Brigade officers, together with colleagues from the National Fire Chiefs Council, are in ongoing contact and discussion with the government officials tasked with the development of amendments to the existing legislative regimes. That dialogue has been fruitful in highlighting issues and aiding the development of solutions to provide for an enhanced and enforceable fire safety regime. I discuss these matters at my meetings with the London Fire Commissioner and have made numerous representations to Government on these issues.

<https://www.london.gov.uk/what-we-do/housing-and-land/housing-and-land-publications/responses-and-correspondence-building-regulations-and-fire-safety>

Waking watches (1)**Question No:** 2020/3956*Andrew Dismore*

At the recent FREP meeting Ritu Saha stated that she would like to see more consistency in the advice given by LFB to building managers regarding interim measures. What work has your office been doing to ensure there is consistency in the measures imposed to keep buildings and residents safe?

Waking watches (1)**The Mayor**

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Waking watches (1)**The Mayor**

Last updated: 23 MARCH , 2021

London Fire Brigade (LFB) staff have been familiarised with the latest version of the National Fire Chief Council's guidance on interim fire safety measures for buildings requiring remediation, which is supported by a learning package – this methodology provides consistency in line with the national position.

However, the level and type of interim measures will often vary between buildings as factors such as building height, the level and type of cladding, the number of staircases, and any fire safety defects within the premises will all inform the risk assessment carried out by the competent person and the resultant necessary level of interim measures that may be required.

LFB officers have challenged both over-provision and under-provision in waking watches but the LFB does not have legal powers to require the reduction of over-provision that may be recommended or put in place by a competent person or the responsible person for the premises.

Waking watches (2)**Question No:** 2020/3957*Andrew Dismore*

The numbers of buildings with waking watches in London is currently estimated to be 420 rising. How much has monitoring interim measures like this increased the workload of LFB post-Grenfell?

Waking watches (2)**The Mayor**

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Waking watches (2)**The Mayor**

Last updated: 23 NOVEMBER , 2020

Monitoring interim measures when a building has a waking watch implemented requires a range of London Fire Brigade (LFB) resources. A visit will be conducted by a Fire Safety Inspecting Officer, which takes approximately one working day. Additionally, fire stations send a fire engine with a crew of four to six firefighters to check arrangements in place on average every two weeks, though there may be variations such as more regular visits for a new notification. Government funding has been provided to support the Building Risk Review programme. As part of that work, a High-Risk Premises Team monitors buildings where the strategy has temporarily changed to simultaneous evacuation and a waking watch is implemented.

Pandemic Multi-Agency Response Teams reconvening

Question No: [2020/3958](#)

Andrew Dismore

With cases rising across London, have the Pandemic Multi-Agency Response Teams now been reconvened?

Pandemic Multi-Agency Response Teams reconvening

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Pandemic Multi-Agency Response Teams reconvening

The Mayor

Last updated: 17 DECEMBER , 2020

It is anticipated that a heightened level of deaths in the community will be handled by Borough Policing who will be provided with additional PPE and training.

The PMART Tactical Coordination Group set clearly defined thresholds for when PMART may need to be reinstated. The thresholds are based upon; current mortuary capacity across London, the numbers of sudden community deaths, the capacity of any agency responding to community deaths being unable to cope with excessive demand.

In the event that any one of these criteria has been met then the Police lead will initiate a formal request for resources through the Strategic Coordination Group.

Resourcing LFB for a second wave of Covid-19

Question No: [2020/3959](#)

Andrew Dismore

The London Fire Commissioner had previously indicated that the new duties undertaken by LFB officers during the first wave of the pandemic could only be continued if resourcing was in place for this. Is this resourcing in place in case of a second wave?

Resourcing LFB for a second wave of Covid-19

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Resourcing LFB for a second wave of Covid-19

The Mayor

Last updated: 17 DECEMBER , 2020

The key new duties undertaken by London Fire Brigade (LFB) officers were in relation to the Ambulance Driving Assist (ADA) to the London Ambulance Service (LAS). The arrangements for the LFB to continue to provide ADA support to the LAS and any further assistance is currently being discussed at national level. The agreement to be put in place is to include cost recovery arrangements, for the LAS to refund LFB additional costs.

The other area of additional duties was the Pandemic Multi Agency Response Teams (PMART). The costs of PMART are included in a claim for cost recovery from the Home Office. The model used for PMART was only made possible through cancellation of training courses and leave for firefighters during the COVID-19 restrictions. Any further requests for assistance for this role would be made by the Metropolitan Police Service through the Strategic Coordination Group. There is currently no indication that this role will be requested in the coming months.

PN633

Question No: [2020/3960](#)

Andrew Dismore

How many buildings in London does LFB anticipate the change to breathing equipment operation outlined in PN633 would be applicable for?

PN633**The Mayor**

Last updated: 20 NOVEMBER , 2020

The Policy Note on high-rise firefighting (PN633) was revised as part of the response to the recommendations of the Phase 1 report from the Grenfell Tower Inquiry. It covers operational tactics for use in exceptional circumstances when a high-rise building is not behaving as expected in a fire, to provide the greatest possibility of reaching all parts of the building for the emergency evacuation of residents. Due to the complexity and unknown number and extent of the different issues within the current built environment, London Fire Brigade is unable to quantify how many buildings in London this may apply to.

Health monitoring of LFB officers who attended Grenfell (1)

Question No: [2020/3961](#)

Andrew Dismore

What health monitoring of the LFB officers who attended Grenfell has been undertaken to date?

Health monitoring of LFB officers who attended Grenfell (1)**The Mayor**

Last updated: 20 NOVEMBER , 2020

Both the physical and psychological health of LFB staff was monitored after the Grenfell Tower fire. Any staff exhibiting acute symptoms of respiratory ill health at the scene were treated by London Ambulance Service. The development of chronic cardiorespiratory ill health is monitored through routine periodic medicals. London Fire Brigade is collaborating with Imperial College on the Grenfell Firefighter Study, which will investigate the cardiorespiratory health of

all staff that attended the Grenfell Tower fire. This is on a voluntary basis. The study was delayed by the lockdown in response to the coronavirus pandemic, but staff are currently being scheduled to attend from December.

The psychological health of all staff that attended the incident was evaluated immediately and periodically reviewed. Any staff identified as requiring specialist support were referred to the Counselling and Wellbeing team. A psychological health monitoring component will be included in routine periodic medicals from next year.

Health monitoring of LFB officers who attended Grenfell (2)

Question No: 2020/3962

Andrew Dismore

What conclusions have been drawn from the health monitoring of LFB officers who attended the Grenfell Tower fire?

Health monitoring of LFB officers who attended Grenfell (2)

The Mayor

Last updated: 20 NOVEMBER , 2020

Despite the scale of the incident very few staff presented with acute respiratory ill health that required treatment or assistance at the scene of the fire. There has been no indication from routine periodic medicals of any increase in the development of cardiorespiratory ill health in staff that the Grenfell Tower fire. The Grenfell Firefighter Study will allow a more detailed study of cardiorespiratory health in this regard it will publish its conclusions in summer 2022.

Following the Grenfell Tower fire there was an increase in overall psychological ill health, particularly stress, anxiety and depression. This is reflected in the increased numbers of referrals to the London Fire Brigade counselling service. Greater awareness and understanding of trauma and PTSD across the organisation increased the numbers of staff who felt able to seek treatment for trauma-related conditions.

LFB research (1)

Question No: 2020/3963

Andrew Dismore

When is the research of Professor James Bilzon expected to conclude?

LFB research (1)

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

LFB research (1)

The Mayor

Last updated: 23 NOVEMBER , 2020

The Physiological trials led by Professor James Bilzon of the University of Bath are expected to conclude by the end of February 2021.

LFB research (2)**Question No:** [2020/3964](#)*Andrew Dismore*

Will the research of Professor James Bilzon include examination of EDDBA equipment? Please provide details

LFB research (2)**The Mayor**

Last updated: 20 NOVEMBER , 2020

The trials will be based around a single scenario of ascending and descending 30 floors in full structural firefighting PPE and carrying equipment. This scenario will have eight iterations which include the wearing of both standard and extended duration breathing apparatus and also oxygen rebreather sets. These breathing apparatus sets will be worn both under air and not under air.

Mass evacuation simulations**Question No:** [2020/3965](#)*Andrew Dismore*

Is there a timetable for more mass evacuation simulations? Please provide details of the timetable.

Mass evacuation simulations**The Mayor**

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Mass evacuation simulations**The Mayor**

Last updated: 17 DECEMBER , 2020

The emergency evacuation and mass rescue exercises that were scheduled in 2020 were cancelled due to the COVID-19 pandemic and social distancing requirements. However, training on the new high rise and evacuation policies is being undertaken as computer based training with online assessment to confirm understanding, face-to-face training with facilitated workshops used to explore key areas, and a Guided Learning exercise – to bring the three policies together and consolidate learning from the three policies. The policies will not go live until 80 per cent of all operational staff have completed all three training elements. Following the policies going live, there will be extensive practical exercising carried out across London. The timetable for this will be determined at a future date.

Cost of waking watches**Question No:** [2020/3966](#)*Andrew Dismore*

What is the financial impact on the LFB of continuing responsibilities for checking 'waking watches' in high-rise residential buildings where these are required post-Grenfell as 'stay put' policies have been suspended because of dangerous cladding?

Cost of waking watches**The Mayor**

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Cost of waking watches**The Mayor**

Last updated: 17 DECEMBER , 2020

Work on the identification, inspection and monitoring of buildings with potentially combustible cladding has been undertaken through reallocation of resources within London Fire Brigade. So, although there have been impacts on other work such as the number of routine fire safety inspections for other, lower risk, premises and non-emergency work undertaken by fire crews, new direct financial burdens have not arisen for this work. Some staffing for the operation and monitoring of the checks undertaken has been necessary but this is currently funded from additional Government grant, so does not impose a new financial burden on London Fire Brigade.

Maintaining LFB's Budget**Question No: 2020/3967***Andrew Dismore*

Will the Mayor ensure the London Fire Brigade's budget is maintained to ensure it can deliver on its transformation plan drawn up in response to the Phase 1 report of the Grenfell Tower Inquiry and the subsequent inspection by Her Majesty's Inspectorate of Constabulary and Fire and Rescue Services (HMICFRS)?

Maintaining LFB's Budget**The Mayor**

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Maintaining LFB's Budget**The Mayor**

Last updated: 17 DECEMBER , 2020

I am committed to ensuring the recommendations for London Fire Brigade (LFB) from both the Grenfell Tower Inquiry and Her Majesty's Inspectorate of Constabulary and Fire and Rescue Services (HMICFRS) are implemented, and to hold to account those responsible for putting the remaining recommendations into practice. LFB's Transformation Delivery Plan is being implemented, with all actions underway and many complete. This work will continue until the plan is implemented in full.

Along with the Metropolitan Police Service, I have asked LFB to make the smallest percentage of savings across the GLA Group. The London Fire Commissioner, Andy Roe, and his team have been working through how savings will be made. The deadline for the Commissioner to respond to my budget guidance is 30th November. I continue to discuss these matters with the Commissioner as the proposals are finalised.

'One Risk' solution (1)**Question No:** 2020/3968*Andrew Dismore*

What are the estimated costs of the 'One Risk' solution to consolidate building risk information into one database?

'One Risk' solution (1)**The Mayor**

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

'One Risk' solution (1)**The Mayor**

Last updated: 23 NOVEMBER , 2020

The capital programme currently includes an allocation of £2.2 million for the OneRisk project.

'One Risk' solution (2)**Question No:** 2020/3969*Andrew Dismore*

Are budget constraints likely to hold back the completion and roll out of the 'One Risk' solution to consolidate building risk information into one database?

'One Risk' solution (2)**The Mayor**

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

'One Risk' solution (2)**The Mayor**

Last updated: 23 NOVEMBER , 2020

The capital budget allocation for OneRisk is to be included in London Fire Brigade's budget submission and is subject to the decision making process for the 2021/22 budget. This is an initial estimate with final costs to be determined by the tendering process.

App delivery and PN790 (1)**Question No:** 2020/3970*Andrew Dismore*

Please provide an update on the development and use of an electronic 'app' to manage fire survival guidance information between the control room and the incident ground as detailed in PN790.

App delivery and PN790 (1)**The Mayor**

Last updated: 20 NOVEMBER , 2020

A corporate ICT project commenced in November 2019 to deliver a solution to transfer real-time Fire Survival Guidance (FSG) data between the control room and the incident ground. The solution takes the form of an application to be installed on the fire appliance tablets and an accompanying website to be used by control. The application consumes any FSG data from the mobilising system and displays it in a structured format on the tablet. Updates can be entered on the incident ground regarding breathing apparatus crew deployment statuses against the calls, which are then automatically fed back to the mobilising system where control staff can view them. The data will also be available on a read-only basis to other operational staff and control rooms from other fire and rescue services via a secure registration process. The project is currently on target to rollout in March 2021.

App delivery and P790 (2)

Question No: 2020/3971

Andrew Dismore

What training is planned for frontline staff in using the electronic 'app' to manage fire survival guidance information between the control room and the incident ground as detailed in PN790.

App delivery and P790 (2)

The Mayor

Last updated: 20 NOVEMBER , 2020

A training strategy for the Fire Survival Guidance (FSG) IT solution has recently been approved by the project board. The main thrust of the training will be via Computer Based Training which will guide the delegate around the application, ask them to walk through three FSG scenarios and prove their understanding at the end of the process with a test. This training will be compulsory and on a six-month refresh cycle across all ranks. In addition to this online training, a training application is being developed for use in any FSG exercise undertaken by London Fire Brigade. The training application will consume data from the control training server and ensures that even outside an exercise scenario, any operational member of staff can pick up an appliance tablet and refresh themselves as to the functionality of the application.

Training Programme and the Grenfell Inquiry phase 1 recommendations (1)

Question No: 2020/3972

Andrew Dismore

Meeting the recommendations of the Grenfell Inquiry phase 1 will require firefighters to attend training courses in order to develop skills. How many hours training on average will frontline firefighters be expected to undertake?

Training Programme and the Grenfell Inquiry phase 1 recommendations (1)

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Training Programme and the Grenfell Inquiry phase 1 recommendations (1)

The Mayor

Last updated: 23 NOVEMBER , 2020

At present, firefighters will be required to undertake 37.5 hours of training to develop skills to meet the recommendations from Phase 1 of the Grenfell Tower Public Inquiry. Eight of these

training hours will need to be repeated every 48 months in order to maintain skills. Further training is currently in development which will require frontline firefighters to complete a further 62 hours of training. These additional training courses will be available within the next six months.

A smaller group of approximately 250 firefighters will also need to undertake a further 66 hours of training to develop aerial appliance skills. Once the initial training is complete regular training to maintain these skills will be put in place but the total number of hours required to be undertaken by each firefighter is yet to be determined.

Training Programme and the Grenfell Inquiry phase 1 recommendations (2)

Question No: 2020/3973

Andrew Dismore

Meeting the recommendations of the Grenfell Inquiry phase 1 will require firefighters to attend training courses in order to develop skills. What financial pressure does this put LFB under and how is Government supporting LFB in this work?

Training Programme and the Grenfell Inquiry phase 1 recommendations (2)

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Training Programme and the Grenfell Inquiry phase 1 recommendations (2)

The Mayor

Last updated: 23 NOVEMBER , 2020

The cost of these additional training requirements is currently estimated to be £1.66 million, combined for both 2020/21 and 2021/22. Not all training costs are yet known, as some of the new training is still in the process of being commissioned. The Government has established a £7 million Grenfell Infrastructure Fund to support the implementation of the Grenfell recommendations. London Fire Brigade (LFB) has received £1.3 million of this funding and is determining how this funding will be utilised. In addition, LFB's Fire Safety Department has access to a £5m Protection Fund grant which will be utilised for staffing, learning and development, and new technology.

LFB Response to a Second Wave (1)

Question No: 2020/3974

Andrew Dismore

How has LFB adapted its workload in order to respond to the second wave of Covid-19?

LFB Response to a Second Wave (1)

The Mayor

Last updated: 20 NOVEMBER , 2020

London Fire Brigade (LFB) has taken a proportionate approach to the second wave of the pandemic, balancing risk against the requirement to deliver key services that protect the public and staff in a COVID-19 secure environment. LFB is in a different position than the first wave, in that the risks and impacts posed by COVID-19 are understood better, and robust risk control measures are now in place. This includes risk assessments, COVID-19 secure audits, deep-clean

procedures for premises and appliances, testing, and track and trace procedures. LFB continues to aim to deliver all services, diverting resources and repurposing staff where required, while at the same time managing the backlog of work resulting from the first wave, such as the continuation of training. LFB recognises that restrictions and lockdowns may continue for some time and is evolving so that they are able to deliver their services within these confines going forward.

LFB Response to a Second Wave (2)

Question No: *2020/3975*

Andrew Dismore

How have demands on frontline firefighters changed in order to ready the Brigade for the second wave of Covid-19?

LFB Response to a Second Wave (2)

The Mayor

Last updated: 20 NOVEMBER , 2020

London Fire Brigade's (LFB) aim for the second wave is to maintain services in a COVID-secure manner. Demands on firefighters largely remain unchanged, although there is an added expectation that self-isolating and shielding firefighters undertake virtual training online in order to maintain competency wherever possible.

Risk assessments for all functions and premises have been reviewed in line with national lockdown measures, and firefighters are now required to undertake COVID-secure audits of their fire stations on a monthly basis. Frontline firefighters are also required to wear Type IIR facemasks in certain situations and follow updated procedures for the disposal of contaminated waste. Changes have been made to some areas of service delivery such as limiting Home Fire Safety Visits to high-risk premises in order to protect staff and the public.

LFB Response to a Second Wave (3)

Question No: *2020/3976*

Andrew Dismore

Is non-risk critical training expected to continue during the second wave of Covid-19? Why is this?

LFB Response to a Second Wave (3)

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

LFB Response to a Second Wave (3)

The Mayor

Last updated: 23 NOVEMBER , 2020

All of the face-to-face training that is currently being provided is risk-critical. Control measures are in place to allow the delivery of face-to-face training with minimal risk to personnel. The Fire Brigades Union has been consulted throughout and agreement reached at each stage before reinstating training courses. Non-risk critical training that can be completed remotely (non face-to-face) will continue.

LFB Response to a Second Wave (4)**Question No:** *2020/3977**Andrew Dismore*

How important are the continuation of multi-pump exercises during the second wave of Covid-19?

LFB Response to a Second Wave (4)**The Mayor**

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

LFB Response to a Second Wave (4)**The Mayor**

Last updated: 23 NOVEMBER , 2020

The continuation of multi-pump exercises provides the opportunity for London Fire Brigade (LFB) crews to build on what they have learnt in the face-to-face training and put that learning into practical application

Multi-pump exercises provide realistic training not only for LFB staff, but also for blue light partners. The London Ambulance Service and Metropolitan Police Service continue to support these exercises during the current COVID-19 restrictions. Where appropriate, neighbouring fire brigades can also take part in multi-pump exercises, contributing to the cross-border training recommendation made within the HMICFRS inspection.

In light of this continued importance, LFB has put in place strict COVID-19 controls at all multi-pump exercises with a robust track and trace system in place for all external agencies to use when taking part in the exercises. LFB also provides a comprehensive safety brief prior to the start of the exercises.

LFB and Self-Isolation (1)**Question No:** *2020/3978**Andrew Dismore*

What are the rules for self-isolation for LFB staff?

LFB and Self-Isolation (1)**The Mayor**

Last updated: 20 NOVEMBER , 2020

London Fire Brigade has adopted the advice issued by the Government, which can be found online at: <https://www.nhs.uk/conditions/coronavirus-covid-19/self-isolation-and-treatment/when-to-self-isolate-and-what-to-do/>

LFB and Self-Isolation (2)**Question No:** *2020/3979**Andrew Dismore*

What are the triggers for self-isolation for those who have been in contact with a confirmed Covid-19 case?

LFB and Self-Isolation (2)**The Mayor**

Last updated: 20 NOVEMBER , 2020

London Fire Brigade has adopted the Government's advice regarding the definition of close contacts and the resultant need to self-isolate. This includes close face-to-face contact under 1 metre for any length of time, talking in close proximity, as well as being within 1 to 2 metres of each other for more than 15 minutes, and travelling in a small vehicle together.

LFB and Self-Isolation (3)**Question No: 2020/3980***Andrew Dismore*

What mitigations have been put in place to minimise the number of firefighters or LFB staff needing to self-isolate where there is a confirmed case of Covid-19?

LFB and Self-Isolation (3)**The Mayor**

Last updated: 20 NOVEMBER , 2020

London Fire Brigade (LFB) has risk-assessed workplaces and work activities in accordance with government guidance, in order to reduce any potential for transmission of the virus to staff or between staff. Regular communications to staff on COVID-19 risk control measures have repeatedly emphasised the need to follow government guidelines on social distancing in the workplace, which will have the most significant impact on reducing the potential for 'close contact' between colleagues within the workplace. Where social distancing cannot be observed, LFB has implemented a range of additional control measures using personal and respiratory protective equipment to reduce the potential for transmission between staff and members of the public. LFB is actively using the Brigade Coordination Centre to identify the 'close contacts' of any staff that are confirmed as positive for COVID-19, in accordance with government definitions.

Special Demonstration Squad**Question No: 2020/3981***Andrew Dismore*

What is the total paid in compensation so far to those affected by the activities of [the Met's Special Demonstration Squad \(SDS\)](#) covert unit which [spied on thousands of activists](#) over its 40-year existence; and how many claims are outstanding?

Special Demonstration Squad**The Mayor**

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Special Demonstration Squad**The Mayor**

Last updated: 15 FEBRUARY , 2021

The total compensation paid in respect of civil claims relating to the activities of the unit known as the SDS is £3,488,000. The MPS has received other civil claims and proposed claims, however It would be inappropriate to provide further detail on these ongoing matters.

Policing and security post Brexit**Question No:** [2020/3982](#)*Andrew Dismore*

What concerns do you have for policing and security post Brexit?

Policing and security post Brexit**The Mayor**

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Policing and security post Brexit**The Mayor**

Last updated: 26 FEBRUARY , 2021

The MPS will continue to work with European counterparts on security and policing under the new agreement but the fallback systems that the police are now using are not like for like replacement of EU tools and powers.

The UK has forfeited the use of the European Arrest Warrant, the Schengen Information System and its membership of Europol and Eurojust, making it harder to keep track of terrorists, serious organised criminal networks and criminals. Instead, the UK has become a 'third party' partner with Europol and Eurojust. The loss of the Schengen Information System will have a 'major operational impact' according to the NPCC. This database was aligned to European systems, and whilst the police are prepared to use Interpol in its place, this requires a more manual and slower process, with forces circulating far fewer persons and objects of interest.

noise cameras**Question No:** [2020/3983](#)*Andrew Dismore*

Will TfL consider installing 'noise cameras' in places where vehicle noise is exacerbated by vehicles exceeding noise limits causing disturbance to residents, in light of the trial by the Department for Transport?

noise cameras**The Mayor**

Last updated: 20 NOVEMBER , 2020

Please see my response to Mayor's Question [2020/3263](#).

CCTV cameras for East Finchley**Question No:** [2020/3984](#)*Andrew Dismore*

Further to Question No: [2020/3063](#): You may recall the serious problem last winter of teenagers in East Finchley being mugged in the evenings. The SNT are requesting an improvement in local CCTV coverage in the area, especially from the tube station to the entrance to Cherry Tree Wood. Will you ask TfL to install an extra camera or cameras at the station, in consultation with the SNT, in order to improve safety here?

Your answer being

‘Transport for London (TfL) will work closely with the Safer Neighbourhood Team, the British Transport Police and the local authority to understand the issues and how best to address any issues. After this investigation has been completed, TfL will be in a position to take appropriate action, which may include the installation of CCTV.’

Has this investigation been completed, and if so with what outcome; if not when do you expect it to be completed?

CCTV cameras for East Finchley**The Mayor**

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

CCTV cameras for East Finchley**The Mayor**

Last updated: 26 FEBRUARY , 2021

To investigate the issue raised, Transport for London (TfL) contacted the local Metropolitan Police Service (MPS) Safer Neighbourhoods team. They confirmed they had been concerned that there could be an increase in muggings in the local area during the winter as there had been a series of incidents in the park the previous year. However, no further action was required from TfL while the Police monitored the situation. There has not been an increase in crime reported this winter, and the MPS confirmed that no further action was required from TfL at this time.

The local policing team has the contact details for TfL’s police liaison team. It’s been agreed that they will notify TfL if the situation changes and they think that TfL could provide support for tackling issues in the local area.

Implication of 24/7 bus lane trials (1)**Question No:** [2020/3986](#)*Florence Eshalomi MP*

While I agree with your ambition to guard against a car-led recovery from coronavirus, will you pay heed to local residents’ concerns about 24/7 bus lane trials? They have issues with receiving deliveries and also of safely transporting those with mobility issues who need direct access to homes and business.

Implication of 24/7 bus lane trials (1)

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Implication of 24/7 bus lane trials (1)**The Mayor**

Last updated: 27 NOVEMBER , 2020

Transport for London has considered impacts to businesses and households in changing bus lanes to operate at all time. For example, there have been no changes to stopping and waiting facilities, such as loading provision, and no changes to disabled parking bays.

As this is a trial, TfL encourages feedback from the public to help improve the effectiveness of these measures. Any impacted party can submit feedback to TfL via the website <https://consultations.tfl.gov.uk/buses/all-day-bus-lanes/>

This process is ongoing, and where concerns are raised by local residents and businesses, TfL will review sites on an individual basis, with adjustments already made to locations within your constituency.

Please also see my responses to Mayor's Questions [2020/3712](#) and [2020/3710](#).

Implication of 24/7 bus lane trials (2)

Question No: [2020/3987](#)

Florence Eshalomi MP

Can the Mayor confirm that the 24/7 bus lane trials process was consulted upon in a suitably transparent manner?

Implication of 24/7 bus lane trials (2)**The Mayor**

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Implication of 24/7 bus lane trials (2)**The Mayor**

Last updated: 23 NOVEMBER , 2020

The change to the operating hours of bus lanes on the Transport for London Road Network, and associated changes to parking, have been implemented using an experimental Traffic Regulation Order.

As is normal for trial changes of this nature, Transport for London (TfL) consulted with statutory stakeholders such as boroughs and the emergency services prior to implementation. TfL has also been undertaking a public awareness campaign to promote these trial changes, including radio advertising, posters at bus stops, letters to affected frontages and online engagement.

As this is a trial, TfL encourages feedback from the public to help improve the effectiveness of these measures. Any impacted party can submit feedback to TfL via the website:

<https://consultations.tfl.gov.uk/buses/all-day-bus-lanes/>

This process is ongoing, and where concerns are raised by local residents and businesses, TfL will review sites on an individual basis.

Please also see my response to Mayor's Question [2020/3713](#).

Public toilets

Question No: [2020/3989](#)

Nicky Gavron

Will you ensure that public toilets are open and clean during any future waves of the Covid-19 pandemic?

Public toilets

The Mayor

Last updated: 19 NOVEMBER , 2020

Public toilets are a vital facility, helping to create an inclusive city where people have the confidence to move around with comfort and dignity.

The High Street Coordination Group - a pan-London working group of GLA, MOPAC, London Councils, BIDs, businesses and retailers - has helped to improve access to public toilets across London during the pandemic, including: getting Royal Parks toilets open; working with TfL to open as many toilets across their estate; updating the free Lockdown Loos website with dozens of public toilets; encouraging local authorities to re-open public toilets wherever possible.

Whilst I will always do what I can to keep facilities open, responsibility for the provision and management of many toilet facilities falls under the remit of the agencies responsible for the spaces where they feature and therefore are outside my control.

Access to green space during lockdown

Question No: [2020/3990](#)

Nicky Gavron

Will you be doing research into use of public green space, such as parks, and the public's view of these spaces during both the first and second wave of the Covid-19 pandemic?

Access to green space during lockdown

The Mayor

Last updated: 18 NOVEMBER , 2020

Recent polls have indicated that Londoners consider investing in green spaces as one of the top three priorities for a green recovery and around [half of Londoners value their local green space](#) more than ever.

Throughout the pandemic [Parks for London](#) has gathered evidence on the use of green space and coordinated the sharing of good practice in the management of green spaces by London's parks services. This has enabled parks services to effectively respond in a more consistent way to the challenges of increased use of green space.

My officers will continue to work closely with Parks for London as it evolves into the new Centre for Excellence recommended by my London Green Spaces Commission. Together we will use further evidence gathered to champion the essential infrastructure and public health role that green space provides to Londoners and start to address the inequalities of access that have been highlighted during the pandemic.

Use of canals as a public space during Covid-19

Question No: *2020/3991*

Nicky Gavron

Have you monitored the use of green-blue open space, such as canals, during the Covid-19 pandemic?

Use of canals as a public space during Covid-19

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Use of canals as a public space during Covid-19

The Mayor

Last updated: 22 JANUARY , 2021

The GLA has not undertaken any specific monitoring of the use of green-blue open space, such as canals, during the Covid-19 pandemic.

However, we know some of the bodies responsible for managing green-blue open space, such as the Canals and Rivers Trust, have been using the monitoring data they collect to gain an understanding of how usage patterns have changed as a result of the ongoing pandemic.

In London they saw decreases in usage in some city centre locations as people switched away from commuting and towards working from home. Elsewhere they generally saw large increases in visitors to waterways throughout lockdown. Key motivations for visiting green-blue spaces were the convenience and appeal of local waterways relative to other options in the local area.

Deferred sentences for young people

Question No: *2020/3993*

Joanne McCartney

Further to my Mayor's Question 2018/1631 when you stated that the Metropolitan Police Service were undertaking two pilots of deferred prosecutions, what were the results of the pilots and will there be a continuation of deferred prosecutions?

Deferred sentences for young people

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Deferred sentences for young people

The Mayor

Last updated: 7 JANUARY , 2021

The Metropolitan Police Service is now piloting one deferred prosecutions pilot, Turning Point, which covers three London boroughs – Brent, Harrow and Barnet. Deferred prosecutions involve giving a suspect an opportunity to enter into a contract with specific conditions, which if met mean the prosecution will not be proceeded with. Conditions may include accessing support services.

The pilot is ongoing and will run until early 2022. So far, over 300 people have been referred into the scheme. An evaluation of Turning Point is being completed by the University of Cambridge, which will inform the decision on wider roll-out of the scheme

Stop & Search – report of the Independent Office for Police Conduct

Question No: *2020/3994*

Joanne McCartney

The thematic report by the Independent Office for Police Conduct (IOPC) into the Metropolitan Police's use of stop and search was very concerning. The Metropolitan Police state that they accept all the report's recommendations. What concrete steps will the Metropolitan Police take to ensure these recommendations are acted upon immediately, and what accountability measures will be put in place so that Londoners, especially Black Londoners, can be confident stop and search will be improved?

Stop & Search – report of the Independent Office for Police Conduct

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Stop & Search – report of the Independent Office for Police Conduct

The Mayor

Last updated: 24 NOVEMBER , 2020

I will continue to scrutinise the Metropolitan Police (MPS) on its use of stop and search; this includes the measures it will be implementing to action the IOPC recommendations, which the MPS has accepted in full. The Met has provided the IOPC with a detailed response to the recommendations and how they will be implemented. A copy of the MPS response can be found here:

https://policeconduct.gov.uk/sites/default/files/Documents/investigation_reports/Stop%20and%20Search%20-%20Response%20to%20IOPC%20Learning%20Recommendations.pdf

My recently published Action Plan for transparency, accountability and trust in policing focuses on enhanced scrutiny structures to ensure the police are held to account, it will also deliver improved training for officers with direct involvement from community members. The plan, coupled with the IOPC recommendations, will work towards improving the relationships between the police and Black communities and address the concerns associated with the use of stop and search.

Hospital Transport**Question No:** 2020/3995*Joanne McCartney*

London's bus red routes are trialling 24 hour operation. Has this affected patient transport ambulances/vehicles, and has this resulted in patients missing hospital appointments due to longer journey times?

Hospital Transport**The Mayor**

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Hospital Transport**The Mayor**

Last updated: 17 DECEMBER , 2020

Transport for London (TfL) is continuing to monitor and develop the trial of 24 hour bus lanes, including identifying any negative impacts, and is responding to issues should they occur. To date TfL is not aware of any impacts to patient transport as a direct result of the trial. This monitoring and evaluation will continue throughout the course of the trial. Any impacted party can submit feedback to TfL via the website <https://consultations.tfl.gov.uk/buses/all-day-bus-lanes/>

Criminal Justice delays**Question No:** 2020/3996*Joanne McCartney*

There is a backlog of criminal cases awaiting a court date, made worse by difficulties during the pandemic. What has this meant for (1) victims of crime in London, (2) the availability of witnesses and (3) defendants? What representations have you made for proper investment in our criminal justice system and for trial dates to be speeded up?

Criminal Justice delays**The Mayor**

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Criminal Justice delays**The Mayor**

Last updated: 7 JANUARY , 2021

This is a national crisis. The pandemic has exacerbated the backlogs in the already inefficient criminal justice system. The impact has been felt most acutely in the Crown Courts, with many victims having to wait even longer for their cases to be heard which can trigger or perpetuate other social and emotional issues they are facing.

I have written directly to the Justice Minister on two occasions to escalate concerns regarding the court backlogs and the inadequacy of the resources invested from central government to address this. I have called for urgent investment and targeted resources in London to increase

capacity of the court estate and enable the most serious cases awaiting trial to be heard promptly. I have also reflected these calls for investment in City Hall's response to the government spending review, urging for better and more sustainable investment in services for victims and was pleased to see an uplift in budgets for this financial year focussed on supporting victims of domestic abuse and sexual violence.

In addition to lobbying, effective governance arrangements have been put in place in London via the London Crime Reduction Board and London Criminal Justice Board to ensure oversight of the court backlog and drive effective action to tackle it. Actions taken include the use of Video Remand Hearings in the MPS custody estate, the early roll out of S.28 to London Courts and the introduction of two Blackstone (nightingale) courts.

While increasing the capacity across the court estate is a priority, it is also paramount that the right support is being offered to victims and witnesses to support them in coping with the continued uncertainty. MOPAC has been working closely with CJS partners and support agencies such as the London Victim and Witness Service to grip this issue by ensuring practical and emotional support is being offered to all victims and witnesses awaiting trial. The Deputy Mayor for Policing and Crime Sophie Linden has also convened a forum at a senior level, bringing together the CJS and frontline support agencies to ensure these issues continue to be effectively gripped, setting actions to address concerns when necessary.

Taxi Air Quality

Question No: 2020/3998

Alison Moore

In order to achieve air quality compliance by 2025, London must reduce taxi emissions by 65 per cent, based on 2013 levels. As a result, you are reducing Taxi Age limits from 15 years as of 1st November 2019 to 12 years from 1st November 2022. What would happen to London's air quality if this decision were reversed?

Taxi Air Quality

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Taxi Air Quality

The Mayor

Last updated: 17 DECEMBER , 2020

I have taken decisive action to tackle London's air quality crisis and this involves cleaning up all the vehicles on London's roads. A reduction in emissions from taxis is a significant part of achieving legal pollution limits in combination with other policies to reduce emissions including the operation of Ultra Low Emission Zone and tightening of heavy vehicle Low Emission Zone (LEZ) standards. Taxis are exempt from these schemes and the Congestion Charge, their emissions are instead controlled by vehicle licensing requirements, including age limits.

I welcome the efforts the taxi trade has already taken to reduce its emissions. Given emerging evidence of the association between air pollution and the most severe effects of coronavirus, it is essential we continue to take action to protect Londoners' health. We must achieve these legal standards as quickly as possible. To achieve legal compliance we need to reduce NOx emissions from London taxis by 65 per cent by 2025 compared to 2013 levels.

The phased approach to diesel taxi age limits, alongside support for delicensing and uptake of ZEC taxis, means we are back on track to meet the 2025 legal requirement. Without tighter age limits, diesel taxis would have continued to dominate the taxi fleet and the pollution profile of road transport emissions in central London.

Taxis were forecast to contribute around 30 per cent of central London road traffic NOx in 2025 without the introduction of taxi age limits. By introducing taxi age limits, taxis are forecast to contribute around a third less road traffic NOx in 2025. The equivalent of 20 per cent of central London road traffic NOx in 2025. Reducing diesel taxi age limits is the most effective way to ensure we deliver the necessary cleaning of the fleet while taking a measured and supportive approach by phasing over a three-year period.

Crossrail (1)

Question No: [2020/3999](#)

Alison Moore

How will Crossrail's new governance structures learn the lessons from previous mistakes and improve the management of the project?

Crossrail (1)

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Crossrail (1)

The Mayor

Last updated: 27 NOVEMBER , 2020

The new Crossrail governance structure, which came into effect on 1 October, allows Crossrail and Transport for London (TfL) to work more collaboratively in the final stages of the programme as it moves from a construction project to an operational railway.

The governance transition will allow for greater integration between the construction and operational aspects of the project as we now work to increase the reliability of the railway ahead of opening.

The formation of both the Elizabeth Line Committee and the Elizabeth Line Delivery Group will ensure that decision making between Crossrail and TfL is seamless and fully aligned during the critical final phases of the programme. Some members of the previous Crossrail Board have moved across to the new governance structure in order to provide continuity.

Crossrail (2)

Question No: [2020/4000](#)

Alison Moore

How will TfL ensure the final phase of Crossrail is on time and on budget?

Crossrail (2)

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Crossrail (2)

The Mayor

Last updated: 23 NOVEMBER , 2020

Please see my response to Mayor's Question 2020/4039.

Cleaner vehicle discount (1)

Question No: 2020/4001

Alison Moore

What plans, if any, do you have to extend the Cleaner vehicle discount past the current 2025 end date? Specifically, for PHVs and couriers.

Cleaner vehicle discount (1)

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Cleaner vehicle discount (1)

The Mayor

Last updated: 25 NOVEMBER , 2020

There are currently no plans to make any changes to the Cleaner Vehicle Discount (CVD) to the Congestion Charge. From 25 October 2021, only pure electric and hydrogen fuel cell vehicles will be eligible for the CVD. From 25 December 2025, the CVD will end for all vehicle types. However, as set out in my Transport Strategy, the scheme will be kept under review.

Cleaner vehicle discount (2)

Question No: 2020/4002

Alison Moore

What estimates, if any, have you made of the number of PHVs that would still qualify for the Cleaner vehicle discount in 2026?

Cleaner vehicle discount (2)

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Cleaner vehicle discount (2)

The Mayor

Last updated: 23 NOVEMBER , 2020

From 25 December 2025, the Cleaner Vehicle Discount (CVD) will expire for all vehicle types and there will be no 'green' discount from the Congestion Charge in order to maintain the effectiveness of the Congestion Charge scheme. Therefore, TfL does not have estimates of the number of PHVs that would qualify for the CVD in 2026.

From 1 January 2023, all PHVs licensed for the first time must be zero emission capable (ZEC) and meet the Euro 6 emissions standard.

Money Laundering 2 in London Update

Question No: [2020/4004](#)

Murad Qureshi

How many Unexplained Wealth Orders (UWO) have been issued in London and how many properties have been seized as a result? How many of the Unexplained Wealth Orders (UWO) were issued on Political Exposed Persons (PEPs) from around the world?

Money Laundering 2 in London Update

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Money Laundering 2 in London Update

The Mayor

Last updated: 7 JANUARY , 2021

Unexplained Wealth Orders (UWOs) form just one part of a range of civil powers afforded to law enforcement by the Proceeds of Crime Act. For the period April to October 2020 the MPS secured £31,933,955 of initial cash seizures and £18,015,903 in Account Freezing Orders. Whilst some agencies have had success with UWOs there are challenges associated with this legislation. For this reason, the MPS look to alternative tools to recover assets from serious organised criminals.

Is a new Crossrail station at all possible?

Question No: [2020/4005](#)

Murad Qureshi

With the delay in the opening of Crossrail till 2022, is it at all possible for the opening of another Crossrail station in Kensal Canalside as promoted by RBKC?

Is a new Crossrail station at all possible?

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Is a new Crossrail station at all possible?

The Mayor

Last updated: 23 NOVEMBER , 2020

Delivery of the Elizabeth line is now in its complex final stages with much of the major infrastructure nearing completion, which will allow for the railway to be fully tested at the earliest opportunity in 2021.

The section of track where Kensal Canalside would be located is one of the busiest in the country. A new station in the area would need to be demonstrated to be technically and operationally feasible, as well as affordable, and to date Transport for London (TfL) has not

seen any reports demonstrating this is the case. TfL is available to advise the Royal Borough of Kensington & Chelsea on work previously undertaken with Network Rail to assess the feasibility of the station at this location. However, at present TfL's focus is on the delivery of the original project as soon as possible.

Free Travel for Under 18s

Question No: *2020/4006*

Murad Qureshi

How much does TfL spend annually on free travel for the under 18s going to school principally?

Free Travel for Under 18s

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Free Travel for Under 18s

The Mayor

Last updated: 7 JANUARY , 2021

As you know, the free travel concession for under 18s permits free travel at all times, not just to and from school.

This makes it difficult to determine the actual costs. Transport for London reports in the 2019 Business Plan for 2020/21 to 2024/25, that the estimated revenue foregone in 2018/19 was around £170m. Given the recent changes we have seen in travel behaviour, with more children walking and cycling to school, I expect the estimated notional revenue foregone this year – and in future years – to be less. In practice, if this free travel was not available, much of the cost would still be incurred by the Boroughs to provide free travel to eligible children according to national statute. There would also be an additional cost to administering a scheme requiring assessment of eligibility on a case by case basis.

Westminster Stop and Searches

Question No: *2020/4007*

Murad Qureshi

Please provide the number of stop and searches undertaken, by the council ward, in Westminster, in each of the last four years.

Westminster Stop and Searches

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Westminster Stop and Searches

The Mayor

Last updated: 24 NOVEMBER , 2020

MPS stop and search latitude and longitude location information is published on the police.co.uk website which can be found here: <https://data.police.uk/data/>

The latitude and longitude locations of Stop and Search incidents published on this site, are anonymised, and always represent the approximate location of a stop and search— not the exact place that it occurred.

Westminster Police complaint locations

Question No: *2020/4008*

Murad Qureshi

Please provide the number of police complaints in Westminster in each of the last four years. Please provide details of the location of the incidents that led to these complaints being made, including which Council ward they took place in.

Westminster Police complaint locations

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Westminster Police complaint locations

The Mayor

Last updated: 19 MARCH , 2021

The number of police complaints in Westminster borough for the calendar years 2016-2018 inclusive was as follows:

Year Number of allegations Number of complaint cases

2016	690	282
2017	650	258
2018	704	257

Each individual complaint case may contain either one or multiple allegations.

From 2019 onwards the MPS introduced Basic Command Units (BCUs). Westminster was combined with the boroughs of Hammersmith & Fulham and Kensington & Chelsea to form the new Central West BCU.

Since the introduction of BCUs complaint data cannot be broken down on a borough basis. The number of complaints in the Central West BCU in the calendar years 2019-2020 was as follows:

Year Number of allegations Number of complaint cases

2019	1003	547
2020	1850	627

It is not possible to report on which specific Council ward those incidents resulting in a public complaint took place in.

Housing

Question No: 2020/4009

Murad Qureshi

The Government has announced that London's share of the funding will be reduced for the next Affordable Homes Programme. What elements of the programme are still under negotiation? Has the level of intermediate housing compared to social and affordable rent been agreed? Overall, how will the settlement impact your ambitions for delivering affordable housing?

Housing

The Mayor

Last updated: 20 NOVEMBER , 2020

I have concluded the negotiations with Government and will be releasing more information about the Affordable Homes Programme 2021-2026 imminently. I am disappointed that the Government has not provided sufficient funding to match the need for affordable housing in London, nor the scale of my ambitions to deliver. However, I am determined to use this new settlement to deliver a significant number of new homes for social rent, and to drive up quality and standards.

COVID 19 (1)

Question No: 2020/4010

Murad Qureshi

Will the post-COVID-19 world be the death of the 24-hour economy in Central London?

COVID 19 (1)

The Mayor

Last updated: 19 NOVEMBER , 2020

Central London matters to the UK economy. The output of London's Central Activities Zone (CAZ) was £228bn in 2017 - nearly 53 per cent of London's, and 13 per cent of the UK's, output. But it has been devastated by the impact of COVID-19, particularly its hospitality and culture sectors. Before the Tier System was introduced, footfall was down nearly 60 per cent year-on-year, making it the worst impacted area in the UK.

Throughout the pandemic, London's businesses and local authorities have proven their ability to innovate and adapt. This entrepreneurial spirit will play a key role in achieving a strong recovery. I am confident that central London's world-class 24-hour economy can thrive after the pandemic - but only with the right government support.

The return of tourism is also vital - expected to account for £10.9bn lost spend in the CAZ this year, compared to £1.9bn lost commuter spend. The Government must get the virus under control with a fully functioning test and trace system, so visitors and workers can return safely.

COVID 19 (2)**Question No:** [2020/4011](#)*Murad Qureshi*

What measures can be taken to stop the death of the 24-hour economy in the post-COVID-19 world?

COVID 19 (2)**The Mayor**

Last updated: 19 NOVEMBER , 2020

Government's 10pm curfew has inflicted serious harm on the night time economy. It has also increased the risk of the virus spreading by forcing crowds onto streets and public transport at the same time. Government must cancel the curfew immediately, or businesses will fail to survive this crisis.

To support the 24-hour economy, my teams are publishing new research, data and guidance. These will help local authorities create ambitious night time strategies, accelerating the recovery of London's high streets and making them more resilient for the future.

My Night Time Enterprise Zone pilot in Walthamstow showed that extending high street opening hours boosts local businesses and benefits the local community, giving them better access to the shops and services they need. The role of tourism is also vital as it is expected to account for five times more lost spend in central London than office workers. Government must get the virus under control with a fully functioning test and trace system, so visitors can return safely.

COVID 19 (3)**Question No:** [2020/4012](#)*Murad Qureshi*

In light of the importance of licensing in the 24-hour economy in London, will you be making representations to Westminster Council in their present consultation of their licensing policies after you told them to scrap plans to charge for pavement space?

COVID 19 (3)**The Mayor**

Last updated: 19 NOVEMBER , 2020

Prior to COVID-19, hospitality and culture businesses were growing faster than the rest of the economy. They remain key drivers for the high street regeneration London needs to recover, but the impact of the pandemic on them has been devastating. For our high streets to thrive again, at all times of day, we must help businesses to start up, adapt and innovate.

My Night Czar has responded to Westminster City Council's licensing policy consultation. I welcome Westminster's innovative work to create outdoor 'streateries', and I am pleased the cost to businesses will be kept low. Across London, 19 local authorities are due to review their licensing policies in the coming year. They have an opportunity to put new policies in place that support economic recovery and help those hard-hit businesses that will drive economic recovery. My Night Czar will continue to work with local authorities to support them in their reviews.

Adult Education budgets in London 2019/2020

Question No: 2020/4013

Murad Qureshi

Can you please give us the figures for the whole of the Adult Education Budget in London and which institutes and programmes got most of the allocations during 2019/2020 and 2020/2021?

Adult Education budgets in London 2019/2020

The Mayor

Last updated: 19 NOVEMBER , 2020

The overall London allocation from the Department for Education (DfE) for the 2019/20 Academic Year was £306,444,875 which was split across 2019/20 and 2020/21 financial years.

2020/21 Academic Year allocation is £318,580,139 which covers part 2020/21 and 2021/22 financial years. An additional £12,943,836 of AEB was received from DfE to fund delivery of high value courses and sector-based work academies in 2020/21.

Institution level allocations are included in a separately attached spreadsheet and are accurate as of 16 November 2020.

Young People's Mental Health

Question No: 2020/4016

Onkar Sahota

Figures show that cases of sleep problems, eating disorders and self-harm in young people have risen sharply during the pandemic. What work are ThriveLDN doing in response to this increase in mental health issues?

Young People's Mental Health

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Young People's Mental Health

The Mayor

Last updated: 22 JANUARY , 2021

We know that young people were more likely to report stress arising from the pandemic than the population as a whole. Thrive LDN has been actively working in partnership with London's Youth Mental Health First Aid (MHFA) instructors, in collaboration with MIND TV, to coordinate and produce a series of videos to support the mental health and wellbeing of young people, staff, and parents at this time.

My Young Londoners Fund Youth MHFA programme, delivered by Thrive LDN, continues to be rolled out digitally across London schools and youth settings enabling those who work with children and young people to develop the knowledge, skills, and confidence to have conversations about mental health and to spot the signs of poor mental health.

I have also provided funding to Good Thinking, London's digital mental health and wellbeing service, to support its expansion for children and young people.

COVID-19 Second wave

Question No: 2020/4017

Onkar Sahota

As cases in London rise, what work are you doing to identify and help demographics, areas and communities most at risk from the second wave?

COVID-19 Second wave

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

COVID-19 Second wave

The Mayor

Last updated: 17 DECEMBER , 2020

I announced in November a further £1.4m investment in the Community Response Fund to support the charities and civil society organisations that provide vital services and support in the capital, analysis of the £42m grants so far shows that almost half went to BAME-led organisations.

I have set up new engagement activity to ensure that Black, Asian and Minority Ethnic communities are central to contributing ideas and solutions to drive the work of myself and my Deputy Mayors. I am regularly engaging with Faith and BAME groups through the Faith Sector Panel, London Boroughs Faiths Network, Black Majority Church Leaders and my Deputy Mayor Debbie Weekes-Bernard led a series of roundtables during the summer. These findings contributed to a rapid review I commissioned into the disproportionate effect of COVID-19 in relation to protected characteristics and other factors in London.

I am continuing to meet regularly with Professor Kevin Fenton, London Director, Public Health England to ensure that the report recommendations are incorporated into the work of the Recovery Board and the Recovery Missions. Professor Fenton is chairing the Health Equity Group which has an oversight role of health inequalities work across London. My Health Team contributed to the London Public Health System Resilience Leadership Group reviews into the impacts of COVID-19 on London's population, one looking at the wider impacts of the pandemic and considerations for recovery, the other looking at the people and places most affected. In addition, Public Health England are finalising a new dataset which will provide greater insight into how different communities across London are affected by Covid-19. The data will provide information on: testing, case rate, hospital admission and mortality by ethnicity and other socio-economic factors to enable agencies to target their work to London's most vulnerable communities.

Vaccine confidence

Question No: 2020/4018

Onkar Sahota

What work are you doing as Mayor with local authorities, NHS London Region and as Chair of the London Health Board to help improve vaccine confidence in London?

Vaccine confidence**The Mayor**

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Vaccine confidence**The Mayor**

Last updated: 22 JANUARY , 2021

There is a lot of misinformation about vaccines, but the truth is that they have saved millions of lives around the world. Building confidence in vaccines is vital in protecting all our communities in London, and of particular urgency as we look to the early positive news about a new Covid vaccine.

Partners across London, including the GLA, NHS London and local authorities, are all committed to working together to build confidence in with London's diverse communities. I will do all I can as Mayor to use my platform and communications channels to speak to Londoners about vaccines and to tackle disinformation. We will also use our networks to work directly with communities, to understand the barriers they may face and how we can support them to have these important conversations.

NHS staff retention**Question No: 2020/4019**

Onkar Sahota

Retention of nurses in London has never been more important. The Royal College of Nursing recent survey showed 91% were concerned about the well-being of their colleagues and 58% worried about their own mental health. What are you doing to support nurses across London?

NHS staff retention**The Mayor**

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

NHS staff retention**The Mayor**

Last updated: 22 JANUARY , 2021

The pandemic has highlighted how much we need and value our city's nurses and these recent survey results from the Royal College of Nursing are very concerning.

City Hall has no powers over nursing. Sir David Sloman has assured me that workforce is a top priority and that staff wellbeing, including mental health is being taken seriously. During the pandemic the NHS has produced a suite of tools and resources called [Our NHS People](#). For example in London, a wellbeing webinar series for health and social care workers was delivered during the summer by Healthy London Partnership. The sessions were designed to support those faced with the challenges of delivering essential health and care services during COVID-19, including nurses, whether at the front line or in supporting services.

It is more vital than ever that we recognise the emotional challenges of their work and that health and care staff are supported to access support when they need it.

Childhood Obesity

Question No: *2020/4020*

Onkar Sahota

Research shows that many children were sleeping more and exercising less during the course of lockdown. What work has London's Child Obesity Taskforce been doing on the impact of COVID-19?

Childhood Obesity

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Childhood Obesity

The Mayor

Last updated: 23 MARCH , 2021

London's Child Obesity Taskforce continue to engage with partners to understand the impact of lockdown on children's weight.

The Taskforce remains focused on its ambition to improve children's access to drinking water, especially while in school. In September my Health Advisor hosted a roundtable with Taskforce members, Headteachers and Healthy Schools London borough leads to understand the challenges around water provision. Insights informed a revised Water Only Schools toolkit to support schools in the context of the pandemic, which was published in March.

In the summer of 2020, the Taskforce also engaged with children and families to produce the 'Our Streets, Our Journeys' video to champion the importance of safe active travel for children.

The Taskforce term has been extended until November 2021, providing an additional year in which to drive action against its ten ambitions. Its revised programme was outlined by Professor Corinna Hawkes at the London Health Board and includes close partnership working alongside the London Vision and Recovery programme for London.

Social Prescribing

Question No: *2020/4021*

Onkar Sahota

What work have you been doing to support social prescribing for Londoners as a response to COVID-19?

Social Prescribing

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Social Prescribing

The Mayor

Last updated: 22 JANUARY , 2021

Social prescribing has played an extremely valuable role in the pandemic response, with link workers working round the clock to reach vulnerable Londoners and ensure they have the support they needed. In April, Tom Coffey convened the first of three meetings, connecting stakeholders across sectors and boroughs to explore challenges, new ways of working and share examples of good practice – continuing to build the potential of social prescribing.

This year my Health Team commissioned [London Plus](#) to develop a network to support VCSE organisations and Simply Connect to develop a portal for resources to support them as they provide social prescribing support in communities. We are also looking at how we can support access to key services, such as social welfare and legal advice.

Work also continues to link active travel into social prescribing (working with TfL) and on building the role of culture in social prescribing, including through a series of mental health and culture workshops to be trialled across Merton and Southwark.

Health Inequalities

Question No: [2020/4022](#)

Onkar Sahota

What changes have you made so far to your health inequalities programmes to address the impact of the coronavirus pandemic?

Health Inequalities

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Health Inequalities

The Mayor

Last updated: 22 JANUARY , 2021

The pandemic has exacerbated existing health inequalities and shone a light on others. There continues to be a great deal of work across London's public health system and beyond to build understanding of who has been affected and how, and we will continue to use this growing intelligence to inform our work programmes.

We have been learning from partners and those on the front line to understand how we can provide support in this new context – for example, working with Thrive LDN to provide targeted signposting to mental health support; supporting VCS organisations and Link Workers to allow them to respond through social prescribing; or working with early years, schools, and workplaces through our settings-based programmes.

The pandemic will influence the health inequalities programme for a long time to come. Work is beginning on a new HIS implementation plan, overseen by the Health Equity Group. The London Recovery Board will be focusing on two health missions, and health and wellbeing will be a cross cutting theme throughout all the recovery work. – ensuring that London's recovery will have action on health inequalities at its core.

Staffing**Question No:** [2020/4023](#)*Onkar Sahota*

As a follow up to your response to question 2020/0614 and 2020/1412, could you provide an update on your meeting with Sir David Sloman?

Staffing**The Mayor**

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Staffing**The Mayor**

Last updated: 22 JANUARY , 2021

Sir David has assured me that workforce is a top priority for NHS London. He has established the London People Board to lead the strategic approach at citywide level. Their work will build on and add value to the work of the NHS Trusts and the sub-regional Integrated Care System workforce strategies.

SPG: Good Quality Homes for All Londoners**Question No:** [2020/4025](#)*Navin Shah*

SPG is a comprehensive document but is very onerous for Local Authorities. I'm concerned about the capacity of Local Authority Planning Teams to undertake design scrutiny required by the 'design-lead approach'. Planning teams require expertise and capacity building. So, how will the GLA support them to discharge their role?

SPG: Good Quality Homes for All Londoners**The Mayor**

Last updated: 19 NOVEMBER , 2020

The design-led approach, set out in my London Plan and draft guidance is, comprehensive and provides a clear and effective process for determining sites' suitability and capacity for development. Assessing a site's context and determining what is an appropriate built form is not a new requirement, but the bread and butter of good planning.

The guidance, rather than being onerous, helps to standardise the process for optimising housing sites in an accessible format and provides a useful resource to ensure well-designed development of the right type, in the right places, for good quality of life for our residents.

Public consultation on the draft guidance - which is currently underway - provides the opportunity to input to the approach and I hope the boroughs will provide their views to help us make it as useful as possible.

The capacity and expertise of local planning authorities is vital and I recognise that resources are unfortunately stretched in many local planning departments. The government must help address this issue - not least in the context of some of the expectations set out in the Planning White Paper. For my part, this is why I founded Public Practice, to provide local authorities with

in-house built environment experts, and made £10 million of funding available to thirty-two boroughs through the Homebuilding Capacity Fund, which will help them plan for optimal densities and embed higher quality design across new housing developments.

Future Scope of London's Transport Network

Question No: [2020/4026](#)

Navin Shah

London Travel-Watch are investigating the future shape of London's transport network. Is there similar assessment being conducted by TfL to assess where when and how will people be travelling in the post-pandemic period?

Future Scope of London's Transport Network

The Mayor

Last updated: 17 NOVEMBER , 2020

Transport for London (TfL) is considering both the short and potentially longer-term impacts of the coronavirus pandemic on travel demand in London. TfL is carefully measuring and interpreting the short-term trends, which are still developing. TfL is also undertaking research to understand the motivations of travellers (including business) and the factors affecting their day to day lives such as employment, and their intentions for the future. TfL has also generated several medium-long term scenarios for travel in London, based on this emerging evidence, and are using these, which will be periodically updated as evidence continues to emerge, to inform their planning. A summary of this work will be included in Travel in London report 13, due to be published late November 2020.

London Travel Watch are meeting with TfL's Director of City Planning to discuss their work and he will share TfL's emerging thinking on these issues as well.

OPDC – Wormwood Scrubs

Question No: [2020/4027](#)

Navin Shah

HS2's own research recognises the ecological importance of Wormwood Scrubs, but the HS2 proposes a scheme that would divert a sewer into the protected 'Local Nature Reserve' and 'Sites of Importance for Nature Conservation' of Wormwood Scrubs. Campaigners are seeking urgent intervention by local authorities and MPs to try and stop devastation of ecology. What is your and OPDC's position on this issue and can you join forces to support this important cause?

OPDC – Wormwood Scrubs

The Mayor

Last updated: 19 NOVEMBER , 2020

The diversion of Braybrook Sewer into Wormwood Scrubs and the moving of utilities underground are Scheduled Works in the HS2 Act and necessary to build Old Oak Common Station.

Alternatives were considered at the time of the HS2 Act and none were deemed suitable. A Schedule 17 Application is expected next year to restore Wormwood Scrubs following the work.

The London Borough of Hammersmith & Fulham (LBHF), OPDC and HS2 are in discussions regarding an alternative route for the access road across Wormwood Scrubs to the sewer works

site to reduce impact. A planning application from LBHF for this alternative is expected to be received by OPDC shortly.

I recognise the ecological importance of Wormwood Scrubs and OPDC officers are working with LBHF on a longer-term Ecological Master Plan and Conservation Management Plan. These were publicly consulted on last year and are being finalised with Wormwood Scrubs Trust and LBHF. In addition, LBHF has an agreement with HS2 to contribute £3.9m towards the proposed improvements.

Covid-19: Disproportionate Impact on BAME and Vulnerable People.

Question No: 2020/4028

Navin Shah

How is government helping your actions to tackle inequalities and can you indicate the specific areas where government support is required to help London's BAME communities and other vulnerable groups of people?

Covid-19: Disproportionate Impact on BAME and Vulnerable People.

The Mayor

Last updated: 19 NOVEMBER , 2020

I am concerned that the Government does not fully recognise the structural inequalities which drove the disproportionate impact of the pandemic, such as living in poor quality or overcrowded housing, working in occupations and roles with greater exposure to the virus, and lower levels of financial resilience. These are all issues which particularly affect people from BAME communities.

I have put tackling these inequalities at the heart of work on London's recovery from Covid-19. However this needs government support. Specific actions I have called for to address these issues include: suspending No Recourse to Public Funds conditions and hostile environment policies; supporting the delivery of genuinely affordable homes and implementing a two-year emergency rent freeze; and supporting incomes through changes to the welfare benefits system.

The Government should also follow the lead I have taken in investing in the London Community Response – where nearly half of grant allocations have gone to BAME-led organisations – and invest in our communities and the organisations supporting those most at risk in the pandemic.

Shopping Local

Question No: 2020/4029

Navin Shah

What is your strategy to promote local high-street shops and businesses? What initiatives have you put in place to help to help SME sector and regenerate local shopping areas to encourage people to shop safely. Have you lobbied government for help to London Boroughs?

Shopping Local

The Mayor

Last updated: 19 NOVEMBER , 2020

With the capital facing both a health and economic crisis, my agency, London & Partners, is running the #BecauseImALondoner campaign to restore consumer confidence, while continuing

to respond to national restrictions to keep Londoners safe. I will continue to support small businesses on the high street to reopen safely through providing free access to business support advisers and webinars through the London Growth Hub, and the Covid-19 Support Hub.

I have also established Streetspace for London to maximise local journeys to high streets via walking and cycling and to facilitate a local economic recovery. A further £139m has been made available through TfL's Liveable Neighbourhoods programme. The funding supports Local Authorities to deliver attractive, healthy, accessible and safe neighbourhoods for people. Approximately £36m of my Good Growth Fund has been allocated to high streets related projects and I have secured an additional £8m as part of the government's Getting Building Fund to regenerate town centres and high streets across London.

As part of the work of the London Recovery Board, I am working closely with London Councils on building London's economic and social recovery alongside a full range of stakeholders. We are lobbying collectively and individually for the support London needs in these challenging times. As part of this, I continue to ask the government to make major reforms to the business rates system.

Contributions to freedom passes

Question No: [2020/4030](#)

Navin Shah

Concessionary travel for 60+ has hit the headlines for the wrong reasons. I want the 'freedom to travel' for older people. However, my constituent has written to me, stating that he, and others, would be more than happy to contribute towards the cost of their freedom passes. This would be entirely voluntary and not compulsory for anyone. Is this an idea that could be considered as an element of funding?

Contributions to freedom passes

The Mayor

Last updated: 17 NOVEMBER , 2020

I am pleased to say that the latest funding deal that TfL reached with the Government means that the threat to free travel for older people have now been lifted.

On the question of voluntary contributions, the Freedom Pass is funded by the London boroughs. Your constituent's suggestion may therefore be best directed towards their local authority.

Homeless Londoners

Question No: [2020/4031](#)

Navin Shah

I was pleased to see your call on the Government to provide funding to help accommodate homeless Londoners in a Covid secure way during the harsh winter. Can I ask that you continue to call on the Government to provide more clarity, and crucially, more funding to local authorities, to help keep homeless people safe from the cold, and the virus this winter?

Homeless Londoners

The Mayor

Last updated: 20 NOVEMBER , 2020

Rough sleepers should not have to choose between cold and COVID, which is why I have repeatedly called on the Government to ensure that COVID-secure accommodation is available for all London's rough sleepers this winter. Recently-announced national funding, though welcome, is woefully inadequate, falling far short of what would be needed in London alone for emergency accommodation and support this winter for those sleeping rough now and those coming onto the streets. For those facing the twin threats of COVID-19 and the dangers of sleeping rough through the winter this is an urgent matter. I will continue to urge the Government to provide sufficient funding for both pan-London and borough provision, as well as clear guidance to local authorities around accommodating homeless Londoners with No Recourse to Public Funds. Without significant additional funding from the Government, there is a serious risk that the excellent work done to get Everyone In during the first lockdown will be undermined.

Stop and Search

Question No: [2020/4032](#)

Navin Shah

The IOPC's review of Stop and Search brought up a number of concerning issues. I was glad to see the Met Police accept all recommendations made by this review. However, will you continue to use your voice to encourage the police to do all they can to establish trust with the Black community in London, who are disproportionately affected by Stop and Search?

Stop and Search

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Stop and Search

The Mayor

Last updated: 18 MARCH , 2021

It is absolutely vital our police service retains the trust and confidence of the communities it serves. Every Londoner, regardless of background, should feel safe, protected and properly served by our police. We cannot ignore the fact Black Londoners have less trust in the Met and that there remains a persistent disproportionality in the way police powers, such as stop and search, affect Black Londoners.

This is why myself and my Deputy Mayor for Policing and Crime welcome these recommendations, which are reflective of the concerns we have heard from communities, and work covering these areas has been included in my Action Plan for trust and confidence.

It is right that the Met has fully accepted the recommendations and are working to make the change needed. As Mayor, I will continue to do my best to ensure equalities faced by minority communities – in policing and elsewhere – are being addressed, not least through my Plan.

Police Body Worn Video Footage**Question No:** [2020/4033](#)*Navin Shah*

A leaked [report](#) revealed that the Met decided not to routinely release Body Worn Video footage, due to examples of “poor communication, a lack of patience, [and] a lack of de-escalation before use of force is introduced”. Further on in this leaked report, a senior police officer states that releasing footage of this kind could “exacerbate not prevent ‘trial by social media’ and increase media interest in an incident.” Do you think this is appropriate, or do you think the Met has a responsibility to release this footage?

Police Body Worn Video Footage**The Mayor**

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Police Body Worn Video Footage**The Mayor**

Last updated: 7 JANUARY , 2021

Releasing BWV footage into the public domain would be unlawful as would breach data protection legislation. To ensure the police act with transparency Community Monitoring Groups (CMGs) review footage to ensure stop and search is being conducted lawfully, professionally and proportionately.

Stop and search is a contentious tactic which, when done badly, can cause distrust between the community and police. This underlines the value of Body Worn Video (BWV) footage in ensuring transparency, accountability and learning. My recently published Action Plan for transparency, accountability and trust in policing focuses on enhanced scrutiny structures to ensure the police are held to account. It will also deliver improved training for officers with direct involvement from community members.

Police attending Mental Health Crises**Question No:** [2020/4034](#)*Navin Shah*

There has been a 41% increase in police being called out to help with mental health emergencies. Police involvement in these kinds of incidents can be harrowing on the person in need of help and specialist mental health care is what is needed. Will you call on the Government to provide more funding for frontline mental health services, which will no doubt be under more pressure due to Covid-19?

Police attending Mental Health Crises**The Mayor**

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Police attending Mental Health Crises**The Mayor**

Last updated: 22 JANUARY , 2021

We know that there are significant financial challenges right across the public sector and funding reductions to local services means support to prevent mental health crises from occurring is reduced. Ensuring frontline mental health services are properly funded is crucial but the Government must also ensure that they are working with and listening to local communities to understand the demand for localised mental health support.

Training has been rolled out to frontline Metropolitan Police Officers to help make appropriate and effective assessments of people in a mental health crisis. Initiatives such as Mental Health Street Triage teams, where police are joined by local mental health professionals when attending emergency call outs, can make a big difference to the person in need, ensuring they receive expert assessment and support in what can be a very distressing time.

Counter Espionage

Question No: 2020/4038

Peter Whittle

To ask the Mayor if he welcomes the news that the Home Secretary is planning to move responsibility for counter-espionage from the Metropolitan Police to the National Crime Agency¹. I personally welcome this development, as I believe it will grant the Met the opportunity to re-focus on the day-to-day policing of our capital city, where its shortcomings would appear to be apparent to everybody, except for its leadership.

¹ <https://www.thesun.co.uk/news/13029971/priti-patel-britain-fbi-russian-chinese-spies/#comments>

Counter Espionage

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Counter Espionage

The Mayor

Last updated: 24 NOVEMBER , 2020

The Home Secretary is not planning to move the handling of counter-espionage.

Matters relating to counter terrorism, Counter Terrorism Policing (CTP) also leads on police investigations into hostile state activity in the UK.

CTP also works in close partnership with other agencies which can provide specialist skills to support their investigations, such as departments from across government, the security services, the National Crime Agency and the Ministry of Defence, as well as with experienced lawyers from the CPS.

Taken together, this multi-agency and multi-discipline approach helps to make the UK a potent adversary to any hostile state activity which is aimed here.

Crossrail**Question No:** [2020/4039](#)*David Kurten*

How will TfL ensure the final phase of Crossrail is on time and on budget?

Crossrail**The Mayor**

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Crossrail**The Mayor**

Last updated: 17 DECEMBER , 2020

Transport for London's (TfL's) Commissioner is now fully accountable for the delivery of the project and will oversee its operations once it becomes the Elizabeth line. The transition of the project to TfL provides him with the necessary control over the project. Crossrail is a top priority for the Commissioner, and he has been clear that his intention is that there will be no further slippage on schedule and that additional costs are minimised. On 1 December 2020 it was announced that the Mayor of London, TfL, the Department for Transport (DfT) and HM Treasury have confirmed an agreed funding and financing package for the final phase of the Crossrail project. Under the agreement the Greater London Authority will borrow up to £825 million from the DfT, which will be given to TfL as a grant for the purposes of the Crossrail project.

The first phase of the transition was for the governance of the project to sit directly with TfL, this took place on 1 October. This ensures that decision making between Crossrail and TfL is seamless and fully aligned during the critical final phases of the programme as operational testing is undertaken and the remaining parts of the railway are completed and transferred to TfL. The Commissioner chairs the Elizabeth Line Delivery Group, and Board level oversight will be provided by the Elizabeth Line Committee, chaired by the Deputy Chair of TfL and Deputy Mayor for Transport, Heidi Alexander.

The second phase of the transition to TfL focuses on the effective transition of people, back office and some of the assets. It provides an opportunity for TfL to streamline and remove duplication; and where work is transitioning to TfL, it gives the opportunity to remove excess costs.

Over time further phases of the transition will take place. In the meantime, the Commissioner and leadership team at TfL will work closely with Crossrail to ensure the opening of the central section in the first half of 2022 or sooner.

No-Deal Brexit**Question No:** [2020/4040](#)*Peter Whittle*

I note your tweet of 13 October 2020 which was headed: 'This is my final warning to the Government on Brexit.' In it, you advised the Government to seek an extension to the EU trade negotiations, to avoid the 'chaos and uncertainty from an impending no-deal Brexit.' Has Her Majesty's Government taken heed of your final warning?

No-Deal Brexit**The Mayor**

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

No-Deal Brexit**The Mayor**

Last updated: 23 NOVEMBER , 2020

No it hasn't. So there will be chaos and uncertainty when we leave the single market and customs union at the end of the year, whether a trade deal is agreed or not; unless the extension of the transition period I have recommended is adopted.

Business leaders like the Confederation of British Industry have been very clear that businesses cannot afford a no deal outcome, on top of the struggles they face to survive the pandemic. In London alone it would mean 87,000 fewer jobs by 2030, on top of the catastrophic impact of coronavirus on jobs and income.

I will continue to urge the Prime Minister to listen to those concerns and extend the transition period. An extension would give our country the best chance of recovery from both the pandemic and the economic crisis it has caused.

Coronavirus and Mental Health (1)

Question No: *2020/4041*

David Kurten

I am concerned about the impact of the Covid-19 lockdown (and related rules) on the safety of mental health care. NHS services are not running at full capacity and face-to-face contact with patients has reduced. How many incidents of homicide and other violent crime involving psychiatric patients have been recorded since the lockdown began in March 2020 by the Metropolitan Police?

Coronavirus and Mental Health (1)**The Mayor**

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Coronavirus and Mental Health (1)**The Mayor**

Last updated: 24 NOVEMBER , 2020

Since 1st March 2020 there have been 93 reports of homicide.

It is not possible say how many of those had been committed by those under psychiatric care or in need of psychiatric care as assessments and reports, take a considerable amount of time to be arranged and written.

Coronavirus and Mental Health (2)**Question No:** [2020/4042](#)*David Kurten*

What is the Metropolitan Police doing to reduce the risk of homicide by mentally ill persons during a time of restricted mental health service operation?

Coronavirus and Mental Health (2)**The Mayor**

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Coronavirus and Mental Health (2)**The Mayor**

Last updated: 7 JANUARY , 2021

The MPS recognises the increased risk to mental wellbeing during the pandemic owing to a range of factors including isolation and uncertainty. That said, the MPS has not experienced any significant rises in policing demand linked to mental ill-health and a similar picture has emerged across other forces in England and Wales.

The key to managing risk of harm through mental health is having good community treatment and good crisis care. The MPS continues to work strategically with its partners in Health through the Healthy London Partnership and locally with Mental Health Trusts, through its BCU Mental Health Teams to mitigate against any risks associated with changes to NHS work practices. SIM London - a preventative model where mental health nurses and police officers work together with high frequency, high intensity users - has continued through the pandemic. The MPS continues unabated to support community assessments for high risk cases.

Otherwise, our intelligence processes continue to monitor and mitigate against risk and threat of harm from any individuals, including those who are mentally unwell. The MPS has been working closely with the CPS to ensure that protocols for charging thresholds for mental health are adhered to.

Homicides (1)**Question No:** [2020/4043](#)*David Kurten*

How many homicides that occurred in the Metropolitan Police District were attributable to mental illness in the period 2019-20?

Homicides (1)**The Mayor**

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Homicides (1)**The Mayor**

Last updated: 24 NOVEMBER , 2020

The MPS informs me that until the cases have been concluded at court, it would not be possible to provide this figure.

Due to time restrictions, it is not feasible to review all of the 148 recorded reports of homicide to ascertain how many have completed the court process and returned a finding attributable to mental health.

Homicides (2)

Question No: *2020/4044*

David Kurten

What information (if any) is recorded on cannabis or other illicit drug use by homicide suspects?

Homicides (2)

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Homicides (2)

The Mayor

Last updated: 24 NOVEMBER , 2020

The MPS informs me that it doesn't hold publishable information on the use of drugs by homicide suspects.

Homicides (3)

Question No: *2020/4045*

David Kurten

In cases that were heard in court, in the Metropolitan Police District in the period 2019-20, how many of those charged were deemed to have diminished responsibility?

Homicides (3)

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Homicides (3)

The Mayor

Last updated: 24 NOVEMBER , 2020

The MPS does not hold this data. I would advise the Assembly Member to contact probation services about this matter.

Sergeant Matiu Ratana**Question No:** 2020/4046

David Kurten

The killing of Sgt Ratana at Croydon Custody Suite in September caused public horror and revulsion. I understand that the suspect has been deemed mentally and physically unfit to stand trial, and that he is unlikely ever to be recorded as the murderer of Sgt Ratana. Furthermore, he has not been named as the suspect by the Metropolitan Police. I would be grateful if you would provide rationale for these decisions. Would you agree that this failure to name and prosecute detracts from public confidence in criminal justice?

Sergeant Matiu Ratana**The Mayor**

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Sergeant Matiu Ratana**The Mayor**

Last updated: 24 NOVEMBER , 2020

The MPS has stated that a 23-year-old man has been arrested on suspicion of murder. The tragic killing of Sergeant Ratana remains an ongoing and live investigation. It would not be appropriate for me to comment further at this time.

Tragic incidents like this are terrible reminders of the dangers our police officers face every single day they go into work to keep Londoners safe.

London Curfew**Question No:** 2020/4047

Peter Whittle

On 20 September, LBC reported: 'London mayor Sadiq Khan is said to be pressing for a 10pm curfew for pubs and work-from-home orders in the capital amid rising coronavirus cases.' 'The mayor is now urging ministers to extend the latest regional curbs – including ordering bars and restaurants to close at 10pm – to cover the capital as well, despite pleas from business leaders that such a move would be “devastating”.'¹ However, on 7 October you tweeted: 'We need a rapid review of the 10pm curfew. It is clearly hitting hospitality businesses hard, and it's contributing to dangerous overcrowding on our streets. The Government must review this decision.' I would be most grateful if you could explain how you managed to pivot from the first position to the second in such a short space of time.

¹ <https://www.thesun.co.uk/news/13029971/priti-patel-britain-fbi-russian-chinese-spies/#comments>

London Curfew**The Mayor**

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

London Curfew

The Mayor

Last updated: 17 DECEMBER , 2020

We need effective measures to stop the spread of coronavirus. That is why I have called on the Government to take fast, early action to protect Londoners and save lives.

Following the introduction of the curfew, and the scenes we saw of gatherings on the streets outside pubs and bars across the UK, it was clear the curfew was not an effective tool in reducing transmission of the virus, and is yet another burden on hospitality businesses which are already struggling to make enough to survive.

The government has been unable to provide any evidence that the curfew is effective in preventing the spread of the virus, and that is why I have called for it to be abandoned. It is disappointing that the government has merely extended the curfew to 11pm rather than scrapping it altogether.

Bianca Williams

Question No: [2020/4048](#)

Peter Whittle

On 8 October 2020, the Press Association reported: 'Five police officers are being investigated for misconduct by the Independent Office for Police Conduct over stopping Team GB athlete Bianca Williams in a car in Maida Vale, London, in July.' Could you please explain why these five officers have been referred to the IOPC?

Bianca Williams

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Bianca Williams

The Mayor

Last updated: 24 NOVEMBER , 2020

Athletes Bianca Williams and Ricardo Dos Santos were stopped and searched by MPS officers in Maida Vale on 4 July 2020. Ms Williams made a complaint about the incident on Twitter and the MPS subsequently made a referral to the Independent Office for Police Conduct (IOPC).

As this is an independent investigation conducted by the IOPC it would be inappropriate to make any comment until the investigation has concluded.

Proposed Congestion Charge Extension

Question No: [2020/4049](#)

David Kurten

On 28 October 2020, you tweeted: 'It is simply wrong to hit 4 million more Londoners with a proposed congestion charge extension, which would have a serious effect on BAME-owned small and medium-sized businesses. I'll say it again — I will not agree to these draconian terms.' What do you anticipate the impact of the proposed congestion charge extension will be on white-owned small and medium-sized businesses?

Proposed Congestion Charge Extension**The Mayor**

Last updated: 20 NOVEMBER , 2020

There are no current proposals for an extension to the Congestion Charging scheme. Transport for London is considering all future revenue options as it prepares to set out its plan for financial sustainability going forward. As with any proposals, those taken forward will be subject to full impact assessment and consultation.

The Coronavirus Regulations (1)**Question No: 2020/4050**

Peter Whittle

I note the report in the *Evening Standard* of 21 October 2020 which states: ‘Scotland Yard is being urged to withdraw “misleading and unlawful” advice that pubs ask customers for photo ID to stop households mixing. The Metropolitan Police sent a letter telling licence holders that they should take steps to ensure groups in their premises were only from one household or part of a support bubble. This could include asking for photographic identification with names and addresses, it added. The letter, dated October 16, came the day before new Tier 2 coronavirus restrictions banning households from mixing indoors came into force in London.’¹ I would be grateful if you could explain who at Scotland Yard issued these instructions and the thinking behind them.

¹ <https://www.standard.co.uk/news/uk/police-photo-id-household-mixing-tier-2-a4572397.html>

The Coronavirus Regulations (1)**The Mayor**

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

The Coronavirus Regulations (1)**The Mayor**

Last updated: 24 NOVEMBER , 2020

As part of our ongoing support of licensed premises within London, officers from the MPS’s licensing teams have been in regular communication during the Covid pandemic. The main purpose of this communication has been to keep licensees informed of updates around Covid legislation, including measures that came with the move to ‘Tier 2’ status in London.

I have been informed that this piece of advice has been withdrawn. It was well intentioned but did not reflect MPS or NPCC policy.

The Coronavirus Regulations (2)**Question No: 2020/4051***Peter Whittle*

To ask the Mayor if the demonstration held at the Nigerian High Commission at the corner of Northumberland Avenue and Great Scotland Yard on the afternoon of Saturday 24 October was compliant with the terms of its risk assessment, government guidelines and whether the demonstrators maintained social distancing. If this was not the case, could you please explain what fines were handed to the organisers by the Metropolitan Police.

The Coronavirus Regulations (2)**The Mayor**

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

The Coronavirus Regulations (2)**The Mayor**

Last updated: 15 FEBRUARY , 2021

There were two protests on 24th October 2020 which were organised to highlight current tensions in Nigeria.

1. END SARS which began at the Shard with a prayer service and then a procession, finishing at the Nigerian Embassy.
2. NIGERIANS IN THE UK which commenced at Parliament Square and proceeded to Downing Street/Richmond Terrace before moving on to join with the others at the Nigerian Embassy.

Both groups engaged with police, put appropriate mitigations in place and adhered to their respective risk assessments, which were submitted ahead of time. No FPNs were issued to anyone participating in either protest.

The Coronavirus Regulations (3)**Question No: 2020/4052***Peter Whittle*

To ask the Mayor if the demonstration held outside the French Embassy in Knightsbridge on Friday 30 October was compliant with the terms of its risk assessment, government guidelines and whether the demonstrators maintained social distancing. If this was not the case, could you please explain what fines were handed out to the organisers by the Metropolitan Police.

The Coronavirus Regulations (3)**The Mayor**

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

The Coronavirus Regulations (3)**The Mayor**

Last updated: 24 NOVEMBER , 2020

On 30th October a protest was due to take place outside the French Embassy, although some protestors also arrived at the French Consulate due to miscommunication of the location by the event organiser. The MPS engaged with Westminster City Council (WCC) to determine whether the group were complying with the Health Protection Regulations. WCC explained that the group had submitted a risk assessment, but that the assessment did not meet the requirements laid out and as such were not compliant with the law: this was at 13:15.

The MPS began enforcement action immediately thereafter: the organiser was reported for a fine of £10,000 and 13 other attendees were issued with Fixed Penalty Notices. There were three arrests: two for breaches of Covid legislation and one for possession of a pyrotechnic.

The Coronavirus Regulations (4)

Question No: *2020/4053*

Peter Whittle

To ask the Mayor are there any circumstances under which you can see officers from the Metropolitan Police entering private houses and breaking up family Christmas gatherings, for the purpose of enforcing the Coronavirus Regulations?

The Coronavirus Regulations (4)

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

The Coronavirus Regulations (4)

The Mayor

Last updated: 24 NOVEMBER , 2020

It is undoubtedly going to be an extremely difficult Christmas for many Londoners and their families. And it makes me angry that the huge failures of the Government to get a grip of this virus made further restrictions necessary, including prohibiting household mixing.

Of course, I really hope that through Londoners continuing to follow the COVID rules and by the Government finally getting a grip on test and trace we see a decrease in cases and hospital admissions over the coming weeks.

But whatever the restrictions over Christmas, it is important that everyone continues to follow the rules, however difficult this would be for all of us. We simply can't see our ICUs and hospitals overwhelmed with a surge in demand over the winter.

I know that Londoners will show their heroism as they always do in supporting those most vulnerable and isolated over the Christmas, looking out for their friends and neighbours who may need support more than ever.

Section 60**Question No:** 2020/4054*Peter Whittle*

As you will be aware, a Section 60 is a power given by a Chief Officer (or in urgent circumstances an Inspector or above) which allows police officers to stop and search anyone in a specific area, without needing to have reasonable grounds. It is granted under Section 60 of the Criminal Justice and Public Order Act 1994. Could you tell me how many Section 60's were issued in the Metropolitan Police District over the last three years and tabulate your response by borough.

Section 60**The Mayor**

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Section 60**The Mayor**

Last updated: 16 MARCH , 2021

Please see requested data attached.

Forensic Science Service**Question No:** 2020/4055*Peter Whittle*

What has been the long-term impact on the efficiency of the Metropolitan Police of the Government's December 2010 privatisation of the Forensic Science Service?

Forensic Science Service**The Mayor**

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Forensic Science Service**The Mayor**

Last updated: 24 NOVEMBER , 2020

When the Forensic Science Service closed in 2012, 100 of the London based scientists and staff transferred into the MPS to enable much of the work to be delivered within the MPS Forensic Services unit. Remaining work went to other commercial forensic service providers.

The forensic landscape since that time has changed dramatically, as has the profile of work into the Criminal Justice system due to an increased focus on tackling drug and gang violence in London. Given also the significant period of austerity resulting in reduced police budgets, it is not possible to directly state what the impact of the closure was within such a complex environment.

MPS Forensic Services has grown and developed to become one of the largest providers of forensic services to the justice system in Europe, working in hand with private providers and educational institutes for research and development.

Freedom of Speech (1)

Question No: [2020/4056](#)

Peter Whittle

On 9 October 2020, the *Daily Telegraph* reported: ‘Darren Grimes is being investigated by police on suspicion of stirring up racial hatred over an interview with the historian David Starkey that he published, it has emerged. Mr Grimes, a conservative commentator, has been asked to attend a police station to be interviewed under caution after publishing a podcast in which Dr Starkey said slavery was not genocide because there are ‘so many damn blacks.’ It has been warned that the investigation, by the Metropolitan Police, will have a ‘chilling effect’ on free speech, while Mr Grimes has described it as an ‘abuse of taxpayers’ money.’ Mr Grimes is accused of a public order offence of stirring up racial hatred by publishing the interview on his podcast on July 2.’¹ This is not normal in a free society, because interviewers should not be responsible for what an interviewee says. Allowing them to voice their opinion, no matter how disagreeable, should not be confused with agreement either. In MQ [2020/2922](#), I asked what has gone wrong with the leadership of the Metropolitan Police and this development only serves to underline my concerns. Is the leadership of this organisation now out of control?

1 <https://www.telegraph.co.uk/news/2020/10/09/darren-grimes-police-investigation-david-starkey-interview/>

Freedom of Speech (1)

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Freedom of Speech (2)

Question No: [2020/4057](#)

Peter Whittle

Who decided to investigate journalist Darren Grimes and who took the decision to cancel the interview with him, which was originally scheduled for 15 October 2020 and why?

Freedom of Speech (2)

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Freedom of Speech (2)

The Mayor

Last updated: 24 NOVEMBER , 2020

The handling of this, or any, investigation is an operational matter for the police.

Freedom of Speech (3)**Question No:** [2020/4058](#)*Peter Whittle*

In notifying journalist Darren Grimes that the Metropolitan Police had cancelled the interview scheduled for 15 October 2020, he was informed that a 'senior officer' had been appointed to conduct a review into the investigation to ensure it 'remains proportionate'. Would it not be more to the point if they reviewed whether it was appropriate to use the Section 22 of the Public Order Act 1986 to regulate debate and free speech?

Freedom of Speech (3)**The Mayor**

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Freedom of Speech (3)**The Mayor**

Last updated: 24 NOVEMBER , 2020

The handling of this, or any, investigation is an operational matter for the police.

Freedom of Speech (4)**Question No:** [2020/4059](#)*Peter Whittle*

In notifying journalist Darren Grimes that the Metropolitan Police have cancelled the interview scheduled for 15 October 2020, he was informed that a 'senior officer' had been appointed to conduct a review into the investigation to ensure it 'remains proportionate'. What was the outcome of this review?

Freedom of Speech (4)**The Mayor**

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Freedom of Speech (4)**The Mayor**

Last updated: 24 NOVEMBER , 2020

The handling of this, or any, investigation is an operational matter for the police.

Freedom of Speech (5)**Question No:** [2020/4060](#)*Peter Whittle*

On 7 October 2020, conservative think tank the Bow Group received an email from the Metropolitan Police, informing its vice-president, the historian Dr David Starkey, that he was being investigated under the Public Order Act for stirring up racial hatred, due to words he used in an online interview in June 2020. Is Dr Starkey currently under any form of investigation by the Metropolitan Police and if so, for what?

Freedom of Speech (5)**The Mayor**

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Freedom of Speech (5)**The Mayor**

Last updated: 24 NOVEMBER , 2020

The handling of this, or any, investigation is an operational matter for the police.

Freedom of Speech (6)**Question No: 2020/4061***Peter Whittle*

The comedian Sophie Duker appeared on Frankie Boyle's BBC2 panel show *New World Order* which was broadcast on 10 September 2020. She addressed the issue of systemic racism, stating: 'White power is Trump Tower but when we say we want to kill whitey, we don't really mean we want to kill whitey.' The comedian then quipped 'we do'. Given that equality of treatment is one of the guiding principles which underpins our legal system and Darren Grimes has apparently been singled out for the same issue, when are the Metropolitan Police going to be interviewing Sophie Duker?

Freedom of Speech (6)**The Mayor**

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Freedom of Speech (6)**The Mayor**

Last updated: 24 NOVEMBER , 2020

The handling of this, or any, investigation is an operational matter for the police.

Police Recruitment (1)**Question No: 2020/4062***Peter Whittle*

To ask the Mayor how many individuals have been directly recruited to the Metropolitan Police at the rank of superintendent over the last eight years, without working their way through the ranks, which had hitherto been the long-established custom and practice in the Met?

Police Recruitment (1)**The Mayor**

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Police Recruitment (1)**The Mayor**

Last updated: 24 NOVEMBER , 2020

The Metropolitan Police Service (MPS) has recruited a total of 13 entrants through the direct entry superintendent pathway.

The MPS will continue to strive to bring in the very best talent to work at all levels of policing and lead the service of the future. The re-introduction of the London residency criteria for most entry routes, will mean increasingly that talent will come from London.

Police Recruitment (2)

Question No: 2020/4063

Peter Whittle

How much reputational damage do you believe the Metropolitan Police has sustained over the last five years, as a consequence of implementing its fast-track recruitment programmes?

Police Recruitment (2)

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Police Recruitment (2)

The Mayor

Last updated: 24 NOVEMBER , 2020

I do not believe the Metropolitan Police Service (MPS) has damaged its reputation through the implementation of fast-track recruitment programmes.

The identification and nurturing of talent is an accepted, indeed key, aspect of personnel management and it is right that the MPS explores the development of such programmes.

The College of Policing (CoP), responsible for providing those working in policing with the skills and necessary knowledge and setting the standard for 'what works', is also very supportive of fast-track schemes.

Special Demonstration Squad

Question No: 2020/4064

Peter Whittle

To ask the Mayor whether the Metropolitan Police Special Demonstration Squad (undercover police officers) still exists?¹

¹ https://www.telegraph.co.uk/women/life/man-fell-love-lived-five-years-undercover-police-officer-family/?li_source=LI&li_medium=liftigniter-rhr

Special Demonstration Squad

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Special Demonstration Squad

The Mayor

Last updated: 24 NOVEMBER , 2020

The Special Demonstration Squad no longer exists. The unit was disbanded in 2008.

Bim's Burgers, Ilford

Question No: [2020/4065](#)

Peter Whittle

I was disconcerted to learn of the involvement of the Metropolitan Police on 1 October 2020 in fining Bim's Burgers of Ilford Lane £1,000 for allowing a customer to order a takeaway burger at exactly 10pm, which was served four minutes later. A spokesperson for the restaurant said that, given the customer had started placing the order ahead of the nightly curfew, staff believed serving them fell within the law. In a tweet, since deleted, the Redbridge branch of the Metropolitan Police wrote: 'Bims Burger (sic), Ilford Lane breached Covid-19 restrictions by having one customer inside the premises waiting for his takeaway meal. On looking at his receipt he was served 10pm on the dot, and staff were not handing him his food until 10.04pm. The supervisor on shift was issued a business £1,000 FPN [fixed penalty notice] on behalf of the owner.' I was disappointed to read this tweet. In my opinion, this is not the kind of policing Londoners want to see and given that there is a crisis of public confidence in the police in London, examples like this are unlikely to improve matters. Has the Metropolitan Police institutionally forgotten that vitally important component of policing – common sense?

Bim's Burgers, Ilford

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Bim's Burgers, Ilford

The Mayor

Last updated: 7 JANUARY , 2021

This was an operational decision for the Met. Under the legislation in place on 1st October 2020, food and drink venues were required to close at 10pm. The MPS enforces the law. Throughout the pandemic the MPS has used the 4E's approach (first engage, explain and encourage, then enforcement). At times when citizens of London have been making huge personal sacrifices, police officers have been on the streets dedicated to making sure we are playing our part in preventing the rise of infections, and this will continue.

Environmentally Friendly Technologies

Question No: 2020/4066

David Kurten

The makers of wind turbines, solar panels, electric vehicles and other supposedly environment-friendly technologies claim that these technologies are 'green,' 'clean' and 'just.' Cobalt is an expensive metal used in electric car batteries, costing about \$35,000 per ton. Some 59% of all cobalt comes from the Democratic Republic of the Congo. Cobalt mining in DRC is often done by children, some as young as seven, with as many as 40,000 working in what are reported to be brutal and unsafe conditions¹. Is it morally right that the GLA should be developing energy policy, without paying heed to the moral imperatives involved?

¹ <https://www.theguardian.com/global-development/2016/jan/19/children-as-young-as-seven-mining-cobalt-for-use-in-smartphones-says-amnesty>

Environmentally Friendly Technologies

The Mayor

Last updated: 18 NOVEMBER , 2020

As I said in my reply to Mayor's Question [2020/2194](#) back in July, I share the concerns about the reported social, ethical and environmental impacts of making lithium-ion batteries. I wrote both to the Chief Executive of the Society of Motor Manufacturers and Traders and Government Ministers, both to express my concerns and to offer to work together to address them. My Deputy Mayor Shirley Rodrigues has subsequently met with the Society of Motor Manufacturers and Traders and officers have joined a Working Group with relevant Government officials. I am determined to meet my zero carbon ambitions for a London in a way that is environmentally, economically, and socially sustainable.

Commission for Diversity in the Public Realm (1)

Question No: 2020/4067

Peter Whittle

Given that Historic England - the statutory advisor to central and local government on heritage proposals - has clearly stated its position that contested statues should not be removed, can the Mayor provide assurance that the Commission for Diversity in the Public Realm will abide by that guidance and not recommend the removal of any statues?

Commission for Diversity in the Public Realm (1)

The Mayor

Last updated: 19 NOVEMBER , 2020

The decision on whether any statue should or should not be removed rests with the statue's owner and the planning authority, but this must be informed by a wider conversation. Historic England has led the way in considering approaches to contested heritage, through its 'Immortalised' exhibition in 2018. This includes providing additional interpretation and context, allowing for a deeper and honest exploration of our sometimes-difficult shared histories. However, one size does not fit all, and a variety of approaches will be required.

I am pleased that Historic England will support the Commission for Diversity in the Public Realm as a member of its Partners Board, which will set out best practice examples to help local councils and communities find appropriate ways to tell a broader British story. The Commission

is currently being recruited and will bring a wide range of experience to bear on its recommendations.

Commission for Diversity in the Public Realm (2)

Question No: 2020/4068

Peter Whittle

Further to that same guidance from Historic England, can the Mayor confirm that he would follow it and not support the removal of the statues of Thomas Guy and Sir Robert Clayton from Guy's and St Thomas's Hospitals?

Commission for Diversity in the Public Realm (2)

The Mayor

Last updated: 19 NOVEMBER , 2020

It is right that issues such as this be part of a wider conversation about the complicated histories of our past. This is why I have established the Commission for Diversity in the Public Realm and its Partners Board, of which Historic England is a member.

Guy's & St Thomas' NHS Foundation Trust, and Guy's & St Thomas' Charity are consulting with London's communities on the future of two statues. It has also commissioned a detailed historical account of the lives of Thomas Guy and Sir Robert Clayton and the circumstances of the statues themselves. I support Historic England's recommendation to extend the planning application period so that the outcomes of these exercises can inform the decision. Historic England has noted this as an exemplary approach and will continue to work closely with the Charity.

Commission for Diversity in the Public Realm (3)

Question No: 2020/4069

Peter Whittle

Given the Government's plans to give the Secretary of State for Housing the final say on planning applications relating to statues, due to their national significance, does the Mayor recognise that public statues in the capital have a national significance and agree that their future is not entirely a matter for local/devolved government?

Commission for Diversity in the Public Realm (3)

The Mayor

Last updated: 19 NOVEMBER , 2020

It is clear that many public statues in London have a national significance. Equally, many of these statues convey only part of our nation's story. It is an uncomfortable truth, for example, that some of those commemorated owe their wealth and achievements to their part in the slave trade, yet this is rarely apparent in what we see and learn about them.

It is also clear that there are many nationally important figures, particularly women, people from Black, Asian and minority ethnic backgrounds, the LGBTQ+ community, disability groups who are not represented in the public realm in London, or anywhere in the country. It is therefore a matter for all of us.

Commission for Diversity in the Public Realm (4)**Question No:** 2020/4070*Peter Whittle*

Your press release of 28 July 2020, announces the formation of a 'Commission for Diversity in the Public Realm.' What do you understand to be the meaning of the term 'public realm' - most specifically in the context of private property, non-public spaces and government-owned land?

Commission for Diversity in the Public Realm (4)**The Mayor**

Last updated: 19 NOVEMBER , 2020

The Commission is working to the definition of Public Realm as outlined in London Plan Policy D8.

Here, 'the public realm includes all the publicly accessible space between buildings, whether public or privately owned, from alleyways and streets to squares and open spaces, including the Thames and London's waterways. Some internal or elevated spaces can also be considered as part of the public realm, such as markets, shopping malls, sky gardens, viewing platforms, museums or station concourses.'

Commission for Diversity in the Public Realm (5)**Question No:** 2020/4071*Peter Whittle*

In your press release of 28 July 2020 you state: 'The Mayor is creating the Commission for Diversity in the Public Realm to help ensure London's achievements and diversity are suitably reflected. Statues, plaques and street names largely reflect Victorian Britain...' As a statement of fact, it is demonstrably untrue that London's statues, plaques and street names largely reflect Victorian Britain, a period of only 60 years. London has a well-documented commemorative and location-naming timeline of at least a thousand years, which also stretches long beyond the Victorian era. Why would you suggest otherwise?

Commission for Diversity in the Public Realm (5)**The Mayor**

Last updated: 19 NOVEMBER , 2020

When I commissioned the statue of Millicent Fawcett in 2018, less than 3 per cent of statues in the UK were of non-royal, named women. London is one of the most diverse cities in the world and our public realm should reflect the true diversity and make-up of our city. The Commission for Diversity in the Public Realm will engage Londoners to further the discussion into inclusion and representation in the public realm.

Commissioning of statues, monuments and civic spaces of course stretches beyond the Victorian era, however this period significantly shaped the enduring public realm we see today. It was known as the Golden Age of British Sculpture, due to advances in technology and design, keen patronage and new opportunities for artists and crafts people. This included the completion of major museums and celebrated civic spaces, such as the Natural History Museum, Parliament and Trafalgar Square.

Anti-Racism**Question No:** [2020/4072](#)*David Kurten*

On 13 October 2020, you declared City Hall 'a committedly anti-racist organisation'¹. Given the present uncertainty surrounding the future location of the Greater London Authority, I would be grateful if you could clarify for me if that designation also applies to the GLA offices at Union Street and the Crystal Building at Royal Victoria Dock, or will those buildings be the subject of future anti-racist mayoral pronouncements?

1 <https://www.london.gov.uk/press-releases/mayoral/mayor-declares-city-hall-an-anti-racist-body>

Anti-Racism**The Mayor**

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Anti-Racism**The Mayor**

Last updated: 17 DECEMBER , 2020

I am committed to leading an actively anti-racist organisation, and that applies across all our current and future workplaces. I encourage all GLA staff wherever they are based to be proudly anti-racist.

Bishopsgate Road Closure**Question No:** [2020/4073](#)*David Kurten*

Given that taxis cannot now travel along the whole length of Bishopsgate, what is the alternative route from Guy's Hospital to Liverpool Street Station which taxis must take, and what is the taxi meter cost and journey time for the proposed route?

Bishopsgate Road Closure**The Mayor**

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Bishopsgate Road Closure**The Mayor**

Last updated: 25 NOVEMBER , 2020

There are usually a number of routes that taxis could take between any two destinations. This could vary, for example, by the time of day or planned works on the road network. As such, the route below may not be the only route that a taxi driver could take.

From the north of Guy's Hospital, a driver might proceed north across London Bridge, turning right into Eastcheap and then approaching Liverpool Street station via Aldgate and Camomile Street.

I cannot definitively say what the cost or journey time for the above route would be, as taxi fares and journey times will vary depending upon the time, and day, when a journey is made. Different taxi tariffs rates also apply at different times of the day and on different days of the week. Fares are based upon the distance travelled and time taken, so if a longer route is taken or there are delays, then the fare will be higher. Transport for London publishes some example fares for the different tariffs rates and distances at [tfl.gov.uk/taxifares](https://www.tfl.gov.uk/taxifares).

Taxi and Private Hire Trade

Question No: 2020/4074

David Kurten

Given the new safety law banning touching mobile phone devices when driving, how will TfL ensure that Private Hire drivers comply with this, so that they do not touch any mobile devices to take a new job, or search for directions, unless they are stationary?

Taxi and Private Hire Trade

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Taxi and Private Hire Trade

The Mayor

Last updated: 23 NOVEMBER , 2020

I am concerned about the potential for any distraction for motorists, especially if it may impair their ability to drive safely, which can put them and other road users at risk.

Transport for London's (TfL's) safety advice for drivers and other road users is clear, and aligned with the law, stating that the use of hand-held mobile phones while driving is illegal.

The law makes it an offence to use a hand-held mobile phone while driving. This only captures certain types of use. I am aware of the ongoing [Government consultation](#) which contains a proposal to expand the offence of using a hand-held mobile phone while driving to include non-connected mobile application actions. However, at present there is no new safety law banning the touching of mobile phone devices when driving.

The consultation document says: *"The proposal will still apply only in circumstances where a driver picks up the phone to use it while driving; any change we make to the law on the use of hand-held mobile phones arising from this consultation will not affect the use of mobile phones which are positioned in a cradle and used while remaining in the cradle (for example as a satnav)."*

Therefore, the scenario set out in your question, which is relevant to both taxi and private hire drivers, would not be in the scope of the proposed legislation that is being consulted on.

Low Traffic Neighbourhoods (1)

Question No: 2020/4075

Andrew Boff

Can the Mayor confirm whether or not Police response times have been impacted by the two Low Traffic Neighbourhoods in Enfield?

Low Traffic Neighbourhoods (1)**The Mayor**

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Low Traffic Neighbourhoods (1)**The Mayor**

Last updated: 25 NOVEMBER , 2020

Transport for London (TfL) has not received any reports relating to delayed police response times resulting from these schemes. Both TfL and the London Borough of Enfield are monitoring the schemes' impacts and benefits. TfL has also been working closely with all emergency services to ensure that they are aware of all of the Streetspace interventions and are able to quickly feed back any concerns.

Low Traffic Neighbourhoods (2)**Question No: 2020/4076**

Andrew Boff

Could the Mayor confirm whether or not TfL recommended that Enfield Council receive £100,000 from the DfT's emergency active travel fund to spend on the Bowes Low Traffic Neighbourhood?

Low Traffic Neighbourhoods (2)**The Mayor**

Last updated: 20 NOVEMBER , 2020

Transport for London reviewed the Bowes Low Traffic Neighbourhood bid submitted by Enfield to the Department for Transport (DfT) for their Emergency Active Travel Fund, and advised that it met the criteria. Funding of £100,00 was approved by the DfT.

Affordable homes**Question No: 2020/4078**

Andrew Boff

Given that construction has been exempted from the current lockdown, when do you expect GLA-funded affordable housing starts to reach or exceed previous levels?

Affordable homes**The Mayor**

Last updated: 20 NOVEMBER , 2020

Before the pandemic, City Hall had overseen the highest number of affordable housing starts on sites since GLA records began in 2002/3. The lockdown measures implemented in March placed constraints on construction sites that affected output and had an impact on the ability of our partners to meet project milestones set before the pandemic. In recognition of this, the Government approved a one-year extension to the current Affordable Homes Programme, which will now end in 2023. Although the current lockdown will not require construction site closures or downing of tools, we have worked and continue to work closely with our partners to reprofile housing starts that reflect the impact of the measures adopted during the first lockdown. I am on track to deliver the remaining starts in the programme, and to achieve 116,000 starts on site by 2023.

Housing construction

Question No: 2020/4079

Andrew Boff

Can you confirm that construction is proceeding as normal in all housing schemes in which the GLA or its functional bodies have an interest?

Housing construction

The Mayor

Last updated: 20 NOVEMBER , 2020

All GLA sites under construction closed during the first lockdown due to the Covid-19 pandemic. All have now re-opened and construction has resumed, with the exception of the Western Gateway in the Royal Docks which remained closed while a Registered Provider Partner was appointed. Western Gateway will recommence construction before spring 2021. However, it should be noted that restrictions regarding safe working and social distancing may result in developments in the programme taking longer to complete. This is being monitored on a project by project basis.

The majority of TfL housing sites are open and operating under new 'as normal' conditions with the exception of two which have remained closed for reasons unrelated to Covid-19.

Work is continuing on all the London Legacy Development Corporation's housing construction sites. The residential developers/contractors are working on site with appropriate social distancing measures in place. The contractors have weekly 'toolbox talks' to emphasise their site safe Covid measures and do regular checks to ensure compliance. The sites have staggered start and finish and break times to avoid over-crowding, and have made extra arrangements to encourage site staff not to use public transport.

There are no live construction sites on land owned by the Mayor's Office for Policing and Crime (MOPAC) or London Fire Commission. Old Oak and Park Royal Development Company (OPDC) doesn't own any land.

London Plan Design Guidance

Question No: 2020/4080

Andrew Boff

The draft Good Quality Homes for All Londoners London Plan Guidance was published in March 2019, and is now open for consultation. Have any changes been made in light of experiences from Covid-19 and lockdown? What lessons have been learned from the recent experiences?

London Plan Design Guidance

The Mayor

Last updated: 20 NOVEMBER , 2020

The COVID-19 pandemic has further emphasised the need for good quality homes with essential factors such as adequate space, light and ventilation. Such environmental considerations are already key components of my new London Plan and associated draft guidance, contributing to London being the highest scoring region in the 2019 Housing Design Audit for England. Recognising the importance of outdoor space to Londoners' well-being, as well as internal space standards, my Plan includes minimum private outdoor space requirements, going further than the government's Nationally Described Space Standards.

The current situation is likely to continue to mean people will be spending more time in their homes. It is important that we carefully monitor any impacts that arise from this to understand any policy interventions that may be needed. Homes built outside of the planning system remain a significant concern. While I am pleased that the government have recently responded to my lobbying for greater controls over permitted development, introducing the provision of adequate natural light and space standards as considerations, it is unacceptable that this only came about following the construction of many sub-standard homes, including some without windows.

Uber Police Partnership Working

Question No: 2020/4081

Andrew Boff

The National Police Chiefs' Council (NPCC) claimed that its ability to tackle drug dealing, human trafficking and child sexual exploitation would be hindered if it Uber lost its license, what are your thoughts on this and do you welcome Uber's help in tackling crime in London?

Uber Police Partnership Working

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Uber Police Partnership Working

The Mayor

Last updated: 7 JANUARY , 2021

The MPS uses relevant legislation to access data from providers such as Uber. If a provider were to leave the market and be replaced by a different provider there would be a transitional period to manage as with any new provider. After this period however, it is not possible to say whether the data access arrangements with any hypothetical company or service which replaced Uber would be better or worse for tackling crime in London.

Fire Safety

Question No: 2020/4082

Andrew Boff

Were the procedures adopted by Tower Hamlets Council in relation to fire safety issues at the Brunton Wharf development entirely satisfactory?

Fire Safety

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Fire Safety

The Mayor

Last updated: 23 NOVEMBER , 2020

London Fire Brigade (LFB) has liaised with London Borough Tower Hamlets (LBTH) on the proposed development over the last month.

LBTH were initially advised that as long as the access and water supplies for the proposed development for the site were sufficient and met the requirements in Approved Document B, the Brigade would be satisfied. Further dialogue between with LBTH and LFB confirmed that the construction of the new building, as planned, would prevent appliance access to Caledonia House and a route would need to be re-thought for the proposal to satisfy LFB.

Interests - Culture at Risk Fund

Question No: [2020/4083](#)

Andrew Boff

What interests were declared by GLA employees in relation to awards from the Culture at Risk Fund?

Interests - Culture at Risk Fund

The Mayor

Last updated: 19 NOVEMBER , 2020

My £2.3 million Culture at Risk Business Support Fund is providing emergency assistance to sustain cultural and creative venues most at risk of falling into administration due to COVID-19, many of whom were unable to benefit from Government schemes or funding from Arts Council England.

The Fund is being distributed by three organisations: Music Venue Trust working with LGBTQ+ Venues Forum; the Creative Land Trust; and the British Film Institute.

Each partner established robust assessment processes, including declarations of interest for all panel members, in line with Charity Commission guidance. No GLA officers played a role in the decision-making processes by which funds were awarded. Where an officer observed a panel, in the case of the artist workspaces fund managed by the Creative Land Trust, a Declarations of Interest form was completed. No conflicts of interest were declared.

Tower blocks (1)

Question No: [2020/4084](#)

Andrew Boff

Is it OK for families to be forced to live high up in Tower Blocks?

Tower blocks (1)

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Tower blocks (1)

The Mayor

Last updated: 22 JANUARY , 2021

I want every Londoner to live in a home that meets their needs, but to achieve that goal we need to build enough homes of the right types to both accommodate a growing population and clear a backlog of need that has accumulated over decades. London has a particularly urgent need for a far greater supply of homes for social rent, including family-sized homes for overcrowded families. I am pleased that according to the latest London Plan Annual Monitoring

Report, the proportion of family-sized homes being built for social rent has increased from 34% in 2015/16 to 41% in 2018/19. However, as GLA analysis has demonstrated, we cannot build the number of social rented homes needed without a much larger injection of funding from central Government.

Through my draft London Plan, any proposal for tall buildings will be subject to the highest scrutiny and judged on its merits – including its impact on its neighbourhood, its impact on the skyline and, particularly, its safety features – to ensure it can provide high-quality homes that support Good Growth. My draft London Plan also includes strong provisions for private outdoor space in new developments.

Tower blocks (2)

Question No: [2020/4085](#)

Andrew Boff

Will you require all applications for new Tower Blocks to publish a carbon rating?

Tower blocks (2)

The Mayor

Last updated: 19 NOVEMBER , 2020

Yes, developers of all major developments, including tower blocks, will be asked to submit a detailed energy strategy as set out in my new London Plan Policy S12 Minimising greenhouse gas emissions. Once completed, developers will be asked to monitor, verify and report on the energy performance of their buildings. Referable applications will also have to produce a whole life-cycle carbon assessment to show the full carbon impact of proposals. In addition, all new dwellings are required to have a Domestic Energy Performance Certificate which is available to view on the government's website.

Removed or Refused TfL Junk Food Adverts

Question No: [2020/4086](#)

Andrew Boff

How many adverts have TfL refused to be shown or removed from the network as a result of the junk food advertising ban each month since the introduction of this policy?

Removed or Refused TfL Junk Food Adverts

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Removed or Refused TfL Junk Food Adverts

The Mayor

Last updated: 7 JANUARY , 2021

Since the implementation of the advertising restrictions for products high in fat, sugar or salt, (HFSS) in February 2019, Transport for London (TfL) has declined 39 advertisements for food and/or non-alcoholic beverages and 26 advertisements which showed HFSS items incidentally.

Note that some advertisements will have been subsequently revised and accepted, but TfL's data does not provide for that. TfL also accepted over 35,000 advertisements in total during this period.

The accompanying spreadsheet has a month by month breakdown of declined HFSS advertisements from February 2019 to November 2020.

In addition, TfL removed two campaigns from its estate because the products displayed were found not to comply with its HFSS restrictions. Both campaigns were posted as a result of human error. Please see MQ 2020/1497

Tower blocks (3)

Question No: [2020/4087](#)

Andrew Boff

Will you require the publishing of a plan to remedy overcrowding for all new homes with less than three bedrooms?

Tower blocks (3)

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Tower blocks (3)

The Mayor

Last updated: 21 MARCH , 2021

Too many Londoners are having to live in unsuitable and overcrowded homes. My new London Plan contains policies that will ensure the delivery of good quality housing that meets the needs of Londoners. This includes, for the first time, a requirement for the housing size mix in new developments to have regard to local Strategic Housing Market Assessments, and a requirement for boroughs to set out the size mix of social housing needed in their areas.

The Intend to Publish London Plan has been with Government since December 2019. I urge the Government to approve the Plan as soon as possible, to provide much needed certainty, and ensure that we can build the homes that London so desperately needs.

Motorbike Accidents 1

Question No: [2020/4088](#)

Keith Prince

For each of the years November 2017 to October 2018, November 2018 to October 2019 and November 2019 to October 2020, please provide the number of motorcyclist fatalities in London?

Motorbike Accidents 1

The Mayor

Last updated: 17 NOVEMBER , 2020

We receive early notification of fatalities in London from the Metropolitan and City of London Police Services and can provide the following numbers. Please note that 2020 figures are currently provisional and subject to change.

Fatal motorcyclist casualties in the Greater London area

November 2017 - October 2018	23
November 2018 - October 2019	27
November 2019 - October 2020 provisional	35

The number of people killed whilst riding or as pillion passengers of a motorcycle during 2019 was 29 percent lower when compared to the average for 2005-2009. This is the baseline against which Transport for London (TfL) measures progress towards the Mayor's vision zero targets.

More details can be found in the 'Casualties in Greater London during 2019' factsheet at <http://content.tfl.gov.uk/casualties-in-greater-london-2019.pdf>

The most recent provisional fatality figures are published at <https://tfl.gov.uk/cdn/static/cms/documents/provisional-fatalities-in-london-2019-2020.xlsx>

Motorbike Accidents 2

Question No: 2020/4089

Keith Prince

For each of the years November 2017 to October 2018, November 2018 to October 2019 and November 2019 to October 2020, please provide the number of motorcyclist serious accidents in London?

Motorbike Accidents 2

The Mayor

Last updated: 17 NOVEMBER , 2020

The latest provisional figures from the police for serious casualties are available to the end April 2020. These figures have been validated to meet the Department for Transport's 'Instructions for the Completion of Road Accident Reports'

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/230596/stats20-2011.pdf.

Below are the number of people seriously injured whilst riding or as a pillion passenger of a motorcycle for the last three twelve-month periods to end April 2020. Please note that 2020 figures are currently provisional and subject to change.

Serious motorcyclist casualties in Greater London

May 2017 - April 2018	1,034
May 2018 - April 2019	1,102
May 2019 - April 2020 provisional	854

The number of people seriously injured whilst riding or as pillion passengers of a motorcycle during 2019 was 27 percent lower than the average for 2005-2009. This is the baseline against which Transport for London (TfL) measures progress towards the Mayor's vision zero targets.

More details can be found in the 'Casualties in Greater London during 2019' factsheet at <http://content.tfl.gov.uk/casualties-in-greater-london-2019.pdf>

Motorbike Accidents 3

Question No: 2020/4090

Keith Prince

For each of the years November 2017 to October 2018, November 2018 to October 2019 and November 2019 to October 2020, for motorcyclist serious and fatal accidents in London, please provide a breakdown of the who the accident was with e.g. pedestrian, cyclist, car, bus, lorry etc

Motorbike Accidents 3

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Motorbike Accidents 3

The Mayor

Last updated: 17 DECEMBER , 2020

The latest provisional figures from the police for serious casualties are available to the end April 2020. These figures have been validated to meet the Department for Transport's 'Instructions for the Completion of Road Accident Reports'

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/230596/stats20-2011.pdf.

The table below shows all collisions, for the last three twelve-month periods to end April 2020, where a motorcyclist was killed or seriously injured, broken down by vehicle type involved. Please note that these are not mutually exclusive and that the powered two- wheeler collision numbers will include the vehicle of the casualty.

Collisions involving a motorcyclist killed or seriously injury by vehicle involved in the Greater London Area

Vehicle Type	May 2017 - April 2018	May 2018 - April 2019	May 2019 - April 2020 provisional
Powered Two Wheeler	1,037	1,109	879
Pedal Cyclist	6	10	8
Car	689	765	612
Taxi / PH	57	62	44
Bus or Coach	23	13	15
Goods Vehicle	120	123	113
Other	110	117	106
<i>Pedestrian*</i>	22	33	22

**The pedestrian numbers shown are from collisions where a motorcyclist was killed or seriously injured and also involving pedestrian injury, or recorded by the police as having contributory factor U000 uninjured pedestrian.*

More details can be found in the 'Casualties in Greater London during 2019' factsheet at <http://content.tfl.gov.uk/casualties-in-greater-london-2019.pdf>

Motorbike Accidents 4

Question No: 2020/4091

Keith Prince

Over the past three years, what are the top five hotspots for serious and fatal accidents involving motorcyclists in London?

Motorbike Accidents 4

The Mayor

Last updated: 17 NOVEMBER , 2020

The latest provisional figures from the police for fatal or serious collisions are available to the end April 2020. These figures have been validated to meet the Department for Transport's 'Instructions for the Completion of Road Accident Reports' https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/230596/stats20-2011.pdf.

Below is a list of the top five road sections with the greatest number of collisions involving a motorcycle for the three years to the end of April 2020. These figures are not adjusted for the length of the road section or volume of motorcycling on each road section. Please note that 2020 figures are currently provisional and subject to change.

Top five road sections with the greatest number of fatal or serious collisions involving a motorcycle in the Greater London area

- Lavender Hill – Wandsworth
- Fulham Palace Road – Hammersmith & Fulham
- Commercial Road – Tower Hamlets
- Rushey Green / Lewisham High Street – Lewisham
- Streatham High Road – Lambeth

IA 16767 - Trams Management of Operational Risk Audit (1)

Question No: 2020/4094

Keith Prince

A 26 October City AM report quotes a TfL spokesperson stating: "We were carrying out an audit of 'Trams Management of Operational Risk' but this work was not concluded because it was superseded by the urgent investigation into the Sandilands tragedy. The RAIB was informed of the uncompleted audit." Which TfL executives authorised the abandonment of this audit?

IA 16767 - Trams Management of Operational Risk Audit (1)

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

IA 16767 - Trams Management of Operational Risk Audit (1)

The Mayor

Last updated: 24 NOVEMBER , 2020

All decisions whether to undertake or to discontinue an audit were taken by Transport for London Internal Audit.

IA 16767 - Trams Management of Operational Risk Audit (2)

Question No: 2020/4095

Keith Prince

Which executives knew of the abandonment of this audit?

IA 16767 - Trams Management of Operational Risk Audit (2)

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

IA 16767 - Trams Management of Operational Risk Audit (2)

The Mayor

Last updated: 24 NOVEMBER , 2020

I refer to my answer to Mayor's Question 2020/4094. A number of executives would have been told of the decision at the time. There is no record held of which individuals were told.

IA 16767 - Trams Management of Operational Risk Audit (2)

The Mayor

Last updated: 26 FEBRUARY , 2021

I refer to my answer to Mayor's Question 2020/4094. A number of executives would have been told of the decision at the time. There is no record held of which individuals were told.

IA 16767 - Trams Management of Operational Risk Audit (3)

Question No: 2020/4096

Keith Prince

Did you know about the abandonment of this audit when you made your statement to the London Assembly on 18 July rejecting the need for an independent investigation into handling of Audit IA 17780?

IA 16767 - Trams Management of Operational Risk Audit (3)

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

IA 16767 - Trams Management of Operational Risk Audit (3)

The Mayor

Last updated: 24 NOVEMBER , 2020

No, but this does not alter my view.

I am still unclear what the point would be of a further investigation, particularly as the RAIB carried out a thorough investigation into Sandilands, including forming an independent view on the issue. Transport for London (TfL) were carrying out an audit in 2016 of 'Trams Management of Operational Risk'. Evidence gathering was nearing completion with report drafting underway. In light of the tragic event of 9 November 2016 it was decided that it would not be appropriate to continue with finalising the report at that time. The audit was never completed as the work was superseded by the vital investigations into the Sandilands tragedy. In order for the report to be meaningful further work would have to have been carried out in relation to the incident itself. On that basis it was not sensible for TfL auditors to try to do this at a time when that work might hamper the internal and external investigations into the Sandilands tragedy or pre-judge the investigations findings. The RAIB were informed of the uncompleted audit.

IA 16767 - Trams Management of Operational Risk Audit (4)

Question No: [2020/4097](#)

Keith Prince

Did Heidi Alexander (Deputy Mayor – Transport) know about the abandonment of this audit when she formally stated to the London Assembly on 11 September 2019 to the effect that “having looked at a lot of the documents myself, as you would expect, speaking to senior members of staff at TfL about exactly what has happened, I am confident that a further independent investigation into this is not required.”

IA 16767 - Trams Management of Operational Risk Audit (4)

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

IA 16767 - Trams Management of Operational Risk Audit (4)

The Mayor

Last updated: 24 NOVEMBER , 2020

No. The Deputy Mayor was briefed about the audit during preparation of the response to Mayor’s Question 2019/17340, but this does not alter my view. I refer you to my answers to Mayor’s Questions 2020/4093, 2020/4094, 2020/4095 and 2020/4096.

IA 16767 - Trams Management of Operational Risk Audit (5)

Question No: [2020/4098](#)

Keith Prince

On what date did TfL inform the RAIB of the uncompleted audit (IA 16767)?

IA 16767 - Trams Management of Operational Risk Audit (5)

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

IA 16767 - Trams Management of Operational Risk Audit (5)

The Mayor

Last updated: 24 NOVEMBER , 2020

The RAIB were informed of the uncompleted audit in November 2016 shortly after the Sandilands tragedy and were sent a copy of the terms of reference on 24 November 2016 and again on 1 February 2017.

IA 16767 - Trams Management of Operational Risk Audit (6)

Question No: *2020/4099*

Keith Prince

Can you confirm that TfL provided RAIB, SNC Lavalin, Metropolitan Police, ORR and the Coroner copies of draft audit IA 16767 and all communications and collected data associated with the suspended audit?

IA 16767 - Trams Management of Operational Risk Audit (6)

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

IA 16767 - Trams Management of Operational Risk Audit (6)

The Mayor

Last updated: 7 JANUARY , 2021

The RAIB were informed of the uncompleted audit in November 2016 shortly after the Sandilands tragedy and were sent a copy of the letter of engagement on 24 November 2016 and again on 1 February 2017. The RAIB did not request any further details regarding the audit.

The Coroner was provided with a copy of the terms of reference and the incomplete draft report on 1 July 2020.

SNC Lavalin were provided with the evidence that was obtained during the field work for IA 16767 between November 2016 and Jan 2017. They were not provided with nor did they seek a copy of the incomplete draft report.

There is no record of the Metropolitan Police or ORR being informed of the audit

IA 16767 - Trams Management of Operational Risk Audit (7)

Question No: *2020/4100*

Keith Prince

If the RAIB, SNC Lavalin, Metropolitan Police, ORR and the Coroner were provided with copies of draft audit IA 16767, on what dates did this happen?

IA 16767 - Trams Management of Operational Risk Audit (7)

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

IA 16767 - Trams Management of Operational Risk Audit (7)**The Mayor**

Last updated: 7 JANUARY , 2021

I refer you to my answer to Mayor's Question 2020/4099

IA 16767 - Trams Management of Operational Risk Audit (8)**Question No: 2020/4101***Keith Prince*

Starting from 1 September 2016, please provide me with all documentation (initiating letters, terms of reference, emails, handwritten notes, audit drafts) associated with or referring to IA 16767, including all correspondence relating to its cancellation.

IA 16767 - Trams Management of Operational Risk Audit (8)**The Mayor**

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

IA 16767 - Trams Management of Operational Risk Audit (8)**The Mayor**

Last updated: 27 NOVEMBER , 2020

I have asked Transport for London to respond to this request and an updated answer will be uploaded once available.

Audit Conclusion of IA 16767**Question No: 2020/4102***Keith Prince*

The draft version of the Internal Audit which TfL was undertaking at the time of the Sandilands Crash (IA 16767 , "Trams Management of Operational Risk") shows a conclusion of "Adequately Controlled". On what date was this draft Audit written?

Audit Conclusion of IA 16767**The Mayor**

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Audit Conclusion of IA 16767**The Mayor**

Last updated: 24 NOVEMBER , 2020

This document was created on 25 October 2016.

Source of Victim-Blaming Statements reflected in TfL's Bus Safety Data Release

Question No: 2020/4103

Keith Prince

Referring to your response to Question 2020/3655, what is the source of the Victim-Blaming Statements reflected in TfL's Bus Safety Data Release and which TfL Executive approved the publication of this information every quarter?

Source of Victim-Blaming Statements reflected in TfL's Bus Safety Data Release

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Source of Victim-Blaming Statements reflected in TfL's Bus Safety Data Release

The Mayor

Last updated: 25 NOVEMBER , 2020

The release of the Bus Safety Data reflects Transport for London's (TfL) commitment to transparency. TfL is aware that the formal statistical release of road safety data after approval from the Department of Transport can take many months, as can formal police or coroners' investigations. In releasing the Bus Safety Data, TfL's intention is to find a balance between public and stakeholder interest in timely information and the longer investigation and data validation processes that are required for the formal release.

The details included in the 'Fatalities' worksheet is compiled from a range of available sources. The most common and reliable source of information is from CCTV which, along with information from logs and witness statements, all form part of the 'Notification and Investigation of Major Incidents' (NIMI) process carried out by bus companies and reviewed by TfL following an incident. Any statement made is based on this evidence.

Release of this information is in line with TfL's wider transparency and open data policy (<https://tfl.gov.uk/corporate/transparency/>). It is reviewed by senior managers in TfL's Safety, Health & Environment team, with final approval by a senior manager in its Bus Operations directorate.

2014 Report from CIRAS about Fatigue from TOL Croydon Tram Drivers

Question No: 2020/4104

Keith Prince

Your response to Question 2020/3651 is incomplete. For the avoidance of doubt, was anyone at TfL aware of the March 2014 CIRAS Report about Fatigue from TOL Croydon Tram Drivers between the dates of 4 March 2014 (when CIRAS received the report) and 2 July 2014 (when IA 13744 was published)?

2014 Report from CIRAS about Fatigue from TOL Croydon Tram Drivers

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

2014 Report from CIRAS about Fatigue from TOL Croydon Tram Drivers**The Mayor**

Last updated: 24 NOVEMBER , 2020

Please accept my apologies. The previous answer to Mayor's Question 2020/3651 was uploaded incorrectly and was updated with the full answer on 10 November 2020, which is detailed below.

Transport for London Internal Audit became aware of the AbsTracked audit during the 13 744 audit, not during an investigation. The Audit team were not informed of the Confidential Incident Reporting & Analysis Service (CIRAS) report at any stage of this audit.

TfL's 30 Year Contract with First Group TOL (1)**Question No: 2020/4105***Keith Prince*

Question 2019/0150 asked you very specifically whether you "as Chair of TfL, considered the possibility of ending FirstGroup TOL's 30-year contract and re-tendering the operation". In response you stated "TfL does not have any plans to change the contractual arrangement in place at this time," which you must surely agree does not answer the question?

TfL's 30 Year Contract with First Group TOL (1)**The Mayor**

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

TfL's 30 Year Contract with First Group TOL (1)**The Mayor**

Last updated: 27 NOVEMBER , 2020

I do not agree. Of course it was right for possible legal avenues to be considered but I gave you my answer which was that there were no plans at the time to change the contractual arrangement in place.

TfL's 30 Year Contract with First Group TOL (2)**Question No: 2020/4106***Keith Prince*

In fact a "Trams Update Note", dated 25 May 2017 and released in response to Question 2019/17340, clearly shows that TfL did in fact consider terminating the TOL contract but decided it was not possible because (a) the Operating Agreement does not contain any rights to step in and take over operations in the event of a failure of service (or any other reason) (b) TfL would still be required to pay First Group fees less profit even if the Agreement were suspended owing to First Group's breach; and (c) TfL's rights to terminate for First Group's default are limited and, in practice, will be difficult to enforce.

Will you amend your answer to Question 2019/0150 to what appears to be the truth: that you did consider ending First Group TOL's contract but concluded that you were unable to do so?

TfL's 30 Year Contract with First Group TOL (2)**The Mayor**

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

TfL's 30 Year Contract with First Group TOL (2)

The Mayor

Last updated: 8 JANUARY , 2021

I refer you to my answer to Mayor's Question 2020/4105. Of course it was right for possible legal avenues to be considered but I gave you my answer which was that there were no plans at the time to change the contractual arrangement in place.

TfL's 30 Year Contract with First Group TOL (3)

Question No: 2020/4107

Keith Prince

In the "Trams Update Note", dated 25 May 2017 and released in response to Question 2019/17340, it is stated that the TfL/TOL contract contains provision for termination in the event of "material and serious default" that would would require TfL to evidence:

- TOL have failed in obligations to "have proper safety systems and implement them";
- "Systemic Failure, not just evidence of individual incidents although multiple incidents"
- TOL's failure to remedy defaults over time

TfL's General Counsel concludes that TfL would not be justified in exercising this clause. In your opinion, noting that you are also a lawyer, do you agree with you General Counsel's view that the fatigue management problems documented at the Croydon Tram in 2014, 2016 and 2017 do not constitute a persistent and unremedied failure of sufficient magnitude to justify the termination of the contract on the basis of "material and serious default"?

TfL's 30 Year Contract with First Group TOL (3)

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

TfL's 30 Year Contract with First Group TOL (3)

The Mayor

Last updated: 24 NOVEMBER , 2020

I accepted the legal advice contained in the note.

The audits do not reveal "a persistent and unremedied failure". The findings of audit IA 13 744 were that competence and fitness of TOL tram operators was Well Controlled. That TOL's documented Safety Management System (SMS), including competence, fitness and fatigue of employees, was being effectively managed. That training and ongoing monitoring of tram operators' competence and fitness was being managed. That routine and random drugs and alcohol testing of tram operators were being managed. That following the findings of an external audit, TOL's procedure to ensure tram operators were not fatigued when changing work patterns had been updated and was being reviewed with the Trades Unions prior to

issuing. That the removal from duty of tram operators with expired competencies or medicals was being managed. That audit arrangements were in place to assess the effectiveness of the Safety Management System.

The draft of the uncompleted audit report 16 767 while not finished reads “On the basis of the work completed, we have concluded that Trams Management of Operations Health and Safety Risk is Adequately Controlled”.

The 2017 audit (which was after the Sandilands tragedy) provided assurance of effective control with regard to TOL’s own standards and identified areas for potential improvement based on ORR guidance. Several of those findings aligned with work already underway following TOL’s own audit of their FRMS and TOL’s completion of the FRMS checklist in Appendix F of the ORR guidance.

TFL’s 30 Year Contract with First Group TOL (4)

Question No: 2020/4108

Keith Prince

When TfL acquired Tramtrack Croydon Limited in 2008, the same Operating Agreement that governs the PFI Concessionaires’ 30 Year Contract with First Group TOL was retained by TfL, leaving TfL in a very weak position in terms of enforcing contract terms relating to safety, as we now know. Was any analysis of alternative options undertaken at the time which would have addressed this risk? Who was responsible for the decision not to demand alterations to that contract?

TFL’s 30 Year Contract with First Group TOL (4)

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

TFL’s 30 Year Contract with First Group TOL (4)

The Mayor

Last updated: 24 NOVEMBER , 2020

I understand that the provisions in the contract are not unusual for this type of historical PFI contract. Transport for London (TfL) has the power to terminate the contract for Operator material and serious default and also for persistent breach. I have no reason to question the advice that to terminate for “material and serious default” would require clear evidence of failure to meet obligations.

To attempt a review now of all of the doubtless complex issues which were under consideration in the commercial contract negotiations in 2008 would be speculative and not productive. Far more important is to manage the contract in accordance with its terms and to work to ensure that the RAIB recommendations are implemented and that the tram network operates safely.

Line Officer access to IA 17780 Fieldwork**Question No:** [2020/4109](#)*Keith Prince*

In documents released in Question 2019/17340, a 16 June 2017 email from TfL's Director of London Rail and Sponsored Services to TfL's (then) MD for Surface Transport provides evidential proof of former TFL Board Member & Safety Panel Chair Michael Liebreich's concern that TfL executives whose operations were being investigated by the RAIB and Police were provided with access to the IA 17780 audit team's earliest fieldwork conclusions which, as you know, were watered down before they were published in secret on 15 September 2017.

Do you accept that such access raises risks around the integrity and independence of the audit? What actions have you taken as Mayor and TfL Chair to ensure that current audits by TfL are not compromised?

Line Officer access to IA 17780 Fieldwork**The Mayor**

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Line Officer access to IA 17780 Fieldwork**The Mayor**

Last updated: 27 NOVEMBER , 2020

I refer to my answers to Mayor's Questions [2020/0023](#), [2019/12001](#) and [2019/19759](#). IA 17780 was not watered down. The email referred to does not "provide evidential proof" of any untoward behaviour. I do not accept that there are valid concerns as to the integrity and independence of the audit. The substance of the report was not changed. The report was issued to TfL and TOL management teams on 15 September 2017 and sent to the members of the SSHRP on 22 November 2017.

TfL Internal Audit is currently discussing audit process with Network Rail for comparison and to share good practice through individual meetings and workshops.

First Group TOL's Cooperation with TFL on Tram Safety (1)**Question No:** [2020/4110](#)*Keith Prince*

In your response to Question 2020/0023 you posted a 27 July 2017 email from Robert Kemp (HSE & Technical Senior Audit Manager, Crossrail Head of Audit) to Mike Shirbon (Internal Audit) which, inter alia, states: "the audit [IA 17880) was marred throughout by a grudging lack of co-operation. Not downright refusal, but an obvious lack of engagement, and sometimes obfuscation."

Was your Deputy Mayor for Transport aware of the contents of this email when she testified in front of the London Assembly on 11 September 2019 with "but having looked at a lot of the documents myself, as you would expect, speaking to senior members of staff at TfL about exactly what has happened, I am confident that a further independent investigation into this is not required."?

First Group TOL's Cooperation with TFL on Tram Safety (1)

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

First Group TOL's Cooperation with TFL on Tram Safety (1)**The Mayor**

Last updated: 7 JANUARY , 2021

No, my Deputy Mayor would not have been aware of this email. The reported approach by TOL to the audit is not acceptable. However that does not alter my view. I refer you to my answers to Mayor's Questions 2020/4093, 4094 and 4095. I am still unclear what the purpose would be of a further investigation, particularly as the RAIB carried out a thorough investigation into Sandilands, including forming an independent view on the issue.

The RAIB dealt specifically with audit report 17 780 in an addendum stating that the RAIB's review of the Transport for London (TfL) audit report identified no evidence of additional factors, beyond those already discussed in their report, which are likely to have contributed to the accident at Sandilands junction. However, the RAIB observes that the conclusions of the TfL audit are consistent with its own finding that, at the time of the accident, TOL's management of fatigue risk was not in line with published industry practice, and that there was significant scope for improvement.

First Group TOL's Cooperation with TFL on Tram Safety (2)

Question No: 2020/4111

Keith Prince

Since (a) that email was written less than a year after the Sandilands crash and (b) TfL's evidenced powerlessness to amend its 30 year contract with First Group TOL, what gives you confidence that First Group is cooperating with TfL on Tram Safety now?

First Group TOL's Cooperation with TFL on Tram Safety (2)**The Mayor**

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

First Group TOL's Cooperation with TFL on Tram Safety (2)**The Mayor**

Last updated: 8 JANUARY , 2021

There have been a number of positive examples demonstrating that TOL is co-operating with Transport for London (TfL) on Tram Safety issues. The work to implement the RAIB recommendations have required a high degree of collaborative work between the TOL and TfL teams. For example, the industry leading Physical Prevention of Overspeed system, now in service across the whole network, required close co-operation to ensure the system could be introduced effectively. Further, the teams work closely together on a daily basis in responding to things like instances of trespass and vandalism, with TOL ensuring that the response received from the British Transport Police is appropriate and targeted to the right areas. Local specific safety campaigns to reduce instances of things like slips, trips and falls in depots and on the network are also carried out to make sure the possibility of staff and passengers being injured are eliminated.

There is no complacency. TfL takes its safety responsibilities seriously. TfL expects TOL to do the same and will take such steps in the day to day working relationship with TOL, pursuant to the contract with TOL and in relation to the Office of Rail and Road as are appropriate to promote and ensure co-operation and compliance.

The Improving Safety in Private Hire Vehicle's Consultation

Question No: [2020/4112](#)

Keith Prince

The Improving Safety in Private Hire Vehicle's Consultation closed on 25th October 2018. Why hasn't the mayor published the findings and which proposals does he intend to implement?

The Improving Safety in Private Hire Vehicle's Consultation

The Mayor

Last updated: 17 NOVEMBER , 2020

As I have explained previously, including in Mayor's Questions [2020/1721](#) and [2020/0089](#), some of the proposals contained in Transport for London's (TfL) Improving Safety in Private Hire Vehicles consultation were closely aligned with the work of the Department for Transport's [Task and Finish Group on Taxi and Private Hire Licensing](#) and the subsequent Government [consultation on statutory standards](#) for taxi and private hire licensing, which took place in 2019.

In September 2018, the Chair of the Task and Finish Group [published his report](#) with several recommendations for the Government. In July 2020 the Government's statutory standards for taxi and private hire licensing were [published](#). It was pleasing to note that a number of the standards are already in place in London and TfL is now working to implement the remainder of the standards, a number of which directly relate to the proposals contained in its 'Improving Safety in Private Hire Vehicles' consultation.

TFL Taxi & PH financial positions for accounting periods 2018/19 & 2019/20

Question No: [2020/4113](#)

Keith Prince

Despite the Mayor claiming this was a 'priority' in his answer to question 2020/2692, there remains no publication of TfL Taxi & PH financial positions for accounting periods 2018/19 & 2019/20. When will this issue be rectified?

TFL Taxi & PH financial positions for accounting periods 2018/19 & 2019/20

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

TFL Taxi & PH financial positions for accounting periods 2018/19 & 2019/20

The Mayor

Last updated: 7 JANUARY , 2021

These documents have been published on Transport for London's website and can be viewed via the following links:

<http://content.tfl.gov.uk/tph-financial-summary-18-19.pdf>

<http://content.tfl.gov.uk/tph-financial-summary-19-20.pdf>

Zero Emission Capable (ZEC) Taxis

Question No: *2020/4114*

Keith Prince

With plummeting values of all models, including ZECs, within the taxi fleet. Is the Mayor concerned for the uptake of new ZEC vehicles and the potential problem this will cause current manufacturers?

Zero Emission Capable (ZEC) Taxis

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Zero Emission Capable (ZEC) Taxis

The Mayor

Last updated: 26 FEBRUARY , 2021

I am very proud that London's taxi trade has led the way in the early adoption of Zero Emission Capable (ZEC) technology and Transport for London (TfL) has now licensed more than nearly 4,000 of these cleaner, greener vehicles. TfL continues to provide financial support for drivers in the form of a contribution to the £7,500 grant for the purchase of a ZEC taxi; a delicensing scheme to remove older vehicles from the fleet; and on-street rapid charging infrastructure.

In recent months Transport for London (TfL) has maintained a very regular dialogue with stakeholders from across the taxi and private hire industries, to understand their concerns and the impact the pandemic is having on their sector.

I know this has been a very difficult time for drivers, fleet owners and vehicle manufacturers. Sadly, the difficulties they face are being experienced by many other professions across London and the rest of the UK. It is a concern to see a reduction in the overall number of taxi vehicles in the fleet and I would encourage all those impacted by the pandemic to make full use of the Government financial support schemes available. Details have been set out in a number of [Taxi and Private Hire Notices](#) published by TfL.

TfL continues to explore options available to help support the industry throughout the pandemic and I know the trade stakeholders have responded positively to this approach.

TfL Employees

Question No: *2020/4116*

Shaun Bailey

Please provide a full list of the organisations that TfL have seconded employees to since May 2016? What was the total number of employees seconded and how many hours did this amount to per year since the 2015/16 year?

TfL Employees

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

TfL Employees

The Mayor

Last updated: 26 FEBRUARY , 2021

At Transport for London (TfL), external secondment provides employees with the opportunity to gain experience and skills outside of TfL and to benefit and develop their level of expertise, which they can use on their return to TfL. External secondments at TfL are arranged locally between the employee, their manager and the host organisation therefore data on external secondments sits within individual business areas and is not available centrally.

GLA Staff

Question No: 2020/4117

Shaun Bailey

Which GLA Senior Staff and Mayoral Staff share business support staff?

GLA Staff

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

GLA Staff

The Mayor

Last updated: 17 DECEMBER , 2020

For this answer, business support staff has been defined as personal support staff, which means Personal Assistants and Executive Assistants. Additionally, shared staff has been defined as members of support staff who work for both a senior member of GLA staff and a member of Mayoral staff.

At present there is only one instance of this. The Mayoral Health Advisor shares a Personal Assistant with the Assistant Director of Health, Education and Youth and the Head of Health.

There are a number of instances of a member of support staff working for more than one senior member of GLA staff, or for more than one member of Mayoral staff.

TfL Capital Projects

Question No: 2020/4118

Shaun Bailey

Please provide further details of the 300 major capital projects that TFL has paused? How long have they been paused for?

TfL Capital Projects

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

TfL Capital Projects

The Mayor

Last updated: 7 JANUARY , 2021

On 24 March 2020, I supported the Government when it gave clear instructions to the country asking us to stay safe and to stop travelling, with the exception of key workers who had to make absolutely essential journeys. In line with this, Transport for London (TfL) brought all project sites to a temporary Safe Stop unless they needed to continue for operational safety reasons.

This was done to ensure the safety of TfL's construction and project teams and also to further reduce the number of people travelling on the public transport network.

In total, works at around 310 sites were temporarily suspended.

In line with the Government's easing of lockdown measures in early May, work on TfL construction projects resumed. Projects vital to supporting jobs and homes, or providing essential transport infrastructure, across the capital, have been restarted since then on a phased basis with sites being prepared to accommodate social distancing as needed.

All sites have a reduced number of people working at any one time, with some sites having an additional Site Supervisor to ensure social distancing is maintained. At the present time of writing, the majority have now restarted. Construction on 57 of these sites has been completed with 19 still on-hold pending funding approval (details of which can be viewed in the accompanying spreadsheet). Work on site for all of TfL's major projects has restarted.

Affordable homes

Question No: 2020/4119

Shaun Bailey

How many affordable homes were given planning permission each year since 2014/15?

Affordable homes

The Mayor

Last updated: 19 NOVEMBER , 2020

Data from the London Development Database (LDD) shows the number of affordable units granted each year from 2014/15 to 2018/19 is as follows:

	2014/15	2015/16	2016/17	2017/18	2018/19
Gross units approved	17,552	17,256	16,715	18,270	20,730
Net units approved	12,410	11,907	15,598	16,918	18,330

Net units are calculated by subtracting units lost (for example by demolition or conversion) from the gross units.

Data for 2019/20 will be available following the launch of the Planning London Datahub in December 2020.

TfL Staff**Question No:** [2020/4120](#)*Shaun Bailey*

How many colleagues from Transport for London (TfL) and its partner organisations, have passed away in service due to coronavirus related illness? Please provide a breakdown.

TfL Staff**The Mayor**

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

TfL Staff**The Mayor**

Last updated: 23 NOVEMBER , 2020

Transport for London (TfL) acknowledges the devastating loss of all transport workers who have sadly passed away due to Coronavirus related illnesses.

As of the 19 November, a total of 48 colleagues from Transport for London (TfL) and its partner organisations, had passed away in service due to coronavirus related illness.

Each death of a TfL or partner organisation colleague is a tragic loss which we treat with sensitivity and respect. Each of these deaths is a tragic loss for the families and loved ones of our colleagues who have passed away and we treat each death with sensitivity and respect. The families of each employee have received a letter of condolence and all colleagues and their dependents continue to have access to our Employee Assistance Programme which can provide emotional support.

A breakdown by business area has been provided in the attached table.

Sadly, we've also lost other transport workers employed by other organisations operating in London, and some self-employed staff like taxi and private hire drivers. TfL does not have access to records on the numbers of these staff who has lost their lives, but our thoughts remain with them and their loved ones.

Masks for TfL**Question No:** [2020/4121](#)*Shaun Bailey*

How many masks has TfL bought per month since February 2020? Please provide breakdown per month as well as the total cost per month.

Masks for TfL**The Mayor**

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Masks for TfL**The Mayor**

Last updated: 17 DECEMBER , 2020

Transport for London has procured face coverings to keep its staff and customers safe. These have been made available to all frontline staff, and were also distributed to customers at targeted bus and Tube stations in June for a period of 10 weeks to help Londoners adjust to what was then a new requirement to wear face coverings on public transport.

As detailed in the accompanying spreadsheet, the average priced paid per mask was £0.68 during Phase 1 and £0.49 during Phase 2. This reflected the market price at the time and the necessity to source through approved and compliant sources.

Nominee Pass Holders

Question No: 2020/4122

Shaun Bailey

What is the number of TfL nominee pass holders over the past 5 years, broken down by year, including the current year?

Nominee Pass Holders

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Nominee Pass Holders

The Mayor

Last updated: 17 DECEMBER , 2020

The number of Transport for London employee nominee pass holders from 2016–2020 is detailed in the attached table.

These figures are as of March each year.

	16	17	18	19	20
TfL	18,996	18,913	18,818	18,891	18,883

Government Grants

Question No: 2020/4123

Shaun Bailey

How much did TfL receive each year from Government grants from 2008/09 to date?

Government Grants

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Government Grants

The Mayor

Last updated: 24 NOVEMBER , 2020

The General grant Transport for London used to receive from the Department for Transport (DfT) was phased out from 2013/14, with the last amount being received in 2017/18.

The Investment grant which came directly from the DfT was replaced by an additional share of retained business rates from 1 April 2017.

The attached spreadsheet data shows the main operating and investment grants received from the DfT. In addition to these we have received specific grants to fund certain priority projects (eg Crossrail).

Business Rates for TfL

Question No: [2020/4124](#)

Shaun Bailey

How much did TfL receive each year from business rates from 2008/09 to date?

Business Rates for TfL

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Business Rates for TfL

The Mayor

Last updated: 24 NOVEMBER , 2020

The GLA first was able to raise Business Rates Retention (BRR) and pass it on to Transport for London (TfL) from 2013/14. It was then decided that TfL's Investment grant which came directly from the Department for Transport would be replaced by an additional share of BRR from 1 April 2017. Prior to this TfL received a Business Rate Supplement levied to fund capital expenditure relating to Crossrail. A full breakdown of amounts received is in the accompanying spreadsheet.

2015/16 – 2019/20 amounts previously supplied under Mayor's Question 2020/1766.

LEAP Money

Question No: [2020/4125](#)

Shaun Bailey

Can you provide me with a table setting out all of the money LEAP has awarded by organisation, from March 2019 until today. Can you also include the amount of money received by each organisation and for what reason they were awarded the money?

LEAP Money

The Mayor

Last updated: 19 NOVEMBER , 2020

Officers are drafting a response. Please be advised that there may be some delay as the information required in order to answer your question fully was not possible to be collated within the statutory deadline.

TfL Hotel Spending**Question No:** [2020/4126](#)*Shaun Bailey*

What is the total amount of money spent on flights and hotels by Transport for London each year including the 2015/16 year?

TfL Hotel Spending**The Mayor**

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

TfL Hotel Spending**The Mayor**

Last updated: 7 JANUARY , 2021

Please see my response to Mayor's Question 2020/4140.

GLA flight and hotel spending**Question No:** [2020/4127](#)*Shaun Bailey*

What is the total amount of money spent on flights and hotels by the GLA each year including the 2015/16 year?

GLA flight and hotel spending**The Mayor**

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

GLA flight and hotel spending**The Mayor**

Last updated: 26 FEBRUARY , 2021

The total spend on hotels and flights for each of previous five years is as follows:

	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21 *
Hotels	£141,280	£39,437	£58,007	£52,001	£24,876	£134
Flights	£152,539	£102,231	£77,852	£74,150	£17,019	-£86

Waterloo and City line**Question No:** [2020/4128](#)*Shaun Bailey*

Why has the Waterloo and City line remained closed?

Waterloo and City line**The Mayor**

Last updated: 20 NOVEMBER , 2020

Transport for London (TfL) is wholly committed to playing its part in supporting London's economy and that of the country as a whole by providing safe, clean, reliable and well-managed transport services. Following the height of the coronavirus pandemic, TfL quickly returned to normal levels of services across the vast majority of its network.

The Waterloo & City and Central lines operate from a shared pool of train operators. The Central line is one of the busiest on the network, and throughout the pandemic has seen a smaller decline in customer numbers than other lines. As a result, TfL prioritised train operators to the Central line to ensure it can run a frequent and reliable service, enabling social distancing where demand remains comparatively high and supporting the journeys of many people who are less able to work from home.

TfL is continuing to closely monitor customer demand to inform its decision about when to re-open the Waterloo & City line. This includes monitoring daily arrivals at Waterloo mainline station, which have remained low, as well as demand on alternative routes between Waterloo and Bank.

TfL Public Affairs & External Relations Spending

Question No: 2020/4129

Shaun Bailey

How many people did Transport for London employ who worked in Public Affairs & External Relations for the previous 5 years broken down by year and what was the cost of this?

TfL Public Affairs & External Relations Spending

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

TfL Public Affairs & External Relations Spending

The Mayor

Last updated: 18 MARCH , 2021

The below table covers Transport for London (TfL) employees working across Public Affairs and External Relations. The Local Communities and Partnerships team was established in December 2017, bringing together employees from Behaviour Change, embedded External Relations teams and other transfers.

The number of people in these teams, and their associated staff costs, is at its lowest level on record, as part of TfL's work to reduce back and middle office costs by 30 per cent.

	2015/16	2016/17	2017/18	2018/19	2019/20
Public Affairs & External Relations FTE*	39.3	51.3	45.7	34.6	38.2
Local Communities and Partnerships FTE	201.3	162.6	162.6	55.5	48.8
Total	240.6	213.9	208.3	90.1	87

	2015/16	2016/17	2017/18	2018/19	2019/20
Public Affairs & External Relations Staff Costs £	2,722,801	3,273,378	3,593,110	3,330,922	2,485,122
Local Communities and Partnerships Staff Costs** £				3,326,628	3,166,366

- This team is called External Relations from 2019/20 onwards.
- The Local Communities and Partnerships team was established in December 2017, bringing together employees from Behaviour Change, embedded External Relations teams and other transfers. 2018/19 is the first full year for which TfL has costs for this team. It would be too difficult to estimate the costs for previous years as the people were embedded within different teams.

Nominee passes

Question No: 2020/4130

Shaun Bailey

How many journeys were undertaken by those who hold a nominee pass in the 2019/20 year and can you provide a breakdown of which zones these journeys were undertaken in?

Nominee passes

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Nominee passes

The Mayor

Last updated: 17 DECEMBER , 2020

The attached table shows the weekly average number of journeys undertaken by those who hold a Transport for London (TfL) employee nominee pass in the 2019/20 year.

The table details journeys up until March 2020. TfL are unable to provide the zones in which these journeys were undertaken in.

Nominee type	Weekly average:	
	Bus journeys	Rail journeys
TfL nominee	3.9	3.8

Woolwich Ferries

Question No: 2020/4131

Shaun Bailey

Have the widely reported problems with the Woolwich ferries been resolved?

Woolwich Ferries

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Woolwich Ferries**The Mayor**

Last updated: 23 NOVEMBER , 2020

I am delighted that TfL is set to take over the contract to operate the ferry. This will bring a renewed focus on customers' needs, including better reliability and customer service. There will also be a new, more robust management structure to continue to drive these improvements.

Transport for London (TfL) has carried out a significant amount of work over the past few months to identify operational and technical deficiencies, which have contributed to a lower than acceptable service reliability and resilience, particularly in 2019 and the early part of 2020.

As part of this work, some significant technical upgrade and modification work is planned to start in mid-December 2020, which will improve reliability and resilience in addition to the improvements TfL has achieved in recent months.

TfL Deficit

Question No: [2020/4132](#)

Shaun Bailey

What has been the actual deficit for TfL in each year since 2014? Including and excluding the figure regarding the Government grant.

TfL Deficit**The Mayor**

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

TfL Deficit**The Mayor**

Last updated: 24 NOVEMBER , 2020

The accompanying spreadsheet shows Transport for London's net cost of operations from 2013/14 to 2019/20 – including and excluding the Government grant.

London households

Question No: [2020/4133](#)

Shaun Bailey

How many households are there in London?

London households**The Mayor**

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

London households**The Mayor**

Last updated: 8 JANUARY , 2021

The most recent estimate of households in London is 3,494,980.

(Figure for mid-2018; source ONS 2018-based household projections).

It is important to note that this is an estimate and not a count. The census records the number of households in census year (the last being 2011) and subsequent years are estimated by applying assumptions about household formation to population estimates.

Retired Police Officers

Question No: [2020/4134](#)

Shaun Bailey

When did the retired police officer scheme announced in 2020 officially open and has it ended? How many retired police officers joined under this scheme?

Retired Police Officers

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Retired Police Officers

The Mayor

Last updated: 15 FEBRUARY , 2021

The Metropolitan Police Service (MPS) Return Scheme launched in October 2018 to coincide with a significant uplift in police officer numbers. The scheme was open for officers within 12 months of their retirement age or those who had left the organisation within two years.

In March 2020, to coincide with the onset of COVID-19, the Commissioner extended the offer to officers who had retired from the MPS within five years.

Since the Oct 18 launch, 191 officers have returned under the scheme. The scheme is currently paused due to the excellent recruitment pipeline and will be reviewed in 2021.

GLA Apprenticeships

Question No: [2020/4135](#)

Shaun Bailey

How many apprenticeships has the GLA funded since May 2016, what is the yearly breakdown?

GLA Apprenticeships

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

GLA Apprenticeships

The Mayor

Last updated: 17 DECEMBER , 2020

Since May 2016 there have been 94 apprenticeships start at the GLA.

The yearly breakdown by financial year is:

April 2016 to March 2017	11
April 2017 to March 2018	27
April 2018 to March 2019	28
April 2019 to March 2020	28
Total	94

Please note that the figures include a small number of apprentices appointed to the GLA apprenticeship scheme who were placed in OPDC and MOPAC.

Tube driver jobs

Question No: [2020/4136](#)

Shaun Bailey

Why are tube driver jobs not advertised? When was the last tube job that was advertised?

Tube driver jobs

The Mayor

Last updated: 20 NOVEMBER , 2020

Transport for London (TfL) advertises vacancies for Train Operators internally to its employees first, in line with its own policies and agreements. If insufficient applications are received internally to meet operational requirements, the roles will be advertised externally. In recent years, internal recruitment campaigns for Train Operator roles have attracted a high number of applicants and vacancies have been filled internally. Some Night Tube vacancies have reached external recruitment, as these roles do not receive the same high numbers of applicants

The last Full Time Train Operator vacancy was advertised internally on 12 December 2019 and closed on 24 December 2019.

The last Night Tube Train Operator vacancy was advertised internally on 2 September 2019 and closed on 22 September 2019 and externally on 5 March 2018 and closed on 16 March 2018.

MPS flights and hotels

Question No: [2020/4137](#)

Shaun Bailey

What is the total amount of money spent by MPS on flights and hotels for each year since 2015/16?

MPS flights and hotels

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

MPS flights and hotels

The Mayor

Last updated: 7 JANUARY , 2021

See Tables (1) & (2) below:

(1) Total cost of flights per year since 2015/16:

Period	Flight Total Cost (£)
1 Apr 2015 - 31 Mar 2016	£2,776,000
1 Apr 2016 – 31 Mar 2017	£3,471,000
1 Apr 2017 – 31 Mar 2018	£3,420,000
1 Apr 2018 – 31 Mar 2019	£4,620,000
1 Apr 2019 – 31 Mar 2020	£2,961,000
1 Apr 2020 – 30 Sept 2020	£119,000

(2) Total cost of hotels per year since 2015/16:

Period	Hotel Total Cost (£)
1 April 2015 – 31 Mar 2016	£763,199
1 April 2016 – 31 Mar 2017	£1,119,410
1 April 2017 – 31 Mar 2018	£1,635,784
1 April 2018 – 31 Mar 2019	£2,026,105
1 April 2019 – 31 Mar 2020	£933,560.72
1 April 2020 – 30 Sept 2020	£244,166

TfL Debt**Question No: 2020/4138***Shaun Bailey*

What was TfL's monthly debt figure in each month since January 2019?

TfL Debt**The Mayor**

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

TfL Debt**The Mayor**

Last updated: 24 NOVEMBER , 2020

The attached spreadsheet shows the amount of nominal borrowing outstanding at each of Transport for London's period ends since January 2019.

GLA Pay Rises

Question No: 2020/4139

Shaun Bailey

What was the percentage in pay rises received by GLA staff for each year from 2015/16 including the current year?

GLA Pay Rises

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

GLA Pay Rises

The Mayor

Last updated: 17 DECEMBER , 2020

The pay awards for GLA staff from 2015/16 to the current year were:

Year	GLA Staff
2014/15 & 2015/16	2.2% grades 1 to 15 and Executive Directors (15-month award covering 1 January 2015 to 31 March 2016)
2016/17	2.0% grades 1 to 5 1.5% grades 6 to 8 1.0% grades 9 to 15 and Executive Directors
2017/18	3.0% grades 1 to 5 2.0% grades 6 to 10 1.0% grades 11 and above
2018/ 19	3.0% grades 1 to 6 2.0% grades 7 to 15 and Executive Directors
2019/20	2.5% grades 1 to 6 2.0% grades 7 to 15 and Executive Directors
2020/21	2.0% grades 1 to 7

TfL Flights and Hotels

Question No: 2020/4140

Shaun Bailey

What is the total amount of money TfL have spent on flights and hotels during the 2015/16, 2016/17, 2017/18, 2018/19 and 2019/20 years?

TfL Flights and Hotels

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

TfL Flights and Hotels

The Mayor

Last updated: 7 JANUARY , 2021

As a public body organisation, Transport for London (TfL) is aware of the necessity to control and monitors its expenditure to ensure value for money. TfL will pay for all reasonable expenses incurred by employees wholly, necessarily and exclusively in the performance of their duties.

TfL's staff are responsible for operating a world class transport network transporting millions of people around the capital each day. As a result of running a transport network on this scale, its staff sometimes have to travel across the UK, Europe, and the world to meet with suppliers as well as learning from and offering its expertise on running such a huge network to other world leading cities. Whilst staff take rail journeys wherever possible, some journeys require air travel. Air travel is only approved where the use of more sustainable modes of travel will incur excessive time, cost or logistical implications.

Flights

TfL has replied to this request for information from the period of May 2016-January 2020 (FOI-3211-1920) in line with its obligations under the Freedom of Information Act 2000. This information is available via the following link:

<https://tfl.gov.uk/corporate/transparency/freedom-of-information/foi-request-detail?referenceId=FOI-3211-1920>

As a result of a change in service provider, TfL does not hold information on flight expenditure prior to May 2016.

The information for the remaining 2019/20 year is shown in the table below:

Class	Expenditure
First	£1,003.20
Business	£259,216.24
Premium Economy	£177,000.68
Economy	£144,710.65
Other	£465.51
Total	£582,396.28

Hotels

TfL has replied to this request for information for the years 2015-February 2020 (FOI-3210-1920) in line with its obligations under the Freedom of Information Act 2000. This information is available via the following link: <https://tfl.gov.uk/corporate/transparency/freedom-of-information/foi-request-detail?referenceld=FOI-3210-1920>

The updated figure for hotel expenditure in 2019/20 is £514,435.63

Woolwich Ferries

Question No: *2020/4141*

Shaun Bailey

What is the latest with Woolwich Ferries?

Woolwich Ferries

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Woolwich Ferries

The Mayor

Last updated: 23 NOVEMBER , 2020

In February, I announced that Transport for London (TfL) would take over the maintenance and operation of the Woolwich Ferry by the end of the year. The contract with the current operator, Briggs Marine, expired on 31 March 2020 and a short extension was agreed to ensure a smooth transition. TfL issued Briggs Marine with three months' notice to the short contract extension in September, which means it will take over the ferry by the end of the year as planned.

Bringing the ferry in house will enable TfL to increase the focus on its performance and deliver an improved customer experience. TfL has already seen significant improvements in the technical reliability of the vessels since the summer and are working hard to ensure this continues.

TfL Adverts and Sponsored Content

Question No: *2020/4142*

Shaun Bailey

How much has TfL spent on adverts and other sponsored content in newspapers, each year since 2015/16 including the current year? Please provide a breakdown.

TfL Adverts and Sponsored Content

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

TfL Adverts and Sponsored Content

The Mayor

Last updated: 27 NOVEMBER , 2020

The accompanying table shows the media costs for adverts placed in the Evening Standard, Metro, City A.M. and local newspapers, and for newspaper partnership activity, since 2015/16. The latter is paid for 'advertorial' partnerships rather than sponsorship and enables Transport for London to deliver more detailed information rather than through a single advert.

TfL's paid advertising is vital to reaching Londoners and others travelling in London with important information about safety, fares, sustainable travel options, scheme changes such as the operating information on the ULEZ, and other aspects of travel.

In 2016, the partnership activity in the Evening Standard, City A.M. and the Metro explained the best value fares for customers. In 2019, the Metro activity explained the causes and consequences of poor air pollution, and how Londoners can collectively make a difference.

GLA Adverts and Sponsored Content

Question No: [2020/4143](#)

Shaun Bailey

How much has the GLA spent on adverts and other sponsored content in newspapers, each year since 2014/15 including the current year? Please provide a breakdown.

GLA Adverts and Sponsored Content

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

GLA Adverts and Sponsored Content

The Mayor

Last updated: 8 JANUARY , 2021

It's vital that Londoners know about the work of City Hall and the policies and initiatives that impact their lives and which they can take advantage of. This includes making sure Londoners are aware of and can respond to statutory consultations or attend statutory events, such as People's Question Time. It also includes making Londoners aware of wider opportunities including cultural events, programmes and services across the capital.

Examples of issues we use newspaper adverts for include, in the Hounslow Borough Chronicle to inform Londoners about PQT, in housing trade press to encourage bids for members of the London Development Panel, on London Power so Londoners know about affordable energy deals, and statutory notices placed in local newspapers to inform Londoners about various public announcements. An example of a statutory notice is one informing Londoners about an Examination in Public on the draft New London Plan.

We work with Wavemaker, our appointed media planning and buying agency, to ensure we use advertising to reach and engage Londoners in the most effective way and are responsive to their needs. Wavemaker recommend paid advertising in newspapers as a cost effective and impactful way to reach specific London audiences particularly those Londoners who do not access digital channels.

Wavemaker has supplied the data below broken down by financial year. This table shows the combined media costs for advertising and other sponsored content placed in the newspapers, and for newspaper partnership activity, since 2014/15. Please note the 2019/20 figure includes

newspaper advertising to promote the new affordable London Power tariffs to Londoners to help them save money.

GLA Spend

14/15 £48,375.28
15/16 £72,893.32
16/17 £60,675.34
17/18 £7,347.60
18/19 £8,945.69
19/20 £23,410.95

In addition to the above, the Greater London Returning Officer has a responsibility to provide the electorate with information about the Mayor of London and London Assembly Elections. This includes running a public awareness campaign in the run-up to the elections. In 2016 this included advertising in newspapers, the costs of which are set out below.

Mayor of London and London Assembly Elections

15/16 £ 18,150.93
16/17 £ 11,847.25

Travel Incentives

Question No: [2020/4144](#)

Shaun Bailey

Have you considered offering travel incentives to TfL passengers in order to increase footfall in central London when it is safe to do so?

Travel Incentives

The Mayor

Last updated: 17 NOVEMBER , 2020

Transport for London (TfL) did review a range of promotional options earlier in the year that might have helped to increase the number of people using its services, including those that serve central London. None of the proposals were taken forward due to ongoing risks of tighter movement restrictions being introduced and the need to properly assess the financial impact any such scheme. Of course, now is not the right time to progress any proposals given current travel guidance.

London fashion week

Question No: [2020/4145](#)

Shaun Bailey

How much money has the Mayor given to London fashion week, British Fashion Council, The London Design Festival and Film London each year from 2015 to 2020?

London fashion week

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

London fashion week

The Mayor

Last updated: 19 NOVEMBER , 2020

A breakdown of grant funding to the Mayor's creative industries growth portfolio is below. This level of support has been largely consistent since 2012. This funding helps creative industries attract new investment and deliver employment and economic growth. For example, in 2019-20, the GLA's investment helped secure £1.14 billion in sales, exports and inward investment in creative businesses.

	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21 Budget
	<u>£'000</u>	<u>£'000</u>	<u>£'000</u>	<u>£'000</u>	<u>£'000</u>	<u>£'000</u>
London Design Festival	250	281	188	250	250	250
British Fashion Council	649	649	488	810	649	649
Film London						
	1550	1570	1325	1550	1550	1550
(film, TV, animation)						
Film London (Games)	106	492	500	385	385	430
Film London						
(Screen Archive, 2018 Centenary project and Equal Access Network)			33	17	35	
Totals	2555	2992	2534	3012	2869	2879

Transport for London

Question No: 2020/4146

Shaun Bailey

What does TfL's debt currently stand at?

Transport for London

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Transport for London

The Mayor

Last updated: 24 NOVEMBER , 2020

The total nominal value of borrowing outstanding as at 10 November 2020 is £12,574m.

Flights

Question No: 2020/4147*Shaun Bailey*

What is the cost of (1) flights, and (2) hotels for MPS officers for 2018/19 and 2019/20 to date. Please also break down the costs for the flights for each year by first class, business and economy.

Flights**The Mayor**

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Flights**The Mayor**

Last updated: 7 JANUARY , 2021

Please see Mayor's question 4745 for this information.

TfL Salaries**Question No: 2020/4148***Shaun Bailey*

What is the total amount of money earned by TfL employees earning over £100,000, each year since 2015/16 up until 2019/20?

TfL Salaries**The Mayor**

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

TfL Salaries**The Mayor**

Last updated: 26 FEBRUARY , 2021

Before the pandemic, Transport for London (TfL) was already reducing its operating costs year on year and had placed constraints on pay and performance awards to executive and senior staff. The number of TfL staff on salaries of more than £100k has reduced since I became Mayor from 188 in 2016 to 156 in March 2020. A base pay freeze for the Commissioner, Managing Directors and Directors, implemented in 2016 for the duration of my Mayoral term, still remains in place. Payment of 2019-20 performance awards for Senior Managers, Directors, Chief Officers and the Commissioner have been deferred to June 2021 and no performance awards will be paid to this group of staff for 2020-21.

The total amount of money earned by TfL employees earning over £100,000 from 2015/16 - 2019/20 is shown in the table below. A breakdown has also been provided to show the number of employees receiving a base salary of £100k or more, a base salary between £80k and £100k, voluntary severance payments taking earnings over £100k and the level of overtime worked taking earnings of over £100k.

The total figures in the table below show the number of employees receiving total remuneration of over £100K and includes salaries, performance related pay, one-off severance payments and overtime earned by specialists working on major transport upgrades.

	2015/16	2016/17	2017/18	2018/19	2019/20
Base salary of £100k or more	182	189	169	171	178
Base salary between £80k and £100k	87	116	100	100	130
Voluntary severance payments taking earnings over £100k	70	122	224	117	82
Level of overtime worked taking earnings over £100k	63	88	71	80	131
Number of people	402	515	564	468	521
Total remuneration (£m)	48.7m	70.2m	78m	62.6m	68m

Transport for London Staff Salaries

Question No: [2020/4149](#)

Shaun Bailey

What was the percentage in pay rises received by TfL staff for each year from 2015/16 including the current year?

Transport for London Staff Salaries

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Transport for London Staff Salaries

The Mayor

Last updated: 27 NOVEMBER , 2020

The attached table shows the percentage in pay rises received by Transport for London (TfL) staff from 2015-2020.

Events Industry in London

Question No: [2020/4150](#)

Shaun Bailey

What steps are you taking to make London more credible to the events industry?

Events Industry in London

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Events Industry in London

The Mayor

Last updated: 23 NOVEMBER , 2020

London is one of the world's greatest host cities for major international events, from business conferences to trade fairs to sporting events. I have made the case to government for additional financial support for those who work in the industry.

Since 2016, London & Partners (L&P), my official promotion agency, has attracted over 1000 events to the capital.

After the initial lockdown was announced, L&P launched #LondonLovesEvents, which showcased virtual site visits on their Convention Bureau website to promote London's venues to their event planner audience in the absence of physical site visits. This has been particularly important in ensuring London stays top of mind for global events and helping to generate future bookings. L&P are promoting London as a destination for hybrid events, highlighting the technological expertise of London's venues to enable event planners to increase their attendees virtually whilst also running a live event. To date, L&P have generated £6million in economic benefit to London as a result of securing major congresses and conventions from 2021 onwards.

Post-Study Work Visas in London

Question No: [2020/4151](#)

Shaun Bailey

What are you doing to boost the positive opportunities of post-study work visas for foreign students in London?

Post-Study Work Visas in London

The Mayor

Last updated: 19 NOVEMBER , 2020

I am pleased the Government has confirmed the reintroduction of a two year post-study work visa - the Graduate Immigration Route which will launch in the summer of 2021. I have consistently made the case for this as it is an important part of international student recruitment and will make a real difference to students wishing to study in London.

In Winter 2020 London & Partners will be releasing a social media campaign highlighting the opportunities created by the Graduate Immigration Route, through its Study London arm. The campaign has been created in conjunction with university membership body London Higher, and targets prospective Indian and Chinese students with messages linking London's excellent Higher Education offering to the prospect of working in the UK after graduation.

Boosting London's Christmas Economy

Question No: [2020/4152](#)

Shaun Bailey

What actions have you taken to boost London's economy, specifically in the lead up to Christmas?

Boosting London's Christmas Economy

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Boosting London's Christmas Economy**The Mayor**

Last updated: 23 NOVEMBER , 2020

London is facing both an ongoing health crisis and an economic crisis. I and partners across London are doing all we can to get London open on 2 December and ensure businesses can benefit from the immediate pre-Christmas period. But it is not choice between Londoner's health and the economy the key to long term economic recovery is to get the infection rate down.

My trade, investment and promotion agency for London, London & Partners, is running the #BecauseImALondoner campaign to restore consumer confidence. Subject to the easing of restrictions, the next phase will focus on encouraging consumers to visit London during the Christmas period to help support the West End.

My London Business Hub has supported over 1,400 businesses since lockdown and my London Resilience Fund will provide £1m of grants to support innovators, small businesses, and civic society organisations. Pay It Forward London has enabled 16,000 contributions raising in excess of £1,100,000 to help over 360 businesses. Through my Back to Business Fund, businesses are also eligible for match-funding of up to £5,000.

TfL drug testing**Question No: 2020/4153**

Shaun Bailey

Does TfL undertake drug testing of its operational/safety critical staff? How much has it cost each year since 2015/16 and how many staff have been tested each year?

TfL drug testing**The Mayor**

Last updated: 17 NOVEMBER , 2020

The Transport and Works Act 1992 contains provisions relating to the use of alcohol and drugs by certain individuals working on the railway, London Underground employees (agency staff and consultants) and sub-contractors defined as safety critical. Therefore, Transport for London undertakes drug testing of operational/safety critical staff at: pre-employment, for cause/post-incident, for monitoring purposes and unannounced testing. London Underground has decided that for unannounced testing a minimum of 5% of safety critical staff are tested per annum, but no maximum number has been set.

Cost per year and number of unannounced tests since 2015/16 is as follows:

2015/16	£161 000	894
2016/17	£249 000	831
2017/18	£123 000	706
2018/19	£75 000	739
2019/20	£86 000	666
2020/21	£43 000 YTD	Not yet available

River Wandle - Beddington Treatment Plant**Question No:** [2020/4154](#)*Steve O'Connell*

Could the Mayor confirm whether or not there has been any recent difficulty at the Beddington treatment plant that might cause foaming?

River Wandle - Beddington Treatment Plant**The Mayor**

Last updated: 17 NOVEMBER , 2020

My officers have contacted Thames Water who are responsible for the wastewater treatment works at Beddington. Foaming is not uncommon in rivers and according to the Environment Agency is often an entirely natural phenomenon. Thames Water report no issues or treatment failures at the works that could be leading to foaming in the River Wandle.

There is however, some discolouration of the effluent in the 2km partially open concrete culvert from Beddington sewage works to the discharge point into the River Wandle. Thames Water say they are currently working with the South East Rivers Trust to identify the cause. There are a number of surface water sewers that drain into this channel, which will be included in the investigation.

Protecting and improving the water quality in London's waterways is a priority in my London Environment Strategy and vital as more Londoners use green spaces, including London's river corridors for exercise and wellbeing. My officers will follow up with Thames Water and the South East Rivers Trust upon the outcome of the investigation, once complete.

FGM**Question No:** [2020/4156](#)*Susan Hall*

I refer to your response to my FGM (2) question at September's MQT (Q. no: 2020/2764).

You advised that as part of their training, all new police recruits receive guidance on FGM that aims to enable them to recognise the offences and to provide an appropriate initial Police response.

Is it possible to measure the effectiveness of the training? If so, could you please advise as to how effective the training has been?

FGM**The Mayor**

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

FGM**The Mayor**

Last updated: 24 NOVEMBER , 2020

The positive impact of training is likely to be seen across multiple areas. The MPS is aiming to improve its overall response to FGM, including raising awareness and improving practice. The

MPS's priority is to increase the number of Harmful Practices related referrals and work alongside partners to improve outcomes. This includes a focus on increased intelligence regarding those causing threat and harm; an increase in protection orders sought and, where appropriate, an increase in prosecutions and convictions.

LLDC - Rent Holiday

Question No: [2020/4158](#)

Susan Hall

During the Covid-19 pandemic, LLDC extended a rent holiday to their tenants:

- For which period did this rent holiday operate?
- How many companies/tenants benefitted from this?
- What was the total rent/income forgone that resulted from the rent holiday?

LLDC - Rent Holiday

The Mayor

Last updated: 20 NOVEMBER , 2020

LLDC has provided 21 tenants with rent relief, covering the period from 1 April – 30 September 2020. The total rent relief provided is £331,422.

Nominee Passes

Question No: [2020/4159](#)

Susan Hall

Can you provide the most up to date figures on nominee passes, as previously provided for MQ 2019/20213?

Nominee Passes

The Mayor

Last updated: 17 NOVEMBER , 2020

The attached table provides a breakdown of the number of Nominee Pass holders by type, as of 10 November 2020.

TfL - NR Season Tickets

Question No: [2020/4160](#)

Susan Hall

Can you provide updated information as originally provided in 2019/21092, regarding TfL National Rail season tickets?

TfL - NR Season Tickets

The Mayor

Last updated: 17 NOVEMBER , 2020

Transport for London employees are eligible to claim a 75 per cent reimbursement on the cost of a point to point annual standard class rail season ticket. This is an important part of its

overall reward offer. Information on the cost of this scheme and the number of employees using it for the previous five financial years are provided in the attached table.

TfL car park developments (1)

Question No: 2020/4161

Susan Hall

How much has TfL spent on its station car park building programme?

TfL car park developments (1)

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

TfL car park developments (1)

The Mayor

Last updated: 23 NOVEMBER , 2020

At the beginning of my Mayoralty, I set Transport for London (TfL) a clear task to turn its underutilised land into thousands of affordable homes, and to create a long-term sustainable revenue stream which can be reinvested into London's transport network. Since then TfL has identified over 50 development sites across London, of which 14 are station car parks, covering approximately 16 acres. Space in these car parks will be transformed into over 3,500 homes, of which 64 per cent will be affordable.

To date, TfL has invested in the region of £16.4m in these 14 projects. This is a mixture of consultancy spend and purchasing equity within the joint ventures. This figure is as per TfL's budget and is required to develop the long-term revenue streams outlined in its Business Plan.

TfL car park developments (2)

Question No: 2020/4162

Susan Hall

How much has TfL spent on its plans to build over station car parks at (i) High Barnet (ii) Cockfosters (iii) Arnos Grove and (iv) Finchley Central?

TfL car park developments (2)

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

TfL car park developments (2)

The Mayor

Last updated: 23 NOVEMBER , 2020

Transport for London (TfL) has invested £3.5m into these four sites. Of this, £1.1m was incurred on consultants required to develop planning applications, including architects, planning consultants, heritage advisors and landscape architects. The remaining spend includes £2.0m for TfL's equity investment into the joint venture and a range of other fees and charges, including legal fees.

TfL car park developments (3)**Question No:** [2020/4163](#)*Susan Hall*

How much has TfL spent on consultants advising on plans to build over station car parks?

TfL car park developments (3)**The Mayor**

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

TfL car park developments (3)**The Mayor**

Last updated: 27 NOVEMBER , 2020

Please see Mayor's Question [2020/4161](#).

Across the 14 projects, £1.8m has been spent on consultants including architects, planning consultants, heritage advisors and landscape architects.

TfL car park developments (4)**Question No:** [2020/4164](#)*Susan Hall*

Will TfL list the development partners they have assigned to their projects to build over station car parks at (i) High Barnet (ii) Cockfosters (iii) Arnos Grove and (iv) Finchley Central?

TfL car park developments (4)**The Mayor**

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

TfL car park developments (4)**The Mayor**

Last updated: 23 NOVEMBER , 2020

Taylor Wimpey was appointed as the development partner for both High Barnet and Finchley Central. Cockfosters and Arnos Grove form part of Connected Living London, the long-term strategic Build to Rent partnership between Transport for London (TfL) and Grainger plc.

TfL announced both these development partners in 2019 following competitive procurement processes, and since then TfL and its partners have been working with communities on the development proposals. Further information on TfL's development partners can be found here: <https://tfl.gov.uk/info-for/business-and-commercial/property-development>

TfL car park developments (5)**Question No:** [2020/4165](#)*Susan Hall*

Will TfL list the amounts they have paid to the development partners they have assigned to their projects to build over station car parks at (i) High Barnet (ii) Cockfosters (iii) Arnos Grove and (iv) Finchley Central?

TfL car park developments (5)**The Mayor**

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

TfL car park developments (5)**The Mayor**

Last updated: 25 NOVEMBER , 2020

Please see Mayor's Question [2020/4162](#).

TfL car park developments (6)**Question No:** [2020/4166](#)*Susan Hall*

Will TfL list the amounts they have contracted to pay the development partners they have assigned to their projects to build over station car parks at (i) High Barnet (ii) Cockfosters (iii) Arnos Grove and (iv) Finchley Central?

TfL car park developments (6)**The Mayor**

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

TfL car park developments (6)**The Mayor**

Last updated: 23 NOVEMBER , 2020

Transport for London has not entered any contracts to build these projects yet.

TfL car park developments (7)**Question No:** [2020/4167](#)*Susan Hall*

Will TfL list the contracts that they have entered into with development partners in relation to their projects to build over station car parks at (i) High Barnet (ii) Cockfosters (iii) Arnos Grove and (iv) Finchley Central?

TfL car park developments (7)**The Mayor**

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

TfL car park developments (7)**The Mayor**

Last updated: 27 NOVEMBER , 2020

In line with the Local Government Transparency Code, Transport for London publish details of tenders and contracts with a value over £5,000. These can be located here.

<https://tfl.gov.uk/corporate/publications-and-reports/contracts-greater-than-5000>

TfL car park developments (8)**Question No: 2020/4168***Susan Hall*

How much additional borrowing does TfL intend to take on as a result of its plans to build over station car parks at (i) High Barnet (ii) Cockfosters (iii) Arnos Grove and (iv) Finchley Central?

TfL car park developments (8)**The Mayor**

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

TfL car park developments (8)**The Mayor**

Last updated: 23 NOVEMBER , 2020

Transport for London does not require any additional borrowing for these projects.

TfL car park developments (9)**Question No: 2020/4169***Susan Hall*

How much land does TfL intend to transfer or sell as a result of their station car park building programme?

TfL car park developments (9)**The Mayor**

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

TfL car park developments (9)**The Mayor**

Last updated: 23 NOVEMBER , 2020

Please see my answer to [Mayor's Question 2020/4161](#).

Transport for London's (TfL) aim is to create a long-term sustainable revenue from its land; therefore the most valuable development sites are brought forward in joint ventures with developers meaning TfL retains an interest in the sites. Otherwise TfL retains freehold interest and sells long leases of varying lengths. TfL only disposes of non-operational land which is surplus to requirements.

TfL car park developments (10)**Question No:** 2020/4170*Susan Hall*

What audit arrangements has TfL set up in relation to its plans to build over station car parks at (i) High Barnet (ii) Cockfosters (iii) Arnos Grove and (iv) Finchley Central?

TfL car park developments (10)**The Mayor**

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

TfL car park developments (10)**The Mayor**

Last updated: 23 NOVEMBER , 2020

Transport for London's (TfL) internal governance is defined by its Standing Orders. Its development programme, like all TfL's major projects, is subject to Independent Investment Programmes Advisory Group (IIPAG) and TfL Internal Audit process. In addition, the Commercial Development Advisory Group (CDAG) provides external, senior-level oversight of the development programme.

Development partners were selected by a competitive procurement process, and within each joint venture project TfL has appropriate governance and board processes to ensure the appropriate spending of funds. Joint Venture accounts are also subject to annual external audits.

TfL car park developments (11)**Question No:** 2020/4171*Susan Hall*

Is TfL relying on additional bail-out funding from the Department for Transport to take forward its plans to build over station car parks?

TfL car park developments (11)**The Mayor**

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

TfL car park developments (11)**The Mayor**

Last updated: 17 DECEMBER , 2020

Transport for London's (TfL) Property Development programme provides a long-term revenue stream and I am pleased this activity was explicitly recognised by the Secretary of State in the recent funding settlement reached last month.

TfL remains committed to delivering its housing programme in full as soon as possible, providing Londoners with the thousands of affordable homes they desperately need. No additional funding from TfL or DfT is required for these projects.

TfL is forecasting capital receipts and profit totalling £198.9m from these 14 developments.

TfL car park developments (12)

Question No: [2020/4172](#)

Susan Hall

How much additional bail-out funding is needed from the Department for Transport to enable the Mayor's station car park building programme to be taken forward?

TfL car park developments (12)

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

TfL car park developments (12)

The Mayor

Last updated: 27 NOVEMBER , 2020

Please see Mayor's Question [2020/4171](#).

TfL car park developments (13)

Question No: [2020/4173](#)

Susan Hall

When does TfL intend to submit planning applications in relation to its proposals to build over station car parks at (i) High Barnet (ii) Cockfosters (iii) Arnos Grove and (iv) Finchley Central?

TfL car park developments (13)

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

TfL car park developments (13)

The Mayor

Last updated: 23 NOVEMBER , 2020

Transport for London (TfL) and its development partners aim to submit planning applications for High Barnet, Cockfosters and Finchley Central in the coming months. The Covid-19 pandemic and uncertainty over TfL's long-term funding caused delays to TfL developing these applications.

The planning application for Arnos Grove was submitted by Connected Living London – the long-term strategic partnership between TfL and Grainger PLC – earlier this year.

TfL Complaints

Question No: [2020/4174](#)

Susan Hall

How many complaints have TfL received for not assisting blind and visually impaired customers in each year since 2016?

TfL Complaints**The Mayor**

Last updated: 17 NOVEMBER , 2020

I have asked Transport for London to prepare this data analysis for you. It will provide an update to this response once this work is complete.

TfL Complaints**The Mayor**

Last updated: 17 DECEMBER , 2020

Transport for London's (TfL's) staff are trained to offer assistance and support to customers and TfL provides a variety of information and assistance for people with sensory impairments.

Since 2016 TfL has received the following number of complaints.

Year	Number
2016	261
2017	268
2018	262
2019	226
2020	68

TfL Platform Markings**Question No: 2020/4175**

Susan Hall

How often are platform markings for visually impaired people reviewed and to what standard are they measured?

TfL Platform Markings**The Mayor**

Last updated: 17 NOVEMBER , 2020

Transport for London has a rolling programme to review its station environments and platform train interfaces (PTI) and ensure that they remain safe.. The frequency of the review varies depending on the station location and the volume of customers at that station.

Work is then undertaken in accordance with Transport for London's 'S1131 A6 Premises - Station Platforms Standard' document which includes:

- Paving, surfacing, edging
- Platform tactile strips
- Platform markings
- Under platform markings
- Platform accessibility humps and raised platforms

This Standard is based on regulations and guidance from a variety of sources including the *Rail Vehicle Accessibility Regulations (RVAR) 2010*, *BS ISO 15686-1 Buildings and constructed assets*, *ISO 15686-2 Buildings and constructed assets*, *BS8300 Parts 1&2:2018 Design of an accessible and inclusive built environment: Code of Practice* and Department for Transport guidance.

This Standard is also supported by another document: *Guidance on the use of Tactile Paving Surfaces*.

Disabled Person's Bus Pass Refusal

Question No: [2020/4176](#)

Susan Hall

How many instances have TfL refused to accept Disabled Person's bus passes each year since May 2016?

Disabled Person's Bus Pass Refusal

The Mayor

Last updated: 17 NOVEMBER , 2020

Transport for London (TfL) does not record such instances. It is rare that a Disabled Person's Freedom Pass stops working. TfL has processes in place to ensure that those who need to travel can continue to do so whilst waiting for a replacement card.

Mentoring Opportunities

Question No: [2020/4177](#)

Susan Hall

What schemes have you created to deliver mentoring opportunities for Londoners? Please list the number of mentoring opportunities created in each year of their operation.

Mentoring Opportunities

The Mayor

Last updated: 17 NOVEMBER , 2020

I am supporting 79 youth projects through my Young Londoners Fund for 10 to 21-year-olds that offer mentoring, these plan to reach 41,000 young people from October 2018 to December 2022. My community sport investment programme, Sport Unites, has supported 92 projects delivering sport and mentoring to 9,403 young people between 2018 and 2020. A further 17 projects taking place between August 2020 and March 2021 plan to provide mentoring for 1,960 young people.

My Headstart Action programme provided 316 employability mentoring opportunities for 14 to 18-year-olds in 2018-19, and since 2018, 235 mentoring opportunities have been provided on my Young London Inspired programme for 10 to 20-year-olds.

The Stepping Stones programme for young people transitioning from primary to secondary school has provided the following mentoring opportunities: 300 in 2016-17 (210 Year 7 mentees and 90 Year 10 mentors), 1,586 in 2018-19 (1098 and 488), 1,029 in 2019-20 (617 and 412). A further 2,015 opportunities will be delivered over 2020-21 and 2021-22 (1,380 mentees and 635 mentors). I will also soon be funding mentoring opportunities in London's Pupil Referral Units.

I have also funded projects that use mentoring to support adult Londoners. My Forces for London programme supporting military veterans has offered 58 employability mentoring opportunities. Getting Ahead London, which supports education professionals into leadership has offered the following coaching opportunities: 2016-17: 63, 2017-18: 49, 2018-19: 60, 2019-20: 72 and 2020-21: 75.

Mentoring is also encouraged as part of the package of support offered to participants on my employability programmes supported by the European Social Fund.

Supporting Businesses through the Pandemic

Question No: [2020/4178](#)

Susan Hall

How many businesses have you supported so far through schemes created in response to the coronavirus pandemic?

Supporting Businesses through the Pandemic

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Supporting Businesses through the Pandemic

The Mayor

Last updated: 23 NOVEMBER , 2020

Since the beginning of the Covid-19 Pandemic I have been offering a series of support services and grants to support businesses during these difficult times.

Since the start of the pandemic, the London Business Hub has supported over 1,400 businesses. This includes a programme of webinars aimed at navigating businesses through the crisis, specific support around access to finance, and help with property costs and business rates.

Through my International Business Programme run through my international promotional agency, London and Partners, I have been helping London based businesses attend virtual trade missions. MyBusiness Growth Programme continues to support SMEs operating in the science, technology and creative sectors.

The Covid-19 Recovery Grants which launched last month will support around 400 businesses with access to specialist support and or minor equipment in response to the current pandemic by the end of March 2021. My London Resilience Fund is providing £1m of grants of up to £30,000 to support innovators, small businesses, and civic society organisations. My £2.3m Culture at Risk Business Support Fund is providing emergency assistance to sustain cultural and creative venues most at risk from falling into administration due to the impact of the coronavirus. To date 126 organisations have been awarded grants to the value of £2m. My Culture at Risk Office has also been scaled up to provide urgent support and advice for more than 660 new culture sector cases impacted by the crisis. Pay It Forward London has enabled 17,000 contributions through crowdfunding, raising in excess of £1.2m to help over 370 businesses. Through my Back to Business Fund I have made a further £1m available to businesses as match-funding of up to £5,000. As of this month, just under 300 businesses had applied to this fund.

Through my Greater London Investment Fund (GLIF) I continue to ensure London SMEs have access to £100m of debt and equity funds, which includes over £4m of funds which have been repurposed as Coronavirus Business Interruption Loans (CBILs).

London Business Hub

Question No: [2020/4179](#)

Susan Hall

How many businesses has the London Business hub engaged with?

London Business Hub

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

London Business Hub

The Mayor

Last updated: 23 NOVEMBER , 2020

Following the launch of the London Business Hub on 24th September 2020, my team have run a campaign to raise awareness of the Hub's new online platform and support programmes. To date, the campaign has engaged with 281,607 people through our social media platforms. We have had 42,295 users on the online platform since the launch, 5000 business have registered on the website and just over 8000 businesses and business bodies have opted in to receive our bi-weekly newsletters.

London & Partners Extra Funding

Question No: [2020/4180](#)

Susan Hall

You recently said that you gave "extra funding to London & Partners (L&P) to allow them to significantly increase their presence in key markets, putting teams in Paris, Berlin, Bangalore, Shenzhen, Toronto and Chicago for the first time." Please can you confirm how much funding was given, how much has been spent and confirm if this is in addition to the £13m GLA funding London & Partners receives?

London & Partners Extra Funding

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

London & Partners Extra Funding

The Mayor

Last updated: 23 NOVEMBER , 2020

The GLA gave £1,707m of additional funding to London & Partners (L&P) to allow them to increase their overseas presence. L&P set up new teams in Paris, Berlin, Bangalore, Shenzhen, Toronto and Chicago, as well as placing extra staff in their existing offices in San Francisco and New York.

This funding was split across two financial years with £352,000 included in the GLA grant funding to L&P of £11,543m for the 2017/2018 financial year, and £1,355,000 included in the GLA grant funding of £13,655,000 for the 2018-2019 financial year. All of this funding has been spent.

Because I'm a Londoner Funding

Question No: [2020/4181](#)

Susan Hall

Please can you provide a full breakdown of funding for the Because I'm a Londoner Campaign?

Because I'm a Londoner Funding

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Because I'm a Londoner Funding

The Mayor

Last updated: 23 NOVEMBER , 2020

The "Because I'm a Londoner" campaign was designed and led by L&P and their partners. It is not a GLA campaign.

The total budget for the campaign is £628,251, with contributions of £280,000 from the GLA, £208,000 from London & Partners' budget, and £140,251 from L&P's partners.

The £280,000 funding from GLA was originally allocated for their industry-led Domestic Tourism Consortium campaign in 2020-21, which had to be halted as a result of the covid-19 pandemic, was reallocated to the "Because I'm a Londoner" campaign.

Traffic Management Officers

Question No: [2020/4183](#)

Susan Hall

For each of the last 5 years how many dedicated Traffic Management Officers are there in the Met?

Traffic Management Officers

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Traffic Management Officers

The Mayor

Last updated: 24 NOVEMBER , 2020

The table below shows the number of Traffic Management Officers (TMO) over the last 5 years:

Year	Inspector	Sergeant	Constable
2015	1	1	8
2016	1	1	8
2017	1	1	8
2018	1	0	6
2019	1	0	4
2020	1	0.5	6

Serious Violence Reduction Orders (SVRO) Consultation

Question No: [2020/4184](#)

Susan Hall

In question, 2020/3726 you said that you were responding to the government consultation, please can you provide a copy of your response?

Serious Violence Reduction Orders (SVRO) Consultation

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Serious Violence Reduction Orders (SVRO) Consultation

The Mayor

Last updated: 24 NOVEMBER , 2020

My staff are working on our response to the proposed introduction of Serious Violence Reduction Orders and intend to write to the Home Secretary in due course to express our views in detail.

For an overview of my position on this issue please see Mayor's Question 2020/3429 <https://www.london.gov.uk/questions/2020/3429>

Police recruitment age

Question No: [2020/4185](#)

Susan Hall

What are your views on lowering the age at which young people can be recruited to the police to 17, will the Met be taking advantage of this?

Police recruitment age

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Police recruitment age

The Mayor

Last updated: 24 NOVEMBER , 2020

The change to the regulations allows 17-year olds to begin the application process. They will still need to be over 18 years of age to become fully attested police officers.

The police officer application process is necessarily long and rigorous. Assessments must be passed and security vetting completed, with only the most suitable and able candidates progressing.

Not being able to start this process until the age of 18 means that young people who have completed their education can spend many months waiting to start their career in policing. The change to the regulations addresses this anomaly.

It also allows police services to recruit from the widest range of applicants and compete with other organisations for the greatest talent.

The Metropolitan Police Service (MPS) will comply with new regulations and allow applications from the age of 17.

I, S, E and R calls

Question No: [2020/4186](#)

Susan Hall

For each month from November 2019 to October 2020, please provide the response times by BCU for I, S, E and R calls.

I, S, E and R calls

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

I, S, E and R calls

The Mayor

Last updated: 24 NOVEMBER , 2020

Please see attached the requested information for the period specified. This includes a 'notes' page to enable accurate interpretation of the data.

Revenge Porn

Question No: [2020/4187](#)

Susan Hall

For each of the years November 2017 to October 2018, November 2018 to October 2019 and November 2019 to October 2020, please state how many cases of revenge porn were recorded by the Met broken down by outcome, e.g. charge, caution, NFA?

Revenge Porn

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Revenge Porn

The Mayor

Last updated: 24 NOVEMBER , 2020

Please see attached the requested data for the period specified. Please ensure that the notes section is fully read and understood, to enable an accurate interpretation of the data.

Victim right of review

Question No: 2020/4188

Susan Hall

For each of the years November 2017 to October 2018, November 2018 to October 2019 and November 2019 to October 2020, how many victim right of reviews have been initiated for the following:

- In total
- Rape
- Other Sexual Offences
- Homicide

Victim right of review

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Victim right of review

The Mayor

Last updated: 24 NOVEMBER , 2020

The MPS regrets that we are unable to accurately provide historic data prior to June 2020. Prior to that point the data was not stored in a searchable format. Data below represents June to October 2020:

Total VRR	- 96
Rape Offences	- 29
Sexual Offences	- 8
Homicide	- 1

Homicides**Question No:** *2020/4189**Susan Hall*

For each of the years November 2017 to October 2018, November 2018 to October 2019 and November 2019 to October 2020, please provide the number of each type of the following homicides:

Knife (Exclude domestic abuse and terrorism)

Gun (Exclude domestic abuse and terrorism)

Other offensive weapon (Exclude domestic abuse and terrorism)

Domestic Abuse

Terrorism

Homicides**The Mayor**

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Homicides**The Mayor**

Last updated: 24 NOVEMBER , 2020

The MPS publish homicide information via an online dashboard that can be found via the link below:

<https://www.met.police.uk/sd/stats-and-data/met/homicide-dashboard/>

This dashboard contains the most robust available data on both victims and those accused of homicide offences within the MPS. This dashboard is updated on a quarterly basis and allows the download of the data behind the visualisations.

Pan-London Restorative Justice programme**Question No:** 2020/4190*Susan Hall*

For each year since the launch of the Pan-London Restorative Justice programme announced in August 2016, how many:

- Victims were referred to Restorative Justice
- Victims took up the offer of Restorative Justice
- Victims got a successful Restorative Justice outcome
- Declined the offer of Restorative Justice
- Face-to-face meetings have there been between victims and offenders?

Pan-London Restorative Justice programme**The Mayor**

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Pan-London Restorative Justice programme**The Mayor**

Last updated: 22 JANUARY , 2021

The Pan-London Restorative Justice (RJ) Service commenced on 1 April 2017 and was delivered by the Restore:London Consortium. Some of the data requested is only available for the lifetime of the Restore:London service rather than on a yearly basis. Since 1 April 2019, RJ services have been provided as part of the London Victim and Witness Service (LVWS). The numbers requested are listed below.

	2017 to 2019	2019/20
	Restore:London	LVWS
Referrals	991	97
Victims who took up the offer of RJ	244	74
Successful RJ outcomes	See context below	28
Victims who declined the offer of RJ	385	2
Face to face meetings between victims and offenders	10	3

There is some important context to these data. 85% of referrals in 2017/18 and 2018/19 were generated by a Direct Referral Pathway which comprised fully vetted Restore:London staff having access to MPS systems and actively mining victim data for suitable cases. Only 15% of referrals came from the MPS, Victim Support or other agencies. Following the MPS review of access to police data, RJ facilitators in the LVWS do not have access to MPS databases. All referrals to the LVWS RJ service therefore are received directly from the MPS, Victim Support, the National Probation Service and other agencies. As required by the Victim's Code of

Practice, the police make victims aware that Restorative Justice Services are available to them; however, the consent of the victim is needed to make a referral.

Of the 97 referrals received by the Pan-London RJ service in 2019/20, 21 were uncontactable.

The measure of whether victims considered they received a successful outcome in the Restore:London model was through survey returns submitted post-service. In the years 2017 to 2019, of those who submitted survey returns, 100% were either satisfied or very satisfied with the service they received, 100% were either satisfied or very satisfied with the outcome, and 87% would recommend taking part in Restorative Justice to other victims.

It's important to understand that RJ conferences – or face to face meetings between victim and offender – are only one stage in an RJ process. The other stages include in-depth restorative conversations and shuttled communications between the victim and offender. At any stage in this process the victim can decide that their needs have been met, that they would like to move to another stage, or to go no further. The vast majority of victims who take up the offer of RJ are content with outcomes that don't result in a RJ conference. Those who do undertake an RJ conference may well have been engaging with the RJ service for many months, or even years, before that stage is reached. One further planned RJ conference was deferred due to the lockdown in Spring.

Spit gaurds

Question No: [2020/4191](#)

Susan Hall

What is the current progress on rolling out spit guards to police officers?

Spit gaurds

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Spit gaurds

The Mayor

Last updated: 24 NOVEMBER , 2020

As of 16 November 2020, 34,665 MPS Officers / Staff have completed their personal safety training which includes the use of spit and bite guards.

Spit and bite guards are issued as appropriate and their use is recorded in accordance with the use of force regulations.

DV Post Reports

Question No: [2020/4192](#)

Susan Hall

For each of the years November 2017 to October 2018, November 2018 to October 2019 and November 2019 to October 2020, please provide the number of domestic violence reports and the number where further violence has occurred post report?

DV Post Reports

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

DV Post Reports**The Mayor**

Last updated: 24 NOVEMBER , 2020

The number of recorded domestic abuse offences for the period requested is available publicly via the following link: <https://www.met.police.uk/sd/stats-and-data/met/hate-crime-dashboard/>

However, the MPS informs me that to be able to provide information related to further reports following these offences would require too much additional analysis - and potential matching - of the over 400,000 offences that have been recorded during the period specified.

Outcome 21**Question No: 2020/4193***Susan Hall*

For each of the years November 2018 to October 2019 and November 2019 to October 2020, please can you provide the number of Met 'outcome 21' categorisation offences broken down by offences type? (Outcome 21: category of NFA to identify that the offender is under 18 and that in the absence of aggravating factors, criminalisation is not in the public interest. Will typically include relationships where both individuals are under 18 and who share self-generated indecent imagery with each other)

Outcome 21**The Mayor**

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Outcome 21**The Mayor**

Last updated: 26 FEBRUARY , 2021

Please see requested information below.

Table 1: Count of all offences with outcome 21 broken down by Major Classification, recorded within 01/11/2018 - 31/10/2019.

Classification Major	Grand Total
Violence Against the Person	166
Sexual Offences	90
Theft	9
Arson and Criminal Damage	1
Drug Offences	7
Possession of Weapons	26
Public Order Offences	2

Miscellaneous Crimes Against Society	208
Grand Total	509

Table 2: Count of all offences with outcome 21 broken down by Major Classification, recorded within 01/11/2019 - 31/10/2020.

Classification Major	Grand Total
Violence Against the Person	17
Sexual Offences	44
Vehicle Offences	1
Theft	2
Arson and Criminal Damage	1
Drug Offences	24
Possession of Weapons	12
Miscellaneous Crimes Against Society	86
Grand Total	187

Dash cam footage

Question No: 2020/4194

Susan Hall

For each of the years November 2018 to October 2019 and November 2019 to October 2020, how many pieces of dash cam footage has been submitted to the Met?

Dash cam footage

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Dash cam footage

The Mayor

Last updated: 24 NOVEMBER , 2020

The information that has been requested is not captured by the MPS in a way that would allow the extraction of data. To answer this question would therefore require the analysis of each individual crime report recorded by the MPS during the period specified.

London Plan

Question No: 2020/4195

Tony Devenish

The World Health Organization has highlighted poorly ventilated indoor spaces may increase the risk of transmission of Covid. Does the latest London Plan deal with improved ventilation? What else can you do on this topic to improve air quality?

London Plan

The Mayor

Last updated: 19 NOVEMBER , 2020

I am committed to making air quality in London the best of any major world city, which is why I will continue to take the steps I can to clean up our air as rapidly as possible.

My Intend to Publish London Plan advocates for all new developments to be well ventilated. GG3 Creating a healthy city requires those involved in planning and development to ensure that new buildings are well-insulated and sufficiently ventilated. Policy D6 states that housing developments should avoid single aspect dwellings and maximise the provision of dual aspect dwellings, which in turn can increase natural cross-ventilation.

Improving ventilation is critical to ensure that indoor air pollutants, including mould spores and viruses, are rapidly dispersed. It is equally important to make sure that the air coming in from outside is as clean as possible. This is why Policy SI1 requires all development proposals to be at least Air Quality Neutral and to make provision to address local problems of air quality. In addition, all new major development proposals must submit an Air Quality Assessment to demonstrate design measures that will be implemented to minimise exposure to poor air quality both indoors and outdoors.

Vexatious complaints and harassment

Question No: *2020/4197*

Tony Devenish

In relation to the below article, are you concerned that a woman is seemingly being harassed by Tower Hamlets Council based on what appears to be vexatious complaints, and that the Met have failed to investigate allegations of harassment by an anonymous source?

<https://www.conservativehome.com/localgovernment/2020/10/peter-golds-the-skewed-enforcement-priorities-of-tower-hamlets-council.html>

Vexatious complaints and harassment

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Vexatious complaints and harassment

The Mayor

Last updated: 26 FEBRUARY , 2021

It is not my place to comment, on either the council's decisions, or the Met's operational decisions to investigate allegations.

Portacabins without planning permission

Question No: *2020/4198*

Tony Devenish

Tower Hamlets Council has failed to investigate or enforce against a business operating in portacabins without planning permission in Thames Circle. Is there anything you can do to ensure action is taken and residents lives are no longer blighted?

Portacabins without planning permission

The Mayor

Last updated: 19 NOVEMBER , 2020

Local Planning Authorities are responsible for taking whatever planning enforcement action may be necessary in the public interest within their administrative area. I have no planning enforcement powers. Tower Hamlets Council has the requisite powers and discretion to take enforcement action when they regard it as appropriate to do so, having regard to the policies in the local plan, my London Plan and any other material considerations.

Met LGBT+ Advisors

Question No: [2020/4199](#)

Tony Devenish

The Met has said it was appointing 250 advisers specialising in LGBT+ hate crime who would be trained to recognise the issues faced by London's transgender community. Please can you provide the cost of this? Both initial training, and ongoing annual costs

Met LGBT+ Advisors

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Met LGBT+ Advisors

The Mayor

Last updated: 16 MARCH , 2021

The Adviser scheme was launched in October 2019 with some advisers drawn from existing MPS staff who had already been trained. The MPS LGBTQ+ Staff Network worked with City of London Police and Aviva to deliver the first training conference in February 2020. This was a one-day course and covered a range of issues affecting LGBTQ+ communities across London. This included an awareness session on issues posed to transgendered communities, along with a range of other LGBTQ+ matters. The training conference facilities and all refreshments were hosted and sponsored by Aviva, and the expenses for all guest speakers were absorbed by City of London Police. The conference content and delivery were organised by a small team of four individuals of the Met's LGBTQ+ Staff Support Network Committee. All members of the MPS LGBTQ+ Staff Support Networks including the Committee are volunteers who deliver this support in addition to their own role

The ongoing training costs are sponsored by the city of London Police who support an online Seminar. There are no training costs to MPS other than use of staff time. Additional support is provided within existing budgets by the MPS business groups, who commit a minimum of two hours per month to LGBTQ+ Adviser engagement.

Furlough fraud

Question No: [2020/4200](#)

Tony Devenish

How much of the estimated £3bn of furlough money (UK wide) has been obtained by fraud in London? Have the Met and City of London Police briefed you on ongoing activities to bring those responsible to justice? Please provide details either privately or in an appropriate briefing.

Furlough fraud

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Furlough fraud**The Mayor**

Last updated: 7 JANUARY , 2021

“Furlough Fraud” is defined as the exploitation of the Coronavirus Job Retention scheme and is the responsibility of Her Majesty’s Revenue and Customs (HMRC) to both administer and enforce.

As such, the MPS does not keep information on the amount of this type of offending and is not currently investigating any allegations of this type at this time.

Drug Offences**Question No: 2020/4201**

Tony Devenish

The ONS figures for London record a 43% rise in drug offences between April and June. Please give a detailed analysis why.

Drug Offences**The Mayor**

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Drug Offences**The Mayor**

Last updated: 26 FEBRUARY , 2021

The latest Home Office figures as published by ONS to September 2020 show the MPS has seen an overall increase in drug offences of 15% (6,839 more offences). The peaks between April and June 20 can be attributed to an increase in stop and search activity for drugs (+39%, 55,278 more), which peaked in May 20.

The impact of COVID-19, the introduction of MPS Drugs Focus Desks, and the National Operation Venetic have also contributed to an increase in charges for drugs offences +58% (n=2,192)

Burglary victims**Question No: 2020/4202**

Tony Devenish

Is it acceptable that burglary victims simply get told to complete an online form and do not have visits from the police?

Burglary victims**The Mayor**

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Burglary victims**The Mayor**

Last updated: 26 FEBRUARY , 2021

Victims of burglary, as with any victim of crime, can choose to contact police by phone or online. If police are contacted by phone, and there are suspects at or near the scene, there will be an immediate police response to apprehend the offenders.

There is the option for members of the public to report online, if that's preferable for them. Where a member of the public chooses to report a residential burglary online, the offer to speak to a member of the MPS face to face is offered and any investigative leads identified are followed up.

Covid rule breakers targeted in secret London prosecutions**Question No: 2020/4203**

Tony Devenish

Will you make representations to the Ministry of Justice re the lack of media access to some of the 300 Single Justice Procedure prosecutions; re the Evening Standard report "Covid rule breakers targeted in secret London prosecutions" dated 16th October?

Covid rule breakers targeted in secret London prosecutions**The Mayor**

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Covid rule breakers targeted in secret London prosecutions**The Mayor**

Last updated: 7 JANUARY , 2021

I am unable to comment on court procedures, this question would be better directed to Her Majesty's Courts and Tribunals Service.

Remote Learning (1)**Question No: 2020/4204**

Tony Devenish

What specifically are you doing to prevent the drift to remote learning becoming the norm in many schools and FE colleges? Do you agree this risks digital poverty impacting Londoners?

Remote Learning (1)**The Mayor**

Last updated: 19 NOVEMBER , 2020

Digital poverty is a real concern for many of London's learners. Our recent rapid evidence review on 'Inequalities in relation to COVID-19 and their effects on London', included a recommendation to take measures to limit digital exclusion. As infection rates rise in London, students are at risk of returning to home learning without access to digital devices. Further extended periods away from school and college will widen the attainment gap between the most and least disadvantaged.

To help address this, I invested over £17m to fund improvements in capacity and digital infrastructure for London's FE providers; such as purchasing laptops for learners and I am ensuring the London Recovery Board's Digital Access for All mission has an education focus. Currently, FE colleges and schools, like universities, remain open in a COVID-secure way and I am working with London's providers to ensure, Londoners are confident that they can return to on-site learning environments as much as possible.

Remote Learning (2)

Question No: 2020/4205

Tony Devenish

How effective have London's Adult Education courses been at embracing remote learning?

Remote Learning (2)

The Mayor

Last updated: 19 NOVEMBER , 2020

London's adult education providers have made a good response to the Covid-19 pandemic with significant efforts to ensure that a greater proportion of online and remote learning is available.

The overall percentage of online delivery has increased across the capital. Initiatives such as 'Keep London Learning' are good examples of how adult education providers are responding to the need for continuing engagement of residents at this difficult time.

In the summer, I provided additional funds under the Covid-19 AEB Response Fund to support learning providers to build capacity to meet the challenge of additional online and remote learning. However, it is critical that providers reach out to those who are hardest to engage because of digital access issues, and I will continue to explore with providers how best to support further developments in remote learning.

Adult Education and Career Changes

Question No: 2020/4206

Tony Devenish

What support have you given to London's Adult Education sector in ensuring that those seeking a change of career have had options during lockdown?

Adult Education and Career Changes

The Mayor

Last updated: 19 NOVEMBER , 2020

Through the Adult Education Budget (AEB), I have taken a number of actions to support London's adult education sector to help those Londoners most at risk of losing their jobs to retrain and re/upskill to access new employment opportunities.

I have made all 'level 3' qualifications lasting for a year or less free for any adult Londoner unemployed or earning below the London Living Wage. I launched an £11m COVID-19 Response Fund to help AEB providers expand their online provision and build capacity to reach more learners. I have also allowed AEB providers to use their allocations more flexibly to run targeted pre-employment and job-focused training to support those hit hardest by the pandemic.

I am now looking at what further changes I can make to the AEB for the next academic year to ensure education and training providers are equipped to deliver education, training, and employability support that will enable Londoners to gain relevant skills to move into good work in sectors key to London's recovery.

Santander Cycles in Hammersmith

Question No: 2020/4207

Tony Devenish

Why have you not done more over the course of your Mayoralty to expand the numbers of Santander Cycle hire bikes in Hammersmith? Please list all existing Hammersmith bike stands with numbers of hire bikes they hold.

Santander Cycles in Hammersmith

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Santander Cycles in Hammersmith

The Mayor

Last updated: 25 NOVEMBER , 2020

Please see a list below of all the Santander Cycle Hire stations in the Hammersmith town centre area and their bike capacity. In total, Transport for London (TfL) has 33 docking stations throughout the borough, providing 1552 docking spaces for the Cycle Hire bikes.

TfL works in conjunction with boroughs to provide and operate sites, and is always open to discuss new sites and the funding opportunities to develop these where they will be financially viable.

Station	No. docks
Crisp Road, Hammersmith	46
Beryl Road, Hammersmith	26
Hammersmith Road, Hammersmith	22
Southerton Road, Hammersmith	38
Rainville Road, Hammersmith	36
Greyhound Road, Hammersmith	37
Colet Gardens, Hammersmith	30
Manbre Road, Hammersmith	28
Charing Cross Hospital, Hammersmith	21
Ravenscourt Park Station, Hammersmith	26
Bridge Avenue, Hammersmith	18
Total for Hammersmith	328

Data Privacy

Question No: 2020/4208

Tony Devenish

What assurances can you give that London will not follow the example of other jurisdictions and cities including Moscow and Los Angeles where local authorities are increasingly making

disproportionate demands for ride-hailing operators to turn over passenger geolocation data which, evidence suggests, can be susceptible to third-party interference and other serious privacy violations?

Data Privacy**The Mayor**

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Data Privacy**The Mayor**

Last updated: 23 NOVEMBER , 2020

It is important to note that Transport for London (TfL) operates under entirely different legislation and with very different powers to other regulators around the world.

TfL does not have any plans to ask operators to provide it with geolocation data. Any such proposal would be subject to consultation and may require a change to legislation.

All personal data is handled by TfL in adherence with the GDPR and data protection legislation.

Kensington High Street Shared Lane (1)**Question No: 2020/4209***Tony Devenish*

As there is now a "temporary" shared lane for traffic and buses in Kensington High Street how has this affected the average journey time for buses?

Kensington High Street Shared Lane (1)**The Mayor**

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Kensington High Street Shared Lane (1)**The Mayor**

Last updated: 8 JANUARY , 2021

The temporary changes on Kensington High Street were led by the Royal Borough of Kensington & Chelsea (RBKC) with funding from Transport for London (TfL). RBKC started works to introduce protected cycle lanes on 29 September. RBKC announced a unilateral, disappointing and premature decision to remove the protected cycle lanes on Sunday 29 November. The removal of lanes and associated infrastructure began on the evening of Wednesday 2 December. This has now been completed.

TfL and the borough had agreed a monitoring approach which would assess the benefits and impact of these changes on general traffic, buses and cyclists. Data had been collected to this end.

There had been utility works on Kensington High Street, RBKC works on Melbury Road and other roadworks in the local area during most of the period that the cycle lanes were in

operation. However, during the last few weeks that the cycle lanes were in, bus journey times were similar to the same time last year. In addition, cycle flows increased dramatically when the cycle lanes were installed with 3,000 cyclists per day recorded on most days.

Kensington High Street Shared Lane (2)

Question No: [2020/4210](#)

Tony Devenish

What is the impact for the ambulance, fire and emergency services now that there is a “temporary” shared lane of traffic on Kensington High Street?

Kensington High Street Shared Lane (2)

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Kensington High Street Shared Lane (2)

The Mayor

Last updated: 8 JANUARY , 2021

The changes on Kensington High Street were led by the Royal Borough of Kensington & Chelsea (RBKC) with funding from Transport for London (TfL). I can confirm that RBKC engaged with the emergency services on the changes before they were introduced. TfL is also engaging regularly with emergency services to discuss and understand the impacts of the London Streetspace plan on their operations.

Please also see my response to Mayor’s Question 2020/4209.

Battersea Heliport Noise

Question No: [2020/4211](#)

Tony Devenish

What representations have you made to the Civil Aviation Authority on the need to reduce the noise caused by helicopters hovering as they wait to land at the Battersea Heliport?

Battersea Heliport Noise

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Battersea Heliport Noise

The Mayor

Last updated: 23 NOVEMBER , 2020

The regulation of helicopter flights over London is the responsibility of the Civil Aviation Authority (CAA). I have previously made representations to the Government and the CAA that the regime governing helicopter flights over London is outdated and not fit for purpose and offers little if any protection from helicopter noise. I am concerned about the impact of helicopter noise on Londoners, particularly those in close proximity to heliports like Battersea,

but ultimately this is an issue for the Government and the CAA to address. I will continue to make the case for regulatory reform, including through consultations as appropriate.

Idling on Vauxhall Bridge Road

Question No: [2020/4212](#)

Tony Devenish

Will you support the installation of a traffic camera on Vauxhall Bridge Road in order to crack down on idling?

Idling on Vauxhall Bridge Road

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Idling on Vauxhall Bridge Road

The Mayor

Last updated: 17 DECEMBER , 2020

Current legislation only gives the police and Local Authorities powers to enforce against engine idling, and these powers cannot be enforced by camera.

Harwood Terrace No Entry Sign

Question No: [2020/4213](#)

Tony Devenish

Does the Mayor agree that if a road such as Harwood Terrace in Hammersmith is to deny entry to cars, there should be a clear 'No Entry' sign easily visible to drivers, instead of the current sign which cannot be seen from inside a car?

Harwood Terrace No Entry Sign

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Harwood Terrace No Entry Sign

The Mayor

Last updated: 25 NOVEMBER , 2020

Harwood Terrace is a borough road owned and managed by the London Borough of Hammersmith & Fulham (LBHF). In the specific instance of Harwood Terrace I am advised that a 'No Entry' sign would not be appropriate as it is a restricted access point rather than a road closure. LBHF has confirmed that local residents who hold a borough parking permit and residents whose vehicle is registered to their home address in the borough will automatically be granted a virtual borough access permit.

As noted in my answer to you in MQT [2020/3743](#), I am supportive of the objectives of LBH&F's SW6 Traffic Reduction Plan to reduce through traffic on minor residential streets, and will work with them should they wish to make adjustments to their scheme, and retain the benefits for walking and cycling that were initially set out.

London Road Space**Question No:** 2020/4214

Tony Devenish

Broken down by borough, how many miles of road space have been removed from London's roads since March?

London Road Space**The Mayor**

Last updated: 23 NOVEMBER, 2020

Officers are preparing an answer.

London Road Space**The Mayor**

Last updated: 17 DECEMBER, 2020

No road space has been removed since March. Some road space has been reallocated away from motor vehicles, and given to active, efficient and sustainable modes of transport, as per the policies and objectives of both Transport Strategy and my Streetspace programme.

Average Traffic Speed in London**Question No:** 2020/4215

Tony Devenish

Broken down by borough, what has been the average traffic speed in London for every month since January this year?

Average Traffic Speed in London**The Mayor**

Last updated: 23 NOVEMBER, 2020

Officers are preparing an answer.

Average Traffic Speed in London**The Mayor**

Last updated: 25 NOVEMBER, 2020

Transport for London (TfL) can provide the average traffic speed by period for the Transport for London Road Network (TLRN) but not on borough roads. Please find below the average 7am-7pm weekday (Mon-Fri, excluding bank holidays) traffic speed on TLRN roads for P11 2019/20 - P7 2020/21. Note these are given by financial period not month. Each period covers four weeks, with the dates given below.

Period	Date Range	Average 7am-7pm traffic speed (mph)
P11 19/20	5 th Jan – 1 st Feb	18.0
P12 19/20	2 nd Feb – 29 th Feb	17.3
P13 19/20	1 st Mar – 31 st Mar	19.4
P1 20/21	1 st Apr – 2 nd May	23.7
P2 20/21	3 rd May – 30 th May	22.0
P3 20/21	31 st May – 27 th Jun	19.9
P4 20/21	28 th Jun – 25 th Jul	18.8

Period	Date Range	Average 7am-7pm traffic speed (mph)
P5 20/21	26 th Jul – 22 nd Aug	18.7
P6 20/21	23 rd Aug – 19 th Sep	17.6
P7 20/21	20 th Sep – 17 th Oct	17.2

TfL is unable to provide Borough level average traffic speeds for this year based on its current datasets as the latest version it holds is for December 2019. TfL is in the process of procuring access to more granular data which would allow it to provide such information periodically, but this will not be available until the end of this year/beginning of next. This data will roll back to the beginning of 2020 when available.

Daylight Saving Time

Question No: [2020/4216](#)

Tony Devenish

What research into the impact of daylight saving time on Londoners' health have you and your health team conducted?

Daylight Saving Time

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Daylight Saving Time

The Mayor

Last updated: 15 FEBRUARY , 2021

My health team have not conducted research on the impact daylight-saving time may have on the health outcomes of Londoners.

If this is a topic that the Assembly have information on that they think should be considered as part of our remit on health inequalities, then please do share with the team.

Socialising and mental health

Question No: [2020/4217](#)

Tony Devenish

Do you agree with HRH Prince William that socialising is more vital than ever during the pandemic to prevent increased mental health issues? What are you doing to get this message across and promote social activities when safe?

Socialising and mental health

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Socialising and mental health

The Mayor

Last updated: 22 JANUARY , 2021

The pandemic and subsequent lockdowns have had a profound impact on people's mental health and wellbeing. Mental health is a key priority and at the forefront of our response to and recovery from COVID-19.

While limiting social contact and social distancing are key to stopping the spread of COVID-19, it's also crucial that Londoners still have social interaction to minimise loneliness and to support wellbeing. As well as making sure our guidance about the rules tells Londoners how they can still meet with their friends and family safely, we have promoted opportunities for Londoners to connect virtually. We have showcased the work many organisations are doing across London to bring people together in different ways; from places of worship hosting celebrations like Diwali and Yom Kippur online, to the work being done by local councils to reach our most vulnerable. I have also been promoting opportunities like volunteering. Volunteering is a great way to mix with other people and safe volunteering opportunities can be found via my Covid-hub on London.gov.

10,000 Black Interns Programme

Question No: *2020/4218*

Tony Devenish

What specifically are you doing to back the 10,000 black interns programme in London?

10,000 Black Interns Programme

The Mayor

Last updated: 19 NOVEMBER , 2020

The 10,000 Black Interns Programme is an inspiring initiative showcasing how employers can work together to tackle underrepresentation and create more opportunities for young Black talent in London. The high level of support from employers reminds us of the need and importance of this work. Whilst initially focused on the finance industry, the recent expansion of the programme to other sectors presents a real opportunity for City Hall to champion this work through our current initiatives.

My Workforce Integration Network (WIN) has been working to improve pathways to good quality work opportunities in the Construction and Technology sectors for young Black men. A number of WIN employers have already become involved in the internship initiative and we will continue to encourage more to do so. The WIN team have reached out to the Black Interns programme to explore what further support City Hall can provide, beyond encouraging employers to participate.

Inward Investment Plans

Question No: *2020/4219*

Tony Devenish

Have you looked at Scotland's plan targeting 50 global companies for inward investment? How are you making sure London benefits from such an approach?

Inward Investment Plans

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Inward Investment Plans**The Mayor**

Last updated: 23 NOVEMBER , 2020

I am aware of Scotland's plan targeting 50 global companies for inward investment. I am proud to say that most global companies already have a presence in our capital. London & Partners (L&P), my trade, investment and promotion agency adopt a priority sector focus for London's inward investment activity while continuing to engage with and support these global companies.

L&P's strategy focuses on the sectors where London has competitive advantage and strengths and where there is current and future global demand. These sectors include financial and business services, tech, life sciences, and creative industries.

L&P focus on attracting scale-up businesses from these sectors who have the potential to become the global corporates of tomorrow. By convincing them to choose London for their international expansion, they are able to secure future jobs and growth for our capital city.

This strategy is delivering results even in the current challenging circumstances as L&P have helped over 60 companies to set up or expand in London so far this financial year.

Reform State of the State 2020

Question No: *2020/4220*

Tony Devenish

What lessons have you learnt from Reform's most recent report "The State of the State 2020" and what actions will you specifically be taking in London as a result?

Reform State of the State 2020**The Mayor**

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Reform State of the State 2020**The Mayor**

Last updated: 18 MARCH , 2021

The report provided an interesting insight into national attitudes to some key topics at a pivotal time in our history. The Covid-19 pandemic has meant that our attitudes to public policy may need to fundamentally change to help us build back better from the events of the past year.

Many of the insights are already reflected in the work of the London Recovery Board, and the recovery programme we are building at the GLA and across London. We are focussing on the need for good quality jobs to help us recover from the pandemic, as well as the needs of young people, and I have committed £20 million in each of the next two years to our Green New Deal.

I agree that more Government investment is needed in the NHS, jobs, policing and housing, and in London we need a sustainable deal for TfL to make all this work

London Businesses Job Creation

Question No: *2020/4221*

Tony Devenish

How have you made your case to Government to ensure London's businesses with high job-creation potential do not lose out to parts of the country with populations of a similar size but with business potential which may be far less?

London Businesses Job Creation

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

London Businesses Job Creation

The Mayor

Last updated: 23 NOVEMBER , 2020

When London grows, the rest of the UK grows. We have made this case, underpinned by economic data and analysis repeatedly to Government. Growth in London's most innovative sectors offers the highest job-creation potential in the long term, both for London and the UK. I have made the case for unlocking growth in these sectors by calling for a new, long term and devolved innovation funding approach in the [Comprehensive Spending Review submission](#), and to the Department of Business, Energy and Industrial Strategy consultation on the *UK Research and Development Roadmap* in the summer. The response recognised the need to address disparities across the UK as part of Government's levelling up agenda and the importance of considering GVA growth and productivity outcomes in allocating Government support across regions.

Increasing West End Footfall

Question No: 2020/4222

Tony Devenish

How have you been actively trying to boost footfall in the West End when lockdown restrictions allow?

Increasing West End Footfall

The Mayor

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

Increasing West End Footfall

The Mayor

Last updated: 23 NOVEMBER , 2020

I am doing everything I can to support businesses in the West End. I am in regular touch with the relevant business and borough leaders and I supporting them one a range of issues including licensing, maximising TFL's capacity and proportionate enforcement of social distancing regulations.

We have substantially expanded TfL's Streetspace programme to maximise capacity for cycling and walking into and across central London. I have commissioned a major piece of research into

the future challenges and opportunities facing Central Activities Zone (CAZ) which will inform understanding of the long-term impacts on the central London economy.

However, spending by tourists in central London is set to plummet by £10.9 billion this year as a result of the Covid-19 pandemic which is far more than the £1.9 billion lost from fewer commuters traveling into the city. The biggest barrier to tourists and commuters returning to the CAZ is fear of transmission of the covid-19 virus. The Government needs to ensure that there is a properly functioning test, and trace system so the economy can reopen safely, but until this time the CAZ needs targeted support from Government.

As the city's trade, investment and promotion agency, prior to the second lockdown, London & Partners had been running the pan-London #BecauseImALondoner campaign with an alliance of 600 businesses to restore consumer confidence and encourage Londoners to go out safely and responsibly to support our vital retail, leisure and hospitality businesses. The campaign has so far achieved a reach of 15 million with 95% positive sentiment.

Subject to the easing of the current lockdown restrictions, the next phase of the campaign will focus on encouraging consumers to visit London during the Christmas period, to help support the West End economy. But I am clear that the CAZ, including the West End, needs targeted support from Government to help it recover.

Strangways Terrace, Hammersmith & Fulham

Question No: [2020/4223](#)

Tony Devenish

In view of your strategic planning role, what advice would you give a London borough such as Hammersmith & Fulham, which appears to have a conflict of interest between granting planning permission on an illuminated advertising tower and the revenue they are profiting from? They may also be in breach of their own planning conditions, such as the brightness of the lighting.

Strangways Terrace, Hammersmith & Fulham

The Mayor

Last updated: 19 NOVEMBER, 2020

Local Planning Authorities are responsible for the operation of the advertisement control system in their administrative area and for deciding whether a particular advertisement should be permitted or not. Applications for advertisement consent are not referable to the Mayor. If advertisement consent is required in considering whether to approve the application, Hammersmith & Fulham can only consider two issues. They are described in the advertisement regulations as interests of amenity and public safety. The terms are not legally defined so each Local Planning authority must interpret what is meant by these expressions as they apply in a particular case.

CW9 (1)**Question No:** [2020/4225](#)

Tony Devenish

Is the Mayor aware that Hammersmith & Fulham Council has failed to publish its own research that is suspected of revealing residents don't want CW9, despite being served multiple times with Fol requests?

CW9 (1)**The Mayor**

Last updated: 20 NOVEMBER , 2020

FOI requests relating to material produced, commissioned or held by any local authority are matters for the individual local authority.

CW9 (2)**Question No:** [2020/4226](#)

Tony Devenish

Is the Mayor aware that Hammersmith & Fulham Council appointed a residents' commission, comprised of unqualified and unrepresentative people, to, in the view of many, rubber stamp existing plans, whilst advertising they would be responsible for a redesign that they are not competent to carry out and, in an apparent attempt to avoid public scrutiny, giving all commission members confidentiality agreements?

CW9 (2)**The Mayor**

Last updated: 20 NOVEMBER , 2020

As I said in my response to Mayor's Question [2020/2880](#), I'm encouraged that Hammersmith & Fulham Council is engaging and listening to local people through its Residents' Commission in order to achieve the best outcome for the community.

The Commission's Terms of Reference (which is available for everyone to read at <https://www.lbhf.gov.uk/councillors-and-democracy/resident-led-commissions/cycling-and-walking-residents-commission>) state that the Commission has been established to "...allow residents to shape safer cycling and walking facilities in Hammersmith and ensure residents voices are heard as the design principles are progressed."

CW9 (3)**Question No:** [2020/4227](#)

Tony Devenish

Does the Mayor believe that the introduction of CW9 is so important that LBHF is fully justified in shamelessly ignoring its manifesto promise to oppose CW9 and being disingenuous towards its own residents

CW9 (3)**The Mayor**

Last updated: 20 NOVEMBER , 2020

I am committed to delivering a safe cycle route between Brentford and Olympia. Making it safer and more attractive to cycle in Hammersmith is even more important now during this global pandemic with current restrictions on public transport capacity, and the urgent need to provide facilities for people to walk and cycle more in order to avoid a damaging car-based recovery.

I have made clear my views regarding the way the Council is seeking to engage with its residents in my previous response to Mayor's Question [2020/2880](#), and I would also refer you to my answer to Mayor's Question [2020/4226](#).

CW9 (4)

Question No: [2020/4228](#)

Tony Devenish

If the Mayor condones Hammersmith & Fulham Council's behaviour regarding CW9, would he tell us which other issues he considers to be so important that a lack of transparency towards the electorate is justified?

CW9 (4)

The Mayor

Last updated: 20 NOVEMBER , 2020

I believe transparency is key in all decision-making processes. Regarding Hammersmith and Fulham Council's approach to how it engages with residents, I would again refer you to my previous response to Mayor's Question [2020/2880](#) in September, and to my answer to Mayor's Question [2020/4226](#).

CW9 (5)

Question No: [2020/4229](#)

Tony Devenish

If the Mayor does not condone Hammersmith & Fulham Council's behaviour regarding CW9, will he withdraw funding for CW9 until it gets a proper, locally democratic mandate?

CW9 (5)

The Mayor

Last updated: 20 NOVEMBER , 2020

Transport for London has consulted the community on a safe cycle route between Brentford and Olympia twice, in 2017 and in early 2019. Nearly 60 per cent of respondents supported or strongly supported the scheme as proposed and as such, I have no intention of withdrawing financial support for the scheme. Now, more than ever, we should be providing facilities which encourage and enable active travel as much as possible in order to avoid a damaging car-based recovery to the global pandemic, and to help London become a healthier and more sustainable city.

London Fire Brigade**Question No:** *2020/4157**Susan Hall*

Will the Mayor ensure the London Fire Brigade's budget is maintained to ensure it can deliver on its transformation plan drawn up in response to the Phase 1 report of the Grenfell Tower Inquiry and the subsequent inspection by Her Majesty's Inspectorate of Constabulary and Fire and Rescue Services (HMICFRS)?

London Fire Brigade**The Mayor**

Last updated: 23 NOVEMBER , 2020

Officers are preparing an answer.

London Fire Brigade**The Mayor**

Last updated: 22 MARCH , 2021

I am doing everything possible to protect the London Fire Brigade (LFB) from the cuts being imposed on London by the Government. In order to minimise the impact on frontline services, I ensured the police and fire services were asked to make the smallest percentage reduction in spending across the GLA Group.

For 2020/21, I provided an additional £5 million from GLA reserves to protect the LFB's budget. The LFB used its own Budget Flexibility Reserve to meet the remaining £5 million it was required to save, preventing LFB from having to make any reductions in services.

For 2021/22, I have used £1.59 of the annual increase in the council tax precept (based on a Band D property) to provide an additional £15 million to the London Fire Brigade. This is equivalent to the savings target set for the LFB, meaning the LFB's budget is again protected from the impact of spending reductions.