

**Meeting Mayor's Question Time**  
**Date Thursday, 22 November 2018**

**ALL QUESTIONS FOR WRITTEN ANSWER:**

## Quietways (1)

### Question No: 2018/2977

Caroline Pidgeon

On 11 October 2018 a Mayoral press release stated: "Since becoming Mayor, Sadiq has already delivered 140km of new cycling infrastructure including 100km of new Quietway routes". Please (a) list the sections of Quietways that you have built since you took office with start and end points and the distances of each, and (b) state your understanding of what the word "built" means on these routes. Does it include actual building, or does it also include signposting?

### Written response from the Mayor

The Quietways Programme has made significant progress during my Mayoralty, with Q1 (Waterloo to Greenwich) Q2 (Bloomsbury to Walthamstow), Q3 (Gladstone Park to Kilburn), Q5 (Oval to Clapham Common), Q6 (Wanstead to Barkingside), Q14 (Southwark to Tower Bridge Road), Q15 (Belgravia to Earls Court) and Q22 (Stratford High Street to Newham Way) now open and many other route sections being completed.

I have provided you a list below of start and end points of Quietway routes that have had sections constructed since I came into office, along with the combined length in kilometres.

'Built' means sections of route that have been completed and signposted so that they can form part of the Quietway network.

Route Section	Km built
Stratford High St to Beckton High St	5.3
Ladbroke Grove to East Acton	3.8
Greenwich to Thames Barrier	2.4
Thames Barrier to Woolwich	2.3
Woolwich to Thamesmead	5.3
Thamesmead to E and O Warehousing	2.3
Grand Union Canal	10.8
Richmond Park to Teddington	4.2
Clapham Common to Earlsfield	2.6
Earlsfield to Wimbledon	3.5
E&C to Dulwich	3.8
Dulwich to Crystal Palace	0.2
Regent's Park to West Hampstead	1.4
Kilburn to Gladstone Park	1.4
Oval to Clapham	3.7
Clapham Common to Tooting Common	1.7
Tooting Common to Norbury	2.8
Norbury to West Croydon Station	2.0
Victoria Park to Wanstead Flats	2.3
Wanstead Flats to Barkingside	7.3
Bloomsbury to Walthamstow	9.1
Waterloo to Greenwich	0.6
Greenwich Park to Catford Station	0.8
Catford to Lower Sydenham	1.2
Bermondsey to Peckham	0.1
Peckham to Catford	0.9
Greenford to Pitshanger Park	1.8
Thames Path to Queen Elizabeth Hospital	0.9
Woolwich Town Centre Spur	2.9
Wimbledon to Raynes Park	1.9

## **Quietways (2)**

**Question No: 2018/2978**

[Caroline Pidgeon](#)

What mileage of the Quietway routes delivered since 2016 was already part of the London Cycle Network?

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

Since January 2016, a total Quietway network of over 120km has been constructed. 40km of this network has been adopted from the London Cycle Network (LCN) with improvements being made to bring the route up to Quietways standards where necessary.

## **Quietways (3)**

**Question No: 2018/2979**

[Caroline Pidgeon](#)

How much has been spent on the Quietway programme since you came to office?

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

From the beginning of May 2016 to halfway through the 18/19 financial year, Transport for London has invested £46m in the Quietways network (which includes the Central London Grid).

## **Cycle Superhighway programme**

**Question No: 2018/2980**

[Caroline Pidgeon](#)

How much has been spent on the Cycle Superhighway programme since you came to office?

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

From the beginning of May 2016 through to halfway through the 18/19 financial year, Transport for London has invested £56m in the Cycle Superhighways programme.

## **TfL expenditure on cycling**

**Question No: 2018/2981**

[Caroline Pidgeon](#)

How much was spent on cycling in the financial year 2017/18?

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

Transport for London (TfL) spent £90m on cycling in 2017/18. While this is less than the yearly average set out in TfL's 2017 Business Plan, this is because a key focus for TfL has been on designing the next generation of high quality schemes, along with the development of a comprehensive network of routes and safer junctions. A number of these schemes are now approaching construction, and a major increase in spending is planned in 2019

## **Cycle Superhighway 6**

**Question No: 2018/2982**

[Caroline Pidgeon](#)

TfL's website states: "The Cycle Superhighway 6 (North-South) opened fully in September 2018". However, part of the scheme consulted on - the northbound segregated track between Charterhouse Street and Greville Street - has not in fact opened and no work has taken place to deliver it. When will this section be completed, or has it been abandoned?

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

As described during the public consultation for CS6, carriageway space on Farringdon Road between Charterhouse Street and Greville Street is temporarily limited by Crossrail construction hoardings. During this period, vertical wands have been provided adjacent to the hoarding to separate southbound cyclists from traffic. Although the Crossrail works are continuing longer than originally expected, it is still intended to deliver the final CS6 scheme as planned.

## **Cycle Superhighway 9**

**Question No: 2018/2983**

[Caroline Pidgeon](#)

When, if at all, will a decision be made on Cycle Superhighway 9, following the consultation in September and October last year?

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

Transport for London (TfL) is continuing to work alongside the London Boroughs of Hounslow and Hammersmith & Fulham on aspects of the CS9 design. Once this design process is complete, TfL will publish the consultation report and responses to the issues most commonly raised, which will outline the next steps and updated timescales for the project. TfL is aiming to publish the report by the end of this year.

## **Cycle Superhighways**

**Question No: 2018/2984**

[Caroline Pidgeon](#)

How much has been spent by TfL to advertise and promote the new Cycle Superhighways since they opened in May 2016?

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

Cycle Superhighway 3 (CS3) and Cycle Superhighway 6 (CS6) were partially opened in May 2016 along with Cycle Superhighway 1. At this time approximately £220,000 was spent on advertising using a mix of on-street posters, door-drop leaflets in the vicinity of the routes, press advertising, emails and social media.

Since then, £280,000 has been spent promoting these routes to encourage their use. This included launching the completion of CS6 recently, using press ads, door drops, on-street posters, radio, targeted digital ads, emails and social media.

The Cycle Superhighways campaigns have contributed to 52% of Londoners agreeing that 'the advertising makes me want to walk or cycle more' (up from 37% in April 2017).

This is part of Transport for London's (TfL) wider investment in creating streets where people choose to walk, cycle and use public transport, funded through the £2bn Healthy Streets Portfolio included in the TfL Business Plan.

## **Class172/0 diesel trains**

**Question No: 2018/2985**

[Caroline Pidgeon](#)

Have the negotiations between Arriva Rail London (ARL) and West Midlands Trains (WMT) been concluded and can you now state when each of the seven remaining Class172/0 trains will transfer from ARL to WMT?

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

Arriva Rail London initially arranged to extend the lease of the remaining six diesel trains until 9 December 2018, by when it was expected that the new electric trains would have been introduced. However, discussions are at an advanced stage for this to be extended further so that the diesel trains continue to be available until after the new electric trains enter passenger service.

Despite intensive efforts by Transport for London (TfL) up until the deadline for return, the spare seventh train had to be released on Friday 10 November to be overhauled before being redeployed elsewhere in the country.

## **Class710 electric trains**

**Question No: 2018/2986**

[Caroline Pidgeon](#)

In January 2019 the delivery of the first of these trains to Arriva Rail London will be one year overdue. Has TfL any firm idea when these trains will begin carrying passengers?

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

Bombardier Transportation, the manufacturer of the new electric trains, has told Transport for London (TfL) that, subject to further successful software development, the new trains should begin entering passenger service in the second half of December. TfL and I share your frustration at these continuing delays and TfL is fully focused on ensuring Bombardier delivers the trains as quickly as possible.

On behalf of Londoners, I have personally spoken to the President and Chief Executive Officer of Bombardier to express my extreme disappointment at the continuing delays and to demand his organisation does everything possible to get the new trains into passenger service as quickly as possible.

## **Childcare deposit scheme**

**Question No: 2018/2987**

[Caroline Pidgeon](#)

Please publish a table showing the number of employees who have applied for interest-free loans to assist with the up-front costs of childcare provision, as announced on the 27 January 2017, showing figures for (a) Greater London Authority, (b) London Fire Brigade, (c) London Legacy Development Corporation, (d) the Mayor's Office for Policing and Crime, (e) the Metropolitan Police Service, (f) the Old Oak and Park Royal Development Corporation, and (g) Transport for London.

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

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

## **Croydon tram**

**Question No: 2018/2988**

[Caroline Pidgeon](#)

Please set out the precise timetable for the full implementation of the 15 recommendations made by the Rail Accident Investigation Branch into Croydon tram disaster of 9 November 2016.

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

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

## **Comments by the Managing Director of Go-Ahead about protected cycling lanes**

**Question No: 2018/2989**

[Caroline Pidgeon](#)

In a recent interview with [www.Onlondon.co.uk](http://www.Onlondon.co.uk) website John Trayner, the managing director of Go-Ahead London is quoted as blaming congestion in London in part on protected cycling lanes. Are you concerned that, given (a) protected cycling lanes only constitute 0.2% of London's road network and (b) TfL data shows buses and coaches hold the highest KSI risk for cycling in London, that the Managing Director of TfL's biggest bus contractor can voice such misinformed views about cycling and cyclists in London?

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

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

## **Croydon Tram Crash Investigations: Involvement of former Managing Director of Surface Transport**

**Question No: 2018/2990**

[Caroline Pidgeon](#)

Further to your responses to Questions 2018/2612 and 2018/2613 please explain why the person who was "responsible for Transport for London's engagement with the RAIB, ORR, BTP, SNC-Lavalin and the Coroner" has not had any involvement in any investigation since he left TfL?

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

As the former Managing Director of Surface Transport is no longer an employee of Transport for London, he is no longer involved in its activities. As noted in my response to Mayor's Question 2018/2612, Gareth Powell, as the Managing Director of Surface Transport, has the responsibility to engage with the external bodies you mention. This engagement is discharged through the General Manager for London Trams, the Director of Health Safety & Environment, the Chief Customer Officer and General Counsel. This continues to be the case.

## **Memorialising Crossrail Deaths and Vision Zero**

**Question No: 2018/2991**

[Caroline Pidgeon](#)

Regarding your response to Question 2018/2614 is TfL now actively engaging with the families of the three cyclists and one pedestrian killed by Crossrail Contractors' lorries between 14 November 2010 and 10 February 2016 on a suitable memorial, or is this something that will only be initiated once the project is complete and the Elizabeth line is open? Can you provide a commitment on the timing and delivery of this promised action?

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

I have asked Transport for London (TfL) to explore a memorial with the families once the Crossrail project is complete and the Elizabeth line is open. At that point I would want to fully understand the wishes of the families of Maria Karsa, Brian Holt, Ted Wood and Claire Hitier-Abadie before determining whether a memorial would be appropriate.

## **World Leading Bus Safety Standard (1)**

**Question No: 2018/2992**

[Caroline Pidgeon](#)

TfL recently announced its new World Leading Bus Safety Standard on 16 October 2018. How does this World Leading Bus Safety Standard differ substantially from the "Bus Safety Standard" in the "World Leading Bus Safety Programme" announced in a press release by TfL on 1 February 2016?

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

The Bus Safety Standard announcements on 1 February 2016 and on 16 October 2018 are discussing the same thing. What is different is that it has developed from a commitment into a series of concrete measures that are underpinned by in-depth research and counter-measure testing.

Transport for London is now able to forecast how many fewer people will be killed and seriously injured from safety technology and better vehicle design, which shows this methodology was the right one to adopt as part of our Vision Zero approach to the bus network.

The Bus Safety Standard has been developed to ensure it reflects research, is targeted effectively, and allows the best proven measures to be included. More information is available at <http://content.tfl.gov.uk/analysis-of-bus-collisions-and-identification-of-countermeasures.pdf>.



## **World Leading Bus Safety Standard (2)**

**Question No: 2018/2993**

[Caroline Pidgeon](#)

Given that data from Imperial College's International Bus Benchmarking Group has shown that London is consistently in the bottom third for safety since 2007 and the only city with no improvement on safety, in what way can any bus safety programme involving Transport for London currently be called "world leading"?

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

As far as Transport for London is aware, no other city in the world is looking at harnessing the most effective safety technologies and transforming the design of its buses, based on independent research and testing, to bring down casualties.

London is the first city to commit to, and start introducing, Intelligent Speed Assistance (ISA) technology across its entire bus fleet. It is considered to be a leader in this field by other transport authorities across Europe and beyond, having influenced proposed European vehicle safety regulations (General Safety Regulations). The aim is not just to make bus travel in London the safest in the world – such as in the table you quote – but more importantly, to eradicate deaths in or by buses by 2030 at the latest.

## **Croydon Tram Crash Investigation: Members of the First Group/TfL Joint Safety Panel**

**Question No: 2018/2994**

[Caroline Pidgeon](#)

Item 47/09/17 of the Minutes of 28 September 2017 meeting of the Safety, Sustainability and Human Resources Panel at TfL states: "Decisions on safety systems took place at a joint panel attended by FirstGroup and TfL". Please state the names and positions of members of this joint panel at this time.

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

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

## **Croydon Tram Crash Investigation: Meeting Dates of the First Group/TfL Joint Safety Panel**

**Question No: 2018/2995**

[Caroline Pidgeon](#)

Item 47/09/17 of the Minutes of 28 September 2017 meeting of the Safety, Sustainability and Human Resources Panel at TfL states: "Decisions on safety systems took place at a joint panel attended by FirstGroup and TfL. Please provide the meeting dates of this joint panel from November 2016 to the present.

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

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

## **Croydon Tram Crash Investigation: Documentation associated with the First Group/TfL Joint Safety Panel Meetings**

**Question No: 2018/2996**

[Caroline Pidgeon](#)

Will you ensure the minutes, agendas and all correspondence and documentation associated with this joint panel from November 2016 to present are published.

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

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

## **Hammersmith Bridge**

**Question No: 2018/2997**

[Caroline Pidgeon](#)

In February 2018 in answer to Question 2018/0334 you stated: "Based on the latest programme that Transport for London has received from the borough, it is anticipated that main construction will start on site in Autumn 2019." Yet recently in the local media a Hammersmith and Fulham Council spokesperson was quoted as stating: "We don't know why the Mayor's office has given a start date of autumn 2019. This is neither a date we recognise, nor one we've discussed with TfL." Can you please provide an explanation for these differing statements? Please also provide an update as to when TfL finally expects the repair and strengthening work on the bridge to commence.

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

The London Borough of Hammersmith and Fulham and Transport for London (TfL) are awaiting a final options report from the engineering consultants. This is expected by the end of 2018. Once a preferred option is agreed, a programme will be prepared by the London Borough of Hammersmith and Fulham, with support and advice from TfL, that reflects the complex nature of these major works.

Previous statements from the two organisations have differed over time due to the timescale uncertainty associated with the complex engineering challenges involved. However, more clarity will be available at the end of the year.

## **Earl's Court Masterplan**

**Question No: 2018/2998**

[Caroline Pidgeon](#)

Will the expected revised Earl's Court masterplan cover (a) the original 77-acre opportunity area, (b) the 22-acres current owned by EC Properties Ltd, (c) the Lillie Bridge depot site?

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

ECPL recently commenced joint preliminary pre-application discussions with my planning officers and Council planning officers in relation to a revised masterplan for the Earls Court site.

My officers have recently written to Capco to say that a positive way forward would be for Capco to develop new plans that exclude the West Kensington and Gibbs Green estates and include more affordable housing, particularly more social rented homes.

## **Proposals to build on Shoreditch Park**

**Question No: 2018/2999**

[Caroline Pidgeon](#)

In response to the planning application GLA/4463a/01 for Britannia Leisure Centre in Shoreditch the GLA report stated: " The proposed centre would be entirely located on the existing tennis courts, which lie within Shoreditch Park; therefore, there is no loss of existing green open space, rather the open space lost could be considered previously developed land." Can you clarify that parts of parks that have hardstanding areas are still classified as open space and have the same status as any other part of a park?

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

Shoreditch Park is locally designated open space and the tennis courts, which lie within the park, also have this designation. Paragraphs 37 – 40 of my stage 1 consultation response set this out. It was also noted, however, that as the tennis courts are considered to be previously developed land, the proposals will not result in the loss of existing green park land.

The proposals involve the tennis courts being re-provided on the roof of the new building, but in accordance with London Plan Policy 7.18 and draft Policy G4 of the draft London Plan, the loss of the tennis court open space at ground level must be offset by equivalent or better-quality provision within the local catchment area. As table 4 in my stage 1 report notes, the applicant is re-providing a significant quantum of open space; however, to ensure that there is no net loss and to fully justify the development on designated open space, in accordance with London Plan Policy 7.18 and draft London Plan Policy G4, my report noted that the applicant must explore opportunities to provide an additional 'bettered' open space.

## **Taxi Feed Park electric Taxi Charging Cost**

**Question No: 2018/3000**

[Caroline Pidgeon](#)

Will you make representations to Heathrow Airport Ltd about the high cost of using the electric charging units in the Taxi Feeder Park? The current charges which started on the 31 October 2018 are now so high that they act as an incentive for taxi drivers of the LEVC TX electric taxi to run their vehicles on the range extender petrol generator.

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

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

## **Pay for London trainee bus drivers**

**Question No: 2018/3001**

[Caroline Pidgeon](#)

Further to your answers to 2018/2595, 2018/2596 and 2018/2597 you failed to provide an answer as to whether TfL will take any action to ensure that bus drivers, including trainee drivers, who were not paid the London Living Wage for any period of time since 2009 are retrospectively compensated. If TfL has not yet taken this action, will you instruct it to do so?

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

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

## **Use of non-disclosure agreements by Crossrail**

**Question No: 2018/3002**

[Caroline Pidgeon](#)

To ensure there is full transparency over Crossrail would you publicly support Crossrail Ltd adopting a policy of refraining from the adoption of non-disclosure agreements for staff who leave the organisation?

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

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

## **Nine Elms Lane and Battersea Park Road**

**Question No: 2018/3003**

[Caroline Pidgeon](#)

Following the recent consultation on Nine Elms Lane and Battersea Park Road please state the reasons why in sections four to seven cycle tracks have been approved, but in sections one to three to date they have not been.

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

The consultation for the Nine Elms Highways scheme proposed on-carriageway unsegregated mandatory cycle lanes through sections one to three and stepped cycle tracks through sections four to seven.

The consultation feedback showed that stakeholders were keen for us to improve the level of cycling provision in sections one to three. Therefore, Transport for London continues to work closely with the London Borough of Wandsworth to review and modify the proposals for these sections, and to understand the impact this will have on the local area.

In the meantime, TfL is progressing with sections four to seven to ensure these sections are delivered efficiently, in coordination with other development work in the area.

## **Metropolitan Police call diversions**

### **Question No: 2018/3004**

[Caroline Pidgeon](#)

In response to Question No: 2018/2088 you said "Enquiries with BT have been made and they say they have recently started to collect this data but it is not force specific at this time". Will you ask BT to regularly pass on this data to the Met so that call diversions can be closely monitored? Will you also ask BT whether it is possible for them to start collecting force specific data?

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

We will ask BT if they are willing to share their data with us, but it is important to note that they are under no legal or contractual obligation to do so, especially when that data is not relevant to the MPS.

## **Metropolitan police response times**

### **Question No: 2018/3005**

[Caroline Pidgeon](#)

Will you commit to regularly publishing, and making public, data on Metropolitan Police response times for each categorised 999 call, broken down per month and per borough?

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

Information on response times is regularly published in the quarterly performance report.

The latest report can be accessed at: [www.london.gov.uk/mopac-publications/quarter-4-quarterly-performance-update-report](http://www.london.gov.uk/mopac-publications/quarter-4-quarterly-performance-update-report)

## **101 calls**

### **Question No: 2018/3006**

[Caroline Pidgeon](#)

How many 101 calls have the Metropolitan Police received since May 2018, broken down per month? Of these, how many were answered within 30 seconds; how many calls were terminated before being answered; what was the average time taken to answer and what was the longest time taken to answer?

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

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

## **Cladding (1)**

**Question No: 2018/3007**

[Caroline Pidgeon](#)

According to the most recent MHCLG data, 29 London Boroughs have at least 1 building with a cladding system that failed large-scale tests. Brent, Newham, Tower Hamlets, Wandsworth and Westminster have over 11. In May the Government agreed to fund cladding removal for social sector buildings, but what are you doing to highlight to the relevant private sector building owners the brevity of this situation and encourage urgent remediation work? Furthermore, what are you doing to encourage private sector building owners who are yet to do so, to get their cladding tested?

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

I have raised my concerns over cladding in private sector buildings directly with Ministers, and following pressure from me and others, they announced measures in early summer to enable local authorities to enforce against inactive building owners. Although it is local authorities who are responsible for ensuring that building owners get their cladding tested and, if necessary, their buildings remediated, they need support from Government and so I will keep up the pressure on Government to ensure these measures are implemented as I share your concern at the lack of progress 18 months on from the tragedy at Grenfell.

## **Cladding (2)**

**Question No: 2018/3008**

[Caroline Pidgeon](#)

Are you able to confirm whether any of the 9 publicly-owned buildings, comprising hospitals and schools, which have been identified as having a cladding system that failed large-scale tests are situated within London? If so, in which boroughs can they be found?

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

The Government's Building Safety Programme holds data on all buildings with failed cladding systems. My team is administering funding for London's social sector residential towers but beyond these buildings we do not have access to the data. Making the data public poses safety risks to those within the buildings. Given the small number of buildings you refer to, providing details of which borough they are in may also make them identifiable and the safety of school children and hospital patients throughout the remediation process should be paramount.

## **999 call volumes**

**Question No: 2018/3009**

[Caroline Pidgeon](#)

Deputy Commissioner Sir Craig Mackey QPM has said that the Metropolitan Police are doing an internal piece of work investigating what is driving the surge in 999 call volumes. When do you expect this report to be finished?

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

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

## **Broadwater Farm estate ballot**

**Question No: 2018/3010**

[Caroline Pidgeon](#)

Please provide an answer to Question 2018/2570. Can you also confirm whether Haringey Council is now seeking an exemption for a ballot on the demolition of Tangmere and Northolt? If so, can residents trust that you will not approve this exemption?

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

Haringey Council are seeking an exemption to the Resident Ballot Requirement for estate regeneration at Broadwater Farm that involves the demolition of Tangmere and Northolt. The decision regarding an application would be made in accordance with the GLA's governance arrangements for discretionary aspects of the resident ballots funding condition.

## **Recruiting a diverse police force (1)**

**Question No: 2018/3011**

[Caroline Pidgeon](#)

The Commissioner of the Metropolitan Police has announced that the London residency requirement for police recruitment will be lifted for six months. Were you involved in the discussions which led to this decision and if so, what were your opinions, given its value in increasing diversity and helping to create a police force which is more reflective of the city it serves?

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

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



## **Recruiting a diverse police force (2)**

**Question No: 2018/3012**

[Caroline Pidgeon](#)

In light of the announcement that the London residency requirement for police recruitment will be temporarily lifted, are you still confident you will be able to recruit a police force which is truly reflective of, and understands London's diversity?

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

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

## **Knife crime**

**Question No: 2018/3013**

[Caroline Pidgeon](#)

In the wake of the recent fatal stabbings, Metropolitan Police Commander Stuart Cundy announced, "We have hundreds of additional duty officers on the streets of every single borough". Please provide a breakdown of how many additional officers have been deployed in each borough.

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

In response to the recent spate of 5 homicides in 6 days, the MPS has put a response plan into place which will be in effect from the 06<sup>th</sup>-18<sup>th</sup> of November. This is in addition to the BCU violence plans which are already in place across the areas. There is a minimum of an additional 2 sergeants and 12 constables, over and above business as usual, working a late shift on every BCU across London. This is to provide public reassurance and to disrupt and detect violent crime and weapon enabled offending.

## **No-deal Brexit and small businesses**

**Question No: 2018/3014**

[Caroline Pidgeon](#)

I welcome your Brexit Business Resource Hub but in the event of no-deal, would you consider setting up a tailored programme of support specifically for small businesses in London who will be disproportionately hit by the burdens of new administration and reporting duties?

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

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

## **The impact of a no-deal Brexit on science and technology**

**Question No: 2018/3015**

[Caroline Pidgeon](#)

97% of people from the Francis Crick Institute say that science and bioscience are in danger because of Brexit. If we leave the EU without a deal, how will you ensure London remains a leader in science and technology?

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

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

## **Brexit and the construction industry (1)**

**Question No: 2018/3016**

[Caroline Pidgeon](#)

The Construction Products Association has said that the continued uncertainty over a 'No Deal' Brexit has already had a big impact on construction new orders including in the construction of residential properties in London. Are you confident you will still be able to meet your house building targets if we leave the EU without a deal?

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

As I have warned for some time, a 'No Deal' Brexit would be hugely damaging for London, and it would put new housing supply at risk.

The construction industry and I have repeatedly warned the Government that housebuilders depend upon flows of labour and material from the rest of the EU to build new homes. The Federation of Master Builders recently urged the Government to ensure construction firms can hire workers of varying skill levels 'before it is too late'.

The Government should heed these warnings from industry, and deliver a Brexit deal and a new immigration system that do not threaten London's homebuilding efforts.

## **Brexit and the construction industry (2)**

**Question No: 2018/3017**

[Caroline Pidgeon](#)

The Mineral Products Association have said that a 'No deal' Brexit would further threaten construction investment, with the supply chain likely to become early victims of the economic fallout. What conversations are you having with/support are you giving to the construction supply chain about this, given that they are the lifeblood of London's construction and major infrastructure projects?

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

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

## **Brexit contingency planning**

**Question No: 2018/3018**

[Caroline Pidgeon](#)

What conversations are you having with LLDC and OPDC about the prospect of a no-deal Brexit? Are they drawing up their own contingency plans? If so, how are you supporting this work?

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

LLDC and OPDC plan for a range of risks that could affect delivery of our major projects. In relation to Brexit, this includes contingency planning for the impact of a no-deal Brexit, particularly on construction prices and labour and materials availability.

## **People's Vote**

**Question No: 2018/3019**

[Caroline Pidgeon](#)

I very much welcome your support for a People's Vote and attendance at the People's Vote march. What concrete action will you now be taking as Mayor to persuade the Government of the importance of ensuring that the public has the final say on the final Brexit deal?

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

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

## **Brexit and the police**

**Question No: 2018/3020**

[Caroline Pidgeon](#)

In September, Metropolitan Police Commissioner Cressida Dick said the police were now "taking up the slack of other public services that are struggling to deliver." Are you concerned that the pressure put on healthcare services by a potential no-deal Brexit could put further pressure on the police, in areas such as mental health? How will you mitigate this?

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

The biggest challenge facing the future of policing in London is the combination of rising demand alongside continued cuts. And it's not just crime that has driven this increase. The Commissioner is correct; cuts to local authorities, health and social care and youth services also means that policing, as the service of last resort, is being forced to pick up the pieces.

Any form of Brexit would result in fewer jobs and less prosperity, and this can only increase the pressure on our already strained public services. I will continue to fight for the Met to have the resources they need to keep London safe, and press for a public vote on any final Brexit scenario.

## **The Cardiff Model**

### **Question No: 2018/3021**

[Caroline Pidgeon](#)

In response to Question 2018/1741 you said you were "working closely with Chelsea and Westminster [emergency department] to ensure that they are sharing as well as collecting" assault data. You also said they were in the process of implementing a new data system which may have had an effect on their ability to share data. Can you confirm (i) whether this data system has now been implemented, (ii) whether data is now being shared and (iii) whether information on backdated incidents has been shared.

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

Since my earlier response to Mayor's Question 2018/1741, Chelsea and Westminster emergency department have ceased to engage with my team, and data is therefore not being shared. Given this, we are not in a position to ascertain whether the new data system has been implemented.

MOPAC wrote to the Chief Executive and Emergency Department Consultant at Chelsea and Westminster about this on 10<sup>th</sup> September and are liaising with NHS England to try and progress this. All other hospitals are actively engaging with the programme.

## Cars for NPCC officers

### Question No: 2018/3022

[Caroline Pidgeon](#)

What was the capital budget for cars allocated to NPCC officers in 2017-18 and the forecast for 2018-19? Please provide a breakdown of the costs covering insurance, fuel, maintenance and staffing.

### Written response from the Mayor

The capital costs for cars are:

Capital Costs	2017/18	2018/19
<b>FY</b>		
Qty	0	3
<b>Purchase Cost Total</b>	<b>£0.00</b>	<b>£89,600.28</b>

The revenue costs are:

Revenue Costs	2017/18	2018/19
<b>FY</b>		
Qty	24	16
Insurance	£1,768.56	£1,179.04
Maintenance	£173,875.94	£149,448.88
Management Fee	£42,014.70	£30,788.10
MPS Staff	£10,738.74	£10,738.74
<b>Running Costs Total</b>	<b>£228,397.94</b>	<b>£192,154.76</b>

## Child Abuse and Sexual Offences Command

### Question No: 2018/3023

[Caroline Pidgeon](#)

Please provide the number of dedicated officers, number of dedicated staff, and the dedicated funding for the Child Abuse and Sexual Offences Command for the years 2016/17 and 2017/18.

### Written response from the Mayor

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

## **Cost of flights and hotels for MPS officers**

**Question No: 2018/3024**

[Caroline Pidgeon](#)

What is the cost of (1) flights, and (2) hotels for MPS officers for 2016-17, 2017-18 and 2018-19 to date. Please also break down the costs for the flights for each year by first class, business and economy.

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

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

## **Police Community Support Officers**

**Question No: 2018/3025**

[Caroline Pidgeon](#)

Please provide an answer for Question 2018/2100, asked in September. Since you failed to provide a response, please now give the figures as at November 2018.

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

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

## **Air quality in Brent (1)**

**Question No: 2018/3026**

[Caroline Pidgeon](#)

What are your reasons for not including the North Circular in the Ultra-Low Emission Zone?

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

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

## **Air quality in Brent (2)**

**Question No: 2018/3027**

[Caroline Pidgeon](#)

How are you working with the London Borough of Brent to improve North Circular air quality, and what steps are you taking to facilitate this?

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

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

### **Air quality in Brent (3)**

**Question No: 2018/3028**

[Caroline Pidgeon](#)

Will you commit to ensuring that the Kensal Corridor Public Realm proposals deliver demonstrable and measurable cleaner air outcomes for Ark Franklin school-children?

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

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

### **Safer Neighbourhood Teams**

**Question No: 2018/3029**

[Caroline Pidgeon](#)

Please provide an answer for Question 2018/2099, asked in September. Since you failed to provide a response, please now give the figures as at November 2018.

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

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

## **New West End Company multi agency team (1)**

**Question No: 2018/3030**

[Caroline Pidgeon](#)

As part of the New West End Company multi agency team, can you confirm that the Metropolitan Police will fund and provide ring-fenced resources to tackle crime and anti-social behaviour in the New West End Company Business Improvement District (BID) area? If so, (i) why was it decided that ring-fenced resources should be provided for this area in particular, (ii) how many officers will be provided (iii) how much will this cost and (iv) for how long will this arrangement be in place?

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

The new 'West End Multi-Agency' team launched on the 17th October and will run for a trial period until Feb 2019.

The team consists of:

- 1 Police Sergeant & 6 Constables,
- 10 Private security wardens,
- 2 Outreach support workers,
- 4 City Inspectors (Westminster City Council)

The police resources are not funded, or ring fenced.

These officers are not an additional resource to the area and were already members of the Police ORB (Oxford St, Regents St & Bond St) team.

This trial has two main objectives:

- to identify methods to reduce demand on police resources and prevent crime & Anti-Social Behaviour (ASB) through multi-agency working & problem solving; and
- to develop new and innovative policing tactics for delivery across the whole of the West End following implementation of the Basic Command Unit (BCU) model in Feb 2019.



## **New West End Company multi agency team (2)**

**Question No: 2018/3031**

[Caroline Pidgeon](#)

Will a model similar to the New West End Company multi agency team be available to other Business Improvement Districts and do you think there is capacity for such initiatives as the BCU model is fully rolled out?

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

As per my response to Mayor's Question 2018/3030 this is a localised trial of multi-agency cooperation within a challenging area of Westminster.

The Metropolitan Police Service (MPS) will look to identify the key learning from the trial and work with local partners to determine the best delivery model for the West End policing teams.

## **Strategic Walking Analysis**

**Question No: 2018/3032**

[Caroline Pidgeon](#)

When will TfL publish its Strategic Walking Analysis?

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

The Strategic Walking Analysis will be made available in December 2018. The technical report and summary guidance documents will be published by the end of the 2018/19 financial year.

## **Healthy Street Checks for Designers**

**Question No: 2018/3033**

[Caroline Pidgeon](#)

How many Healthy Street Checks for Designers has TfL carried out in 2018?

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

The Healthy Street Checks for Designers are undertaken at various stages of the project lifecycle, including option selection, concept design and detailed design. The checks apply to projects expected to cost over £200,000 and which have a significant impact on people's street experience.

32 Healthy Street Check for Designers were undertaken by Transport for London on projects located on the Transport for London Road Network so far in 2018. Project examples include Highbury Corner and Old Street Roundabout.

## **Bus fleet (1)**

**Question No: 2018/3034**

[Caroline Pidgeon](#)

Please provide the total number of vehicles in TfL's current bus fleet. Of these, how many are (i) diesel, (ii) hydrogen fuel-cell, (iii) hybrid and (iv) fully electric buses?

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

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

## **Bus fleet (2)**

**Question No: 2018/3035**

[Caroline Pidgeon](#)

The Transport Strategy states that all single decker buses in central London will be electric or hydrogen by 2020. How many single decker buses currently operate in central London? In relation to this target, what do you define as 'central London'?

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

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

## **Bus fleet (3)**

**Question No: 2018/3036**

[Caroline Pidgeon](#)

Transport for London's bus fleet audit is published quarterly. The latest available report is 30th September 2017. Please publish the latest audit, and ensure that this is published quarterly as promised.

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

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

## **Barking to Gospel Oak London Overground Line**

**Question No: 2018/3037**

[Caroline Pidgeon](#)

I understand that on Saturday 10 November 2018 there were 23 trains cancelled on this line and on Sunday 11 November 2018 a further 39 trains were cancelled. Please set out the reasons for this exceptionally high number of cancellations that were not publicised beforehand. Please also provide an update as to when the line will start to meet in full its published timetable.

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

In order to accommodate the delay to the new trains, Arriva Rail London (ARL) negotiated an extension to the lease of the diesel trains, which currently run on the line. These trains were due to be overhauled some time ago and are becoming increasingly unreliable.

ARL and Transport for London (TfL) were in discussions until late on Friday 10 November to retain one of the diesel trains currently running on the line. However despite their best efforts, the seventh spare train had to be released to be overhauled before being redeployed elsewhere in the country.

As a contingency, TfL instructed ARL and its maintenance contractor to do all it could to run the full timetabled service with the six remaining trains. However it became clear at a late stage that this would not be possible. Therefore, regrettably, some services had to be cancelled in order to carry out essential train maintenance works.

TfL has subsequently published plans for trains to run less frequently at weekends, when passenger numbers are lower. This is to enable preventative maintenance to take place at the weekend to increase the likelihood of a reliable weekday service, until the new trains begin to be introduced. TfL has informed customers of these temporary changes through information at stations, emails, its website and social media.

TfL has apologised for the inconvenience this will cause and will continue to work closely with all parties to introduce the new trains and meet the full timetable as soon as possible.

## **Barking - Gospel Oak line train shortage (1)**

**Question No: 2018/3038**

[Caroline Pidgeon](#)

What steps are you taking to protect the line's commuters from ad hoc cancellations due to a lack of trains?

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

Transport for London (TfL) is working as hard as possible to ensure its supplier, Bombardier Transportation, delivers the new electric trains as soon as possible, and to minimise disruption to its customers in the meantime. I have personally spoken to the President and Chief Executive Officer of Bombardier to express my extreme disappointment at the continuing delays and to demand his organisation does everything possible to get the new trains into passenger service as quickly as possible.

To allow train maintenance work to be carried out to increase the likelihood of a reliable weekday service, trains will run less frequently at weekends, when passenger numbers are lower. This will continue until the new trains begin to be introduced. TfL will publicise these temporary changes and will continue to work closely with Arriva Rail London and its train maintenance contractor to avoid unplanned cancellations.

TfL will also continue to run supplementary bus services in addition to the scheduled train service to provide additional capacity from Leyton Midland Road and Leytonstone High Road on weekday mornings. These stations are particularly busy during the morning peak, and the buses provide passengers with an alternative route should they wish to use it.

## **Barking - Gospel Oak line train shortage (2)**

**Question No: 2018/3039**

[Caroline Pidgeon](#)

What steps are you taking, using compensation from Bombardier for late delivery of the Class710s, to obtain additional trains to make good the loss of two trains from the line, including using the two Class378 units currently on a refresh programme in 4-car mode?

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

Transport for London (TfL) looked at all options to acquire alternative trains, including using the Class 378 units currently in use on other parts of the London Overground network. However, these proved not to be feasible for various reasons, including driver training, train length and reducing services on other parts of the network.

TfL continues to run the supplementary bus services which have been providing additional capacity from Leyton Midland Road and Leytonstone High Road on weekday mornings.

## **Implications of Autumn Budget statement on the Silvertown Tunnel**

**Question No: 2018/3042**

[Caroline Russell](#)

In his Autumn Budget, the Chancellor stated that the use of Private Finance Initiative (PFI) would be abolished for future projects. What are the implications for your plans to build a road tunnel at Silvertown?

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

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

## **Silvertown Tunnel spend on Development Consent Order process in 2019/20**

**Question No: 2018/3043**

[Caroline Russell](#)

How many hours of Transport for London (TfL) employee time will be spent on the Development Consent Order process for the Silvertown Tunnel in 2019/20, and what will be the cost to TfL?

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

Transport for London (TfL) currently forecasts that approximately 6,300 hours of TfL employee time will be spent in relation to the Development Consent Order (DCO) process in 2019/20. This is estimated to cost approximately £300k.

The DCO for the Silvertown Tunnel was granted in May 2018, and so TfL employee time is now focussed on fulfilling the detailed requirements and obligations to which TfL committed during the DCO process. This includes, for example, further traffic, noise and air quality monitoring to continue to assess the scheme's impacts as it progresses.

## **Delivery of protected cycle routes (2)**

**Question No: 2018/3044**

[Caroline Russell](#)

Thank you for your answer to my question 2018/1435, in which you told me that you had delivered 10 km of properly protected cycle lanes. How many more kilometres of protected cycle lanes have you delivered since you gave me this answer in June, and how many of these are on superhighway routes?

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

My response to Mayor's Question 2018/1435 last June referred to 10km of protected space for cyclists delivered across the Cycle Superhighways programme. Since then, a further 1.5km has been delivered as a result of the opening of the second phase of CS6. In addition to this, over 30km of protected space across the Quietway and Mini Hollands programme has also been delivered during my Mayoralty.

## **Southeastern service between St Pancras and Stratford International**

**Question No: 2018/3045**

[Caroline Russell](#)

A constituent has raised the anomaly within the Oyster-Contactless system whereby journeys between Stratford International and St Pancras (on Southeastern) are not included in a daily cap due to it being regarded as a 'premium' service by Southeastern. What steps will you take to press for this journey to be included within the daily cap, given that Southeastern has, to date, not been prepared to accept the reduction in its revenue that would result from allowing caps to apply and accepting Travelcards?

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

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

## **Bus driver homes**

**Question No: 2018/3046**

[Caroline Russell](#)

On 23 October 2018 at 9.40 am, you tweeted: "I'm the first Mayor of London with a dedicated programme to get new council homes built. We need homes for nurses, cleaners, bus drivers and all Londoners - not penthouses that sit empty." A constituent who is a bus driver would like to know how to apply for one of these homes?

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

These new council homes for rent will be allocated to Londoners through local authorities' Housing Needs Registers, in the same way as existing council and other social rented homes that become available to let.

Applications to join Housing Needs Registers need to be made directly to local authorities.

## Liveable Neighbourhoods Programme spending (1)

Question No: 2018/3047

[Caroline Russell](#)

Thank you for your answer to my question 2018/1441. How much funding was granted to each of these liveable neighbourhoods schemes?

### Written response from the Mayor

Each scheme was allocated the following funding to allow the boroughs to take forward their feasibility design options:

Scheme	Initial allocation £k
Ealing – West Ealing	132
Greenwich – Greenwich Town Centre	285
Hackney – Hackney Central	176
Haringey – Crouch End	175
Havering – Romford Ring Road	220
Lewisham – Deptford Parks	157
Waltham Forest – Coppermill Village	105

## Liveable Neighbourhoods Programme spending (2)

Question No: 2018/3048

[Caroline Russell](#)

Thank you for your answer to my question 2018/2513 in which you told me that the Liveable Neighbourhoods Programme has a total budget of £115 million (over the TfL business plan). Could you break down this budget into an expected spend for each year of the Transport for London (TfL) business plan?

### Written response from the Mayor

The breakdown of the £115m as per Transport for London's 2017 Business Plan is:

2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	Total £m
1	7	19	28	30	30	115

## **Civil Aviation Authority backing for concentrated flight paths**

**Question No: 2018/3049**

[Caroline Russell](#)

In light of the CAA endorsement of the concentrated flight paths at City Airport and given your representation to the Civil Aviation Authority (CAA) that: "there must be a fairer distribution of flightpaths that will address the severe noise impacts," are you considering any action?

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

On 22 October 2018, the Civil Aviation Authority (CAA) published its review into the flight path changes at London City Airport, after a delay of over a year. The report findings were disappointing but not surprising given the narrow remit of the CAA review.

Local communities continue to suffer severe noise impacts as a result of the concentrated flight paths which the Airport chose to implement.

The Airport has a responsibility to its local communities and this will be a critical factor as it embarks on a process of developing a new masterplan.

The Deputy Mayor for Transport will be raising the issue of the concentrated flight paths and their severe impacts directly with the new Chief Executive Officer of London City Airport when they meet next month.



## **World Health Organisation aircraft noise limits**

**Question No: 2018/3050**

[Caroline Russell](#)

For average aviation noise exposure, the recently published World Health Organisation (WHO) report, Environmental Noise Guidelines for the European Region, strongly recommends: "reducing noise levels produced by aircraft below 45 dB Lden, as aircraft noise above this level is associated with adverse health effects." Your London Environment Strategy refers to aviation noise contours in excess of 55dB, but will you include the new WHO guideline limits in your legal case against a third runway at Heathrow?

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

I welcome publication by the World Health Organisation (WHO) Europe of its updated guidelines for environmental noise on 10 October 2018. The report highlights the growing evidence linking significant aircraft noise exposure to serious health conditions including heart attacks and strokes and recommends stringent noise limits for aviation as a result.

It would not be possible to challenge the Government's National Policy Statement (NPS) on the basis of the updated WHO guidelines as they were not available at the time the NPS was published. However, noise remains an important element of my legal challenge of the NPS and I am making the case that the NPS failed to take proper account of existing noise regulations at both EU and national level and to fully assess the impacts on local communities.

I understand that the Government is in the process of developing a new national aviation strategy. I will be pressing Government to ensure that the new strategy incorporates the WHO guideline limits and establishes an effective independent regulator with the power to monitor compliance and impose penalties where required.

## **New schools in polluted areas**

**Question No: 2018/3051**

[Caroline Russell](#)

The National Institute for Health and Care Excellence (NICE) guidelines, Air pollution: outdoor air quality and health, published in June 2017, recommends: "minimising the exposure of vulnerable groups to air pollution by not siting buildings (such as schools, nurseries and care homes) in areas where pollution levels will be high." What measures in your new London Plan will protect all these vulnerable groups?

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

My new London Plan is clear that particular care should be taken to prevent increased exposure at developments that are to be used by large numbers of people who are particularly vulnerable to poor air quality, such as children or old people. More broadly my new London Plan introduces policies such as Air Quality Positive which will ensure that new buildings contribute actively to a progressive reduction in the total amount of London's emissions and associated exposure.

This is complemented by policies which require the mitigation of poor air quality to be considered in preparing planning policies right through to the design of new developments. This means that while building new schools at sites where pollution levels are stubbornly high should be avoided, even on less polluted sites new schools should be designed to minimise exposure in playgrounds and classrooms.

Specific policies also require that schools and health centres are easily accessible by public transport, walking and cycling. This will help reduce emissions around these facilities as well as requiring school entrances and playgrounds to be located away from busy roads; reducing children and patients daily exposure to air pollution.

Ultimately, however, to improve air quality for everyone (including those at school) it is important that Government supports my efforts to clean up London's filthy air throughout the city. I am investing approximately £800m to deliver far-reaching programmes to address the threat to health from poor air quality, including by phasing out pure diesel buses and, from the start of this year, purchasing only hybrid or zero-emission double decker buses, no longer licencing new diesel taxis and, crucially, introducing the world's first Ultra Low Emission Zone (ULEZ) in April 2019. But I need further powers to tackle non-transport source of pollution, which make up around half of the emissions in London.

## **Barnet Council decision to stop food waste collection**

**Question No: 2018/3052**

Caroline Russell

Are you aware that at the Barnet Council meeting on 30 October 2018, (<https://barnet.moderngov.co.uk/documents/b31273/Questions%20to%20the%20Leader%2030th-Oct-2018%2019.00%20Council.pdf?T=9>) the leader of the Council was asked: "Will the Leader guarantee that a separate food waste collection will be restored in Barnet?" and, in answer, he said "No." What is your response to this, given your policy requiring all London waste collection authorities to provide such a service to all kerbside properties, as a minimum, by 2020 at the latest?

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

On the 28<sup>th</sup> of September, the London borough of Barnet and the GLA reached agreement that Barnet Council would only temporarily suspend its food waste collection and undertake an independent review of its recycling collection services to see where they could be improved.

Since that time, officers from our respective organisations have worked diligently and positively in delivering the terms of that agreement. Public communications were issued by Barnet that made the temporary nature of the suspension clear. They also stated that it would be reintroduced in line with the requirements of my London Environment Strategy (by 2020) and that residents should retain their brown 'caddies' in anticipation of the reintroduction of the service. In addition, my officers report good progress on the independent review of the service that I insisted upon prior to the services reintroduction.

Given this, I was surprised and concerned at the public responses by the Leader of the Council and the Cabinet member which appeared to contradict our agreement, and which could cause confusion for Barnet's residents.

I have therefore written to the Leader expressing concern and requesting that our agreement is accurately reflected in future public communications, especially with the public.

## **T-Charge**

**Question No: 2018/3053**

[Caroline Russell](#)

The T-Charge was introduced on 23 October 2017. What has been the effect on both emissions and concentrations of the main pollutants?

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

On 23 October 2017, I launched the new T-Charge – which is the toughest enforced emission standard of any world city. This is an interim measure until the Ultra Low Emission Zone commences, starting in central London in April 2019. Since the introduction of the T-Charge, the number of non-compliant vehicles has reduced by nearly 1,300 a day. Roughly 95 per cent of all vehicles in the T-Charge zone now meet the T-Charge Euro 4 standard.

Transport for London estimated that the T-Charge would reduce NOx emissions from cars by around 2 per cent. Since the introduction of the T-Charge in October 2017, there has been an 8 per cent average fall in NO2 concentrations in the T-Charge zone. This is likely to be a result of the package of measures that have been introduced, which include the T-Charge and bus improvements.

## **Higher levels of pollution on Brixton Road (3)**

**Question No: 2018/3054**

[Caroline Russell](#)

Thank you for your answer to my question 2018/2530. Regarding the unexpected deterioration of air quality recorded at the monitoring site on Brixton Road, which you commissioned Kings College to investigate, are you factoring this into the modelling of your forthcoming Central London Ultra Low Emission Zone (ULEZ) and future ULEZ phases?

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

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

## **Engine idling and the Driver and Vehicle Licensing Agency (3)**

**Question No: 2018/3055**

[Caroline Russell](#)

Thank you for your answer to my question 2018/0103. You said that your officers were awaiting feedback on the proposal for the Driver and Vehicle Licensing Agency (DVLA) to issue reminders during the Vehicle Excise Duty renewal process that engine idling is a traffic offence. Have your officers now received any feedback and what was it?

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

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

## **London Pension Fund Authority and managing climate change risks**

**Question No: 2018/3056**

[Caroline Russell](#)

Other than divestment, does the London Pension Fund Authority (LPFA) have climate change policies and a decarbonisation target for its investment portfolio? If not, will you ask the LPFA to review its policies and put in place a decarbonisation target that takes account of the publication in October 2018 of the Intergovernmental Panel on Climate Change (IPCC) report, Global Warming of 1.5C?

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

LPFA's objective is to identify and manage the investment risks potentially faced from Climate Change. LPFA has a clear Climate Change Policy, agreed in June 2017, which requires its managers to actively identify, manage, and report on the climate risk of investments. As part of the policy, the LPFA will be considering the portfolio's alignment with the emissions trajectory needed to meet the Paris Agreement targets. The LPFA is committed to working to enrich the ongoing consideration of how and when climate change risks could materialise and impact Fund value. The LPFA's work to implement this climate policy was recognised this month in a report by Friends of the Earth which highlighted it as one of only four local government pension funds nationally that is developing a strong climate change strategy and approach.

I will continue to work closely with the LPFA to support the implementation of its climate change policy, ensuring it leads in this area amongst local government funds in the UK.

## **Solar Feed-In Tariff**

**Question No: 2018/3057**

[Caroline Russell](#)

The Government has announced the ending of the Feed-In Tariff in April 2019. How will this affect the delivery of your Solar Action Plan?

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

The Government has yet to announce its decision on the generation and export Feed in Tariffs (FiT). However, its proposal to remove both tariffs will almost certainly make my aim to reach 1GW of solar in London by 2030 harder to achieve. That is why I wrote to the Secretary of State in the Summer to state my opposition to the proposed changes. In particular, if the proposal to also remove the export tariff is enacted, the government must ensure that a replacement mechanism is put in place to pay people for the electricity that they export to the grid. I was therefore pleased to hear Claire Perry's comments in Parliament that it would be "wrong to have power provided to the grid for free" on the 20<sup>th</sup> November, but we urgently need to see further details on how this issue will be addressed.

The programmes I am delivering as part of my Solar Action Plan have shown that there is strong public demand for solar, which is why it is important that government does not undermine deployment through changes to the FiT. Over 9000 Londoners have registered for Solar Together to date and it has resulted in cost reductions of 20-35% through economies of scale. The London Community Energy Fund is supporting 9 community energy groups to install solar and Phase 2 included a solar "fast track" route to ensure as many community groups as possible benefit from the FiT before it is withdrawn.

If the FiT is ended, I will continue to support solar in London, including through the zero-carbon requirement in my new London Plan which will drive installations of solar on new developments. Solar will also be delivered as part of RE:FIT projects to save energy in the public sector and I will continue to explore options to roll out solar across the GLA estate. My officers are also looking at new business models and ways to encourage solar. These include: combining solar with other technologies such as storage; ways to use long-term public and private sector energy contracts to drive investment in new solar projects; and mapping London's solar potential.

## **Empty TfL railway arches**

**Question No: 2018/3058**

[Caroline Russell](#)

How many railway arches owned by Transport for London (TfL), which can be rented out to businesses, are currently empty? Could you provide details of the total number of empty TfL railway arches at the end of each of the years 2012/13, 2013/14, 2014/15, 2015/16, 2016/17, and 2017/18?

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

TfL is making better use of its land to make sure empty arches are opened up for new businesses. For example, at Wood Lane TfL has opened 13 new arches for retail use and at Latimer Road will shortly open a further 11 arches for a mix of retail and business uses.

Of the 800 commercial railway arches that TfL owns, 70 were vacant at the end of 2016/17, and 57 were vacant at the end of 17/18. The current number of vacant arches is 49, with 25 of these units currently under offer to a wide range of business at present. This leaves 24 (3%) arches currently vacant and on the open market.

TfL is actively marketing these premises, and it encourages interested businesses to get in touch, a full list can be found online: <https://tfl.completelygroup.com> directly.

Due to the way data was recorded historically it is not possible to give accurate figures prior to 2016/17.

## **TfL railway arches (1)**

**Question No: 2018/3059**

[Caroline Russell](#)

A constituent from Hammersmith and Fulham has contacted me about long established small businesses in danger of closing due to significant Transport for London (TfL) rent increases. On what factors does TfL base its decisions to increase rent for railway arches?

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

TfL owns over 2,000 commercial units across London, and over 90 per cent of its tenants are small businesses. Lease renewals occur when an individual lease expires, and rent reviews occur at specific times as agreed in the lease, for example after the first three years in a six-year lease.

TfL works with each tenant to agree a fair rent that relates to comparable prices in the local area. During each negotiation TfL provides small business owners with evidence and comparables from the open market, and it also provides tenants with sources of support and information. Where there is a significant gap between the current rental level and the comparable market rents, TfL will consider individual rent profiles for small businesses such as stepped rents or payment plans.

## **TfL railway arches (2)**

**Question No: 2018/3060**

[Caroline Russell](#)

Are you confident that the way Transport for London (TfL) manages its railway arches provides protection for the interests of micro businesses?

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

I am a pro-business Mayor, and firmly believe in supporting businesses of all sizes. Small businesses make up the vast majority of TfL's commercial estate and will always do so. TfL has a policy to be open and transparent in its dealings with its tenant customers and has been working closely with trade bodies such as the Federation of Small Businesses (FSB), Small Business Saturday, National Federation of Retail Newsagents, East End Trades Guild and Royal Institute of Chartered Surveyors (RICS) to share information and develop its small business policy.

I am confident that TfL understands the importance of small businesses, and that it takes its responsibility as a landlord seriously. In fact TfL actively promotes opportunities for small businesses, and two of its small business tenants were recently selected in the Small Biz 100 by Small Business Saturday, Wave Brazilian Ju Jitsu in Stamford Brook and Roli Ltd in Hoxton.

## **TfL railway arches (3)**

**Question No: 2018/3061**

[Caroline Russell](#)

What consultation process or engagement protocol does Transport for London (TfL) follow when deciding to increase rent to businesses that lease TfL-owned railway arches?

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

Please refer to my answer to Mayor's Question 2018/3059.



## **Transparency in rent review for TfL railway arches**

**Question No: 2018/3062**

[Caroline Russell](#)

As part of the East End Trades Guild (EETG) Affordable Workplace Manifesto proposal for a register of comparable evidence, the EETG has produced an app with Founders & Coders that could assist Transport for London (TfL) to be transparent with their business tenants. Both Hackney and Tower Hamlets Councils are currently providing data for this app to help small business tenants with their rent reviews, enabling them to gather the information they need in negotiations. Will you ask TfL to provide data for this tool?

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

Transport for London (TfL) has been working with East End Trades Guild (EETG) for some time on a number of initiatives. TfL will continue to work with the EETG regarding their Affordable Workplace Manifesto, including their work on a comparable evidence app, and TfL will engage with the EETG, London Borough of Hackney and London Borough of Tower Hamlets on the opportunity to contribute data to this tool.

## **Community Land Trusts for small and micro businesses**

**Question No: 2018/3063**

[Caroline Russell](#)

Given your support for Community Land Trusts (CLTs) for residential properties, will you apply the same principle and support the development of CLTs for small and micro businesses, as requested in the East End Trades Guild Affordable Workspace Manifesto?

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

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

## **Reducing reoffending rates in London (1)**

**Question No: 2018/3064**

[Sian Berry](#)

On 25 October 2018 the Ministry of Justice published its proven reoffending statistics. These show that in London, between January and December 2016, the adult reoffending rate was 28 per cent and the juvenile rate was 46 per cent. What work are you doing to reduce reoffending rates among young people in London?

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

Whilst responsibility for managing offenders sits with the Ministry of Justice, I have been clear that tackling youth reoffending in London requires a collective response. This is a key priority within my Police and Crime Plan and I have invested significant funding in programmes to tackle youth offending including £45m through the Young Londoners Fund. Governance structures have also been reviewed and the Safer Children and Young People Board established last year to improve London's strategic response. But I am also clear that there is more that can be done to tackle youth reoffending in London. The scale and complexity of challenges in London differ from the rest of the country and central government funding to local services has been significantly cut year on year with no reference to need, demand or outcomes. London needs the freedom and flexibility to take a regional approach to planning and investment in services. I am therefore keen that this is a priority of the second Devolution Memorandum of Understanding.

## **Reducing reoffending rates in London (2)**

**Question No: 2018/3065**

[Sian Berry](#)

Since becoming Mayor in 2016, could you outline what actions, programmes, or projects you have introduced to reduce reoffending among young Londoners? Could you provide details, in a table format, of a) the name of the project/programme/action, b) the year it was introduced, c) for how long it is expected to run, and d) the cost of the project/programme/action.

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

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

## **Reducing reoffending rates in London (3)**

**Question No: 2018/3066**

[Sian Berry](#)

Since becoming Mayor in 2016, what action have you taken to support Londoners with a criminal record get into work or training? Could you provide an age breakdown of the number of people you have successfully supported?

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

From 2019/20, the London proportion of the national Adult Education Budget is being devolved to the Mayor. I am intending to match-fund and draw down some of the remaining ESF allocation in London. The GLA is investing £2m in a new Ex-Offender employment and skills programme from 2019. I have also invested £45m in the new Young Londoners Fund, many projects in the future will support those with a criminal record to gain employment and access training opportunities.

I am calling on government to come forward immediately with plans for the replacement of in-custody careers provision to replace the National Careers Service provision that was not renewed earlier in 2018.

In terms of delivery, London Gang Exit supported by MOPAC is a service that helps young Londoners to exit the gang. Since February 2016, 81 people have received work skills and employment interventions. Using the Skills for London Capital fund, LEAP has supported 'The Bad Boy Bakery' at HMP Brixton which aims to address the skills gap within the catering and hospitality sector. We are expecting the company to deliver 53 successful outcomes by April 19 which include; numbers supported in the bakery and numbers supported accessing employment opportunities after working in the bakery.

## **Roads and Transport Policing command key performance indicators (2)**

**Question No: 2018/3067**

[Sian Berry](#)

Thank you for your response to my question 2018/0988. Before publicising the new Special Services Agreement key performance indicators that are currently delayed, will you consult with organisations like RoadPeace who stand up for traffic justice?

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

A number of schedules in the Special Services agreement for the Metropolitan Police Service (MPS) Roads and Transport Policing Command (RTPC) are being updated, which has delayed the publication of the key performance indicators. These amended schedules will be published once all have been updated.

Roadpeace is a valued and important stakeholder for Transport for London (TfL) and the MPS. Both organisations already work closely on efforts to reduce road danger. TfL and the RTPC are planning to establish a stakeholder forum for road danger reduction policing and enforcement, which will provide Roadpeace and other advocacy groups a more structured opportunity to shape, support and scrutinise policing and enforcement activity going forward. The first meeting is expected to take place in early 2019 and the performance indicators will be discussed there.

## **Targeting illegal vehicles**

**Question No: 2018/3068**

[Sian Berry](#)

What proactive work has the Metropolitan Police Service Roads and Transport Policing Command (RTPC) done to prevent collisions by targeting illegal vehicles, such as uninsured vehicles and unlicensed drivers? Could you provide a timeline of this work since 2016?

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

RTPC lead on the Pan London Vision Zero (VZ) initiative in which high harm offenders and uninsured drivers are a priority. On 14 November this year, the command, as part of this 12-day continuous operation, conducted Pan London activity with the following results;

- 101 vehicles were seized for no insurance & not in accordance.
- 28 people were arrested for various offences from burglary and drug dealing to drink driving and violence related offences.
- 172 vehicles (mainly HGVs) were prosecuted for construction and use offences.
- 101 drivers were reported for speeding.

Since 2016 RTPC have conducted a multitude of operations to constantly ensure London's roads are kept safe.

One example is Operation Cubo. This operation targets uninsured vehicles and unlicensed drivers using the road network.

In 2016, there were 20 days of Operation Cubo including 7 days of National No insurance week

In 2017, there were 22 days of Operation Cubo including 7 days National No Insurance week

In 2018 there have been 21 days of Operation Cubo so far including 7 days National No Insurance week.

In addition, the road policing teams carry out intelligence based daily patrols targeting uninsured drivers and illegal vehicles.

## **Family Liaison Officer for road collisions**

**Question No: 2018/3069**

[Sian Berry](#)

Thank you for your response to my question 2018/2486. How does the Metropolitan Police Service evaluate which serious collisions require a Family Liaison Officer?

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

The Serious Collision Investigation Unit will deploy a Family Liaison Officer to all collisions involving a fatality where the next of kin have been identified.

In relation to serious collisions there is no formal policy and it is managed on a case by case basis. The Senior Investigating Officer would make an assessment based upon the needs of the family, and the support which could be offered, for instance if the family member had no other support mechanism, or the early prognosis was that the casualty had fatal injuries, then this would warrant a deployment, which would not be withdrawn if the casualty survived.

## **Hit and run casualties 2017**

**Question No: 2018/3070**

[Sian Berry](#)

Could you report the number of casualties relating to hit and runs in London in 2017, with a breakdown by a) road user mode, b) severity type, c) borough, and d) whether there was a prosecution?

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

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

## **Transport for London funding for Roads and Traffic Policing Command**

**Question No: 2018/3071**

[Sian Berry](#)

How much funding did Transport for London (TfL) contribute to the Roads and Traffic Policing Command (RTPC) in the years 2015/16, 2016/17, and 2017/18?

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

Transport for London's budget provision for the Roads and Traffic Policing Command over the last three years was as follows:

2015/16 - £92.5m

2016/17 - £92.8m

2017/18 - £93.2m

## **Violence Reduction Unit - public health approach**

**Question No: 2018/3072**

[Sian Berry](#)

I am pleased that since the London Assembly Plenary on policing in December 2017, when you agreed with me that MOPAC and the Metropolitan Police Service should adopt a public health approach, you have made efforts to start this process. I also welcome the announcement of the Violence Reduction Unit and the £45 million Young Londoners Fund to help young people flourish. How independent will the Violence Reduction Unit be, and how will frontline youth workers and youth organisations be able feed in to its work?

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

The Violence Reduction Unit will be a partnership effort, bringing in skills, resources, experience and input from a range of sectors. Equally, as a publicly-funded body, the Unit will be subject to democratic oversight and accountability. With these things in mind, independent is perhaps not quite the right terminology in which to describe the VRU. However, I want to be absolutely clear that from my perspective, innovation and disruption should be at the heart of the VRU approach.

The voices of frontline workers from all sectors are and will continue to be vital to all of our efforts to tackle violence and I fully expect that to be the case with the VRU also. We are working at pace to mobilise the Unit, forming a Partnership Reference Group and are underway with the recruitment of a Director.

## **Borough police officers that live in London 2018 (2)**

**Question No: 2018/3073**

[Sian Berry](#)

Thank you for your response to my question 2018/2480. The data that you provided show that 50 per cent of borough police officers still live outside of London, with no progress made on this measure since the findings of my report, *Where do our police live?*, in May 2016. This is despite clear recommendations made by the Harris review into London's preparedness to respond to major incidents, which was published in October 2016. What will you do in your last two years of office to support police officers being able to afford to live in London?

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

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

## **Spit hoods and human rights**

**Question No: 2018/3074**

[Sian Berry](#)

Do you recognise the human rights concerns raised by civil liberties groups about the potential use of spit hoods by Metropolitan Police Service officers on the streets of London?

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

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

## **Spit hoods use in custody suites**

**Question No: 2018/3075**

[Sian Berry](#)

How many people have had spit hoods used on them in custody suites since 3 August 2017? Could you provide a breakdown of the different age groups, gender and ethnicity (with ethnicity also broken down by gender)?

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

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



## **Key worker housing in the OPDC area**

**Question No: 2018/3076**

[Sian Berry](#)

I welcome modifications to the Old Oak and Park Royal Development Corporation (OPDC) Second Regulation 19 Revised Draft Local Plan, following my intervention, that clarify conformity with the Draft New London Plan in terms of the presumption that the 40 per cent of homes to be decided by the Local Planning Authority will focus on social rent/London Affordable Rent. I also welcome the addition of mid-stage review mechanisms. Could you confirm that mid-stage reviews will only be used to revise the level of social housing upwards rather downwards?

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

Following public consultation, OPDC has made amendments to identify a minimum target for 30 per cent of all rental units in the area to be provided at social rent/London Affordable Rent (LAR) levels, with the remainder provided at intermediate levels. OPDC will seek to maximise social rent/LAR by prioritising its delivery through the use of early, mid and late stage reviews, through the use of public grant and by seeking to exceed the 30 per cent social rent/LAR target on schemes that do not meet the Mayor's threshold approach. OPDC Board has now approved the Local Plan for submission to the Planning Inspectorate for examination.

As with early and late stage reviews, mid stage reviews would only be used to revise levels of affordable housing upwards.

## **Discrimination against London Living Rent tenants at Royal Wharf (1)**

**Question No: 2018/3077**

[Sian Berry](#)

On 1 November 2018, following reports that London Living Rent tenants had been told that - unlike private owners and renters - they would not be eligible for membership of the pool and gym at Royal Wharf, your Deputy Mayor for Housing and Residential Development said: "We will contact Ballymore's senior management to make clear our expectation that these facilities must be available to all residents." When did your Deputy Mayor contact Ballymore and how has the company responded?

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

My Deputy Mayor contacted Ballymore's senior management early on 1 November 2018 and received a response from the company later that day. The response confirmed that London and Quadrant residents (regardless of tenure) are entitled to use all facilities, including the gym and pool, on the same basis as any other private resident.

## **Discrimination against London Living Rent tenants at Royal Wharf (2)**

**Question No: 2018/3078**

[Sian Berry](#)

Are the policies in your draft new London Plan sufficiently strong to prevent future instances of segregation between residents of market rate and affordable homes, be this in the form of 'poor doors', access to play or recreation facilities, or any other type of segregation within the same housing development?

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

Draft London Plan policy D4, 'Housing quality and standards', contains requirements for new housing to be of high quality design without differentiating between tenures. It specifically states that developments should be designed to maximise tenure integration, and that all entrances will need to be well integrated with the rest of the development, and should be indistinguishable from each other.

These requirements, combined with the requirements of policy D3, 'Inclusive design', which state that developments should be convenient and welcoming with no disabling barriers, providing independent access without additional undue effort, separation or special treatment, will help to ensure that an inclusive approach is applied to new housing developments.

## **Review of Housing Zones**

**Question No: 2018/3079**

[Sian Berry](#)

Thank you for your response to my question 2018/2536. When will you update the Housing Zones webpages to include the number of homes expected to be demolished in each Housing Zone, so that Londoners are able to see the net increase of homes planned for their areas?

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

The net to gross figures for homes demolished as part of new housing schemes within a Housing Zone can be found within the relevant planning application documents held by the local authority.

## **Peabody Trust selling key worker housing in Victoria Park**

**Question No: 2018/3080**

[Sian Berry](#)

Do you share my concerns about the Peabody Trust selling off key worker housing in Victoria Park?

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

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

## **Police and home evictions (1)**

**Question No: 2018/3081**

[Sian Berry](#)

How many phone calls does the Metropolitan Police Service receive from landlords or estate agent requesting assistance with an eviction of a housing tenant? Could you provide figures for each month since 2016?

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

I am aware that illegal, or improperly carried-out evictions in the private rented sector is a major problem that is most likely to affect vulnerable renters who have low awareness of their rights. My team are working closely with my London Borough Private Rented Sector Partnership to ensure that boroughs are equipped to investigate and prevent illegal evictions.

Incidents of this type are flagged on the Met Police system as a Civil Dispute. There is no code which shows the above as an isolated incident, therefore the Met is unable to provide the level of detail as requested. However, through the partnership, I have created a new 'report a rogue' tool which has so far received more than 650 reports of rogue behaviour that have been shared with the correct contacts at local authorities to pursue.

## **Police and home evictions (2)**

**Question No: 2018/3082**

[Sian Berry](#)

How many phone calls does the Metropolitan Police Service receive from housing tenants requesting assistance with attempts to evict them? Could you provide figures for each month since 2016?

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

Please see my response to Mayor's Question 2018/3081

## **Police and home evictions (3)**

**Question No: 2018/3083**

[Sian Berry](#)

How much training do Metropolitan Police Service officers receive in housing law?

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

MPS officers receive housing law training during their initial training course, specifically covering the Protection from Eviction Act 1977 during a full day covering all aspects of civil disputes. In addition, officers receive further training during their second year of service covering the protected intended occupiers and displaced residential occupiers under the Criminal Law Act 1977. At this present time, we are currently putting together a training package to refresh officers in housing law, with the support of external expertise. This will be delivered to all frontline officers starting in April 2019.

## **The March for a People's Vote**

**Question No: 2018/3088**

[Peter Whittle](#)

On 20th October, I noticed posters with the text 'March For A People's Vote' being advertised on the London Underground, which I found surprising, as I am aware that political advertising is not permitted. I note that regulation 2.3 (n) of TfL's Advertising Policy states: 'More particularly, an advertisement will be unacceptable if: it promotes a party political cause or electioneering. Advertisements must conform to TfL's policy on use of resources, with particular care exercised in pre-election periods.'\* Given that the march was part of the attempt to overturn the decision by the British People to leave the European Union in a referendum held on 23 June 2016, could you please explain why that rule was not followed on this occasion, or are we now in a situation where it's one rule for the Mayor and another one for everybody else?

\*[1] <http://content.tfl.gov.uk/tfl-advertising-policy.pdf>

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

The People's Vote ran one campaign on the Transport for London (TfL) advertising estate. This was a one-day campaign on the 18 October, which featured on 11 digital escalator panel runs and 50 LCD screens across the network.

This campaign was reviewed by TfL as per the usual process and was found not to contravene the advertising policy.

The TfL Advertising policy is very clear: "an advertisement will be unacceptable if: it promotes a party political cause or electioneering. Advertisements must conform to TfL's policy on use of resources, with particular care exercised in pre-election periods."

The advertisement made no reference to Brexit, and TfL did not consider the advertising to be promoting a cause associated with a specific party. In addition, TfL received assurances from The People's Vote that it does not receive any funding from political parties, and the advertisement did not encourage the reader to vote in a certain way.

## **London Stadium**

**Question No: 2018/3089**

[Peter Whittle](#)

To ask the Mayor how many times he has met with Baroness Brady?

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

The Mayor has met Baroness Brady once.

## **Blackfriars Bridge**

**Question No: 2018/3090**

David Kurten

To ask the Mayor what assessment TfL have made of the impact on congestion caused by the Cycle Superhighway installed on Blackfriars Bridge?

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

Cycle Superhighway 6 has been extremely successful, with a significant increase in the number of people choosing to cycle on this route. In the morning peak, numbers have increased from 3,600 in 2014/15 to over 5,900 in 2017/18. This represents not only an increase in cycling, but a significant increase in the overall movement of people along this corridor. TfL's analysis shows that, following the opening of Cycle Superhighway 6 on Blackfriars Bridge, the overall movement of people over the bridge increased by five per cent at the busiest time.

In recent years, for vehicles travelling between Elephant and Castle and Farringdon across Blackfriars Bridge, there has been an increase in average journey times in the morning of around 4 minutes northbound and one minute southbound. Congestion of motorised vehicles is caused by many factors. Factors here are likely to include continuing construction nearby, including Thames Tideway works and developments around Farringdon, along with an increase in private hire and light goods vehicles.

Transport for London continues to undertake a range of operational enhancements at signalised junctions in order to improve how the road network operates. In particular, it has improved the resilience of this route, including by implementing dynamic traffic signal control technology which responds to changing traffic levels, and by providing additional help for buses along the route.

## **Ethnic Pay Gap (1)**

**Question No: 2018/3091**

David Kurten

What is TfL's Ethnic Pay Gap?

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

In the 2017 Transport for London (TfL) Ethnicity Pay Gap Report, the median annual salary pay gap was 9.2 per cent; the mean annual salary pay gap was 10.1 per cent. Other measures are included in the 2017 report which is available online (<http://content.tfl.gov.uk/tfl-ethnicity-pay-gap-report-2017.pdf>)

## **Ethnic Pay Gap (2)**

**Question No: 2018/3092**

[David Kurten](#)

What is the London Fire Brigade's Ethnic Pay Gap?

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

The Ethnicity Pay Gap analysis for 2017/18 demonstrates that there is a zero per cent pay gap based on the median pay rate. There is a 2.89 per cent pay gap based on the mean pay rate. The London Fire Brigade has an action plan aimed at improving inclusivity for all groups of staff including representation at more senior levels in the organisation.

## **Ethnic Pay Gap (3)**

**Question No: 2018/3093**

[David Kurten](#)

What is the Metropolitan Police's Ethnic Pay Gap?

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

The Metropolitan Police Service (MPS) has published extensive information on its ethnicity pay gap within its scheme of publication.

The 2017 report is available at: [Met HQ - People & Change - MPS Gender Pay Gap Analysis 2017](#)

The 2018 report will be available in due course.

## **Ethnic Pay Gap (4)**

**Question No: 2018/3094**

[David Kurten](#)

What is the London Legacy Development Corporation's Ethnic Pay Gap?

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

The LLDC Ethnicity Pay Gap in March 2018 between BAME and White employees was 24 per cent (median hourly pay, all staff), and 23.1 per cent (mean hourly pay, all staff).

The LLDC Ethnicity Pay Gap in March 2017 between BAME and White employees was 30.0 per cent (median hourly pay, all staff) and 26.4 per cent (mean hourly pay, all staff).

## **Ethnic Pay Gap (5)**

**Question No: 2018/3095**

David Kurten

What is the Old Oak and Park Royal Development Corporation's Ethnic Pay Gap?

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

Following a recent staffing restructure, the OPDC has seen a significant increase in BAME representation, which will be reported in the 2018 Ethnicity Pay Gap report.

The 2017 OPDC Ethnicity Pay Gap figures show a mean pay gap of 31.51 per cent and median pay gap of 37.52 per cent. These statistics do not include posts covered by staff seconded from the GLA, which have included BAME representation at senior levels.

Full details of the 2017 audit are on the OPDC [website](#).

## **Ethnic Pay Gap (6)**

**Question No: 2018/3096**

David Kurten

What is the Mayor's Office for Policing and Crime Ethnic Pay Gap?

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

MOPAC's Ethnicity Pay Gap is published annually on the [MOPAC website](#).

## **Age Pay Gap (1)**

**Question No: 2018/3097**

David Kurten

What is TfL's Age Pay Gap?

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

Transport for London (TfL) do not calculate an Age Pay Gap. Each year TfL calculate and publish their Gender and Ethnicity Pay Gap Reports and subsequent action plans. TfL also complete a comprehensive Equal Pay Audit every two years that enables them to identify any pay anomalies at a functional level and create local action plans to address these.

## **Age Pay Gap (2)**

**Question No: 2018/3098**

[David Kurten](#)

What is the London Fire Brigade's Age Pay Gap?

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

The age pay gap is dependent on the age ranges used and there is currently no definitive guidance on this. However, a recent TUC study used the ranges of 16-29 vs 30 years plus for these purposes. Using these age ranges there is a 24.05 per cent pay gap in favour of those aged 30 years plus based on the median pay rate and a 23.09 per cent pay gap in favour of those age 30 years plus based on the mean pay rate. The Civil Service have also undertaken a study in age pay gap using the age ranges of 16-49 and 50 years plus. In these examples there is a 8.28 per cent pay gap in favour of those aged 50 plus based on the median pay rate, and a 13.61 per cent pay gap in favour of those aged 50 plus based on the mean pay rate.

## **Age Pay Gap (3)**

**Question No: 2018/3099**

[David Kurten](#)

What is the Metropolitan Police's Age Pay Gap?

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

There is no legislative requirement to publish age pay gap data and the Metropolitan Police Service (MPS) does not do so.

Police officer and staff pay is determined in accordance with roles with no reference to any protected characteristic. Police officers and staff, who undertake the same role, have the same length of service and work the same hours thereby receive the same pay.

## **Age Pay Gap (4)**

**Question No: 2018/3100**

[David Kurten](#)

What is the London Legacy Development Corporation's Age Pay Gap?

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

LLDC does not collect this information.



## **Age Pay Gap (5)**

**Question No: 2018/3101**

[David Kurten](#)

What is the Old Oak and Park Royal Development Corporation's Age Pay Gap?

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

The OPDC does not collect this information.

## **Age Pay Gap (6)**

**Question No: 2018/3102**

[David Kurten](#)

What is the Mayor's Office for Policing and Crime Age Pay Gap?

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

MOPAC does not hold information relating to an age pay gap.

## **Screening Out (1)**

**Question No: 2018/3103**

[Peter Whittle](#)

To ask the Mayor how many assault cases were screened out by the Metropolitan Police over the last three years?

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

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

## **Screening Out (2)**

**Question No: 2018/3104**

[Peter Whittle](#)

To ask the Mayor how many burglaries were screened out by the Metropolitan Police over the last three years?

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

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

### **Screening Out (3)**

**Question No: 2018/3105**

[Peter Whittle](#)

To ask the Mayor how many theft cases were screened out by the Metropolitan Police over the last three years?

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

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

### **Screening Out (4)**

**Question No: 2018/3106**

[Peter Whittle](#)

To ask the Mayor how many domestic violence cases were screened out by the Metropolitan Police over the last three years?

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

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

### **Screening Out (5)**

**Question No: 2018/3107**

[Peter Whittle](#)

To ask the Mayor how many drug offences were screened out by the Metropolitan Police over the last three years?

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

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

### **Screening Out (6)**

**Question No: 2018/3108**

[Peter Whittle](#)

To ask the Mayor how many fraud offences were screened out by the Metropolitan Police over the last three years?

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

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

## **Screening Out (7)**

**Question No: 2018/3109**

[Peter Whittle](#)

To ask the Mayor how many shop-lifting offences were screened out by the Metropolitan Police over the last three years?

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

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

## **Screening Out (8)**

**Question No: 2018/3110**

[Peter Whittle](#)

To ask the Mayor how many so-called 'hate crimes' were screened out by the Metropolitan Police over the last three years?

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

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

## **The United Kingdom Exiting the European Union**

**Question No: 2018/3111**

[Peter Whittle](#)

To ask the Mayor what was the outcome of his talks with European Chief Negotiator for the United Kingdom Exiting the European Union, Monsieur Michel Barnier in Brussels on 26 October 2018 and whether they managed to resolve the issue of the Irish Backstop?

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

The focus of my meetings in Brussels was to defend London's interests in the Brexit negotiations and to emphasise the negative impact that a bad deal, or no deal, would have on London, including the over 1 million EU citizens living here. I also made the case for the EU beginning preparatory work on the extension of Article 50 if the deal doesn't get through Parliament, in order to allow the possibility of there being either a general election or a referendum, if the British Parliament so decided.

## **Leaving the European Union**

**Question No: 2018/3112**

Peter Whittle

To ask the Mayor for an update on his campaign to overturn the result of the national referendum held on 23 June 2016, in which, the British People decided to leave the European Union.

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

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

## **Ambulance Response Times**

**Question No: 2018/3113**

David Kurten

To ask the Mayor what assessment TfL has made of the claim made by the College of Paramedics that the introduction of dedicated cycle lanes in London is preventing road-users' vehicles from being able to pull over for emergency vehicles and is impacting ambulance response times?\*

\*[1] <https://www.telegraph.co.uk/news/2017/05/19/cycle-lanes-putting-patients-lives-risk-delaying-ambulances/>

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

Transport for London (TfL) consults extensively with the emergency services as part of designing any significant change to highways infrastructure, and I believe the College of Paramedics has expressed concern with the way its comments have been interpreted in the article you mention. TfL is unaware of any evidence that Cycle Superhighways have resulted in an increase in ambulance response times.

## **Hate Crime (1)**

**Question No: 2018/3114**

Peter Whittle

Do you agree with the Policing and Crime Commissioner for Thames Valley who has called for a review of hate crimes after an elderly lady was questioned under caution for beeping her horn at another vehicle, during a visit to a petrol station?

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

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

## **Hate Crime (2)**

**Question No: 2018/3115**

[Peter Whittle](#)

Would the Metropolitan Police be compelled (as Thames Valley Police are) to investigate elderly people who beep their horns, if a person hearing the horn beep perceived it to be motivated by hate against someone from a protected personal characteristic?

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

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

## **Hate Crime (3)**

**Question No: 2018/3116**

[Peter Whittle](#)

Do the Metropolitan Police delete all hate crime incidents which are not found to be crimes, or are they kept on file and if so, for how long?

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

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

## **Hate Crime (4)**

**Question No: 2018/3117**

[Peter Whittle](#)

What are the Metropolitan Police's response times and conviction rates of crimes without a hate crime element compared to those with a hate crime element?

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

It is not possible to answer this question for a number of reasons. Firstly, police don't attend all possible recorded Hate Crimes at the time of occurrence; a number will be reported to the police after the event. Secondly, the police do not hold conviction data, which is a matter for the Ministry of Justice.

## **Hate Crime (5)**

**Question No: 2018/3118**

[Peter Whittle](#)

Will the Mayor consider redeploying the 900 police officers working on hate crime to fighting violent crime, until the current violent crime epidemic is brought under control?

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

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

## **Gangs Matrix Database**

**Question No: 2018/3119**

[Peter Whittle](#)

I note the claim in Amnesty International UK's 2018 report Trapped in the Matrix: Secrecy, Stigma, and Bias in the Met's Gangs Database that 'a range of non-police agencies have access to the Matrix.'<sup>\*</sup>

Could you please tell me how many non-policing organisations currently have access to this database and identify them by name?

<sup>\*</sup>[1]

<https://www.amnesty.org.uk/files/reports/Trapped%20in%20the%20Matrix%20Amnesty%20report.pdf>

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

The Met Police Gangs Matrix data is shared centrally with Probation services (National Probation Service and Community Rehabilitation Company) and prisons, in order to reduce violence in secure estates and assist with the rehabilitation of offenders whilst in prison and upon release.

Access to Gang Violence Matrix data is agreed at a borough policing level, through Community Safety Partnerships and via Information Sharing Agreements, in order to safeguard young people, prevent harm, and reduce offending. Each case is unique and dealt with on a case by case basis.

The Met Gangs Matrix is being reviewed and recommendations will be published this year.

## **Detectives**

### **Question No: 2018/3120**

[Peter Whittle](#)

To ask the Mayor what progress has been made in arresting the decline in the number of Metropolitan Police detectives and what is the current shortfall in their numbers?

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

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

## **Crime**

### **Question No: 2018/3121**

[Peter Whittle](#)

After 118 murders on London streets this year so far, will the Mayor be telling Londoners that he has succeeded or failed in his crime-fighting efforts?

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

Violent crime has been rising across the country since 2014 and the Government is failing in their basic duty to keep people safe – imposing savings of £1bn on the Met Police which has sent police numbers to historically low levels.

The Commissioner and I are clear that Violent crime remains the priority, and although the most serious violence is no longer increasing, we are not complacent.

Every one of the deaths on London's streets is one too many, and I am doing all that I can to tackle this and make our City safe and secure.

I am investing an extra £138 million in the Met to keep police numbers as high as possible and have also set up a new £45 million Young Londoners Fund to help tackle the causes of violent crime and support young people to turn away from criminality.

Most recently, I have established the Violence Reduction Unit which will bring together partners to tackle violent crime, its focus will be to deliver a long-term public health approach to tackling the causes of violent crime in London.

## **Police Commissioner Cressida Dick**

**Question No: 2018/3122**

[Peter Whittle](#)

Is it the role of the Metropolitan Police Commissioner to make laws, or simply enforce them and by stating what she believes should or should not be a criminal offence, has she become too political and therefore unable to fulfil her remit?

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

The Commissioner is entitled to express her views on policing priorities.

## **Londyn jest otwarty**

**Question No: 2018/3123**

[Peter Whittle](#)

I note that Perivale Tube Station now has a sign applied to the floor, at the foot of the station's main staircase, which reads: 'Londyn jest otwarty' and carries the logo 'Mayor of London'. Could you please explain the purpose of this sign?

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

Brexit will directly and immediately impact more than 1 million EU Londoners and their families who will need to apply for a new immigration status to stay in the UK. Census data shows that Perivale has the largest Polish community in London. This new phase of our London is Open campaign will reassure these EU nationals living in London that they are still welcome and belong here. It is essential these communities hear the message that London is still open to them and ensure that they know how to stay in London post-Brexit.

There is a sub-section of this EU Londoner audience who are hard to reach; they are not on digital channels and may not be English-speaking. A visual sign, in their own language, in a location close to this audience is a highly effective way to deliver this welcoming message directly to this audience.



## **Begging on the London Underground**

**Question No: 2018/3124**

[David Kurten](#)

I am keenly aware that there has always been some degree of begging on London Underground trains, but in my observation and experience, this phenomenon is on the increase. What steps are currently being undertaken by TfL and the British Transport Police to curtail this activity?

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

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

## **Drinking on the Underground**

**Question No: 2018/3125**

[David Kurten](#)

As you will be aware, newly-elected Mayor Johnson introduced a complete ban on alcohol on the Underground in 2008. However, I have noticed in recent journeys on the Tube - especially at weekends, that there are passengers who appear wholly unaware that alcohol is banned on the Underground. What is being done to enforce this ban?

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

Please see my response to Mayor's Question [2018/2489](#)

## Underground Overcrowding

### Question No: 2018/3126

David Kurten

How many times between September 2017 and September 2018 have TfL staff had to temporarily close stations, due to overcrowding?

### Written response from the Mayor

Transport for London (TfL) staff carefully manage the flows of customers at stations to ensure a safe travel environment and minimum inconvenience for customers. Sometimes this requires stations being closed in order to prevent congestion.

Please find below the data held on full station closures. Incidents are centrally recorded only when a full station closure occurs, that is, when trains are non-stopping and the station is closed to incoming customers.

Other business as usual crowd control measures include temporarily closing staircases to create one-way systems, temporarily closing entrances and closing ticket barriers. While these measures are in place, trains continue to stop at the station.

TfL continues to keep the situation at all busy stations under review, including looking at what further measures may be required in the future to manage demand for Tube services.

LINE	STATION	DATE	REASON
Central line	Holborn	05/10/2017	Overcrowding due to defective Central line train
Metropolitan line	Kings Cross	20/10/2017	Overcrowding due to disruption on Northern and Piccadilly lines
Victoria line	Euston	25/10/2017	Station control to prevent overcrowding due to Network Rail incident at Harrow & Wealdstone
Victoria line	Euston	27/10/2017	British Transport Police request - overcrowding due to fatality on Network Rail services
Jubilee line	Bond Street	24/11/2017	Overcrowding due to public dispersing to station due to security alert
Metropolitan line	Kings Cross	15/01/2018	Overcrowding due to Piccadilly line service disruption
Metropolitan line	Kings Cross	23/01/2018	Overcrowding due to Metropolitan line signal failure
District line	South Kensington	03/02/2018	Station Control to prevent overcrowding due to New Zealand Day, Museum and Cirque du Soleil events
Piccadilly line	Leicester Square	18/02/2018	Station Control to prevent overcrowding at street level due to Chinese New Year celebrations
Jubilee line	West Ham	13/06/2018	Overcrowding caused by disruption on C2C and signal failure at Barking
Jubilee line	West Ham	13/06/2018	Overcrowding caused by disruption on C2C and signal failure at Barking
Victoria line	Stockwell	20/06/2018	Station control to prevent overcrowding due to Northern line service disruption
Central line	Holborn	24/09/2018	Station control to prevent overcrowding

## **Gallions Point Marina Ltd**

**Question No: 2018/3127**

[David Kurten](#)

To ask the Mayor what involvement the GLA had (if any) in the eviction of the staff of Gallions Point Marina Ltd from their business premises at Gate 14, Albert Basin Way, London, E16 2QY on 9 October 2018?

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

The GLA is bringing forward a comprehensive redevelopment of Albert Island into an industrial and commercial area including a boat yard. This redevelopment requires vacant possession of the site, including the space occupied until recently by Gallions Point Marina.

To this end, the GLA made a number of attempts to agree a settlement with the owners of Gallions Point Marina to vacate the site, including through mediation. As all attempts failed, the GLA had no choice but to take legal action. The Court process found in the GLA's favour earlier this year, and an attempt to appeal the decision was rejected.

Notwithstanding the decision of the courts, the GLA continued to offer favourable terms to assist the owners of Gallions Point Marina in an orderly transition and handover of the site. These terms were rejected, and so High Court Enforcement Officers implemented the decision of the Court in October. The GLA is now in possession of the site.

## **Paedophilia (1)**

**Question No: 2018/3128**

[Peter Whittle](#)

I was alarmed to hear Cressida Dick, Commissioner of Police for the Metropolis tell listeners of the BBC Radio 4's Today programme on 3 November 2018: "One area that has grown hugely is viewing indecent images of children. People find that utterly appalling, it is awful, but I'm afraid that we probably all know somebody who does that." This last statement cannot possibly be factually true. Do you agree with what the Commissioner said?

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

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

## **Paedophilia (2)**

**Question No: 2018/3129**

Peter Whittle

Is London being "overwhelmed by the sheer volume" of Child Sexual Exploitation cases to the same extent as in Norfolk, as admitted by Norfolk's Chief Constable?\*

\*[1] <https://www.telegraph.co.uk/news/2018/11/02/low-level-paedophiles-could-avoid-jail-terms-new-guidance/>

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

In line with the national trend, the Met Police has seen a significant increase in the number of offences relating to Online Child Sexual Abuse and Exploitation (OCSAE), and notably those involving Indecent Images of Children (IIOC). The Met Police received 400 referrals of OCSAE/IIOC offending from the online industry in 2016 and volumes have quadrupled since that time. The rate of increasing demand is a significant challenge, which the Met Police is actively seeking to address under the Strengthening Local Policing programme.

## **Paedophilia (3)**

**Question No: 2018/3130**

Peter Whittle

What assessment has the Metropolitan Police Service made of the new guidelines from the Ministry of Justice\* that "low level offences" by paedophiles, including possession of indecent child abuse images, should not be punished by jail sentences?

\*[1] <https://www.telegraph.co.uk/news/2018/11/02/low-level-paedophiles-could-avoid-jail-terms-new-guidance/>

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

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

## **Police Officer Residency**

**Question No: 2018/3131**

[Peter Whittle](#)

To ask the Mayor what initiatives are currently underway to ensure that more of London's police officers are resident in the capital?

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

As you know the Metropolitan Police Service (MPS) is temporarily lifting its London residency criteria as part of its drive to accelerate police officer recruitment.

By increasing the policing precept of council tax and allocating money from business rates to support the police I have provided the means for the MPS to recruit an additional 1,000 officers than they would otherwise have been able to afford.

We all want these new officers to arrive as quickly as possible, but it takes time to recruit them. The MPS believes the best way to accelerate recruitment is to open-up applications from beyond London.

The Met will continue to place a premium on recruits who have the knowledge and understanding of London, but the current operational imperative is to grow numbers quickly.

One of the greatest challenges to police officers living in London is financial. Unfortunately, the Government has not implemented the full recommendations of the Police Remuneration Review Body; refusing to consolidate the full pay rise from 2017. Both I and the Commissioner have written to the Home Office to express our disappointment at the pay award and I will continue to advocate proper pay increases for our officers.

Police officers also qualify for 'key worker' status and can access the Peabody Housing Association scheme for key workers.

## **London Is Open Signage (1)**

**Question No: 2018/3133**

[David Kurten](#)

How many foreign language 'London is Open' signs such as that in Perivale Underground Station written in Polish have been placed around London?

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

10 stickers have been placed in TfL stations across London. Using census data, we identified 15 of the highest concentrated EU populations living in London, and placed these signs in 10 of the TfL stations located closest to these audiences. The stickers are part my message to all Londoners; they are valued and welcome in London.

## **London Is Open Signage (2)**

**Question No: 2018/3134**

[David Kurten](#)

What has been the cost of TfL of placing 'London is Open' signs in different languages around London?

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

TfL did not incur any costs. The only cost associated with this activity was the printing of the stickers. This activity was paid for through the London is Open campaign. The space was empty and was not being used by commercial opportunities, meaning no revenue was lost. Utilising Oyster data, we can determine that 3,992,938 individuals passed through these stations during the period the London is Open signs were present.

## **London Is Open Signage (3)**

**Question No: 2018/3135**

[David Kurten](#)

When there is a black hole in the budget of TfL, why are you wasting money on placing 'London is Open' signs around the London Transport network?

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

TfL did not incur any costs and did not lose any revenue. The only cost associated with this activity was the printing of the stickers. This activity was paid for through the London is Open campaign.

The London is Open campaign is extremely important right now. Our city is home to more than 1 million EU Londoners; ensuring they can access expert legal guidance and services to apply for settled status following Brexit is vital to the economy and culture of our city. It is right that I invest in information, signposting and outreach now to prevent many thousands of Londoners being left without status post-Brexit.

## **Royal Park Regulations**

**Question No: 2018/3136**

[David Kurten](#)

The Royal Park Regulations 1997 require that written permission is obtained in order to organise or take part in any assembly, display, performance, representation, parade, procession, review or theatrical event. Will the Metropolitan Police disperse assemblies of organised religious observances and stop religious displays and performances in the Royal Parks for which written permission has not been obtained?

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

Under 'The Royal Parks and Other Open Spaces Regulations 1997', there is no specific power to disperse assemblies of organised religious observances nor any power to stop religious displays and performances in the Royal Parks for which written permission has not been obtained.

Section 5 of the above legislation states 'Where a constable has reasonable ground for belief that a person has contravened any one or more of these Regulations, that person shall give on demand his name and address to that constable'.

The Met takes action against breaches of the Regulations where proportionate and necessary.

## **Uber (1)**

**Question No: 2018/3137**

[David Kurten](#)

Can you confirm that Uber bookings are accepted at the address stated on the London Private Hire Operators license?

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

Transport for London is satisfied that the way in which Uber London Limited (ULL) accepts bookings is compliant with private hire legislation.

## **Uber (2)**

**Question No: 2018/3138**

[David Kurten](#)

How often are Uber's licensed premises in London visited by TfL compliance officers and the records checked?

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

Effective and strong regulation of the taxi and private hire industry is essential to maintaining public safety. As the regulatory and licensing authority in London, Transport for London keeps all operator licences under review to ensure they continue to meet the standards required for licensing in London.

Inspections are normally carried out at least once a year; however, TfL also visits operators more often where required.

## **Uber (3)**

**Question No: 2018/3139**

[David Kurten](#)

Have TfL compliance officers ever attended the Uber London Limited Operating Centre unannounced, in order to confirm that Uber is operating within parliamentary legislation?

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

Yes. Inspections of licensed private hire operators take the form of both scheduled (where the operator is informed) and unscheduled (where the operator is not informed) visits.

Inspections take place at least once a year. TfL will also visit operators more often where required.

## **Uber (4)**

**Question No: 2018/3140**

[David Kurten](#)

Do you welcome the decision to review the judgment in the TfL v. Uber case, which was presided over by Judge Emma Arbuthnott?

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

I am aware that the United Cabbies Group has been granted permission for a judicial review. Transport for London and I will monitor proceedings closely.



## **MOPAC**

### **Question No: 2018/3141**

Peter Whittle

Give that the Mayor's Office for Policing and Crime does not actually employ any serving police officers, can you tell me how many staff working for that organisation are currently on salaries of more than £100,000?

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

Details of senior employee information, including salary bands are published on the MOPAC website and can be accessed here:

<https://www.london.gov.uk/what-we-do/mayors-office-policing-and-crime-mopac/about-mayors-office-policing-and-crime-mopac/our-staff/senior-employee-information>

## **Grooming Gangs**

### **Question No: 2018/3142**

Peter Whittle

BBC Radio 4 reported in their PM programme on 19 October 2018 that in 2008, the Home Office sent a circular to all police forces in the country stating: "as far as these young girls who are being exploited in towns and cities, we believe they have made an informed choice about their sexual behaviour and therefore it is not for police officers to get involved in." a) Did the Metropolitan Police receive this letter? b) Were any investigations closed down in response to this letter? c) Did the Metropolitan Police ever receive a letter from the Home Office at a later date rescinding this order not to get involved in investigating the rape gangs (so called grooming gangs) and what did this letter say? And d) What other correspondence has the Metropolitan Police received from the Home Office dictating how they should proceed in investigating the rape gangs (so-called grooming gangs)?

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

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

## **Departure of the 7th spare diesel train from the Barking - Gospel Oak line and the continued delays to the new electric trains (1)**

**Question No: 2018/3144**

[Jennette Arnold](#)

Why has the Barking - Gospel Oak line been left without a spare train to cover for maintenance and breakdowns? Isn't this contrary to a previous Mayoral statement saying no more trains would leave before new electric ones entered service?

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

In order to accommodate the delay to the new electric trains, Arriva Rail London (ARL) negotiated an extension to the lease of the diesel trains, which currently run on the line.

ARL and Transport for London (TfL) were in discussions until late on Friday 10 November to retain one of these diesel trains. However despite their best efforts, the seventh spare train had to be released to be overhauled before being redeployed elsewhere in the country.

TfL has subsequently published plans for trains to run less frequently at weekends, when passenger numbers are lower, until the new trains are introduced. This is to allow train maintenance to take place at the weekend to increase the likelihood of a reliable weekday service. TfL has informed customers of these temporary changes through information at stations, emails, its website and social media.

TfL has apologised for the inconvenience this will cause and will continue to work closely with all parties to introduce the new trains and meet the full timetable as soon as possible.

On behalf of Londoners, I have personally spoken to the President and Chief Executive Officer of Bombardier to express my extreme disappointment at the continuing delays to the new trains and to demand his organisation does everything possible to get them into passenger service as quickly as possible.

## **Departure of the 7th spare diesel train from the Barking - Gospel Oak line and the continued delays to the new electric trains (2)**

**Question No: 2018/3145**

[Jennette Arnold](#)

Would the Mayor please provide, and also instruct Transport for London to provide passengers with, a clear detailed statement, and ongoing updates, as to what is happening with the new trains and when they will enter service?

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

Bombardier Transportation, the manufacturer of the new electric trains, has told Transport for London (TfL) that, subject to further successful software development, the new trains should begin entering passenger service in the second half of December. TfL shares your frustration at these continuing delays and is fully focused on ensuring Bombardier delivers the trains as quickly as possible.

TfL had expected the new trains to be here long before now, and is sorry for the continuing delay. However, testing of the new trains is well underway. Some trains have already accumulated in excess of 1,000 miles, helping Bombardier iron out problems before they enter passenger service. The software has now been developed to the point where driver instructor training has begun. Arriva Rail London needs to train nearly 170 drivers to be able to run a full complement of new trains. TfL and ARL are working to train drivers and introduce the new trains as quickly as possible.

On behalf of Londoners, I have personally spoken to the President and Chief Executive Officer of Bombardier to express my extreme disappointment at the continuing delays and to demand his organisation does everything possible to get the new trains into passenger service as quickly as possible.

I have instructed TfL to ensure that they continue to provide customers and their representatives with regular updates on this matter. TfL is using emails, its website, social media and information at stations to ensure people know what is happening.

## **Departure of the 7th spare diesel train from the Barking - Gospel Oak line and the continued delays to the new electric trains (3)**

**Question No: 2018/3146**

[Jennette Arnold](#)

Would the Mayor please explain why the new trains have not yet entered service and set out clearly what Transport for London, Arriva Rail London and Bombardier Transportation are doing, including milestone dates, to expedite their introduction?

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

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

## **Departure of the 7th spare diesel train from the Barking - Gospel Oak line and the continued delays to the new electric trains (4)**

**Question No: 2018/3147**

[Jennette Arnold](#)

Please explain what contingency measures Transport for London have in place if more diesel trains leave the line and the current service becomes inoperable? Does this mean a reduced timetable or bus replacement services, or something else?

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

Discussions are at an advanced stage for the retention of the remaining six diesel trains until the new electric trains enter passenger service.

Following the unavoidable return of the spare seventh train, trains will temporarily run less frequently at weekends, when passenger numbers are lower, until the new trains are introduced. This is to allow preventative train maintenance to occur at weekends and provide a more resilient weekday service, when the normal 4 trains per hour service is planned to run. Additional buses will supplement the rail service and TfL is making sure customers are informed. TfL is very sorry for the inconvenience this will cause.

## **Departure of the 7th spare diesel train from the Barking - Gospel Oak line and the continued delays to the new electric trains (5)**

**Question No: 2018/3148**

[Jennette Arnold](#)

Would the Mayor agree with me that the current situation on the GOBLIN is completely unacceptable, and is not what passengers have come to expect from London Overground services?

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

I agree with you that the current situation on the Gospel Oak to Barking line is completely unacceptable. London Overground is one of the most reliable train operators in the country and the current service on this line falls far short of the level of service Transport for London (TfL) aims to provide to its customers.

On behalf of Londoners, I have personally spoken to the President and Chief Executive Officer of Bombardier to express my extreme disappointment at the continuing delays and to demand his organisation does everything possible to get the new trains into passenger service as quickly as possible.

I know too that TfL shares your frustration at the situation and, together with Arriva Rail London, is fully focused on ensuring Bombardier delivers the trains as quickly as possible.

## **Transport for London Access as experienced by my constituent.**

**Question No: 2018/3149**

[Jennette Arnold](#)

What message does the Mayor have for my constituents whose regular experience as a wheelchair user of Transport for London services is one of humiliation, frustration and anger?

See below for a couple of the most recent appalling examples as tweeted to you, Transport for London-Access, Transport for London and myself.

"16.00hrs today Sun 14/10/18. Driver of 259 bus towards King's X refused to lower wchair ramp for me to board at Cally Rd stn despite hand signal, ringing access bell & passengers calling to driver. Humiliating @ infuriating. @Transport for LondonAccess @Transport for London @MayorofLondon @JennetteArnold @scope"

"Typical @Transport for London fiasco. No step-free access from @piccadillyline at King's X. Take bus. No @metline service to Wembley Pk. Really? On event day at stadium? @MayorofLondon @JennetteArnold @Transport for LondonAccess"

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

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

## **Air Pollution at William Patten School, Hackney.**

**Question No: 2018/3150**

[Jennette Arnold](#)

Please could you provide details of the air pollution levels outside William Patten School in Stoke Newington for the last 5 years?

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

The GLA uses the London Atmospheric Emissions Inventory to assess air pollution across the whole of London, the base year for which is 2013. A new inventory with a base year of 2016 will be available early next year. In 2013 the nitrogen dioxide (NO<sub>2</sub>) level outside William Patten Primary School was estimated to be 45.2 ug/m<sup>3</sup>. The legal limit is 40 ug/m<sup>3</sup>. For this reason, William Patten Primary School received one of my 50 air quality audits, and my officers are now working with TfL, Hackney and the school to implement some of the recommendations, including through a starter grant of £10,000.

London boroughs are responsible for local air quality monitoring and assessment. There is no air quality monitoring station outside William Patten Primary School. However, from 2017 Hackney started using diffusion tubes to monitor air pollution at the school. In 2017 one of the diffusion tubes recorded NO<sub>2</sub> concentrations of 48 ug/m<sup>3</sup>, however, another diffusion tube in a different location only recorded concentration of 29 ug/m<sup>3</sup>.

To increase the number of locations where we directly monitor air quality, including at schools, the GLA is working to pilot a new innovative hyper-local monitoring sensor system, combining static, mobile and wearable air quality sensors.

## Top 20 Schools Suffering Highest Pollution Levels in London

Question No: 2018/3151

[Jennette Arnold](#)

Please could you provide details of the 20 schools suffering the highest levels of air pollution in London?

### Written response from the Mayor

We estimate there are 360 primary schools and 78 secondary schools located in areas exceeding legal pollution limits (for nitrogen dioxide). This is based on analysis using the London Atmospheric Emissions Inventory 2013. The 20 primary and secondary schools with the highest pollution concentrations are below:

Westminster	St Mary's Bryanston Square Church of England School
Westminster	St Clement Danes Church of England Primary School
Westminster	St Peter's Eaton Square Church of England Primary School
Southwark	St George's Cathedral Catholic Primary School
Westminster	The St Marylebone Church of England School
Hammersmith and Fulham	St Paul's P Church of England primary School
Westminster	Christ Church Bentinck Church of England Primary School
Westminster	The Minerva Academy
City of London	Sir John Cass's Foundation Primary School
Tower Hamlets	Woolmore Primary School
Islington	Central Foundation Boys' School
Lambeth	Oasis Academy South Bank
Hammersmith and Fulham	Sacred Heart High School
Westminster	Hampden Gurney Church of England Primary School
Camden	Argyle Primary School
Camden	Christopher Hatton Primary School
Camden	St Joseph's Primary School
Lambeth	St Anne's Catholic Primary School
Tower Hamlets	Canon Barnett Primary School
Westminster	St Vincent de Paul RC Primary School

Note: This analysis has been undertaken using the Ofsted list of all Local Authority funded schools. These schools all exceed the annual legal nitrogen dioxide limit of 40ug/m3.

## **Air Pollution and Schools**

**Question No: 2018/3152**

[Jennette Arnold](#)

What is the Mayor's Office doing to improve air pollution levels at schools recognised as suffering the highest levels of air pollution in London?

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

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

## **Central London Bus Service Changes Interchange Distances.**

**Question No: 2018/3153**

[Jennette Arnold](#)

How was an interchange distance 0.4Km (as mentioned in the EIA) decided on as being 'low' impact for bus users including the elderly and those with limited mobility?

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

Four hundred metres is used as the maximum desired walking distance in the guidelines TfL and many other transport authorities use to plan bus services, However, I recognise that this distance may still pose challenges for some customers, in particular those with restricted mobility.

Transport for London's (TfL's) draft Equalities Impact Assessment (EqIA) looks to assess the potential adverse impact of the central London bus service proposals on equalities groups. The EqIA was drafted in conjunction with TfL's Independent Disability Advisory Group (IDAG), and as part of the assessment, a ranking scale was developed to identify elements of the proposals with the highest adverse impact on equalities groups.

This draft document was under consultation until Friday 9 November. TfL is now considering the feedback received through the consultation from members of the public and stakeholders, to look at what adjustments need to be made.



## **Proposed Withdrawal of the 48 Bus Route for Those with Limited Mobility**

**Question No: 2018/3154**

[Jennette Arnold](#)

An elderly constituent currently uses the 48 route to travel from Bakers Arms to London Bridge. The proposed changes involve her changing buses, walking 0.4km between bus stops and waiting for a 35 to arrive. How is it reasonable to expect the elderly and people with limited mobility to maintain independence when they are expected to travel like this?

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

Transport for London's (TfL) draft Equalities Impact Assessment (EqIA) looks to assess the potential adverse impact of the central London bus service proposals on equality groups, including older people. TfL asked people to comment on this EqIA through its consultation, which ended on Friday 9 November.

TfL is now considering the feedback received through the consultation to help it decide whether adjustments need to be made.

Should any proposals go ahead, TfL would look to work with the London boroughs to make interchange as easy as possible, by improving issues such as step free access, seating, lighting and wayfinding for customers making these changes.

Further to this, there are many interchange opportunities in central London that have minimal walking distances. TfL advises me that your constituent may be able to make her current journey (Bakers Arms to London Bridge) by taking route 56 from Bakers Arms to Angel Islington, then a same-stop interchange onto route 43 to London Bridge. In the other direction, this involves a short walk of around 30 metres between the adjacent stops.

## **'Low Impact' assessed at 0.4 KM**

**Question No: 2018/3155**

[Jennette Arnold](#)

In the Equalities Impact Assessment for Transport for London's Central London Bus Service Consultation a distance of 0.4km between interchange points (where previously there was no need for interchange) was considered low impact. How was this distance as a measurement of low impact decided upon?

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

Please see my response to Mayor's Question 2018/3153.

## **Transport for London staffing levels for Taxi License Applications**

**Question No: 2018/3156**

[Jennette Arnold](#)

A member of my constituency recently waited nearly 10 months from original application to grant of license for a private hire license. This led to loss of livelihood and the threat of losing his family home. Staff dealing with applications are currently facing a huge backlog, which in turn is causing financial hardship to those making the applications. What steps is the Mayor taking to ensure that this backlog is dealt with quickly and there are enough Transport for London staff in the department to deal with demand?

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

Without knowing your constituent's details, it is not possible for Transport for London (TfL) to review his case and understand what caused the delays in his specific circumstances. However, I am aware that TfL has seen a substantial increase in the number of calls and enquiries in recent months, which has caused some delays with licensing new and renewal applicants.

TfL apologises for these delays and has introduced a number of initiatives to address the increase in workload. This includes changes to the application process to make it more efficient, as well as reprioritisation of resource.

License renewal applications continue to be prioritised to ensure that licensed drivers can continue to work. TfL is confident that this is not a long-term issue and has seen improvements in the past few weeks.

## **Supporting Teachers' Health and Wellbeing**

**Question No: 2018/3157**

[Jennette Arnold](#)

What are you doing, in collaboration with Boroughs and schools, to support teachers' wellbeing and mental health?

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

Teacher wellbeing and mental health is one of the key themes of my Healthy Schools London programme. Healthy Schools London works with all London boroughs and over 2000 schools to support and recognise school achievement in supporting pupil and teacher wellbeing. To achieve the award, schools must assess staff health and wellbeing, then provide appropriate training, development opportunities and support. Schools must evidence how they do this and provide access to confidential advice and support services. 57% of registered schools have a Bronze Award.

My London Healthy Workplace Charter has accredited 17 nurseries, schools, academies and universities. City Hall has supported events to enable these award winners to share their practice on teacher health and wellbeing with other schools and educational institutions.

## **Leaseholders in Unsaleable Properties**

**Question No: 2018/3158**

[Jennette Arnold](#)

What progress has been made in supporting leaseholders where the terms of their leases leave them trapped in unsaleable, unrentable properties?

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

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

## **Step Free Access at Crouch Hill Station**

**Question No: 2018/3159**

[Jennette Arnold](#)

Will the Mayor join my constituents, the Leader of Islington Council, Local Councillors, Local MP Jeremy Corbyn MP and myself in calling on Transport for London to provide Step Free Access at Crouch Hill Station?

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

I share your ambition to make transport accessible to many more Londoners. Transport for London (TfL) has recently listed its 21 preferred stations to the Department for Transport (DfT) for the next tranche of the DfT's Access for All programme. Unfortunately, Crouch Hill is not one of these stations.

TfL carefully considered the case for recommending a step free access solution at Crouch Hill as part of a wider evaluation covering all 170 National Rail stations in London that currently have no step free access. Crouch Hill did not fall within the top 50 stations once they were ranked in order of priority, using a method set out in my Transport Strategy, and also accommodating the DfT's criteria. The DfT makes all funding decisions for the country as a whole and I have asked TfL to consider the suitability of Crouch Hill station in future tranches of the Access for All programme.

Customers unable to access Crouch Hill Overground station are advised to use the bus network, which provides a fully accessible alternative. Three routes – W3, W7 and 210 –all serve Crouch Hill station area and allow customers to travel to other accessible transport hubs.

## **Activity Programmes for School Aged Children Over Christmas**

**Question No: 2018/3160**

[Jennette Arnold](#)

Will you be replicating your summer holidays and half term activity programmes during the Christmas break?

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

Yes, I am keen that children and young people engage with all the fantastic opportunities in London. The Our London map will provide young people with more information about the exciting activities in their area in an easy to use and interactive way. My Young Londoners Fund will provide a range of diverse activities that young people can get involved in over the Christmas holiday and over the next four years which will be included on the map.

## **Take Up of Holiday Activity Programmes**

**Question No: 2018/3161**

[Jennette Arnold](#)

How many children and young people are estimated to have taken part in the summer and half term activity programmes this year?

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

The numbers of children and young people that attended summer and half term activities are difficult to estimate, however I was delighted by the coverage on social media showing young people engaging in fun and diverse activities. The london.gov.uk Our London Summer website received over 12,600 unique visitors and through the fantastic activities of the Young Londoners Fund I expect that these numbers will increase.

£15m of my Young Londoners Fund is being used to upscale existing City Hall projects. A number of these projects, including my Knife Crime Community Seeds, Stepping Stones and Sport Unites Summer 2018 included activity that was delivered over the summer and reached over 3,500 young people.

## **SEND Pupils' Access to Holiday Activity Programmes**

**Question No: 2018/3162**

[Jennette Arnold](#)

Did your summer and half term activity programmes have fully accessible events for children and young people with SEND?

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

Many of the activities included as part of Our London Summer were fully accessible to children and young people with SEND, however organisations were not required to provide these details on the Our London website. To support the engagement of young people with SEND going forward, we will encourage organisations to include if their facilities are fully accessible.

Through my Young Londoners Fund I am investing in a number of projects specifically focused at children and young people with SEND.

## **Desperately Awaiting Step Free Access to and from Finsbury Park Tube Line**

**Question No: 2018/3163**

[Jennette Arnold](#)

Will the Mayor give an update to my long-suffering constituents on when the work to provide Step Free Access, to and from Finsbury Park Tube Line will be completed?

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

Step-free access to the Victoria and Piccadilly lines will be available by the end of March 2019, but Transport for London is committed to bringing this date forward if at all possible.

## **Tube Noise (1)**

**Question No: 2018/3165**

[Leonie Cooper](#)

My constituents who use the underground continue to suffer excessive noise while travelling north from Pimlico to Victoria. When will this be resolved?

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

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

## **Tube Noise (2)**

**Question No: 2018/3166**

[Leonie Cooper](#)

My constituents who live and work near south Wimbledon underground station continue to suffer excessive noise both while travelling and living near the station. Latest readings inside people's homes show decibel readings of 50db, up from earlier levels. For residents in Melbourne Road the situation is completely intolerable. When will it be resolved?

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

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

## **Retrofitting (1)**

**Question No: 2018/3167**

[Leonie Cooper](#)

Thank you for your written answer to question 2018/2744 on energy retrofitting across Boroughs. I note significant variation between boroughs in terms of how many homes have benefited. How are you working to ensure eligible customers across all London Boroughs are able to access your schemes to make fuel bill savings?

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

The figures provided in the answer to question 2018/2744 related to five different programmes, of which three are ongoing (Solar Together, RE:NEW and Warmer Homes). Each of these schemes is open to all boroughs, though in some cases boroughs can choose to participate or not, as follows:

- Solar Together - the second phase of the programme is promoted through direct marketing across eleven participating boroughs, but Londoners outside of these boroughs may still participate in the scheme, subject to installers' availability in their area
- RE:NEW - is a technical assistance programme for local authorities and housing providers in London to help them deliver retrofit projects in social housing. Organisations can choose to participate, but the technical support team has undertaken a wide range of engagement activity to raise awareness of the programme and assist organisations who could benefit.
- Warmer Homes - is open to eligible fuel poor owner-occupiers and private sector tenants in London. I consider that the best way of targeting eligible customers is to work with local delivery partners across London to generate leads, including supporting London boroughs through the Fuel Poverty Support Fund.

## **Retrofitting (2)**

**Question No: 2018/3168**

[Leonie Cooper](#)

Thank you for your written answer to question 2018/2742 on targets for your energy retrofit programmes. Are these on track to meet their targets? What plans do you have to extend or replace these programmes after they are currently scheduled to end throughout 2019?

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

The answer to Mayor's Question 2018/2742 referred to three of my retrofit programmes/projects: Warmer Homes; RE:NEW; and Energy Leap. An update on progress towards targets and plans to extend or replace these programmes is provided below:

- 1) Warmer Homes is on track to meet its targets in relation to the number of homes retrofitted, having retrofitted 225 out of a minimum 625 homes to date. It is too early to say whether CO<sub>2</sub>, energy and NOx targets will be met as there are a large number of retrofits in progress, but these figures are gathered for each completed job based on deemed savings. Due to high demand, I decided to increase funding to Warmer Homes by £1.925m in early November to provide further support to fuel poor this winter. I am also developing plans for the next phase of Warmer Homes.
- 2) The key target for the RE:NEW programme extension, which runs until April 2019 is to deliver technical assistance support to social housing providers (such as stock assessment, project development, business case development and procurement guidance) to enable them to contract installers to deliver 4,000 further home retrofits and save 3,700 tonnes of CO<sub>2</sub>. The programme is on track to achieve these targets. Procurement is underway to appoint a technical support service to deliver the successor to RE:NEW
- 3) Energy Leap is on track to complete near net zero retrofits of up to ten homes by end of 2019.

## **ULEZ (1)**

**Question No: 2018/3169**

[Leonie Cooper](#)

Is London on track for the roll out of the ULEZ in the Congestion Charge Zone in April 2019?

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

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

## **ULEZ (2)**

**Question No: 2018/3170**

[Leonie Cooper](#)

How much do you estimate the ULEZ will generate in revenue in its first year? How much more is this than predicted T-Charge revenues for the same period?

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

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

## **ULEZ (3)**

**Question No: 2018/3171**

[Leonie Cooper](#)

Have you made projections for which areas of London will see the largest fall in pollution as a result of the ULEZ introduction in 2019, and the expansion in 2021?

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

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



## **ULEZ (4)**

**Question No: 2018/3172**

[Leonie Cooper](#)

How many Londoners have registered for ULEZ Residents' Discounts so far? How are you ensuring that all those living within the Congestion Charging Zone are aware of the ULEZ changes and their rights and responsibilities with regards to charging and discounts?

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

The ULEZ discount for residents is managed through registration for the residents' Congestion Charge discount. Congestion Charge Zone residents that have already registered for the Congestion Charge discount will not need to re-register for the ULEZ discount. Residents that have not registered for the Congestion Charge discount can register online to be eligible for the ULEZ grace period.

Residents who are registered for the residents' Congestion Charge discount will be granted a time-limited 'sunset period' where a 100 per cent discount from the ULEZ will apply to their vehicles until 24 October 2021. This will give them more time to change their vehicle to meet the ULEZ standards or adapt how they travel. The discount will be available to those who live within the ULEZ and in designated areas next to the boundary where the Congestion Charge residents' discount applies.

There are currently 16,289 vehicles registered for the residents' Congestion Charge discount and therefore eligible for the ULEZ 'sunset period.' This discount will only apply while they live within the zone and are registered with Transport for London (TfL).

To ensure awareness of the ULEZ and the discount available for residents, TfL has written to all residents of the Congestion Charging Zone who have registered a vehicle. Further communications will take place prior to the ULEZ launch on 9 April 2019.

## **Drain London**

**Question No: 2018/3173**

[Leonie Cooper](#)

Will you be extending or replacing the Drain London project, after the remaining funds are allocated?  
What evaluation have you conducted of the benefits of the scheme?

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

Following a £3,200,000 grant from Defra in 2010, the Drain London programme has delivered surface water flood risk mapping and management plans for all 33 London local authorities, detailed studies into 28 areas of high surface water flood risk and pilot projects for sustainable drainage measures (SuDS). To further coordinate SuDS retrofitting, the remaining budget has been assigned to the delivery of the London Sustainable Drainage Action Plan through to April 2020. Action plan activities include integrating SuDS into GLA and Functional Body activities such as TfL schemes, providing guidance for sectors, pushing water companies to be more proactive about SuDS and identifying ways to further mainstream SuDS retrofit. I will be issuing an annual monitoring report to track the use and impact of the remaining funds.

I consider the Drain London programme to have been an efficient and beneficial use of government funding and will use the results of the monitoring to make the case for obtaining similar investment from external sources in the future.

## River Emissions

**Question No: 2018/3174**

Leonie Cooper

Recent Guardian\* reports revealed concerns that ships will dump pollutants in the ocean to avoid new International Maritime Organisation clean fuel rules. According to your Environment Strategy, river transportation makes up a 'small but significant' proportion of London's ambient pollution. Do you have a numerical figure for the contribution of river traffic to London's pollution, and how are you tackling this while also ensuring that ships are not able to subvert new rules in this way? How does this affect your approach to river transportation, particularly the building of new terminals?

<https://www.theguardian.com/environment/2018/oct/29/thousands-of-ships-could-dump-pollutants-at-sea-to-avoid-dirty-fuel-ban>

### Written response from the Mayor

The discharge of sulphurous scrubber waste by international vessels on the high seas is outside my powers as Mayor of London to control. I would, however, strongly encourage the International Maritime Organisation to close this loophole as rapidly as possible. Emissions controls that simply move pollutants from one part of the environment to another should not be acceptable.

In terms of vessels on the Thames: the vast majority of vessels operating within London are classified as "inland waterway vessels" and as such must use red diesel rather than marine fuels. As red diesel is required to meet the same strict sulphur limits as road diesel, scrubbers are not used by these vessels, so the problem does not arise. The clear policies I have set out in my Environment Strategy and London Plan are unaffected.

You also asked for figures for the contribution of river emissions to London's air pollution. The Port of London Authority recently released a detailed inventory of emissions from vessels on the tidal Thames and my officers will be integrating this into the forthcoming update of the London Atmospheric Emissions Inventory. In the meantime, the best estimates we have were published in my London Environment Strategy last year and put contributions to NO<sub>x</sub> and particulate matter at 1 per cent of London's total emissions, which my officers believe to be an underestimate.

The impacts of pollution are related to how far away the source is. So, the amount of pollution caused locally by river traffic will be greater close to the river banks than, for instance, in outer London. The welcome recent announcement to scrap plans for the Enderby Wharf Cruise Terminal will mean that a potential additional source of air pollution affecting local communities along the river in East London will not now be built.

## **Winter Proofing London's pipes**

**Question No: 2018/3175**

[Leonie Cooper](#)

In the last year, what work has been done with Boroughs and water companies to winter-proof London's pipes and sewers, following widespread flooding last winter? Do your projections show that London's water system will be better able to cope this year?

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

Winter conditions are known to increase the risk of burst water mains and pipes, but water companies were simply not as well prepared for last winter's cold snap as they should have been. As a result, thousands of Londoners experienced unacceptable water outages.

I wrote to Ofwat the regulator and the chief executives of Thames Water and Affinity Water, the affected companies that supply London, calling for more to be done, including improved compensation, better working with boroughs, and growing the Priority Services Register (PSR) to include all vulnerable Londoners. Since then, these water companies have reviewed their prediction and response capabilities, including compensation schemes and committed to improve how they identify vulnerable customers and increase numbers on their PSR accordingly. I will continue to keep an overview of their preparation and performance as we move into winter.

## **Water Shortages**

**Question No: 2018/3176**

[Leonie Cooper](#)

Many of the rivers around London are running dry, with potentially dire consequences for Londoners. What are you doing, with Boroughs and water companies, to ensure sustainable water usage in London and reduce the strain put on our waterways?

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

My London Environment Strategy recognises the tension between London's drinking water needs and maintaining flows in some of the rural rivers and streams in the countryside outside London. My Strategy and the draft new London Plan contain policies that are designed to both reduce the amount of water Londoners use and ensure future security of supply, through planning new water infrastructure and reducing leakage.

My Energy for Londoners programme includes water efficiency measures and advice as part of energy retrofit programmes. My officers are also working with water companies on their long-term plans to ensure that the water companies that serve London plan ahead for growth and climate change and limit impacts on the environment. Through my recent response to water company plan consultations, I have called for better regional sharing of water and bringing forward the planning of a new reservoir for the southeast, to ensure London has secure supplies in future. My officers are also working on strategies for new developments that will examine how we can reuse water, such as rainwater, more effectively and waste less drinking water.

## **Fuel Poverty**

**Question No: 2018/3177**

[Leonie Cooper](#)

How many Londoners do you expect to be living in fuel poverty this winter? Is this an improvement on previous years?

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

Fuel poverty is defined as the condition where both a household's income is below the poverty line *and* they are required to spend more than average on their energy bills. According to the latest government fuel poverty statistics (covering 2016), 341,000 households in London are living in fuel poverty. This is ten per cent of London households. This was a slight increase from 335,000 the previous year. Government fuel poverty statistics lag by two years so the numbers for 2018 will not be available until June 2020.

## **Air Pollution**

**Question No: 2018/3178**

[Leonie Cooper](#)

The [World Health Organisation recently revealed that](#) 90% of the world's children are living in areas with illegal air pollution\*. I know you have made protecting children from air pollution a priority for your Mayoralty, are your initiatives on track? How will you be monitoring the impact of your air quality improvement schemes, particularly where children are likely to be most affected?

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

It is not acceptable that children anywhere in the world are exposed to air pollution which damages their lungs, shortens their lives and limits their potential. It is shocking that a new study published in the Lancet has revealed that children in London are exposed to diesel-dominated air pollution which results in them having approximately 5 per cent less lung capacity.

This is why I am determined to act. I have already introduced the Toxicity charge in central London, delivered seven Low Emission Bus Zones and stopped licensing new diesel taxis. But we need to go further which is why I am introducing the Ultra Low Emission Zone in central London in April 2019 and then will expand it up to the North/South circular in October 2021. I will also apply the ULEZ standards to buses, coaches and lorries across the whole of London.

These efforts are already delivering results, with around an 8% reduction in nitrogen dioxide concentrations in central London since October 2017 when the T-charge began.

To further monitor the impact of these measures I will be using the existing London Air Quality monitoring Network (LAQN) and the London Atmospheric Emissions Inventory (LAEI). Working with C40 I am piloting a new innovative hyper-local monitoring sensor system, combining static, mobile and wearable air quality sensors, to increase the number of locations where we directly monitor air quality, including at schools.

## **LGBT+ Stakeholders Meeting**

**Question No: 2018/3179**

[Leonie Cooper](#)

The last City Hall LGBT+ Stakeholders meeting was held well over a year ago. Stakeholders were led to believe at the time that this was while the Mayor's new strategy was finalised - but there has been no communication since. Can the Mayor re-assure LGBT+ stakeholder groups that either these meetings will be re-instated or else some other mechanism for exchanging information and addressing community concerns be put in place without further delay?

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

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

## **Housing redevelopment in Dagenham**

**Question No: 2018/3181**

[Tom Copley](#)

Could you give the breakdown of the tenures and number of bedrooms for the redevelopment of the former Ford assembly site at Beam Park in South Dagenham, that was approved by Deputy Mayor Pipe after the application was called in?

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

Across the Beam Park site, a minimum of 50% affordable housing will be provided, comprised of 20% affordable rent and 80% intermediate tenure, with a minimum of 25% three-bedroom units provided across the development.

Phase 1 of the Beam Park scheme was submitted in detail and comprises the following mix:

- 121 market and 118 affordable 1-bedroom flats;
- 95 market and 200 affordable 2-bedroom flats;
- 14 market and 28 affordable 3-bedroom flats as well as 34 3-bedroom market houses; and
- 30 market four bedroom houses.

Phases 2 to 8 were submitted in outline and their detailed design will be assessed and determined through subsequent reserved matters applications; however, an indicative unit mix and tenure breakdown has been provided. For further details of the tenure and unit breakdown, please refer to pages 48 and 49 of the Beam Park representation hearing report, which can be accessed through the following link:

<https://www.london.gov.uk/what-we-do/planning/planning-applications-and-decisions/public-hearings/beam-park-public-hearing-0>

## **Housing Strategy**

**Question No: 2018/3182**

[Tom Copley](#)

What detailed guidance will you be putting forward to ensure all new housing developments are designed "tenure blind", as set out in your Housing Strategy?

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

My draft London Plan includes measures to increase the number of affordable homes provided on-site, and to ensure these are integrated in a tenure-blind way into the development. I will be publishing detailed planning guidance on the design of new homes next year and this will reiterate my expectation that affordable homes in new housing developments have the same external appearance as private housing and that their entrances are indistinguishable.

## **Leasehold (1)**

**Question No: 2018/3183**

[Tom Copley](#)

What progress are you making on proposals to improve leaseholders' experiences, as set out in Policy 6.3 of your Housing Strategy?

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

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

## **Leasehold (2)**

**Question No: 2018/3184**

[Tom Copley](#)

Has the GLA made an estimate of how many leasehold residential properties there are in London?

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

The Ministry of Housing, Communities and Local Government recently published estimates of the number of leasehold dwellings in England, using data which is not available to the Greater London Authority. These estimates were for England as a whole. My officers have written to MHCLG asking for estimates for London only, and I have asked them to share any response received with you.

## **Cladding replacement**

**Question No: 2018/3185**

[Tom Copley](#)

How many buildings in London are among the 135 that the Government has released £248m funding towards replacing unsafe ACM cladding?

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

Through the Social Sector ACM Cladding Remediation Fund, the Government has so far approved applications for funding from 70 London buildings.

## **Housing zones funding**

**Question No: 2018/3186**

[Tom Copley](#)

What is the outcome of any discussions you have had with the Government about extending the loan to the GLA to support the funding of Housing Zones?

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

No decision has been reached with Government about extending the loan to the GLA. The existing Facility Agreement must be drawn down in full by 31 March 2020 and has a Final Repayment Date of 31 March 2032.

## **Short term lettings**

**Question No: 2018/3187**

[Tom Copley](#)

What progress have you made with short-term rental platforms other than AirBNB introducing a voluntary 90-day limit in London?

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

My team has, on a number of occasions, made clear to short-term lettings platforms my expectation that they should all introduce a 90-day limit on bookings for each property per calendar year. I expect that operators in London will act in good faith to uphold the current law and ensure that they are not allowing users to illegally rent out their properties beyond this. I am disappointed that no other platforms have yet introduced such a limit. If they fail to do so I may be forced to call on Government for further legislation.



## Housing infrastructure fund

Question No: 2018/3188

[Tom Copley](#)

Can you provide any more details about the 19,000 homes that will be unlocked in East London following the announcement by the Chancellor at the Budget that £291 million from the Housing Infrastructure Fund would be allocated for improvements to the DLR?

### Written response from the Mayor

This successful bid by the GLA to the Housing Infrastructure Fund (HIF) will support the delivery of homes in the Royal Docks and Isle of Dogs where development is currently constrained by a lack of capacity on the Docklands Light Railway. The bid included a headline figure of 18,380 homes, which will be built on sites allocated within the relevant local plans or identified through the Isle of Dogs Opportunity Area Planning Framework Process.

The HIF will be used to buy 14 new trains, remodel Beckton depot to accommodate the extra trains, provide a new station at Thames Wharf, and support the delivery of a mixed-use development opportunity at Poplar Depot, including a link bridge over Aspen Way. The investment will result in increased service frequencies on both the Woolwich and Lewisham branches of the DLR.

## Disability Hate Crime Sanction Detections

Question No: 2018/3190

[Unmesh Desai](#)

How many sanction detections for disability hate crimes have there been to date since March 2018?

### Written response from the Mayor

The table below shows the volume of disability hate crime incidents, offences and detections recorded by the MPS for the period specified.

Period	Mar - Oct '18
Disability Hate Crime Incidents	264
Disability Hate Crime Offs	264
Disability Hate Crime SDs	17

## Disability Hate Crime

Question No: 2018/3191

[Unmesh Desai](#)

How many recorded disability hate crimes have there been to date since March 2018?

### Written response from the Mayor

The table below shows the volume of disability hate crime incidents, offences and detections recorded by the MPS for the period specified.

Period	Mar - Oct '18
Disability Hate Crime Incidents	264
Disability Hate Crime Offs	264
Disability Hate Crime SDs	17

## Disability Hate Incidents

Question No: 2018/3192

[Unmesh Desai](#)

How many recorded disability hate incidents have there been to date since 2018?

### Written response from the Mayor

The table below shows the volume of disability hate crime incidents, offences and detections recorded

Period	Mar - Oct '18
Disability Hate Crime Incidents	264
Disability Hate Crime Offs	264
Disability Hate Crime SDs	17

## **Responsible Car Wash Scheme**

**Question No: 2018/3193**

Unmesh Desai

There have been reports that car washes will be given a Responsible Car Wash Scheme to crack down on modern day slavery\*. Will you support and promote such a scheme within London?

\*[1] <https://www.telegraph.co.uk/news/2018/10/21/car-washes-given-kitemark-scheme-crack-modern-slavery/>

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

The hand car wash sector was responsible for 27 percent of the cases reported to the Modern Slavery Helpline last year, I am therefore pleased that the industry is doing its part to address modern slavery. I will of course support any initiative that helps drive down these appalling crimes and through my London Modern Slavery Partnership Board we will also be encouraging at risk industries to join up to my Good Work Standard.

## Missing person reports

Question No: 2018/3194

[Unmesh Desai](#)

Please provide the number of missing person reports in each borough in 2018 so far.

### Written response from the Mayor

Please see below the requested missing persons volumes broken down by London borough for the period specified.

<b>Borough</b>	<b>Reports</b>
Barking & Dagenham	1269
Barnet	1230
Bexley	842
Brent	1438
Bromley	960
Camden	760
Croydon	2938
Ealing	1423
Enfield	1755
Greenwich	1367
Hackney	1177
Hammersmith & Fulham	859
Haringey	1643
Harrow	772
Havering	1217
Hillingdon	1258
Hounslow	1182
Islington	972
Kensington & Chelsea	550
Kingston upon Thames	540
Lambeth	2017
Lewisham	1541
Merton	630
Newham	1286
Redbridge	2975
Richmond upon Thames	517
Southwark	1186
Sutton	627
Tower Hamlets	1223
Waltham Forest	1777
Wandsworth	961
Westminster	898
<b>Total</b>	<b>39790</b>

## **Seasonal ASB**

**Question No: 2018/3195**

Unmesh Desai

Was there a spike in Anti Social Behaviour incidents around Halloween and Bonfire Night this month and if so, what work did the Met do to combat this?

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

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

## **Home Office Review into front line policing and Mayoral/Met response**

**Question No: 2018/3196**

Unmesh Desai

The Home Office are launching a review into front line police officers' experiences and ideas for change and improvement in policing\*. Will the Mayor or the Met be providing a response to this consultation?

\*[1] <https://www.gov.uk/government/publications/front-line-policing-review/front-line-policing-review>

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

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

## **Tactics to combat moped crime**

**Question No: 2018/3197**

Unmesh Desai

There have been reports that Met police officers undertake covert operations disguised as delivery drivers in order to combat moped crime\*. Can you confirm that this is a tactic which the Met employs and do you expect this tactic to continue to be used in the future?

\*[1] <https://www.theguardian.com/uk-news/2018/jun/08/met-police-pose-delivery-drivers-combat-moped>

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

The MPS does not comment on covert operations or tactics due to operational reasons as stated in the article.

The MPS continues to work extremely hard to tackle the issue of moped theft and moped enabled crime across the capital and has established a number of targeted intelligence-led operations such as Operation Venice which includes mass checks on stationary and moving powered two wheelers, raids on individuals suspected of stealing motorcycles and mopeds or using them to commit crimes, high visibility patrols in key areas and Automatic Number Plate Reader deployment. Other tactics include the use of forensic 'DNA' tagging spray and mobile stingers.

These tactics have led to moped theft falling by 36% and total moped enabled crime by 47% across London between April and September this year, compared to the same period in 2017. Compared to the peak in July 2017, the number of thefts in October 2018 was 61% lower.

At City Hall we have taken a broad range of actions to tackle moped crime. In January I hosted a meeting with the Motorcycle Industry Association (MCIA) and manufacturers of the most stolen mopeds and challenged them to improve the design of new motorcycles to make them more difficult to steal. I also encouraged them to identify short-term actions to tackle the problem in existing models, such as retrofitting security devices.

My Deputy Mayor for Policing and Crime, Sophie Linden, has also brought together the MPS, local authorities and motorcycle user groups to drive forward a co-ordinated effort to make vehicles harder to steal. This includes utilising opportunities enhance secure parking and to remind motorcyclists to secure their vehicles.

## **Sexual Harassment on public transport**

**Question No: 2018/3198**

[Unmesh Desai](#)

How many incidents of sexual harassment on public transport were reported in the following years: 2014, 2015, 2016, 2017, 2018

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

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

## **Sexual Harassment on public transport**

**Question No: 2018/3199**

[Unmesh Desai](#)

Do Transport for London continue to promote the 'Report It Stop It' campaign via targeted advertising on social media?

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

Transport for London (TfL) has promoted the 'Report It to Stop It' message to encourage women to report unwanted sexual behaviour on the transport network since 2015. From July 2018, they have been running periods of activity on Facebook and Instagram social media channels targeted specifically at women aged 16-34. This activity is planned to run through to the end of February or beginning of March 2019.

In addition to the social media campaign, TfL has also been promoting the message via Video on Demand and Digital Radio. Complementary PR and on-street engagement are also used to increase awareness of the important message and to encourage reporting.

## **Dangerous Cyclists**

**Question No: 2018/3200**

Unmesh Desai

How many cyclists committed traffic violation offences in London in 2014, 2015, 2016, 2017 and 2018?

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

The below table provides the figures for cycle offences for the years requested. Figures for 2017 and 2018 have not yet been published.

<b>Year</b>	<b>Number of offences</b>
2014	7,521
2015	5,210
2016	3,806

Figures are published in the Road Policing Enforcement Bulletin. Figures for – 2014/15 can be found [here](#) and figures for 2016 can be found [here](#).



## **Dangerous Cyclists**

**Question No: 2018/3201**

[Unmesh Desai](#)

What initiatives do Transport for London currently take to reduce incidences of cyclists breaking the law and riding dangerously?

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

My ambition to adopt a Vision Zero approach focuses our efforts on road danger reduction – primarily targeting the sources of road danger, rather than the potential victims. The danger posed by pedal cycles (in terms of risk and severity of injury) is inherently less than that posed by motor vehicles. The best way to reduce the incidences of cyclists breaking the law or riding dangerously is to provide high-quality cycle infrastructure which TfL's Healthy Streets portfolio is delivering.

TfL works in partnership with the police, providing substantial funding to the Metropolitan Police Service (MPS) Roads and Transport Policing Command (RTPC), which carries out enforcement and engagement on an intelligence-led basis across the capital.

TfL funds officers within the MPS Cycle Safety Team to engage and educate all road users and to conduct roads policing enforcement against unsafe and irresponsible behaviour. This team is the MPS lead on the award-winning Exchanging Places events, which allow the opportunity to get into the cab of a large vehicle to get a better understanding of what the driver can and can't see, especially in regard to cyclists and pedestrians close to the vehicle.

TfL also funds Bikeability and Cycle Skills courses. The majority of Bikeability is delivered at schools, but many boroughs also offer holiday courses and family training. All London boroughs offer free Cycle Skills sessions to anyone who lives, works or studies in London, and four sessions are available to suit cyclists' needs. More information can be found on the TfL website <https://tfl.gov.uk/modes/cycling/cycling-in-london/cycle-skills>

## **Transport for London Vendors Contracts**

**Question No: 2018/3202**

[Unmesh Desai](#)

Following the case of Frank Wang are there to be any changes to the length of contracts Transport for London gives to its vendors?

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

I was delighted that TfL was able to find a way that would allow Mr Wang to continue to trade at Bethnal Green station.

The length of leases given to vendors by TfL will continue to be decided on a case by case basis. Typical street vending licenses are granted on very flexible terms, which usually do not have an end date, and allow either party to break the license on flexible terms.

TfL will continue to work with vendors to ensure that all licenses and leases are flexible, fair and in line with local market rent.

## **Illegal Brothels**

**Question No: 2018/3203**

[Unmesh Desai](#)

How many illegal brothels were shut down in 2014, 2015, 2016, 2017 and 2018?

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

The MPS record closures of illegal brothels on the Crimint+ intelligence system. However, it has not been possible to recover the exact data requested, due to the way in which the system would need to be interrogated and searched. A review of every intelligence report containing relevant words would need to be undertaken to determine if the reports relate specifically to the closure of an illegal brothel, or to other intelligence associated with brothels, such as follow up visits to previously closed brothels.

## 101 Response Times

**Question No: 2018/3204**

[Unmesh Desai](#)

What were the average call response times for 101 calls for August, September and October 2018?

### Written response from the Mayor

The table below shows the average monthly time to answer 101 calls received by Met Command & Control.

Month	Average Time to Answer in (secs)
August	175
September	135
October	65

## Police Officer Costs

**Question No: 2018/3205**

[Unmesh Desai](#)

What is the total annual cost (including tax and pension contributions) to the Met of hiring a police officer?

### Written response from the Mayor

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

## EU citizenship status

**Question No: 2018/3207**

[Andrew Dismore](#)

With less than five months to go until the date the UK is due to leave the EU, is it fair that the Government are expecting London's businesses to check whether EU citizens have a right to work here in a no-deal Brexit scenario, without giving them the details of how this will work?

### Written response from the Mayor

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

## **Autumn Budget**

**Question No: 2018/3208**

[Andrew Dismore](#)

What is your assessment of the impact of the November Budget on Londoners' living standards?

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

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

## **New London Picturehouse Cinema and pay**

**Question No: 2018/3209**

[Andrew Dismore](#)

There is a new Picturehouse cinema opening in West Norwood who are refusing to pay their workers the London Living Wage. Will you write to Picturehouse to encourage them to pay the London Living Wage at their new cinema in West Norwood, and all other London cinemas including the Ritzy in Brixton?

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

Yes, my Regeneration and Economic Development team will write to Cineworld, who own Picturehouse, to join my Good Work Standard when it launches, which includes a call for employers to pay the LLW.

Nearly a fifth of all jobs in London do not pay a decent wage, leaving hundreds of thousands of Londoners struggling. This November I announced an increase in the London Living Wage rate to £10.55 per hour, and publicly called on our city's big employers to step up and pay it. Institutions such as Picturehouse should consider following the lead of other accredited London Living Wage employers like Curzon Cinemas.

## **High Streets**

**Question No: 2018/3210**

[Andrew Dismore](#)

Will London benefit from the High Street fund announced in the Chancellor's Autumn Budget? Is this enough to help struggling high streets in London?

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

MHCLG has yet to publish further details on the full prospectus for the £675 million Future High Streets Fund, as announced in the Budget, so it is impossible to say at this stage how this fund could help London's high streets. Further details have been promised later this year.

Retailers and related businesses, including pubs and restaurants, may benefit from the estimated £900 million business rates discount announced in the Budget, which will offer a one third reduction in rates bills over the next two years on eligible properties with a rateable value of under £51,000. However, the benefit of this will be more limited in inner and central London than the rest of the country, as the capital's higher rental values will mean that many retail businesses will not fall below the qualification threshold.

## **Women's Night Safety Charter**

**Question No: 2018/3211**

[Andrew Dismore](#)

How many London organisations have now signed up to the Women's Night Safety Charter?

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

36 organisations have signed up to the Women's Night Safety Charter. This includes large employers such as TfL, the Met Police and local authorities, and venues like the O2, which was recently named the world's most popular music venue. It also includes 11 membership organisations, such as UK Hospitality and the Music Venue Trust, who will promote the Charter to their members as well as implementing it for their own staff and customers.

## **Disability pay gap**

**Question No: 2018/3212**

[Andrew Dismore](#)

What action are you taking to reduce the disability pay gap in London?

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

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

## **Gender stereotypes**

**Question No: 2018/3213**

[Andrew Dismore](#)

Research from the London School of Economics has found that young women and girls are less likely to aspire to the top paying professions compared to young men and boys. What action are you taking to break down gender stereotypes?

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

My #BehindEveryGreatCity campaign has made a very clear link between the gender pay gap and gender stereotypes. This is one reason that as part of that campaign we raised the profile of women (from today and from the past) who have broken down stereotypes. In addition, my recent Equal Play event brought together 150 stakeholders from across businesses and education to challenge stereotypes, particularly around girls and STEM. My new resource with the V&A Museum of Childhood will help families explore how play can affect children's careers aspirations, and my new Gender Action Award will support teachers to place gender equality at the heart of education. My Digital Talent Programme also specifically supports young women seeking a path into the highly-paid tech sector.

## **Barnet Council food waste collections**

### **Question No: 2018/3214**

[Andrew Dismore](#)

Following on from Question No: 2018/2781, The Leader of Barnet Council was asked a written question at Full Council on Tuesday 30th October if he would "guarantee that a separate food waste collection will be restored in Barnet?" His full response was "No". The Environment Committee chair was asked "When will a separate food waste collection service be restored?", the response was "Maybe not".

Do you believe Barnet Council are being straightforward and honest in their negotiations with you?

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

On the 28<sup>th</sup> of September, the London borough of Barnet and the GLA reached agreement that Barnet Council would only temporarily suspend its food waste collection and undertake an independent review of its recycling collection services to see where they could be improved.

Since that time, officers from our respective organisations have worked diligently and positively in delivering the terms of that agreement. Public communications were issued by Barnet that made the temporary nature of the suspension clear. They also stated that it would be reintroduced in line with the requirements of my London Environment Strategy (by 2020) and that residents should retain their brown 'caddies' in anticipation of the reintroduction of the service. In addition, my officers report good progress on the independent review of the service that I insisted upon prior to the services reintroduction.

Given this, I was surprised and concerned at the public responses by the Leader of the Council and the Cabinet member which appeared to contradict our agreement, and which could cause confusion for Barnet's residents.

I have therefore written to the Leader expressing concern and requesting that our agreement is accurately reflected in future public communications, especially with the public.

## **Gig economy (1)**

### **Question No: 2018/3215**

[Andrew Dismore](#)

Please provide figures for the number of Londoners that are working in the "gig economy"?

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

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

## **Gig economy (2)**

**Question No: 2018/3216**

[Andrew Dismore](#)

Is the rise in the "gig economy" responsible for the rise in Londoners in insecure work? What other contributing factors are there?

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

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

## **Gig economy (3)**

**Question No: 2018/3217**

[Andrew Dismore](#)

In what sectors in London is the "gig economy" most prevalent? Please provide figures.

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

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

## **Gig economy (4)**

**Question No: 2018/3218**

[Andrew Dismore](#)

What age groups are most prevalent in London in the "gig economy"?

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

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



## **Business rates (1)**

**Question No: 2018/3219**

[Andrew Dismore](#)

Will the business rate relief announced by the Chancellor in the Autumn Budget, which means businesses with a rateable value of £51,000 and under will see their bill cut by a third over a two-year period, help London's businesses?

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

Any scheme to assist hard pressed businesses is welcome but yet again, as he did in his 2017 Budget, the Chancellor has announced another temporary sticking-plaster measure which fails to address the underlying problems inherent in the current business rates system. Due to the qualifying threshold the scheme will offer limited help to eligible businesses in central and inner London.

It is important to be clear that the business rates relief scheme announced in the Budget will only be available to a range of retail properties including, but not limited to, shops, restaurants, pubs, and hairdressers – it will not apply to all businesses. The Government estimates that 90% of independent retail premises nationally will benefit but the percentage will be much lower in central and inner London due to the £51,000 rateable value qualification threshold. And due to state aid limits major high street, pub and restaurant chains which were very badly hit by the 2017 revaluation in London will not benefit at all.

It will be for individual London boroughs to award the relief in line with the parameters set by Government.

What businesses in London need is a fundamental review of the business rates system – similar to the Barclay review north of the border – not more short-term fixes alongside devolution of the tax to London government so that we can design a property tax that reflects the capital's unique circumstances and higher rents.

## **Business rates (2)**

**Question No: 2018/3220**

[Andrew Dismore](#)

What is the total number of London's businesses that have a rateable value under £51,000? Please break this down by size of business?

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

The GLA does not hold this data in the format requested.

Business rates valuations and the preparation of the valuation list are the responsibility of the Valuation Office Agency. Billing authorities will hold data on individual ratepayers liable to pay business rates bills – as opposed to the number of businesses by sector – but a summary analysis of this information is not publicly available.

The relief scheme announced in the Budget in any case only applies to retailers and related businesses such as pubs, cafes and restaurants. So this information would not assist in determining how many companies will benefit from the scheme.

The GLA is able to estimate that there were over 240,000 hereditaments in London on the draft 2017 rating list with a rateable value below £51,000 – equivalent to more than 75% of assessments on the local rating list. However, this will include assessments such as parking spaces, mobile phone masts, advertising rights as well as offices, industrial and manufacturing premises and public sector buildings which are not eligible for the new retail relief scheme. Similarly it will include retail premises likely to be ineligible for the relief due to state aid limits.

The most recent retail relief scheme in 2015-16 – which offered a discount of £1,500 to eligible properties with a rateable value below £51,000 on the previous 2010 rating list – was only taken up by around 45,000 retail businesses in the capital. This is equivalent to less than 20 per cent of the number of hereditaments on the 2017 list with a rateable value below £51,000.

### **Business rates (3)**

**Question No: 2018/3221**

[Andrew Dismore](#)

Please provide the number of rateable values in London under £51,000 by sector?

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

The GLA does not hold this data in the format requested. Business rates valuations and the preparation of the valuation list are the responsibility of the Valuation Office Agency.

The relief scheme announced in the Budget in any case only applies to retailers and related businesses such as pubs, cafes and restaurants. So, this information would not assist in determining how many companies will benefit from the scheme.

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### **Business rates (4)**

**Question No: 2018/3222**

[Andrew Dismore](#)

Please provide the number of rateable values in London under £51,000 by borough?

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

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

## **WTO terms agreement**

**Question No: 2018/3223**

[Andrew Dismore](#)

Following the failure of Secretary of State Liam Fox MP to secure a "copy and paste" deal with the World Trade Organisation, the UK is likely to enter a protracted period of post-Brexit negotiations. What is your assessment of the impact of this on London's economy?

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

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

## **'London is open' campaign**

**Question No: 2018/3224**

[Andrew Dismore](#)

You have arranged for 'London is open' to be translated into different languages depending on the local population. The list of stations where vinyl stickers are being installed is:

Perivale (Polish)

Kilburn (Irish)

Gloucester Road (French)

Edgware (Romanian)

Stockwell (Portuguese)

Bounds Green (Cypriot)

Lancaster Gate (Spanish)

Wood Green (Bulgarian)

Canning Town (Lithuanian)

Kentish Town (Greek)

What consultation did you have with these communities and local representatives about where to put these stickers: for example, Romanian could be better placed at Burnt Oak rather than Edgware; and what plans do you have to put these stickers on other stations?

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

Using census data, we identified 15 of the highest concentrated EU populations living in London, and placed these signs in 10 of the TfL stations located closest to these communities. This list was sense-checked by experts in our Communities team who consulted networks and led conversations to ensure that both the placements and languages were appropriate. There are no plans at present to place these stickers at other locations however the London is Open campaign will continue to invest in informing, signposting and directly outreaching within these communities.

## **Teenage pregnancy**

**Question No: 2018/3225**

[Andrew Dismore](#)

Are you aware that the ONS conception statistics indicate that the number of conceptions of under 20s fell from 113,330 in 1990 to 56,111 in 2016. Last year the chief executive of the Family Planning Association Natika Halil told the Independent "This reduction is thanks to the hard work of health and education professionals, and the legacy of the Teenage Pregnancy Strategy - a key component of which was improving access to contraception,"

How then would you respond to a suggestion by some that handing out free contraception would lead to higher crime?

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

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

## **Cottage industries**

**Question No: 2018/3226**

[Andrew Dismore](#)

I am sure you will have heard the appalling stereotypes that have been touted in some quarters about women having babies in order to obtain council flats in London. Will you take this opportunity to make clear that you do not agree this is the case, and to repudiate such comments?

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

Absolutely. The truth is that thousands of children in London are seeing their upbringing suffer because their families are forced to live in overcrowded social housing or insecure private rented housing. Anyone with an interest in the future of London should spend their energy getting more council homes built to help children in this position, rather than wasting time promoting this crude, unfair, and untrue stereotype which serves only to hurt other Londoners and expose their own prejudice.

## **Diving facilities at Copthall [1]**

**Question No: 2018/3227**

[Andrew Dismore](#)

North London Aquatics recently applied to the Crowdfund London team for funding as part of their community bid to retain diving facilities at Copthall. This bid was refused. Please could you state the reasons why?

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

Crowdfund London is a programme that aims to give more Londoners increased opportunity to bring forward small-scale neighbourhood improvement projects. We do, however, consider each case on its own merits and have encouraged ambitious plans and backed feasibility work in the past. These proposals are naturally much more complex, require increased scrutiny and demand scarce revenue funding.

In this case, we had concerns about the operational model in the longer term, for a facility deemed unviable by the local council. Although Crowdfund London is a good way to kick things off, this is most appropriate when dealing with a completely new, untested proposals. This pitch lacked clarity around key operational issues and strategic fit for the programme, which meant that we weren't able to commit resource.

## **Diving facilities at Copthall [2]**

**Question No: 2018/3228**

[Andrew Dismore](#)

What further assistance are you providing to North London Aquatics to support their efforts to retain the diving facilities at Copthall?

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

Officers are working to support North London Aquatics through conversations with London Sport, Swim England and Sport England. Officers have also provided verbal feedback on our decision.

## **Diving facilities at Copthall [3]**

**Question No: 2018/3229**

[Andrew Dismore](#)

Given the lack of deep pool diving facilities in North London, and the strong campaign waged by local residents to provide up to fifty accessible diving programmes per week, will you reconsider your decision not to award the spacehive funding?

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

Due to the way the programme and associated crowdfunding process operates, there is no scope to reconsider decisions. Each campaign that pitched to Crowdfund London represents a public live fundraising effort, and all are coordinated to happen at the same time. The GLA committed to making decisions for all on the same specific date, to be fair and consistent.

## **Austerity and Transport for London**

**Question No: 2018/3230**

[Andrew Dismore](#)

Now that the Chancellor and Prime Minister have announced the 'end of austerity', have they cancelled their impending cuts to the Transport for London budget? What is the cumulative total of the cuts so far and those to come over the next three years?

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

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

## **C2 bus [1]**

**Question No: 2018/3231**

[Andrew Dismore](#)

Transport for London plan on reducing the C2 bus service. Has Transport for London taken into account an increased population in west Euston because of HS2 work? Are they aware that road closures have already reduced public transport access for some communities there?

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

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



## **C2 bus [2]**

**Question No: 2018/3232**

[Andrew Dismore](#)

How will Transport for London meet the transport needs of young families, elderly and disabled given the long term disruption accessing bus and underground services around Euston, Camden Town, Mornington Crescent and Warren St? Shouldn't Transport for London be increasing the only unaffected public transport link the C2 bus running north/south through Camden?

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

Transport for London (TfL) recognises the importance of providing an accessible bus network to ensure that the transport needs of all user groups are met, and has taken this into account in its proposals.

There is surplus capacity on a number of bus corridors in central London, and TfL needs to remove excess capacity on under-used sections of the network to ensure buses run efficiently and cost effectively.

There is excess bus capacity between Camden Town and Portland Place, which has led to the proposal to replace route C2 with route 88 between Great Portland Street and Parliament Hill Fields. If TfL decides to go ahead with these proposals, there would be a decrease in bus capacity on Camden High Street and Hampstead Road; however, the new frequency of service would better match capacity to demand. A total of 35 buses an hour would run over four routes in each direction during peak times.

Route 88 would run via Albany Street, which avoids the disruption you describe. It replaces many route C2 links and provides adequate capacity on that section. There is no capacity requirement for running a higher frequency service via Albany Street, and this is expected to remain the case during any disruption in and around Hampstead Road and Euston. However, TfL will keep the route under review.

## **C11 bus**

**Question No: 2018/3233**

[Andrew Dismore](#)

A constituent recently wrote to me to say the following:

" Recently the service has become shocking. The bus is so heinously crowded I choose to get the overground from Hampstead Heath and lug the buggy up the stairs at West Hampstead overground and then push the buggy (with a toddler on the buggy board) all the way home rather than get the direct bus. In the morning my husband regularly has to wait far longer than countdown tells us and then he has to stand with our toddler half the way. And this is at 7am!

"Is there anything that can be done on this bus. They cut the service and is it now just horrendous. Before they cut it the service wasn't great but it was a bit more bearable."

What is your response?

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

TfL is committed to improving access across London's transport network. From next year, West Hampstead Overground station will become step-free, therefore improving access for disabled passengers and those with buggies.

On route C11, buses run up to every ten minutes. While there may be occasions when buses are busy, and some passengers may need to stand, Transport for London's (TfL's) data shows that there is enough capacity for demand. Its data also shows that reliability has not worsened. However, the route will remain under review, and TfL will of course be happy to look into any specific issues your constituents encounter.

## **CCTV on tube**

**Question No: 2018/3234**

[Andrew Dismore](#)

On 7th August a constituent had a serious accident at Golders Green station, where their case was trapped in the tube doors when boarding. the 'door closing' warning bleep was not sounding. As they pushed the case in, my constituent's arms and shopping bag were trapped in the door, but the driver did not open the doors again until assistance was given by another passenger. Despite requesting the CCTV footage in time, it has been deleted due to "human error". Will you investigate this incident and find out why the CCTV was deleted, and whether footage can be kept for longer?

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

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

## **Tube noise [1]**

**Question No: 2018/3235**

[Andrew Dismore](#)

What does Transport for London claim the life expectancy to be, of the rubber pads and fixings they have been retrofitting to concrete sleepers in an attempt to reduce noise affecting neighbouring homes?

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

Transport for London (TfL) expects the effectiveness of these of rubber pads to last for at least ten years.

In some instances, TfL is installing these rubber pads on tighter curves than other networks. As a result, TfL continues to monitor the noise levels where they have been installed, in order to assess their condition.

## **Tube noise [2]**

**Question No: 2018/3236**

[Andrew Dismore](#)

What is the average length of time between Transport for London receiving a resident's complaint of tube noise and remedial action taking place?

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

Transport for London (TfL) treats all noise complaints on a case-by-case basis, and aims to resolve each complaint as soon as possible.

Where rail joint removal is required, this can be resolved within a few weeks. Where it is determined that, for example, the installation of resilient track fastenings or rail replacement is required, works can take a number of months to be planned, scheduled and delivered. These works also need to be scheduled alongside any safety critical works required, or other improvements which require access to the track.

TfL will continue to do all it possibly can to minimise noise and limit disruption to residents living above or close to the Tube.

### **Tube noise [3]**

**Question No: 2018/3237**

[Andrew Dismore](#)

In how many tube noise complaint cases have Transport for London told residents that there is nothing, or nothing further, to be done to remediate the noise or remaining noise?

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

In 2018, Transport for London (TfL) has received 274 noise and vibration complaints, from nearby properties, which relate to the day-to-day running of the Tube network. Of these, TfL has closed 51 cases because there was no solution.

There are many sites across the Underground network where, due to the age of the track infrastructure and current technology, it is not always possible to reduce the noise levels to the standards that residents would like.

TfL will continue to take all reasonable measures to minimise noise and limit disruption to residents living above or close to the Tube.

In areas where noise cannot currently be reduced to the standards desired by residents, TfL continue to work alongside industry and academia to further understand noise and vibration, and to trial new products and solutions.

### **Tube noise [4]**

**Question No: 2018/3238**

[Andrew Dismore](#)

Following on from Question No: 2018/2805, what assessment has been made of the resilient track fixing in Mornington Crescent, where repeat complaints on the Bank Branch between Euston and Camden Town have been logged, owing to an increase in noise again after the resilient fixings were installed?

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

At Mornington Crescent, Transport for London (TfL) completed the installation of further resilient track fastenings – and rail joint removal – in October 2018. The resilient track fastenings have significantly reduced noise levels, and the majority of noise complaints have now been closed.

TfL is currently assessing what further options to reduce noise levels are available at this location.

## **Tube noise [5]**

**Question No: 2018/3239**

[Andrew Dismore](#)

Following on from Question No: 2018/2806, if concrete sleepers have not been used to replace wooden ones in deep tunnels, what materials have been used?

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

Transport for London now uses slab track, with resilient track fastenings.

This means there are no sleepers, and there is a concrete 'slab' which holds the rail. Resilient track fastenings are utilised, meaning rail noise and vibration is controlled.

## **Tube noise [6]**

**Question No: 2018/3240**

[Andrew Dismore](#)

How many noise complaints relate to the introduction of concrete slab track? When was the first concrete slab track installed? How much of it now has resilient fixings? How many complaints have been made again since the installation of resilient fixings relating to areas where the fixings are installed?

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

Transport for London (TfL) has not received any noise complaints that relate to the introduction of the new slab track. This was first installed on the LU network in January 2014.

This slab track includes resilient track fastenings as standard, meaning rail noise and vibration is controlled.

## **Tube noise [7]**

**Question No: 2018/3241**

[Andrew Dismore](#)

Please provide numbers of tube noise complaints logged by year, providing a breakdown between those that relate to night tube noise once the trains are outside tunnel and those in tunnel.

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

In 2016, Transport for London (TfL) received 375 noise and vibration complaints, from nearby properties, which relate to the day-to-day running of the Tube network. Of these, 61 were the result of airborne noise (which is associated with trains running outside of tunnels), and 314 were the result of groundborne noise (which is associated with trains running inside tunnels). Of these 375 complaints, 313 relate to Night Tube lines.

In 2017, TfL received 314 such complaints. Of these, 32 were the result of airborne noise, and 282 were the result of groundborne noise. Of these 314 complaints, 261 relate to Night Tube lines.

In 2018 (up to 13 November), TfL received 274 such complaints. Of these, 75 were the result of airborne noise, and 199 were the result of groundborne noise. Of these 274 complaints, 235 relate to Night Tube lines.

## **tube noise [8]**

**Question No: 2018/3242**

[Andrew Dismore](#)

The Finchley Central southbound track has not yet been replaced - do Transport for London have plans to do so? If so, are they a) now monitoring the sound due to southbound trains b) writing up a contract for Balfour Beatty that ensures it is their responsibility to do this without increasing noise? If there isn't monitoring or ensuring this with the contractor, why not?

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

Transport for London (TfL) plans to replace the southbound track from West Finchley to Finchley Central in 2020/21. TfL has carried out a number of noise assessments in this area over recent months, and will continue to do so.

While standalone noise and vibration assessments are not part of these contracts, TfL's contractors deliver in accordance with their track construction standards, using TfL approved materials. This ensures that noise and vibration levels are kept as low as is practicable.

## **tube noise [9]**

**Question No: 2018/3243**

[Andrew Dismore](#)

Is it correct that the contracts let to Balfour Beatty to replace or repair tube track did not require them to take account of or mitigate the effects of noise on nearby residents once the work is completed ; and if so are such contracts continuing to be let?

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

Transport for London (TfL) understands the importance of minimising noise levels, and is determined to do more to achieve this.

While standalone noise and vibration assessments are not part of these contracts, TfL's contractors deliver in accordance with their track construction standards, using TfL approved materials. This ensures that noise and vibration levels are kept as low as is practicable.

## **tube noise [10]**

**Question No: 2018/3244**

[Andrew Dismore](#)

The resilient track fixings installed at Mornington Crescent appear to be wearing out far faster than Transport for London were led to believe they would. The manufacturer states that the fixings have a lifespan of 10 years but in Germany there have been reports of them only lasting 2 years, and it appears that at Mornington Crescent they have worn out after only 1 year.

Transport for London is not going to have the budget to change the fixings every two years. Therefore will you now instruct them to stop replacing timber sleepers elsewhere on the network with concrete slab tracks? And what further action will you be taking to reduce noise at Mornington Crescent?

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

Transport for London (TfL) has been installing resilient track fastenings for over two years, and has not observed increasing noise levels. TfL continues to monitor noise levels and has no evidence of the fastenings degrading.

At Mornington Crescent the majority of noise complaints have been closed, following a significant reduction in noise levels. TfL is currently assessing what further options to reduce noise levels are available in this area.

## **Barking to Gospel Oak Line**

**Question No: 2018/3245**

[Andrew Dismore](#)

Further to Question No: 2018/2215 If you cannot confirm that no further Class172 trains will transfer from Arriva Rail London to West Midlands Trains before full Class710 operation commences on the Barking - Gospel Oak service, please state on which dates the remaining seven trains are scheduled to transfer.

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

Arriva Rail London initially arranged to extend the lease of the remaining six diesel trains until 9 December 2018, by when it was expected that the new electric trains would have been introduced. However, discussions are at an advanced stage for this to be extended further so that the diesel trains continue to be available until after the new electric trains enter passenger service.

## **Freedom Pass**

**Question No: 2018/3246**

[Andrew Dismore](#)

According to Business Insider UK, at the "Manifesto for London" event this year, there were proposals to scrap the freedom pass for hundreds of thousands of Londoners by raising the eligible age to 75. Do you support this, or is the freedom pass safe in your hands?

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

I am happy to confirm that the Freedom Pass is safe in my hands.

Unfounded reports of this kind can cause real concern to some older Londoners.

## **Hopper Pass**

**Question No: 2018/3247**

[Andrew Dismore](#)

According to Business Insider UK, at the "Manifesto for London" event this year, there were proposals to scrap the Hopper Bus. Do you support this?

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

Absolutely not.

I promised the hopper in my manifesto and I am delighted with its success to date.



## **Autonomous buses**

**Question No: 2018/3248**

[Andrew Dismore](#)

Do you support the introduction of autonomously driven buses, described as "killer buses" as was advocated at the "Manifesto for London" event this year according to Business Insider UK?

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

Transport for London (TfL) does not have plans to introduce autonomous bus services.

TfL would only consider the introduction of such buses once their safety and technical feasibility is proved and the regulatory and legislative basis exists for their potential use.

In considering the introduction of new technology to its network, TfL works closely with customers, stakeholders, trades unions and staff to understand any impacts and agree the appropriate course of action.

## **Grenfell Tower**

**Question No: 2018/3249**

[Andrew Dismore](#)

A study by a leading toxicology expert has found 'huge concentrations' of potential carcinogens in residue around Grenfell Tower. What are the risks of this, and what action has been taken to protect nearby residents?

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

The suggestion of harmful soil contamination resulting from the tragic fire at Grenfell Tower is concerning, and immediate steps must be taken to reassure local residents that an accurate assessment of the situation has been made, and any mitigation measures that may be required are put in place.

A month ago, I wrote to Cllr Elizabeth Campbell, Leader of Kensington and Chelsea Council, to raise my concerns and understand what action is being taken, given the Council's responsibilities for land contamination. The Government has since committed to further environmental sampling, water analysis and health monitoring to better understand the risks to residents.

I will continue to push the Government and the Council to ensure this is in place as quickly as possible.

## **Finchley Central tube station car park**

**Question No: 2018/3250**

[Andrew Dismore](#)

Finchley Central tube station car park entrance sign says that Blue Badge owners can park in designated bays for free. On October 6th, a constituent parked in a designated bay displaying his Blue Badge as required yet received a fine notice for £100. Is this fair?

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

TfL is committed to offering a wide range of accessible transport options so that everyone can get around. As part of this, TfL offers free parking in designated bays for registered Blue Badge holders at all its car parks, including Finchley Central tube station car park.

Notices at Finchley Central car park explain that this car park has Automatic Number Plate Recognition (ANPR) technology. Therefore, all drivers, including Blue Badge holders, need to register their vehicle at one of the terminals in the car park. Once registered, the Blue Badge holder is able to park for free.

After confirming that your constituent possessed a Blue Badge, the Penalty Charge Notice issued was dropped. TfL is actively working with National Car Parks (NCP) to make sure instructions for Blue Badge holders in its ANPR car parks are clear and simple to understand.

## **Car scrappage scheme**

**Question No: 2018/3251**

[Andrew Dismore](#)

Will you please give an update on your efforts to get central Government to implement a car scrappage scheme; and when was your last contact with Government on this issue?

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

I have long made the case for why a national vehicle scrappage fund is needed to help small businesses, low-income Londoners and charities to get the most polluting vehicles off our streets now. It is only fair that we help people to shift to cleaner vehicles or modes of transport given past government incentives to purchase more polluting diesel vehicles.

I am now working with other city leaders to make the case for scrappage and we jointly wrote to the Chancellor in October about this ahead of the budget. I was disappointed it was not therefore funded but I will continue to make the case to government as part of the Comprehensive Spending Review next year.

In addition, my officials regularly discuss this with their counterparts at the Department for Environment, Food and Rural Affairs, and the Department for Transport and at the Treasury.

## **Bridge at Nine Elms**

**Question No: 2018/3252**

[Andrew Dismore](#)

Wandsworth Council have again raised proposals for a bridge at Nine Elms, which if progressed would mean a major land grab on the Westminster side of the river, losing significant open space. What is your view of this scheme; and will you confirm that Transport for London will not make any contribution financially to the scheme?

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

The London Borough of Wandsworth are leading on the project, and the scheme would have to be designed to ensure that it balances the needs and views of local people on both sides of the river, including securing planning permission from Westminster City Council.

Over the last two years, Transport for London (TfL) has not spent any money on the development of this project. One member of staff in TfL's City Planning team has provided limited technical assistance when requested by the borough, which is standard practice for borough-led schemes.

There is no provision in TfL's business plan for expenditure on this project – nor do I anticipate that there will be going forward. Our focus is on new river crossings in the east of the city, including between Rotherhithe and Canary Wharf, where the river is a significant barrier to those walking and cycling. West London is relatively well served by existing river crossings in comparison. In the proposed location of the Nine Elms to Pimlico Bridge, Cycle Superhighway 8 runs across Chelsea Bridge to the west and Cycle Superhighway 5 provides a protected route across Vauxhall Bridge to the east.

## **West Hampstead and Kilburn Stations**

**Question No: 2018/3253**

[Andrew Dismore](#)

Toilets at West Hampstead & Kilburn Jubilee Line stations now seem to be permanently closed. Do you agree that public toilets are important especially for older people when travelling? The lack of these facilities can lead to a growth in social isolation, as people are less likely to go out if there are not public toilets available. As London is taking steps to become an Age Friendly City, closing toilets at stations is a retrograde step. What is the reason the toilets are closed, and will you reopen them?

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

There are occasions when Transport for London (TfL) has to lock customer toilets at its stations to ensure the safety of customers. Reported incidents at West Hampstead and Kilburn stations of drugs paraphernalia being found in the public toilets, and of vandalism, has led to the decision by local management at the stations to close the toilets. Closing the toilets following these incidents was the correct thing to do to ensure the safety and security of customers and staff.

TfL is aware that there are customers who find the closure of the toilets an inconvenience. Customers wishing to use the toilet should speak to station staff who will allow customers to use the facility under their authority.

TfL is reviewing its toilet policy to determine how best to provide a consistent service across all customer toilets, including consistency in availability and opening times.

## **384 bus [1]**

**Question No: 2018/3254**

[Andrew Dismore](#)

Are you aware of the substantial opposition locally to Transport for London's plan to reroute bus route 384; and will you ask Transport for London to think again about this scheme?

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

I am aware of the issues that have been raised in this local bus consultation and thank all respondents for taking the time to give their views.

The consultation closed on 9 November and Transport for London is now carefully considering the feedback before deciding how to proceed.

### **384 bus [2]**

**Question No: 2018/3255**

[Andrew Dismore](#)

Residents report that Transport for London have bought and delivered to the Potters Bar garage new signs for the 384 bus route, even though the consultation on changing the route had not yet been completed. Is this true, and what was the reason? Is this not a pre-judging of the consultation, which would leave Transport for London open to a judicial review?

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

I can confirm that no decision has been taken on whether to proceed with proposals for the 384. The consultation closed on 9 November and Transport for London (TfL) is now carefully considering the feedback received. A decision will be made in due course.

Standalone orders for bus destination blinds are very costly, so the bus operator for the 384, Metroline, decided to order signs for the proposed new route as part of a larger order to keep costs low. Metroline is now equipped to deal with either destination, irrespective of what decision TfL makes following the consultation.

### **384 bus [3]**

**Question No: 2018/3256**

[Andrew Dismore](#)

What was the reason for Transport for London not publicising the extension of the consultation period and not updating the information at bus stops?

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

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

### **Rogue landlords register update [1]**

**Question No: 2018/3257**

[Andrew Dismore](#)

Further to Question 2018/2208, have the outstanding 10 boroughs uploaded their cases onto the register; and if not, which boroughs have failed to do so?

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

I am pleased to say that all London boroughs with relevant enforcement records to add have now done so.

## Rogue landlords register update [2]

Question No: 2018/3258

[Andrew Dismore](#)

Can you please provide a revised breakdown of a) the number of rogue landlords, and b) the number of offences, registered per borough?

### Written response from the Mayor

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

## Mutual assistance and LFB [1]

Question No: 2018/3259

[Andrew Dismore](#)

By neighbouring brigade, on how many occasions over the last 12 months, for each month, has mutual assistance been called upon to support LFB operations?

### Written response from the Mayor

Changes to mobilisation arrangements were introduced in March 2018 which has reduced the number of times London Fire Brigade has called on over-the-border resource.

Based on the numbers of appliances mobilised, rather than incidents, the data requested is presented in the table below.

	2017		2018							
	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug
<b>County Brigade into London</b>	<b>78</b>	<b>109</b>	<b>58</b>	<b>75</b>	<b>42</b>	<b>46</b>	<b>48</b>	<b>52</b>	<b>119</b>	<b>67</b>
Buckinghamshire		3	1	2			1		1	1
Essex	23	17	6	14	10	13	8	8	16	8
Hertfordshire	30	37	20	21	13	10	17	31	36	19
Kent	3	6	2	5		5	6	3	18	5
Royal Berkshire			4	5	4	1	1	2	4	1
Surrey	22	46	25	28	15	17	15	8	44	33

## Mutual assistance and LFB [2]

Question No: 2018/3260

[Andrew Dismore](#)

By neighbouring brigade, on how many occasions over the last 12 months, for each month, has mutual assistance been given by LFB to support their operations?

### Written response from the Mayor

Since the changes to the mobilisation arrangements in March 2018, there are now approximately the same number of mobilisation of county appliances into London as LFB appliances into counties in the long run.

Based on the numbers of appliances mobilised rather than incidents, the data requested is presented in the table below.

	2017	2018									
	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep
<b>LFB into County</b>	<b>33</b>	<b>33</b>	<b>45</b>	<b>56</b>	<b>41</b>	<b>46</b>	<b>48</b>	<b>50</b>	<b>113</b>	<b>57</b>	<b>52</b>
Buckinghamshire	8	12	8	7	5	6	6	7	17	7	2
Essex	13	12	21	28	20	17	24	22	33	23	29
Hertfordshire	1	3	1	4	2	2	1		5	3	10
Kent			4	3	6	7	4	4	10	8	4
Royal Berkshire	2	2	2	7	4	6	3	3	14	5	4
Surrey	9	4	9	7	4	8	10	14	34	11	3

## Mutual assistance and LFB [3]

Question No: 2018/3261

[Andrew Dismore](#)

By neighbouring brigade, what has been the cost to LFB, for the last 12 months, of mutual assistance called upon to support LFB operations?

### Written response from the Mayor

The table calculates the cost using the hourly charge rates and assumes that each appliance attended an incident for one hour. For incidents in 2017/18, the hourly recharge rate for each appliance was £328 (excl VAT) and in 2018/19 is £333 (excl VAT). This is subject to a reconciliation process with the neighbouring brigades which determines how long the fire engines were at each incident and varies the charge.

	<b>Total cost</b>
<b>County Brigade into London</b>	<b>£ 266,588</b>
Buckinghamshire	£ 3,633
Essex	£ 44,605
Hertfordshire	£ 92,302
Kent	£ 19,567
Royal Berkshire	£ 10,258
Surrey	£ 96,223

## Mutual assistance and LFB [4]

Question No: 2018/3262

[Andrew Dismore](#)

By neighbouring brigade, what has been the income to LFB, for the last 12 months, of mutual assistance given by LFB to support their operations?

### Written response from the Mayor

The information set out in the table below has been calculated on the same basis as the data provided in Mayor's Question 2018/3261.

	<b>Total cost</b>
<b>LFB into County</b>	<b>£ 207,751</b>
Buckinghamshire	£ 29,437
Essex	£ 86,110
Hertfordshire	£ 11,600
Kent	£ 21,580
Royal Berkshire	£ 18,563
Surrey	£ 40,461



## **Fire cadets**

**Question No: 2018/3263**

[Andrew Dismore](#)

What financial contribution is made by a) the London Fire Brigade, b) individual boroughs and c) any other bodies to the running of the Fire Cadets programme in London?

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

The Fire Cadets programme in London is funded through a combination of permanent funding from LFB and sponsorship received from local authorities and corporate sponsors.

For 2018/19, forecast costs for the programme are £549k. This is comprised of £192k permanent funding from London Fire Brigade (LFB), £123k from local authorities and other sponsors and £234k funding from LFB reserves to support setting up new units in boroughs across London. The reserves are made up of £89k from the London Safety Plan implementation fund and £145k from LFB Enterprises.

## **Using Vision data for public good**

**Question No: 2018/3264**

[Andrew Dismore](#)

Is any work being done to present the data captured by Vision in an open system that can be integrated with other public sector data sets? Do you see any opportunities for preventative work using this information?

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

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

## **Local authority resilience review**

**Question No: 2018/3265**

[Andrew Dismore](#)

In response to my question "Learning from Kensington and Chelsea's response to the Grenfell Tower fire" (19 Oct 2018), you wrote that local authorities were working on capacity, capability and standardisation. What changes have been made to procedures since the Riordan/Ney review?

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

Work has progressed to establish consistent understanding of how the London Local Authority Gold Resolution is applied to support the London Local Authorities collective and coordinated response arrangements. This includes publishing additional guidance to Chief Executives including reference to available peer support during an incident, enhanced training for Local Authority Gold officers and the establishment of a London Local Authority Concept of Operations which underpins the development of a standardised approach to core local authority emergency response functions, such as control centre staff, on-scene liaison officers and staff working in emergency centres.

## Attacks on firefighters

Question No: 2018/3266

Andrew Dismore

How many a) verbally abusive and b) physical attacks on firefighters have been recorded in 2018 to date, 2017, 2016 and 2015? If possible, please break this data down by borough.

### Written response from the Mayor

Table 1 – Incidents, by year and borough, where an attack on firefighters is recorded

	2015				2016				2017				2018	
	Verbal abuse	Physical abuse	Other	2015 Total	Verbal abuse	Physical abuse	Other	2016 Total	Verbal abuse	Physical abuse	Other	2017 Total	Verbal abuse	Physical abuse
Barking and Dagenham					1			1		1	2	3	1	
Barnet					1			1	2			2	7	1
Bexley	1			1	3	1		4	1			1	3	
Brent	3		2	5	1			1					3	
Bromley							3	3	1			1	1	
Camden	4		3	7	3			3	6	1	1	8	2	
Croydon	2	1	1	4	3	1		4	1	1	2	4		
Ealing			1	1	1			1	1	1	2	3		
Enfield	2	1	3	6	3	1		4	1			1		
Greenwich					1			1	2			2	2	
Hackney					2	1		3	3			3	1	2
Hammersmith & Fulham					2			2						
Haringey	6			6	6	1	1	8	1	1	2	4		
Harrow									2	1	3	2		
Havering	1	1		2	3	1		4	2	1	3	4		
Hillingdon	1			1	2			2	3	2	5	3		
Hounslow					1	1		2	1			1	1	
Islington	3			3	1			1	1	1	2		1	
Kensington & Chelsea	2			2		1		1	2			2	1	
Kingston upon Thames									1			1		
Lambeth	1			1	4	2		6	5	2	7	2		
Lewisham	1			1		1		1	2			2	1	
Merton											1	1	2	
Newham	2			2	1	2		3		1		1	2	
Redbridge	2	1		3									1	
Richmond upon Thames									1	1	2			
Southwark	3	1		4	4	2		6	1			1		1
Sutton											1	1	1	
Tower Hamlets			5	5	2	3		5	4	5	9	3	1	
Waltham Forest	3			3	1			1	3	1	4			
Wandsworth					1			1	2			2		
Westminster					1	1		2		1	1		2	
<b>Total</b>	<b>37</b>	<b>5</b>	<b>15</b>	<b>57</b>	<b>48</b>	<b>4</b>	<b>19</b>	<b>71</b>	<b>49</b>	<b>3</b>	<b>25</b>	<b>77</b>	<b>52</b>	<b>6</b>

Notes: Data for 2018 to 3 November 2018

## Flammable cladding

Question No: 2018/3267

[Andrew Dismore](#)

Do you support the Institution of Occupational Health and Safety's call for the forthcoming ban on flammable cladding to be applied to existing buildings, to projects currently underway, and to residential and non-residential buildings?

### Written response from the Mayor

Yes. In August I responded to the Government's consultation, pointing out that the ban will be meaningless for the majority of Londoners unless steps are taken to force the removal of combustible materials from existing buildings. Furthermore, I support a ban which applies to all new buildings, regardless of height or use.

## Consequences of fireworks

Question No: 2018/3268

[Andrew Dismore](#)

How many a) injuries and b) callouts connected to fireworks and bonfires were recorded by LFB in the periods 3 Nov to 8 Nov 2016, 2 Nov to 7 Nov 2017, and 1 Nov to 6 Nov 2018?

### Written response from the Mayor

Date Period	Incidents (i.e. 'callouts')	Injuries to members of the public	Injuries to LFB staff
03/11/2016 to 08/11/2016	26	0	5
02/11/2017 to 07/11/2017	28	0	1
01/11/2018 to 06/11/2018	23	0	0

## **LFB estates strategy**

**Question No: 2018/3269**

[Andrew Dismore](#)

What discussions have you had with the London Fire Brigade about the disposal of their surplus estate?

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

London Fire Brigade has six surplus sites: the former fire station and headquarters at 8 Albert Embankment, the former Southwark Training Centre and fire station, the former fire stations at Clerkenwell, Mitcham and Bounds Green, and the basement and part ground floor of 206 Brompton Road. My Deputy Mayor for Fire and Resilience has regular conversations with the London Fire Commissioner and Brigade officers about the status of the sites.

## **Fire safe and well visits (1)**

**Question No: 2018/3270**

[Andrew Dismore](#)

How many Fire Safe and Well visits has the London Fire Brigade conducted in 2018 to date, 2017, 2016 and 2015? Please provide this data by borough.

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

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

## **Fire safe and well visits (2)**

**Question No: 2018/3271**

[Andrew Dismore](#)

What assessment has the London Fire Brigade made of a) the cost and b) the effectiveness of the Fire Safe and Well programme?

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

A full programme of evaluation is due to commence in January 2019 after one year of delivery, using the National Fire Chiefs Council's Standard Evaluation Framework. The evaluation process will include a cost benefit analysis of the pilot and other potential delivery options. An assessment of the overall impact across the health partnership of the interventions provided by the pilot will be included as part of the cost benefit analysis. Initial qualitative feedback from health and care partners and recipients of the visits has been extremely positive.

## **Fire safety audits since Grenfell**

**Question No: 2018/3272**

[Andrew Dismore](#)

London Fire Brigade has said they have conducted more than 1100 fire safety audits to buildings with flammable cladding since June 2017. Other than flammable cladding, what fire safety issues have been identified by these audits?

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

The audits carried out by London Fire Brigade have included an audit of the general fire precautions. This includes a review of the fire risk assessment, training records, maintenance records and a physical sampling of those areas to which the Regulatory Reform (Fire Safety) Order 2005 applies. The most common issues arising have been in relation to breaches of compartmentation, defects relating to fire doors and no or lack of a sufficient and suitable fire risk assessment. Where such issues have been found the responsible person for the premises has been informed. In more serious cases, an enforcement notice has been issued including a schedule for remediation.

## **Grange Estate fire [1]**

**Question No: 2018/3273**

[Andrew Dismore](#)

What assessment has the London Fire Brigade done of the Grange Estate in East Finchley, and the inclusion of fire breaks in the rooves of flats after the recent fire in Willow House? Has the LFB also assessed the safety of the rest of the building, which has been re-occupied?

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

A fire safety officer from London Fire Brigade attended this incident and did not identify any immediate fire safety concerns. While the fire involved an area of common roof space, the entire roof was divided by partition walls at regular intervals and these 'breaks' performed as expected and there was no unusual fire spread. A post fire audit to the affected block was scheduled by the local fire safety team, however access to the building was not possible due to the damage caused by the fire. Fire safety officers will be visiting the Grange Estate to carry out further fire safety checks and local crews have already conducted home fire safety visits on the estate as part of efforts to reassure residents.

## **Grange Estate fire [2]**

**Question No: 2018/3274**

[Andrew Dismore](#)

Was the evacuation of residents from the recent fire in Willow House performed in a satisfactory manner, and were all the required fire safety measures, such as suitable doors in place?

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

There were no reported issues with the evacuation of residents at this incident and the attending fire safety officer did not identify any immediate fire safety concerns.

## **Grange Estate fire [3]**

**Question No: 2018/3275**

[Andrew Dismore](#)

Will you put pressure on Barnet Council to ensure that those who lost their homes in the fire are rehoused nearby, and are kept in suitable local short-term accommodation until long term accommodation is found for them?

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

Although the fire must have been extremely distressing for all the residents who were evacuated, I was very relieved no one was injured. I'd like to extend my thanks to the emergency services who responded on the night. I understand from my team that all residents have now been provided with suitable short-term accommodation.

## **Brexit and modern slavery**

**Question No: 2018/3276**

[Andrew Dismore](#)

What elements are needed in a UK-EU deal to protect joint working on eliminating modern slavery?

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

The UK has been a lead member state in a number of important EU security projects, including the co-ordination of efforts to tackle modern slavery and human trafficking.

International cooperation in fighting this crime is crucial given that it crosses national boundaries. Maintaining the UK's involvement in key EU security arrangements (such as Europol, the European Arrest Warrant, Joint Investigation Teams, and data sharing tools) is essential. Just as important is ensuring that we continue to protect workers' rights, currently enshrined in EU law.

## **Trump visit**

**Question No: 2018/3277**

[Andrew Dismore](#)

What was the cost to the Met Police of President Trump's recent visit? Have the Government funded this cost, or will they in the future? Have you had any such discussion with the Home Office?

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

A special grant claim for the costs of policing President Trump's visit has been lodged with the Home Office. The gross cost is £3.2m including opportunity costs of £1.8m. We await the Home Office decision as to funding.

## **Austerity and the Met police**

**Question No: 2018/3278**

[Andrew Dismore](#)

Now that the Chancellor and Prime Minister have announced the end of austerity, have they cancelled their impending cuts to the Met police budget? What is the cumulative total of the cuts so far and those to come over the next three years?

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

The Chancellor's Budget last month did not announce any increase in police funding. As a result of Government cuts the Metropolitan Police have been forced to make savings of £720m over recent years with a further £325m savings required by 2021. This is before accounting for an additional pressure of £130m per year from 2020 due to government changes to police and public sector pensions. It is crucial that the Home Secretary delivers his aspiration to make more money available for the police in the 2019-20 Police Funding Settlement in December.

## **Police funding settlement**

**Question No: 2018/3279**

[Andrew Dismore](#)

In his budget speech, the Chancellor said: "The Home Secretary will review police spending power and further options for reform when he presents the provisional police funding settlement in December." What are the implications of this for London?

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

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



## **Police pay**

**Question No: 2018/3280**

[Andrew Dismore](#)

What is the cost to the Met of the police pay increase, if not reimbursed by the Government; what was the cost of last year's pay increase; and how would this de facto cut in funding translate into numbers of police constables?

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

I am pleased that the capital's hard-working police officers receive pay rises that they so truly deserve. We have the best police service in the world and they deserve to be paid properly – but with no additional funds to pay for it, the already stretched budgets will face greater pressure and inevitably mean cuts elsewhere.

Last financial year, the cost of the police officer pay award was £28.1m. This equates to approximately 468 officers.

This financial year the cost of the Met of the police officer pay increase was £28.8m. This equates to approximately 480 officers.

## **Police pensions**

**Question No: 2018/3281**

[Andrew Dismore](#)

What is the cost to the Met of the change in police pension contributions, if not reimbursed by the Government; and how would this de facto cut in funding translate into numbers of police constables?

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

Home Office officials have informed police forces that they expect the pension contribution changes to result in increased employer contributions of £165m in 2019/20 and £417m in 2020/21 onwards.

If these figures are correct the MPS have estimated it will represent a £43 million unfunded cost in 2019-20, then £108 million in 2020-21 and the years which follow.

On top of this there are likely to be further costs associated with an increase in employer contributions to police staff pensions. These costs are less clear at this stage, but the Met's current estimate is around £9 million in 2019-20, then £22 million in 2020-21 and beyond.

This approximately equates to over 850 officers in 2019/20 and over 2,150 officers from 2020/21 onwards.

I have written to the Prime Minister to express my concern about the implications of these unfunded costs on the Met's budget.

## **Sanctioned detection rates**

**Question No: 2018/3282**

[Andrew Dismore](#)

What is the Met's clear up rate by way of sanctioned detection for all reported crime for the last 12 months and the previous rolling 12 months; are you satisfied with this; and if not, what are you doing to improve it?

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

The SD rate for Total Notifiable Offences Nov '16-Oct '17 was 14.6%. For the same period 17-18 SD rate was 11%.

The MPS have committed to improving SD rates. With the introduction of Mi Investigation, all Frontline Police Officers are being developed to be effective crime Investigators. This ensures that trained Detectives can use their enhanced investigative skills to focus on Serious and Complex Crime. The MPS are investing in intelligence units supporting operational officers and in conjunction with this, aiming to maximise forensic opportunities at crime scenes: Increasing training and forensic awareness throughout the investigative process, including the point of first contact at METCC and TDIU. The MPS are also improving the way they progress positive identification of offenders from forensics, embedding senior forensics managers to each BCU.

## **Sanctioned detection rates for burglary**

**Question No: 2018/3283**

[Andrew Dismore](#)

What is the Met's clear up rate by way of sanctioned detection for domestic burglary for the last 12 months and the previous rolling 12 months; are you satisfied with this; and if not, what are you doing to improve it?

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

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

## **National Roads Fund**

**Question No: 2018/3287**

[Florence Eshalomi](#)

Will Transport for London have access to the National Roads Fund?

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

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

## **Roads Investment Strategy 2**

**Question No: 2018/3288**

[Florence Eshalomi](#)

The draft Roads Investment Strategy 2 document says, "RIS2 will require cooperation with others beyond government and Highways England, in particular those with expertise and understanding of local and regional priorities so that decisions are respectful of place. We envisage close working relationships, building on those established during the delivery of the first RIS and the research phase for developing RIS2, in particular with: Devolved administrations in Scotland and Wales, Transport for London, and city region mayors and combined authorities, joining up the road networks across borders where appropriate." Are you able to confirm what work Transport for London has undertaken in this regard and whether any of the £25.3 billion budget will be spent in London?

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

Please refer to Mayor's Question 2018/3287.

## **Potholes**

**Question No: 2018/3289**

[Florence Eshalomi](#)

The government will allocate £420 million to local authorities in 2018-19 to tackle potholes, repair damaged roads, and invest in keeping bridges open and safe. How much of this £420 million will be spent in London?

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

The Department for Transport (DfT) has allocated £20m directly to London Boroughs and Transport for London (TfL). Of this £20m, TfL has been allocated £2.74m.

Further detail of this allocation can be found in the DfT's Road Funding: Information Pack, [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/755358/roads-funding-information-pack.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/755358/roads-funding-information-pack.pdf)

## **National Productivity Investment Fund**

### **Question No: 2018/3290**

[Florence Eshalomi](#)

The government will make £150 million of National Productivity Investment Fund funding available to local authorities for small improvement projects such as roundabouts. How much of this £150 million will be spent in London?

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

The Department for Transport (DfT) has not yet made clear whether London will be able to bid for the £150m National Productivity Investment Fund.

## **Local infrastructure rate**

### **Question No: 2018/3291**

[Florence Eshalomi](#)

Transport for London is one of five local authorities that have been successful in the first round of applications, for access to a local infrastructure rate to support infrastructure projects that are high value for money. How much money has Transport for London borrowed and what projects will the money be supporting?

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

Transport for London has been awarded up to £100m of Public Works Loan Board (PWLB) borrowing at the local infrastructure rate of gilts + 60 basis points for investing in the London Underground Accessibility programme. The borrowing has not yet been drawn, but is planned to go towards funding step-free access at a number of London Underground stations.

## **Docklands Light Railway Investment**

**Question No: 2018/3292**

[Florence Eshalomi](#)

The government will invest £291 million from the Housing Infrastructure Fund to unlock over 18,000 new homes in East London through investment in the Docklands Light Railway. Can you explain what investment will be made and how it will support 18,000 homes?

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

The Government's allocation of £291m from the Housing Infrastructure Fund will fund up to 14 new DLR trains, an expansion of Beckton depot to accommodate the new rolling stock, a contribution to a new DLR station in Thameside West, and a contribution to help unlock new housing at Poplar depot.

Without this funding, the DLR will not have sufficient capacity to accommodate the planned levels of growth in the Royal Docks and Isle of Dogs. The funding therefore allows TfL to increase train frequencies and expand available capacity on the network to directly enable around 18,000 new homes.

## **Crossrail 2**

**Question No: 2018/3293**

[Florence Eshalomi](#)

The government is considering the recommendations of the Independent Affordability Review of Crossrail 2, and will consider the case for the project at the Spending Review. Are you able to publish a copy of the Independent Affordability Review of Crossrail 2?

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

The IAR's report is still being considered. Our intention is to publish it once the Government has reached a decision on Crossrail 2's route and potential phasing, though publication would be subject to the Department of Transport's agreement.

## **Transport for London Pay Gap (1)**

**Question No: 2018/3294**

[Florence Eshalomi](#)

The biggest ethnicity pay gap within Transport for London is among graduates. Transport for London state this is because more people in years 2 and 3 of the graduate scheme are white. Why were more BAME candidates not recruited in the grad scheme for these years and what are Transport for London doing to reduce the pay gap in this area?

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

Transport for London (TfL) graduate salaries are fixed by year, with no variation between graduates in the same year's cohort. The graduate schemes themselves vary in duration, with schemes lasting either two or three years in length.

To improve the diversity of applicants to the graduate scheme, TfL is reviewing their list of target universities, prioritising those with a high proportion of female and BAME engineering students. TfL is also working alongside the Bright Network Partnership, to promote our graduate scheme to their diverse network of potential applicants.

There is also an ongoing review of the assessment and selection process to ensure that no under-represented groups are discouraged from applying.

## **Transport for London Pay Gap (2)**

**Question No: 2018/3295**

[Florence Eshalomi](#)

Transport for London have not yet implemented anonymous job applications. What is the timeline for this and why hasn't it happened already?

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

Transport for London has recently undertaken a 12 month research pilot, with two suppliers, evaluating the functionality and hiring outcomes when using automatic shortlisting. The findings demonstrated that there was significantly less bias in recruiting when the software was used. TfL has now chosen a preferred supplier, and will be implementing the solution in 2018/19.

## **Transport for London Pay Gap (3)**

**Question No: 2018/3296**

[Florence Eshalomi](#)

Transport for London have stated that they are establishing diverse panels for interviews. What percentage of interview panels in the last 18 months had a) no women b) No BAME employee?

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

We do not currently monitor or record the diversity of interview panels; however it was mandatory during any transformation activity that all panels are independent and diverse. There is supporting guidance available for hiring managers where this is also a clear specification.

## **Transport for London Mentoring (1)**

**Question No: 2018/3297**

[Florence Eshalomi](#)

a) How many female Transport for London employees have had a mentor in the last 24 months? b) How many are planned for the future? c) How many of these staff who have had mentors have moved up in pay/grade?

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

The figures below relate to Transport for London (TfL) leadership development programme mentoring partnerships initiated in 2018 to date:

a) Thirty-five (45%) of the 78 mentees are female. This compares to 24% of all TfL staff who are female.

b) Future mentoring numbers will be based on: Individuals identified as a priority for mentoring at that time; mentoring requests received; and mentor availability.

c) Of the TfL mentees promoted during the 12-month period to October 2018, 67% were female. This compares to 36% of all staff promoted during that period who are female.

A record of locally arranged mentoring partnerships is not kept centrally.

Seven female TfL employees are also taking part in the mayoral Our Time initiative launched this year which pairs high potential women with senior management level champions to help to open up the professional networks, opportunities and contacts often needed to progress within workplaces.

## **Transport for London Mentoring (2)**

### **Question No: 2018/3298**

Florence Eshalomi

a) How many BAME Transport for London employees have had a mentor in the last 24 months? b) How many are planned for the future? c) How many of these staff who have had mentors have moved up in pay/grade?

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

The figures below relate to Transport for London (TfL) leadership development programme mentoring partnerships initiated in 2018 to date:

a) Ten (14.5%) of the 69 mentees who have declared their ethnicity describe themselves as Black, Asian or Minority Ethnic (BAME). This compares to 37% of all TfL staff who have declared their ethnicity who describe themselves as BAME.

b) Future mentoring numbers will be based on: Individuals identified as a priority for mentoring at that time; mentoring requests received; and mentor availability.

c) Of the TfL mentees promoted during the 12-month period to October 2018 who have declared their ethnicity, 40% describe themselves as BAME. This compares to 37% of all staff promoted during that period who describe themselves as BAME.

A record of locally arranged mentoring partnerships is not kept centrally.

This year TfL has also set up an inter-company mentoring programme with one of their IT suppliers and all of the mentees in this programme describe themselves as BAME.

## **Transport for London training**

### **Question No: 2018/3299**

Florence Eshalomi

Unconscious bias training has been given to senior managers at Transport for London. When will this be rolled out to mid-level managers as well?

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

Unconscious Bias training is available to all Transport for London (TfL) employees, as either an eLearning module, or a classroom based course. In addition to senior managers; this training is a mandatory requirement for all hiring managers, who are often mid-level managers and all those involved in the selection and assessment process as part of the TfL Transformation programme. The launch of the Brilliant Basics toolkit for line managers is a revised approach to reinforce the integrated roll out of core training modules such as Unconscious Bias. Over 2,250 employees have completed the training to date.



## **Black Cultural Archives**

**Question No: 2018/3300**

[Florence Eshalomi](#)

The Black Cultural Archives is the UK's only national heritage centre dedicated to collecting, preserving and celebrating the histories of African and Caribbean people in Britain. Given the importance of the Black Cultural Archives to culture in London, and nationally, what support is the Mayor giving to the BCA given the news that it is facing closure due to a funding crisis?

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

I'm proud that we have the UK's first dedicated Black heritage centre here in London. The Black Cultural Archives does incredibly important work to celebrate the histories of African and Caribbean communities in London and the UK. Along with Lambeth and the Heritage Lottery Fund, the GLA contributed significantly to the BCA's current building.

Like you, I am concerned about this significant threat to the organisation's future. I have written an urgent letter to the Secretary of State for Digital, Culture, Media and Sport calling on the government to support the BCA through its current funding issues and achieve a sustainable plan to secure its future.

## **Black Cultural Archives (2)**

**Question No: 2018/3301**

[Florence Eshalomi](#)

The Black Cultural Archives is the UK's only national heritage centre dedicated to collecting, preserving and celebrating the histories of African and Caribbean people in Britain. What conversations has the Mayor had with the London Area Chair of the Arts Council England regarding financial support for the BCA?

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

I'm proud that we have the UK's first dedicated Black heritage centre here in London. The Black Cultural Archives does incredibly important work to celebrate the histories of African and Caribbean communities in London and the UK. Like you, I am concerned about this significant threat to the organisation's future.

Because of its status as an archive, Arts Council England is not a core funder of BCA. My team has raised this important issue with Heritage Lottery Fund who supported the capital build of BCA until 2017. Heritage Lottery Fund remains supportive of BCA and is open to discussions about future project funding.

## **Knife Crime**

**Question No: 2018/3302**

[Florence Eshalomi](#)

Last year on New Year's Eve there were four fatal stabbings. Knife crime has continued to increase throughout 2018. Given the number of fatal stabbings across London recently, what contingency plans are being put in place for the Christmas period to ensure the safety of Londoners?

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

Each of the Met Police Basic Command Units is providing a Winter Nights Plan that details local resourcing mapped against crime and anti-social behaviour problem profiles. These plans are supported with a breakdown of resources required to effectively manage large crowds, known crime types and public reassurance. The plans are coordinated by the Met centrally to deploy assets, such as the Violent Crime Task Force and Territorial Support Group to support the local policing plans.

Throughout the Christmas period the Violent Crime Task Force will have its command centre functioning, to ensure officers are deployed quickly in light of emerging intelligence as a prompt response to incidents.

In addition, the Met are working with local authority licensing teams to manage the Night Time Economy and linked criminality, including breaches of licencing legislation. Whilst much of this emphasis is on public place violence the Met safeguarding teams will work with local support groups to ensure victims of Domestic Abuse are able to reach out and have confidence in reporting matters to the Police and support networks.

## **Housing Need and Local Plans**

**Question No: 2018/3304**

[Nicky Gavron](#)

The [Planning for Affordable Housing](#) report by the Town and Country Planning Association shows that the Proportion of affordable housing need met through policies in recently adopted Local Plans is;

London Borough of Islington 15%

London Borough of Hounslow 36%

London Borough of Wandsworth 38%

London Borough of Lambeth 44%

How will you be encouraging London Boroughs to increase their affordable housing delivery to meet requirements?

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

Meeting London's affordable housing needs is extremely challenging given the years of under-investment in affordable homes. However, as you know, I am absolutely committed to increasing affordable housing delivery. The draft London Plan and London Housing Strategy set out an approach to delivering 50 per cent of new homes as affordable homes across London.

A significant proportion of new affordable homes will be delivered through planning contributions. I expect most large developments to provide at least 35 per cent affordable homes on-site across most of London. This rises to 50 per cent on public land and some industrial land suitable for homes.

Affordable housing delivered through planning will be augmented using affordable housing grant. I have an agreement with 34 affordable housing providers that 50 per cent of their housing programmes will be affordable – and eight large providers have committed to 60 per cent.

I am also keen to get boroughs to deliver more council homes. Through my Building Council Homes for Londoners programme, I have allocated £1bn to support 11,000 new council homes at social rent levels and a further 3,500 genuinely affordable homes. I also recently launched a £10 million Homebuilding Capacity Fund to help councils increase affordable housing delivery directly and I have collaborated with Future of London to create a Council-led Housing Forum to provide technical advice to council practitioners.

## **New Homes Targets**

**Question No: 2018/3305**

[Nicky Gavron](#)

Rob Krszyczowski, spatial planning manager at the London Borough of Brent, has said at the recent Planning for Housing conference that providing the numbers of new homes required under the Mayor's London Plan "will be very challenging". How will you be working with boroughs to ensure they meet this challenge?

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

I recognise the scale of the challenge, but it is incumbent on all those involved in planning and development to support the delivery of the homes London needs. The draft London Plan provides an effective policy framework that will enable boroughs to prepare delivery-focussed local plans, and I will be publishing supplementary planning guidance to further help boroughs ensure new developments optimise housing capacity to prevent the inefficient use of land.

I also recently launched the £10 million Homebuilding Capacity Fund to help boroughs to proactively plan areas with significant growth potential, to prepare documents to optimise development densities and to increase planning certainty on small sites.

## **Transport for London Homes**

**Question No: 2018/3306**

[Nicky Gavron](#)

Tom Sykes, projects design manager at Transport for London, has said at the recent Planning for Housing conference that planning is "one of the biggest risks" for the mayoral body in achieving its target of building 10,000 homes on its land holdings by 2021. What concerns, if any, do you have regarding Transport for London's ability to secure planning permissions for all the homes it needs to build and what mechanisms are in place to support this?

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

The housing crisis is one of the biggest threats to London's future. My draft London Plan outlines a clear vision of how we need to need deliver thousands of genuinely affordable homes at the same time as creating a more inclusive, greener and safer city that supports the health and wellbeing of all Londoners.

I am confident that through adopting the principles of Good Growth, ensuring great design, and engagement with boroughs and local communities, TfL will be able to secure the necessary planning permissions to achieve its target of 10,000 starts by 2021.

## **Transport for London Homes**

**Question No: 2018/3307**

[Nicky Gavron](#)

Tom Sykes, projects design manager at Transport for London, has said at the recent Planning for Housing conference that proposals to redevelop car parks can cause controversy, he said, "Councillors are likely to face public pressure not to lose parking spaces, even if they're not well used". Are you confident that Transport for London will be able to deliver the requisite number of homes on Transport for London's car park sites?

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

The housing crisis is one of the biggest threats to London's future. My draft London Plan outlines a clear vision of how we need to need deliver thousands of genuinely affordable homes at the same time as creating a more inclusive, greener and safer city that supports the health and wellbeing of all Londoners.

I have been clear that to secure the future health and prosperity of our city, we need to be bolder in encouraging people to reduce their reliance on private car use and to adopt healthy, sustainable modes of travel. Where housing developments result in a reduction of car parking spaces, I urge all boroughs to work closely with TfL, to ensure alternative modes of transport are available. I am confident that working closely with Boroughs and communities TfL will be able to deliver the thousands of homes on its land that London badly needs.

## **Gatwick Airport Runway**

**Question No: 2018/3308**

[Nicky Gavron](#)

Gatwick Airport are seeking a [development consent order](#) to bring its standby runway into use to accommodate long-term growth. Will you be supporting such an order?

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

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

## **Lengthening Planning Decisions**

**Question No: 2018/3309**

[Nicky Gavron](#)

The [time taken](#) by the Planning Inspectorate to handle appeals are getting longer. What concerns do you have about these delays to planning decisions and what impact will they have in London?

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

It is accepted by all stakeholders that we are facing a housing crisis, and delays within to the planning system exacerbate this problem. I am aware that delays in the Planning Inspectorate appeals process are of the cause of particular concern to developers, and I would encourage all parties to reduce delays, in order to avoid impacts on the delivery of new homes in London.

## **Unspent Community Investment Levy**

**Question No: 2018/3310**

[Nicky Gavron](#)

A [report](#) by the Association for Consultancy and Engineering has found that 61% of borough Community Investment Levy collected in London remains unspent. Does this concern you and have you any recommendations for changing the situation?

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

The unspent Community Infrastructure Levy (CIL) relates only to borough local CILs, as 100 per cent of my Mayoral CIL is spent on Crossrail.

I have no formal powers to direct how boroughs spend their CILs. The Levy is an important source of funding for the infrastructure needed to support development in London, and I would be concerned if boroughs were not ensuring its effective use. However, the Association for Consultancy and Engineering report does not distinguish between spent and committed funding, and as schemes can take several years to progress, this may conceal a proportion of funding that may in fact already be committed. It is also important to note that most London boroughs did not adopt CILs until 2015, so it is too early to judge the success of the system. The GLA and TfL supports boroughs through the CIL Collection Group and annual CIL training days.

## **Mobility Walkers on Buses Guidance**

**Question No: 2018/3312**

[Joanne McCartney](#)

Will you ensure that TfL updates the existing guidance to all bus drivers to include how to handle Mobility Walkers when they are used on buses? A recent reply from TfL stated that there is currently no guidance in place.

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

Guidance is provided on this issue on page 74 of the 'Big Red Book' which is issued to all London's bus drivers. This guidance says that passengers with mobility walkers may ask to enter or leave through the centre doors because it is the safest and easiest way for them. Drivers are advised to deploy the ramp or 'kneel' the bus if this will help the passenger. I'm sorry that you were not provided with this information in a previous response from Transport for London.

## **St Ann's Hospital Biodiversity**

**Question No: 2018/3313**

[Joanne McCartney](#)

Will the GLA use the St Ann's Hospital redevelopment as a real exemplar for building with climate change, securing a standard of greater than 0.4 in the Mayor's Urban Greening Factor, and the delivery of biodiversity net gain through habitat creation targets, set out in the Mayor's Environment Strategy, so that St Ann's is not only best example of green infrastructure and ecologically sensitive regeneration in London, but also the best in the country?

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

As a result of my intervention, the St Ann's Hospital site will deliver a minimum of 50 per cent affordable housing, alongside other good growth policies of my draft London Plan - including policies G5 and G6 on urban greening and biodiversity. In doing so, the redevelopment of St Ann's will be an example of how urban greening and space for nature can be integrated into developments to create healthy, resilient and attractive places for people to live and to meet the ambitious aims of my London Environment Strategy. The detailed design of the site will be agreed once a development partner is appointed next year.

## **London Overground Staffing**

**Question No: 2018/3314**

[Joanne McCartney](#)

Can you provide me with the current and proposed staffing levels for the following London Overground stations?

Bruce Gove

Bush Hill Park

Silver Street

Southbury

Turkey Street

White Hart Lane

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

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

## **Bus Link between Hampstead, Highgate and Crouch End**

**Question No: 2018/3315**

[Joanne McCartney](#)

Residents have been lobbying for a bus link between Hampstead, Highgate and Crouch End. With the current bus reviews being carried out, will you ensure this proposal is considered?

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

Based on current demand and travel patterns, TfL believes that there is already a comprehensive bus network in Hampstead, Highgate and Crouch End. For example, route W5 provides links between Crouch End and the south end of Highgate High Street, and route 210 runs between Highgate and the north end of Hampstead. Passengers can also travel on route 41 between Crouch End and Archway where they can change to routes 210 and 271 to Highgate Village, or the C11 to the south end of Hampstead. Passengers can change buses at no extra charge with no extra payment, thanks to my Hopper fare.

However, the bus network also is under constant review, and Transport for London will bear your suggestion in mind when this area is next reviewed in detail.



## **W3 Bus**

**Question No: 2018/3316**

[Joanne McCartney](#)

Further to MQ 2018/2865, will TfL and the operators of the W3 consider introducing more buses temporarily for the western end of the route towards Finsbury Park for the duration of the works on White Hart Lane?

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

Recognising the level of demand towards Finsbury Park in the weekday morning peak, Transport for London (TfL) introduced two additional journeys from Wood Green (arriving Finsbury Park at 07:19 and 07:31) from 24 September 2018 to provide additional capacity. TfL will continue to monitor demand.

## **Recycling Bins at Tube Stations**

**Question No: 2018/3317**

[Joanne McCartney](#)

Further to MQ 2018/0555, are you able to update me on when we can expect to see recycling bins at tube stations?

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

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

## **Seven Sisters Market**

**Question No: 2018/3318**

[Joanne McCartney](#)

Relations between Seven Sisters market traders and MAM have irretrievably broken down. Will TfL please meet with traders and allow them to take over the management of the market themselves?

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

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

## **Violent Crime Taskforce**

### **Question No: 2018/3319**

[Joanne McCartney](#)

Since the creation of the Violent Crime Taskforce please can you give details of:

1. How many stop and searches the Taskforce has made?
2. How many arrests were made arising from those stops and searches?
3. What crimes were those arrests for?

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

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

## **Fireworks and anti-social/criminal behaviour (1)**

### **Question No: 2018/3320**

[Joanne McCartney](#)

Please provide details of:

1. How many reports did the Metropolitan Police receive from 1 October 2018 to date with regards to misuse of fireworks, and how were these reports categorised?
2. How many required police to attend?
3. How does this figure compare to the past 3 years?

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

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

## **Fireworks and anti-social/criminal behaviour (2)**

### **Question No: 2018/3321**

[Joanne McCartney](#)

Do we need tighter regulations in place to restrict who can buy and use fireworks?

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

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

## **Tower Hamlets Comments**

**Question No: 2018/3322**

[Joanne McCartney](#)

What is your response to the recent crass Rod Liddle column in The Sunday Times suggesting that suicide bombers should blow themselves up in the London Borough of Tower Hamlets, which he described as being a "decent distance from where the rest of us live"?

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

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

## **Enfield PCs and PCSOs**

**Question No: 2018/3323**

[Joanne McCartney](#)

How many police officers (and at what rank) and PCSOs has the London Borough of Enfield lost since 2010?

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

At the end of March 2010 Enfield had 583 police officers and 156 Police Community Support Officers (PCSOs).

As of end of September 2018 Enfield had 493 police officers and 23 PCSOs.

Rank structure at a borough level is not easily discernible from the available data. All numbers are 'Full Time Equivalent' (FTE).

Caution should be exercised when comparing borough officer numbers from significantly different time periods. Restructuring within the Metropolitan Police Service (MPS) means that whilst officers may continue to deliver similar services they may be counted under different commands.

## **Haringey PCs and PCSOs**

**Question No: 2018/3324**

[Joanne McCartney](#)

How many police officers (and at what rank) and PCSOs has the London Borough of Haringey lost since 2010?

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

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

## **Support for businesses in outer London**

**Question No: 2018/3326**

[Onkar Sahota](#)

What is your office doing to promote local business growth, particularly in our outer boroughs?

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

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

## **London choosing wisely**

**Question No: 2018/3327**

[Onkar Sahota](#)

What assessment have you made of the results of the eight pan-London treatment pathways developed by London Clinical Commissioning Groups?

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

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

## **Workplace mental health**

**Question No: 2018/3328**

[Onkar Sahota](#)

What are you doing to take forward the recommendations from Thrive LDN's report "Towards Happier, Healthier Lives"?

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

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

## **Healthy high streets**

**Question No: 2018/3329**

[Onkar Sahota](#)

In light of the Royal Society for Public Health's report which highlighted that London's ten unhealthiest high streets are all in areas of relatively higher deprivation, what are you doing to roll out the lessons of Healthy London Partnership's Healthy High Streets Programme?

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

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

## **Sharing information for health**

**Question No: 2018/3330**

[Onkar Sahota](#)

What are you doing to promote the use of integrated and shared data, for instance on risk profiles, to enable commissioning frameworks that reduce health inequalities?

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

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

## **Health centres and air quality**

**Question No: 2018/3331**

[Onkar Sahota](#)

The British Lung Foundation found that there are 1320 hospitals and GP practices in London in areas above the World Health Organisation limit for fine particulate matter (PM2.5). What steps are you taking to reduce motor vehicle traffic (and other causes of air pollution) in the immediate vicinity of these centres?

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

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

## **NHS skills shortage**

**Question No: 2018/3332**

[Onkar Sahota](#)

The NHS is short of support and technical staff. Are you considering using your adult skills powers to help Londoners train to move from lower paid occupations into NHS roles?

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

Through the Skills for Londoners Strategy and the devolution of the Adult Education Budget (AEB), I want to ensure that London's £311m annual AEB provision equips adult learners with the skills they need to enter employment in London's key sectors, including the NHS. I will widen access to training in basic skills – including literacy, numeracy and digital skills – for Londoners with lower skills and in low paid occupations earning below the London Living Wage (LLW).

I will also commission an in-work progression project as part of my new European Social Fund (ESF) programme. This will help Londoners in low paid work (earning below the LLW) to strengthen their labour market position through gaining Level 4 and above skills and accreditation. The programme will combine this training with tailored career development support, including for roles in London's key sectors, such as health.

## **NHS premises maintenance**

**Question No: 2018/3333**

[Onkar Sahota](#)

What assessment has the London Estates Board made of the quantity and value of outstanding repairs and maintenance required to NHS premises in London?

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

Backlog maintenance costs in NHS organisations in London were reported to be £1.9billion in 2016/17. Reducing the backlog in maintenance is a priority for NHS organisations in London and the London Estates Board and will be a key theme for the London Health and Care Estate Strategy.

## **Primary care integration**

**Question No: 2018/3334**

[Onkar Sahota](#)

The September 2018 London estates delivery unit report stated that work had begun to align London Estates Board / London Estates Delivery Unit and Healthy London Partnership/NHS England on primary care. What contribution has your office and the GLA made to these discussions?

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

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

## **Patient transport and assisted transport services**

**Question No: 2018/3335**

[Onkar Sahota](#)

In item 7 of Transport for London's papers for the Customer Service and Operational Performance Panel (14 November 2018), they state that better integration between ATS and non-emergency hospital transport for disabled people is being hindered "due to the difficulties in making the right contacts within the complex and dissipated organisational structure of the NHS". Will you raise this matter in your regular meetings with the London Ambulance Service?

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

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

## **Health inequalities strategy indicators**

**Question No: 2018/3336**

[Onkar Sahota](#)

As part of the Health Inequalities Strategy (HIS) implementation plan you committed to publishing new indicators in a publicly accessible fashion including via the London datastore. However, the datastore HIS indicators page <https://data.london.gov.uk/dataset/health-inequalities-strategy-indicators> has not been updated for two years and still includes the indicators from the old strategy. Can you advise when this will be updated?

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

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

## **Autumn Statement**

**Question No: 2018/3337**

[Onkar Sahota](#)

Your letter to the Treasury concerning the Budget made no mention of health issues or the need to support public health investment. Can you confirm what representations to Government you have made on this issue, and to which departments?

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

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

## **Strategy for eye health in London**

**Question No: 2018/3338**

[Onkar Sahota](#)

I recently met with senior sector representatives to discuss the ongoing need for a more cohesive strategy for eye health in London. Sector leaders have called on you to provide leadership in this area. Will you meet with eye health sector leaders to discuss their concerns?

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

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

## **Tall Buildings**

**Question No: 2018/3340**

[Navin Shah](#)

The New London Architecture's Tall Buildings Survey 2018 shows that despite signs of a slowdown in building industry, London has 510 towers in the pipeline and a record number of 115 schemes under construction as compared to 455 and 91 respectively, in 2016. Are you concerned that over 90% (458) of these tall buildings are for residential use delivering 106,000 flats? Do you consider this to be sustainable and is this type and level of development within the spirit of draft London Plan? Is this an acceptable solution to meet London's housing crisis particularly to provide genuinely affordable social as well as family size housing?

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

Accommodating a rapidly growing city – one which is facing an acute housing crisis – requires more efficient use of the city's land. Tall buildings are not the only way to provide the housing that we need, but they do have a role to play in making optimal use of appropriate sites. Typically, tall buildings form part of residential developments that have a mix of building types and housing sizes, including family-size housing.

Through the 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.



## **'Building Up' Proposals**

**Question No: 2018/3341**

[Navin Shah](#)

What is your view on the recent announcement by the Housing Secretary, who is proposing 'building up' as a means of addressing the housing crisis? The proposals would allow building an extra storey on existing buildings under permitted development rights. An analysis by Knight Frank in 2017 suggested that London had capacity for 40,000 homes by developing modular homes on top of flat roofs across capital. How does this sit with your London Plan and what thoughts of this being done under 'permitted development' regime?

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

Upward extensions can help deliver some of the new homes London needs and the draft London Plan introduces a presumption in favour of small housing developments, including upward extensions, where new homes are created. However, it is essential that upward extensions are well designed, respond well to the surrounding context and do not cause unacceptable harm to neighbours' amenity.

I will carefully consider the Government's detailed proposals to evaluate whether they present an effective approach to deliver our shared objectives, both in delivering the homes London needs and safeguarding against poor design and harmful impacts on residential amenity. However, I am generally wary of new permitted development rights as they can remove important safeguards against poor design quality or harmful impacts on neighbours' amenity.

## **Slow Down of Growth among Construction SMEs**

**Question No: 2018/3342**

[Navin Shah](#)

The Federation of Master Builders (FMB) have expressed concerns about slower growth in Small Medium Enterprises' (SME) workloads in 3rd quarter of 2018. This is largely due to increasing material prices and 68% of SMEs struggling to hire bricklayers and 59% are struggling to hire carpenters and joiners. Skill shortages are a major concern particularly with worrying post-Brexit immigration proposals. With 13% of construction workers from outside the UK this will have overall impact on construction industry. How are you dealing with this which will not only adversely impact the entire building industry in London but cripple SMEs and Mayors aspirations of building on small sites?

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

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

## **Drop in Private New Builds**

**Question No: 2018/3343**

[Navin Shah](#)

It is reported that the number of homes being built has halved to the lowest level since 2012. This is put down to the consequences of Brexit. How can the Mayor help developers to boost new builds to meet the housing crisis?

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

Private sector homebuilding is affected by drops in confidence and wider economic uncertainty – like that we are clearly seeing as a result of the Government’s chaotic mishandling of Brexit.

Whilst I do not have powers over the wider economy, I am using all the powers and funding I have to boost council, social rented, and other genuinely affordable homebuilding – including through my reforms of the planning system and my funding programme that saw a record number of affordable homes get underway last year.

However, to go further I need far greater devolution of powers and funding so that City Hall can support a step change in the affordable homes that councils, housing associations, and others are building. I will continue to make these calls on Government.

## **Disability Hate Crime**

**Question No: 2018/3344**

[Navin Shah](#)

In 2017/18 the Met's sanction detection rate for all forms of hate crime was 19% but for disability hate crime it was just 7%. A report released by the Her Majesty's Inspectorate of Constabulary and Fire & Rescue Services just last month found that while improvements had been made 'police and prosecutors were still not considering sufficiently the needs of the victims, particularly with regard to whether they needed reasonable adjustments to give evidence effectively'. How can we ensure disabled people, in particular those with learning difficulties, are supported throughout the criminal justice system?

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

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

## **Rise in Hate Crime**

**Question No: 2018/3345**

Navin Shah

In the aftermath of the Pittsburgh incident, the President of the Board of Jewish Deputies has indicated a surge in race hate crime incidents in America and the UK. The Community Support Trust has said there were 1382 anti-Semitic incidents reported in the UK last year - a rise of 34% over 2016 figures. How are the places of worship supported in London?

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

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

## **Willesden Green Station - Staffing**

**Question No: 2018/3346**

Navin Shah

At a site visit to the station in late October with local residents and Councillors it was pointed out that due to staff shortage local commuters/residents using wheelchair were finding it difficult to access the station. There is no level access between the platform and the train this requires use of a manual ramp. This too is most difficult. Lack of visible and adequate staff is having detrimental impact on the use of this station particularly for disabled, elderly and infirm people. Can the Mayor instruct Transport for London to look into this?

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

Willesden Green Station unfortunately does not have step-free access, so wheelchair users are not able to access the platforms from street level and/or from platform to street level. There is a manual boarding ramp available at platform level to assist customers on and off a train if a train is terminating at Willesden Green or if anyone using a wheelchair needs to change between the northbound and southbound platforms.

Transport for London (TfL) has processes in place to assist customers with mobility needs to use its transport services as easily as possible. Details of those can be found at <https://tfl.gov.uk/transport-accessibility>.

Wheelchair users who require assistance boarding trains can speak to staff at their departure station, who will check their destination and ask if assistance will be needed there. If so, staff will contact colleagues at the destination station to ensure that assistance is waiting on arrival. Help Points are also provided on all platforms which puts customers in contact with a staff member.

TfL is developing an app to improve the journey experience for those customers requiring assistance. This will be launched in early 2019.

Station staff at Willesden Green are always available to provide assistance where they are aware that a customer using a wheelchair needs to use the station. They can then make the manual boarding ramp available when the customer arrives.

## **Toilets on Jubilee Line Stations (Brent)**

**Question No: 2018/3347**

[Navin Shah](#)

It has been brought to my attention by a local Ward Councillor that on a number of stations on Jubilee line stations in Brent toilet facilities are very poor. On some stations there are signs saying the toilets are closed due to vandalism, but these signs have been there for months. When will Transport for London be bringing the toilets back into use on the Jubilee line?

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

Unfortunately, there is a history of anti-social behaviour at all the Jubilee line stations in Brent (Dollis Hill, Kilburn, Neasden, Queensbury & Willesden Green).

Transport for London (TfL) tried to mitigate against this by introducing a 20p charge for using the toilets, but the toilets were still being misused and there have been further cases of vandalism.

All toilets are currently available for use and customers who wish to use the toilets can speak to a member of staff to gain access. TfL has recently improved signage to help customers with this and station staff have been briefed and will be reminded to provide customers with assistance.

## **Willesden Green Station - Toilets**

**Question No: 2018/3348**

[Navin Shah](#)

It has been brought to my attention by a local Ward Councillor that the station does not have the benefit of a toilet facilities. If you ask a member of staff at Willesden Green they may open the toilet. Surely this is not acceptable?

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

Please refer to my answer for Mayor's Question 2018/3347

## **Kensal Corridor**

**Question No: 2018/3349**

[Navin Shah](#)

Public consultation for the Kensal Corridor Concept Scheme in February 2018 indicated over 80% of support from respondents but concerns were expressed about loss of parking, buses/ bus stands within Station Terrace, as well as how the scheme will address the volume of traffic and associated negative impacts on the corridor including air quality. Funding for the scheme was agreed in principle by Transport for London and Transport for London board, approval was expected in this summer. Can you please give me a full update on the scheme and how it is progressing in conjunction with Brent Council?

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

The London Borough of Brent, which carried out the public consultation, is leading this project and is currently reviewing the detailed consultation responses. Transport for London officers are working closely with borough officers to develop the scheme further, with meetings planned in the coming months to discuss funding arrangements and progression of the scheme.

## **Poor State of Staples Corner Roundabout & Flyovers**

**Question No: 2018/3350**

[Navin Shah](#)

A Brent Councillor has approached me with strong criticism of the state of the flyover and roundabout areas to what is an important gateway to Wembley/Brent and Barnet. Large areas at the junction(s) are very poorly maintained, littered with rubbish and overgrown with weeds and shrubs. Transport for London has been approached about this but there's no resultant follow up. Can a site visit be arranged with Transport for London?

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

A scheduled weed spraying of this area took place in the week commencing 19 November 2018. Once the weed killer has taken effect, dead weeds will be removed. The shrub beds are tended four times a year and were last visited on 16 October 2018. Transport for London (TfL) is currently agreeing the weed spraying programme for 2018 -2019 and will be happy to share this once confirmed.

TfL is aware of the littering issue. The responsibility to remove litter is covered by the Environmental Protection Act 1990 and falls to the local borough. I have asked TfL to discuss this with the local authority.

TfL is happy to meet with you on site and will contact you to make the necessary arrangements.

## **Streatfield Road, Kenton Harrow- Pedestrian Crossing**

**Question No: 2018/3351**

[Navin Shah](#)

Local residents in Kenton have pointed out a need for safe signalled pedestrian crossing on Streatfield Road adjacent 114 bus stop near the junction of Kenton Lane & Streatfield Road. Can Transport for London assist with this?

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

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

## **Bus Stop outside Wealdstone Baptist Church, High Street, Wealdstone Harrow**

**Question No: 2018/3352**

[Navin Shah](#)

Local residents have called for a bus shelter for the northbound buses at the existing bus stop outside the Church serving northbound bus routes. Can Transport for London assist with this?

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

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

## **NHS Bed Closure Plans - Impact of Brexit**

**Question No: 2018/3353**

[Navin Shah](#)

Due to unprecedented level of demand in London on the NHS, bed closure plans have been dropped but a staffing crisis is looming after Brexit. EU nationals make up 11.2 % of NHS workforce in London and 13% social care posts. Since the Brexit referendum numbers of EU nurses joining the NHS register has fallen some 87%. What role can the Mayor play to avert this real crisis situation?

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

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

## **Food and fuel poverty**

**Question No: 2018/3355**

[Fiona Twycross](#)

How does your Fuel Poverty Action Plan help those experiencing food poverty, and who may not have the fuel to cook provisions received at food banks?

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

I have been working with a number of London boroughs on Food Poverty Action Plans, which includes highlighting the close correlation between Londoners at risk of food poverty also being at risk of fuel poverty. For example, the London Borough of Waltham Forest made this link in their Food Poverty Action Plan, published in September. I shall continue to publicise the importance of this issue.

My Fuel Poverty Support Fund is also supporting the rollout of existing borough fuel poverty advice and referral networks and these services have held drop-in sessions at a number of food banks across London. One of the borough services I am funding, SHINE, has also presented on the subject at food poverty events this summer in Islington and Southwark. This has raised awareness of the issues amongst frontline practitioners and promoted the assistance available.

## **Gig economy**

**Question No: 2018/3356**

[Fiona Twycross](#)

Following MQ 2018/1845, is there an update on your meeting with the Secretary of State for Business, Energy and Industrial Strategy on bringing forward solutions to problems in the "gig economy"?

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

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

## Self-employed Londoners (1)

Question No: 2018/3357

[Fiona Twycross](#)

Can you provide the number of Londoners identified as self-employed and what proportion of London's labour market does this equal, annually from 2016 to present?

### Written response from the Mayor

According to the latest estimates from the ONS Annual Population Survey there were approximately 870,000 London residents aged 16 and over who identified as self-employed in the 12 months to June 2018. This was equal to 18.6% of all London residents aged 16+ in employment. The table below sets out the relevant data from 2016 to present.

#### Number and percentage of self-employed London residents aged 16 and over

	Number (000s)	% in employment
Jul 2016 - Jun 2017	882	19.3%
Oct 2016 - Sep 2017	866	18.8%
Jan 2017 - Dec 2017	883	19.1%
Apr 2017 - Mar 2018	866	18.6%
Jul 2017 - Jun 2018	870	18.6%

Source: ONS, Annual Population Survey

## Self-employed Londoners (2)

Question No: 2018/3358

[Fiona Twycross](#)

How many self-employed Londoners, by numbers and percentage, earn less than the London Living Wage?

### Written response from the Mayor

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

## Self-employed Londoners (3)

Question No: 2018/3359

[Fiona Twycross](#)

What discussions have you had with the Living Wage Foundation about helping self-employed Londoners to receive the London Living Wage?

### Written response from the Mayor

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



## **Careers guidance**

**Question No: 2018/3360**

[Fiona Twycross](#)

Can you provide an update on progress of your all-age careers guidance offer?

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

My "Careers for Londoners" Action Plan was published on Friday 23 November, to align with my visit to Skills London. The plan sets out my vision for a step change in careers provision in London, detailing what City Hall will do to help realise this vision and better co-ordinate the provision of careers support in London.

To support schools to enhance their careers activity I have invested £4m of London's European Social Fund allocation into creating new Careers Clusters, and £1.4m of City Hall funds on tripling the size of the London Enterprise Adviser Network.

I also calling on government to reverse its cuts to the National Careers Service in London, and to devolve responsibility for adult careers services to City Hall.

## **Access to toilets (1)**

**Question No: 2018/3361**

[Fiona Twycross](#)

With the number of public toilets declining across the UK, do you support the British Toilet Association's campaign "Use Our Loos" to encourage businesses to make their toilets available to non-customers?

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

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

## **Access to toilets (2)**

**Question No: 2018/3362**

[Fiona Twycross](#)

What action can be taken to increase access to public toilets in London?

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

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

### **Access to toilets (3)**

**Question No: 2018/3363**

[Fiona Twycross](#)

Access to toilets is important for a wide range of Londoners, but particularly those with a disability or condition, older Londoners or children. How can public toilets or businesses allowing access to their toilets be better publicised?

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

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

## London Living Wage by sector (1)

Question No: 2018/3364

Fiona Twycross

In 2017/18, how many Londoners were paid less than the London Living Wage? Can this be broken down by sector?

### Written response from the Mayor

ONS recommends that earnings calculations for analysis of the effects of the London Living Wage use the Annual Survey of Hours and Earnings (ASHE). The latest available ASHE data show that in April 2018 (when the London Living Wage was £10.20) around 20.4% or 875,000 employee jobs in London (held by those aged 18 or over) had hourly earnings below the London Living Wage.

The table below sets out the breakdown by sector in London. It should be noted that these figures are calculated on a workplace basis – they refer to employee jobs based in London, rather than jobs held by London residents only.

**Percentage and number of employee jobs in London paid less than the London Living Wage, held by those aged 18 or over, by industry, 2018**

Industry (SIC 2007)	Percentage of employee jobs	Number of employee jobs
Primary and utilities	x	x
Manufacturing	23.7	24,000
Construction	15.2	17,000
Wholesale and motor trades	28.2	45,000
Retail	50.6	158,000
Transportation and storage	8.9	17,000
Accommodation and food service activities	63.3	168,000
Information and communication	5.9	19,000
Financial and insurance activities	2.3	8,000
Real estate	14.6	14,000
Professional, scientific and technical	6.5	35,000
Administrative and support service activities	38.2	122,000
Public administration and defence; compulsory social security	2.4	6,000
Education	14.0	71,000
Human health and social work activities	20.9	111,000
Arts, entertainment and recreation	28.5	29,000
Other service activities	29.5	26,000

Source: Annual Survey of Hours and Earnings (2018 provisional), ONS

Note: estimates for Primary and utilities are considered unreliable

## London Living Wage by sector (2)

Question No: 2018/3365

Fiona Twycross

In 2017/18, how many Londoners were paid at least the London Living Wage? Can this be broken down by sector

### Written response from the Mayor

ONS recommends that earnings calculations for analysis of the effects of the London Living Wage use the Annual Survey of Hours and Earnings (ASHE). The latest available ASHE data show that in April 2018 (when the London Living Wage was £10.20) around 79.6% or 3.4 million employee jobs in London (held by those aged 18 or over) had hourly earnings at or above the London Living Wage.

The table below sets out the breakdown by sector in London. It should be noted that these figures are calculated on a workplace basis – they refer to employee jobs based in London, rather than jobs held by London residents only.

**Percentage and number of employee jobs in London paid at or above the London Living Wage, held by those aged 18 or over, by industry, 2018**

Industry (SIC 2007)	Percentage of employee jobs	Number of employee jobs
Primary and utilities	x	x
Manufacturing	76.3	77,000
Construction	84.8	95,000
Wholesale and motor trades	71.8	115,000
Retail	49.4	154,000
Transportation and storage	91.1	174,000
Accommodation and food service activities	36.7	97,000
Information and communication	94.1	303,000
Financial and insurance activities	97.7	340,000
Real estate	85.4	82,000
Professional, scientific and technical	93.5	503,000
Administrative and support service activities	61.8	197,000
Public administration and defence; compulsory social security	97.6	244,000
Education	86	436,000
Human health and social work activities	79.1	420,000
Arts, entertainment and recreation	71.5	73,000
Other service activities	70.5	62,000

Source: Annual Survey of Hours and Earnings (2018 provisional), ONS

Note: estimates for Primary and utilities are considered unreliable

## London Living Wage by borough (1)

Question No: 2018/3366

Fiona Twycross

In 2017/18, how many Londoners were paid less than the London Living Wage? Can this be broken down by borough?

### Written response from the Mayor

ONS recommends that earnings calculations for analysis of the effects of the London Living Wage use the Annual Survey of Hours and Earnings (ASHE). The latest available ASHE data show that in April 2018 (when the London Living Wage was £10.20) around 20.4% or 875,000 employee jobs in London (held by those aged 18 or over) had hourly earnings below the London Living Wage.

The table below sets out the breakdown by London borough and City of London. It should be noted that these figures are calculated on a workplace basis – they refer to employee jobs based in London, rather than jobs held by London residents only.

Percentage and number of employee jobs paying less than the London Living Wage, held by those aged 18 and over, by London Local Authority, 2018

Local Authority	Percentage of employee jobs	Number of employee jobs
City of London	6.3	29,000
Barking and Dagenham	25.8	13,000
Barnet	36.3	33,000
Bexley	35.3	24,000
Brent	36.9	35,000
Bromley	33.5	29,000
Camden	13.0	40,000
Croydon	28.5	29,000
Ealing	30.2	31,000
Enfield	40.9	29,000
Greenwich	25.0	17,000
Hackney	22.1	19,000
Hammersmith and Fulham	12.2	23,000
Haringey	28.6	16,000
Harrow	38.4	20,000
Havering	32.8	25,000
Hillingdon	29.1	39,000
Hounslow	26.6	29,000
Islington	13.3	26,000
Kensington and Chelsea	21.2	20,000
Kingston upon Thames	27.9	23,000
Lambeth	20.8	28,000
Lewisham	23.6	14,000
Merton	35.1	23,000
Newham	33.8	23,000
Redbridge	48.7	18,000
Richmond upon Thames	23.4	15,000
Southwark	14.1	30,000
Sutton	44.1	29,000
Tower Hamlets	11.7	29,000
Waltham Forest	39.7	18,000
Wandsworth	22.3	23,000
Westminster	12.4	76,000

Source: Annual Survey of Hours and Earnings (2018 provisional), ONS

## London Living Wage by borough (2)

Question No: 2018/3367

Fiona Twycross

In 2017/18, how many Londoners were paid at least the London Living Wage? Can this be broken down by borough?

### Written response from the Mayor

ONS recommends that earnings calculations for analysis of the effects of the London Living Wage use the Annual Survey of Hours and Earnings (ASHE). The latest available ASHE data show that in April 2018 (when the London Living Wage was £10.20) around 79.6% or 3.4 million employee jobs in London (held by those aged 18 or over) had hourly earnings at or above the London Living Wage.

The table below sets out the breakdown by London borough and City of London. It should be noted that these figures are calculated on a workplace basis – they refer to employee jobs based in London, rather than jobs held by London residents only.

Percentage and number of employee jobs paying at or above the London Living Wage, held by those aged 18 and over, by London Local Authority, 2018

Local Authority	Percentage of employee jobs	Number of employee jobs
City of London	93.7	431,000
Barking and Dagenham	74.2	37,000
Barnet	63.7	58,000
Bexley	64.7	44,000
Brent	63.1	60,000
Bromley	66.5	58,000
Camden	87.0	268,000
Croydon	71.5	73,000
Ealing	69.8	72,000
Enfield	59.1	42,000
Greenwich	75.0	51,000
Hackney	77.9	67,000
Hammersmith and Fulham	87.8	166,000
Haringey	71.4	40,000
Harrow	61.6	32,000
Havering	67.2	51,000
Hillingdon	70.9	95,000
Hounslow	73.4	80,000
Islington	86.7	169,000
Kensington and Chelsea	78.8	74,000
Kingston upon Thames	72.1	59,000
Lambeth	79.2	107,000
Lewisham	76.4	45,000
Merton	64.9	43,000
Newham	66.2	45,000
Redbridge	51.3	19,000
Richmond upon Thames	76.6	49,000
Southwark	85.9	183,000
Sutton	55.9	37,000
Tower Hamlets	88.3	219,000
Waltham Forest	60.3	27,000
Wandsworth	77.7	80,000
Westminster	87.6	537,000

Source: Annual Survey of Hours and Earnings (2018 provisional), ONS

## London Living Wage and gender (1)

Question No: 2018/3368

[Fiona Twycross](#)

In 2017/18, how many Londoners were paid less than the London Living Wage? Can this be broken down by gender?

### Written response from the Mayor

ONS recommends that earnings calculations for analysis of the effects of the London Living Wage use the Annual Survey of Hours and Earnings (ASHE). The latest available ASHE data show that in April 2018 (when the London Living Wage was £10.20) around 20.4% or 875,000 employee jobs in London (held by those aged 18 or over) had hourly earnings below the London Living Wage.

The table below sets out the breakdown by gender in London. It should be noted that these figures are calculated on a workplace basis – they refer to employee jobs based in London, rather than jobs held by London residents only.

#### Percentage and number of employee jobs in London paid less than the London Living Wage, held by those aged 18 or over, by gender, 2018

Sex	Percentage of employee jobs	Number of employee jobs
Male	17.1	386,000
Female	24.0	489,000
All employees	20.4	875,000

Source: Annual Survey of Hours and Earnings (2018 provisional), ONS

## London Living Wage and gender (2)

Question No: 2018/3369

[Fiona Twycross](#)

In 2017/18, how many Londoners were paid at least the London Living Wage? Can this be broken down by gender?

### Written response from the Mayor

ONS recommends that earnings calculations for analysis of the effects of the London Living Wage use the Annual Survey of Hours and Earnings (ASHE). The latest available ASHE data show that in April 2018 (when the London Living Wage was £10.20) around 79.6% or 3.4 million employee jobs in London (held by those aged 18 or over) had hourly earnings at or above the London Living Wage.

The table below sets out the breakdown by gender in London. It should be noted that these figures are calculated on a workplace basis – they refer to employee jobs based in London, rather than jobs held by London residents only.

**Percentage and number of employee jobs in London paid at or above the London Living Wage, held by those aged 18 or over, by gender, 2018**

Sex	Percentage of employee jobs	Number of employee jobs
Male	82.9	1,871,000
Female	76.0	1,549,000
All employees	79.6	3,414,000

Source: Annual Survey of Hours and Earnings (2018 provisional), ONS

## London Living Wage and ethnicity (1)

Question No: 2018/3370

[Fiona Twycross](#)

In 2017/18, how many Londoners were paid less than the London Living Wage? Can this be broken down by ethnicity?

### Written response from the Mayor

ONS recommends that earnings calculations for analysis of the effects of the London Living Wage use the Annual Survey of Hours and Earnings. The latest published data is for April 2018 when the London Living Wage was £10.20.

ONS estimates that, in April 2018, 20.4% or 875,000 employee jobs in London (held by those aged 18 and over) had hourly earnings below the London Living Wage. Unfortunately, information on ethnicity is not included in ASHE so this breakdown is not possible.



## **London Living Wage and ethnicity (2)**

**Question No: 2018/3371**

[Fiona Twycross](#)

In 2017/18, how many Londoners were paid less than the London Living Wage? Can this be broken down by ethnicity?

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

ONS recommends that earnings calculations for analysis of the effects of the London Living Wage use the Annual Survey of Hours and Earnings. The latest published data is for April 2018 when the London Living Wage was £10.20.

ONS estimates that in April 2018 20.4% or 875,000 employee jobs in London (held by those aged 18 or over) had hourly earnings below the London Living Wage. Unfortunately, information on ethnicity is not included in ASHE so this breakdown is not possible.

## **Healthy Start vouchers (1)**

**Question No: 2018/3372**

[Fiona Twycross](#)

What is the current uptake of Healthy Start Vouchers in London? Can this be broken down by borough?

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

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

## **Healthy Start vouchers (2)**

**Question No: 2018/3373**

[Fiona Twycross](#)

There have been reports of retailers refusing to accept Healthy Start Vouchers in London due to misinformation. Is there any action that you can take to promote Healthy Start Vouchers and ensure that London's retailers accept them?

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

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

## **River Thames - oyster beds**

**Question No: 2018/3374**

[Fiona Twycross](#)

A constituent has asked me if plans for cleaning up the River Thames could include reintroducing oyster beds, and if so within what timeframe would this be possible?

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

Although oysters were once a cheap and plentiful food source for Londoners, they were primarily sourced from oyster beds along the Thames estuary in Kent and Essex. These beds declined as the estuary became polluted. As a result of improvements to river water quality, oyster beds have been re-introduced into river estuaries in Essex and around the Kent coast. The River Thames in Greater London is too heavily modified, and the tidal flow too strong, to allow for the establishment of oyster beds.

## **Asthma in London (1)**

**Question No: 2018/3375**

[Fiona Twycross](#)

London has the worst rates for hospital admissions in London. What conversations are you having with London's NHS Trusts to support Londoners with asthma?

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

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

## **Asthma in London (2)**

**Question No: 2018/3376**

[Fiona Twycross](#)

Asthma is more prevalent in areas of deprivation and people living with asthma in more deprived areas have a greater chance of ending up in hospital because of their asthma. How are your health inequalities policies helping Londoners with asthma?

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

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

## **Broadwater Farm, Haringey**

**Question No: 2018/3377**

[Andrew Boff](#)

Will you require a ballot of residents prior to the demolition of the Tangmere and Northolt blocks?

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

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

## **100 Avenue Road (1)**

**Question No: 2018/3378**

[Andrew Boff](#)

Further to question 2018/2627, please provide the detailed assessments of the impact of the 100 Avenue Road development on the Swiss Cottage Open Space and Swiss Cottage residents and any mitigation planned.

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

The London Borough of Camden is the planning authority for 100 Avenue Road development and is therefore responsible for detailed assessments of the impact of the 100 Avenue Road development on the Swiss Cottage Open Space and Swiss Cottage residents and any mitigation planned.

## **100 Avenue Road (2)**

**Question No: 2018/3379**

[Andrew Boff](#)

Further to question 2018/2627, please provide justification that the plan to simultaneously construct CS11 and 100 Avenue Road will reduce the overall impact on the transport network when specifically considering the negative impacts on the Swiss Cottage Open Space and Swiss Cottage residents.

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

Constructing 100 Avenue Road and CS11 simultaneously would shorten the overall works duration by 18 months, reducing overall disruption to Swiss Cottage residents and maintaining provision of bus stops outside Swiss Cottage Underground Station.

### **100 Avenue Road (3)**

**Question No: 2018/3380**

[Andrew Boff](#)

What assessment has been completed of the benefits of using the TLRN York Road SE1 for the development of the Shell Centre and has a similar design has been considered for the use of the A41 for the construction of 100 Avenue Road?

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

Transport for London's (TfL's) assessment of the works at York Road concluded that the most practical and logical way of managing construction vehicles to and from this development was through the provision of a 'pit lane' on the Transport for London Road Network (TLRN).

TfL continues to support the use of the TLRN for access to the 100 Avenue Road development during construction and, similarly to York Road, a pit lane for construction vehicles is proposed. Every construction site poses unique challenges for which we advise tailored solutions. TfL has provided extensive advice to the 100 Avenue Road developers in the creation of its construction logistics plan.

### **100 Avenue Road (4)**

**Question No: 2018/3381**

[Andrew Boff](#)

How does the 100 Avenue Road development comply with Transport for London guidance concerning construction traffic and its potential detrimental impact on schools, pedestrian areas, markets, pollution effects of reduced air quality, and vibration?

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

Transport for London (TfL), in its role as the strategic authority for London's walking, cycling, public transport and highway networks, advised Camden Councillors at the Planning Committee on November 15 that construction of the 100 Avenue Road development could proceed safely based on the latest submitted Construction Management Plan (CMP) with disruption to pedestrians, cyclists, public transport passengers and the Transport for London Road Network (TLRN) appropriately mitigated.

This is contingent on continued positive engagement with TfL by the applicant and the borough and, in particular, on the commitment in the CMP for all construction vehicle movements to take place between 9.30am and 4.30pm, outside periods of peak travel congestion.

## **Royal Wharf**

**Question No: 2018/3382**

[Andrew Boff](#)

What are you doing to end the social segregation in your scheme at Royal Wharf?

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

Please see my response to Mayor's Question 2018/3077.

## **European Programmes Management Unit**

**Question No: 2018/3384**

[Andrew Boff](#)

What proportion of the £3.4 million allocated to the European Programmes Management Unit as set out in MD1583 and MD1613 will be used for publicity?

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

The £3.4m referenced in the question is presumed to relate to the £1.82m European Social Fund (ESF) Technical Assistance (TA) and £1.57m European Regional Development Fund (ERDF) 2019-23 TA applications agreed in MD2374. Most of this funding will be used to reclaim the cost of European Programmes Management Unit team salaries from 2019.

Both ERDF and ESF programmes are England-wide, so programme publicity is the responsibility of the ERDF and ESF Managing Authorities (the Ministry of Housing, Communities and Local Government and Department of Work and Pensions).

## **VRU 1**

**Question No: 2018/3386**

[Andrew Boff](#)

What are the governance arrangements for the Violence Reduction Unit?

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

The VRU Group is currently in mobilisation and is working within established governance frameworks across MOPAC, the GLA and the wider partners.

We have established a Partnership Reference Group which comprises members from across the CJS (Police and Probation) as well as health, education and local authorities.

This Group will steer work priorities and resources of the VRU during mobilisation.

The LCRB will endorse strategic direction of travel and future delivery plans for the VRU.

## **VRU 2**

**Question No: 2018/3387**

[Andrew Boff](#)

Which specialists make up the Violence Reduction Unit?

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

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

## **VRU 3**

**Question No: 2018/3388**

[Andrew Boff](#)

How are local authorities included in the Violence Reduction Unit?

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

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

## **VRU 4**

**Question No: 2018/3389**

[Andrew Boff](#)

How are the third sector included in the Violence Reduction Unit?

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

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

## **VRU 5**

**Question No: 2018/3390**

[Andrew Boff](#)

What are the KPIs have been established for the Violence Reduction Unit?

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

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

## **VRU 6**

**Question No: 2018/3391**

[Andrew Boff](#)

How much will the head of the Violence Reduction Unit get paid and what will be their weekly working hours?

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

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

## **Violence Taskforce**

**Question No: 2018/3392**

[Andrew Boff](#)

On 2nd October you stated that the Violent Crime Taskforce has made 'over 1,300 arrests'. What is the current number of arrests and how many for these have been charged, issued with a caution and NFA? Please also list other outcomes

<https://www.london.gov.uk/city-hall-blog/violent-crime-task-force-makes-over-1300-arrests-first-six-months>

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

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

## **Londoners portal**

**Question No: 2018/3395**

[Andrew Boff](#)

Will you be developing an African Londoners portal, an Asian Londoners portal and an American Londoners portal?

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

A specific hub with information for EU Londoners is necessitated by Brexit – EU citizens will see a change in their immigration status. The end of Freedom of Movement as we know it today is the biggest change in immigration policy in a generation. It will directly and immediately impact more than 1 million EU Londoners and their families who will need to apply for a new residence status to stay in the UK. I will do everything in my power to ensure that the right information and support reaches EU Londoners. The Windrush scandal was a salutary lesson in what can happen when people do not have this information and support.

This sits alongside my wider work to support other groups of Londoners. For example, through the Citizenship and Integration Initiative, I have launched an online guide on London.gov for young people in London to help them understand their rights to British citizenship and residence in the UK.

Almost a quarter of Londoners are not British citizens, and thousands of children and young people grow up here without holding British citizenship. I worked with secondees from across civil society to develop a set of resources for young people in this position, and another set for professionals working with these young people.

## **Council Homes Scheme (1)**

**Question No: 2018/3396**

[Andrew Boff](#)

In your recent announcement on the 'Building Council Homes for Londoners', how many of the council homes in each borough will be directly funded by grant, and how many by Right to Buy receipts or other means?

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

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



## **Council Homes Scheme (2)**

**Question No: 2018/3397**

[Andrew Boff](#)

What specific facilities are you providing to boroughs to help them use their Right to Buy receipts, over and above what they could already do themselves, to justify inclusion in your statistics for the 'Building Council Homes for Londoners' scheme?

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

Through *Building Council Homes for Londoners*, councils may opt in to my new Right to Buy Ringfence Offer. My team developed this innovative approach working closely with council officers. It enables councils to make greater use of their Right to Buy receipts than they would otherwise have been able to, and further detail about how it works is included in part 3 of the *Building Council Homes for Londoners* funding prospectus available at:

[https://www.london.gov.uk/sites/default/files/building\\_council\\_homes\\_for\\_londoners\\_16\\_may.pdf](https://www.london.gov.uk/sites/default/files/building_council_homes_for_londoners_16_may.pdf)

## **Council Homes Scheme (3)**

**Question No: 2018/3398**

[Andrew Boff](#)

What criteria was used to assess bids for your 'Building Council Homes for Londoners' scheme?

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

Details of the criteria used to assess bids for the *Building Council Homes for Londoners* programme are set out in section 5 of the programme prospectus below.

[https://www.london.gov.uk/sites/default/files/building\\_council\\_homes\\_for\\_londoners\\_16\\_may.pdf](https://www.london.gov.uk/sites/default/files/building_council_homes_for_londoners_16_may.pdf)

## **Council Homes Scheme (4)**

**Question No: 2018/3399**

[Andrew Boff](#)

Which boroughs applied for funding under your 'Building Council Homes for Londoners' scheme but were unsuccessful? How many homes did they each apply for, and at what level of funding?

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

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

## **Strategic Investment Fund**

**Question No: 2018/3400**

Gareth Bacon

How much of your £112 million Strategic Investment Fund has now been invested and on what projects?

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

On 26<sup>th</sup> September I announced the allocation of £90m of the Strategic Investment Fund to projects across four themes: £60.2m to commercial development in Opportunity Areas; £14.2m to affordable housing delivery; £6.48m to support local economies and small businesses; and £10.01m to support London's industrial strategy. More information can be found here: <https://www.london.gov.uk/press-releases/mayoral/mayor-unveils-first-investments-under-112m-fund>

At that time I announced the following individual projects as part of the £90m allocation: £5m to boost the Mayor's Good Growth Fund; £1.16m investment in affordable workspaces; and £50k for a study into the impacts and opportunities of Good Growth in London's West End.

I subsequently announced that £10m of this funding would be used to create a Homebuilding Capacity Fund to support councils with the building of new homes: <https://www.london.gov.uk/press-releases/mayoral/mayor-boosts-councils-homebuilding-with-10m-fund>.

Further announcements on individual projects will be made in due course.

## **Zero emission capable taxis**

**Question No: 2018/3401**

Gareth Bacon

When will you be updating your Key Performance Indicator on the number of zero emission capable taxis licensed in London?

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

The target of 9,000 ZEC taxis by the end of 2020 was agreed by the previous administration with the taxi trade. I am currently reviewing my plans to achieve my Zero Emission Capable target or the equivalent of a 45% reduction in taxi emissions and will update them once this work is complete.

## **Colour personality test**

**Question No: 2018/3402**

[Gareth Bacon](#)

For the £10m spent on a course for Met staff to determine the colour of their personality, what Met budget segment did this come from and how much is this budget annually (please provide the budget for last year, this year and next year)?

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

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

## **PFI contracts**

**Question No: 2018/3403**

[Gareth Bacon](#)

For each of the years Nov 15 to Oct 16, Nov 16 to Oct 17 and Nov 17 to Oct 18, how much was spent on PFI contracts?

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

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

## **Met vehicle procurement**

**Question No: 2018/3404**

[Gareth Bacon](#)

For Met vehicle procurement, by breakdown by vehicle type at what age or mileage they will be replaced, the number of that type of vehicle, the average cost and the average annual mileage of each vehicle type?

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

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

## **IR35**

### **Question No: 2018/3405**

[Gareth Bacon](#)

Since HMRC's IR35 was introduced for the public sector, how many people in the Met have been evaluated as an 'employee'? Has this cost the Met extra money such as tax, pensions and fines?

<https://www.gov.uk/guidance/off-payroll-working-in-the-public-sector-reform-of-intermediaries-legislation>

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

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

## **Deputy Mayor Events**

### **Question No: 2018/3406**

[Gareth Bacon](#)

Please can you provide and list of costs and dates of conferences and events attended by the Deputy Mayor for Policing since she took office (in the cost please include the cost of staff/aids attending with her and travel and accommodation)?

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

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

## **MOPAC Events**

### **Question No: 2018/3407**

[Gareth Bacon](#)

Please can you provide and list of costs and dates of conferences and events attended by the senior MOPAC staff since May 2016 (in the cost, please include the cost of staff/aids attending with them and travel and accommodation)?

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

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

## **Credit Cards 1**

**Question No: 2018/3408**

Gareth Bacon

Please provide the work issued credit card statements of all MOPAC staff since May 2016?

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

There are no credit cards issued to individual MOPAC staff for work use.

A single corporate card is used to purchase lower value, telephone and internet purchasable goods and services, for travel, accommodation, conferences/training, events costs, etc. and in order to improve the cost effectiveness of MOPAC.

## **Credit Cards 2**

**Question No: 2018/3409**

Gareth Bacon

Please provide the work issued credit card statements of all Deputy Mayors since May 2016?

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

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

## **Met Audits**

**Question No: 2018/3410**

Gareth Bacon

Please can you provide the last two Met audit reports?

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

The last 2 external audit reports on the MPS can be found at <https://www.london.gov.uk/what-we-do/mayors-office-policing-and-crime-mopac/about-mayors-office-policing-and-crime-mopac/our-finances>

## **Transport for London adverts (1)**

**Question No: 2018/3411**

[Gareth Bacon](#)

How many individual adverts relating to the People's Vote have ever been on the Transport for London network, and how much does this equate to in foregone advertising revenue for Transport for London.

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

The People's Vote has run one campaign on the Transport for London advertising estate. This was a one day campaign on the 18 October, which featured on 11 digital escalator panel runs and 50 LCD screens across the network.

As is the case with other commercial advertising on the TfL advertising estate, The People's Vote paid the full commercial rate for this campaign. There was no foregone advertising revenue as they paid the full commercial rate.

## **Transport for London adverts (2)**

**Question No: 2018/3412**

[Gareth Bacon](#)

How many individual adverts relating to Brexit have ever been on the Transport for London network, and how much does this equate to in foregone advertising revenue for Transport for London.

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

There have been three advertising campaigns on the Transport for London network that make reference to Brexit. A campaign by Sum Of Us, a campaign by Delta Capital and a campaign by The People's Vote. All three paid the full commercial rate for these campaigns.

## **Transport for London adverts (3)**

**Question No: 2018/3413**

[Gareth Bacon](#)

Please list any further advertising planned on the Transport for London network in relation to Brexit and the People's Vote.

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

There is currently one advertising campaign going through TfL's copy approval process that makes reference to Brexit. This will be judged against TfL's advertising policy. TfL has no knowledge of future campaigns from the People's Vote.

## **The Elizabeth Line funding**

**Question No: 2018/3415**

[Gareth Bacon](#)

Will you publish the Part 2 section of MD2383, Crossrail funding update and related matters, in the interest of public transparency, excluding any information related to commercial confidence?

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

Some of the issues discussed between the Government, GLA, TfL and CRL are commercially and potentially market sensitive. Therefore, it is essential that certain information currently remains confidential whilst negotiations are being concluded. This is why it was necessary to produce a Part 2 for this decision. At the time such information can be made public it will be.

## **Diesel taxi fleet**

**Question No: 2018/3416**

[Keith Prince](#)

Is the Mayor aware of any residual value decrease in the diesel taxi fleet?

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

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

## **Private Hire Vehicles**

**Question No: 2018/3417**

[Keith Prince](#)

How many licensed Private Hire Vehicles are currently a) zero emission capable and b) classed as a ultra low emission vehicle ?

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

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

## **Taxi delicensing scheme**

**Question No: 2018/3418**

[Keith Prince](#)

How much is remaining of the £40 million taxi delicensing scheme allocation?

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

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

## **Access to toilets**

**Question No: 2018/3419**

[Keith Prince](#)

Once your plans to install permanent toilets for bus drivers along all routes have been completed, will you commit to extending this access to disabled people and those who regularly require the use of the toilet?

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

These toilets are specially designed and located for use by bus drivers, which includes minimising their size, controlling access and ensuring they are available when needed. The units are not designed for or appropriate for wider public use.



## **Council Homes Redbridge (1)**

**Question No: 2018/3421**

[Keith Prince](#)

In your recent announcement on the 'Building Council Homes for Londoners' scheme, why did Redbridge - uniquely amongst the 26 boroughs listed - not receive any allocation of funding?

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

Discussions with Redbridge were ongoing at the point of my initial *Building Council Homes for Londoners* funding allocation announcement on October 23<sup>rd</sup>. I was pleased to recently confirm a £20m grant funding allocation to Redbridge to deliver 200 new council homes.

## **Council Homes Redbridge (2)**

**Question No: 2018/3422**

[Keith Prince](#)

Why was Redbridge included in the list for your 'Building Council Homes for Londoners' scheme if you have not actually allocated them any funding?

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

Through *Building Council Homes for Londoners*, I introduced a 'Right to Buy Ringfence Offer', which helps councils reinvest receipts from Right to Buy sales in new council homes, despite the national government's restrictive rules. As part of their bid to my programme, Redbridge have opted in to this ringfence and they committed to delivering 400 new council homes through reinvesting Right to Buy receipts.

## **Council Homes Redbridge (3)**

**Question No: 2018/3423**

[Keith Prince](#)

How much funding did Redbridge bid for under your 'Building Council Homes for Londoners' scheme?

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

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

## **Council Homes Redbridge (4)**

**Question No: 2018/3424**

[Keith Prince](#)

What specific facilities are you providing to Redbridge to help them use their Right to Buy receipts, over and above what they could already do themselves?

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

Please see my response to Mayor's Question 2018/3397.

## **Briefing Note on Human Error (1)**

**Question No: 2018/3425**

[Keith Prince](#)

Further to your response to question 2018/2658, when can we expect to receive the documentation promised in points 3 and 4 from Transport for London?

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

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

## **Transparency and Vision Zero: Bus Operator Forum**

**Question No: 2018/3426**

[Keith Prince](#)

In your response to question 2018/2366, you state, "TfL regularly meets its bus operators through its Safety Bus Operator Forum, where learning from incidents and reports is shared". However, your response to question 2017/3862 states, "The purpose of the Forum is to bring together its contracted bus operators to confidentially share relevant business issues and news. As a result there are no terms of reference. There are also no minutes published as subjects can be commercially sensitive and relate to negotiations to deliver value for money to Londoners." How does this refusal to be transparent conform with the principles of Vision Zero or your pledge that you are "determined to lead the most transparent, engaged and accessible administration London has ever seen?"

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

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

## **Bus Fatalities and Vision Zero (1)**

**Question No: 2018/3427**

[Keith Prince](#)

Further to your response to Question 2018/2659, you state that, "Over the past decade the number of people killed or seriously injured as a result of a collision involving a bus or coach has decreased by 54 per cent". Since Transport for London does not contract any coaches, why are you conflating these two modes of transport to arrive at this statistic?

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

Road traffic collision data in Great Britain is collected in accordance with the STATS19 national reporting system laid down by the Department for Transport. Under the national system buses and coaches are combined in a single vehicle category 'Bus or coach (17 or more passenger seats)'.

The Metropolitan Police Service introduced a new collision input system in November 2016 and Transport for London (TfL) requested that it provide additional information relating to this category to show the split between 'TfL buses' and other buses and coaches. The most recent provisional figures, showing this information for quarter 2 of 2018, are published on the TfL website at:

<https://tfl.gov.uk/corporate/publications-and-reports/road-safety>

## **Bus Fatalities and Vision Zero (2)**

**Question No: 2018/3428**

[Keith Prince](#)

Further to your response to Question 2018/2659, Mr Liebreich's statement is clear: "there has not yet been any significant improvement in outcomes on any metric" and relates directly to vehicles contracted by Transport for London during your time as Mayor. Will you answer my question again with data relating directly to policies and vehicles over which you have had direct control?

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

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

## **Briefing Note on Human Error (2)**

**Question No: 2018/3429**

[Keith Prince](#)

Further to your response to Question 2018/2368, Section 2.14 of the 24 July Board Report on Human Error states, "Our Health and Safety department was responsible for sharing this audit report with the external bodies, but in error it was not sent as originally thought." Mr. Liebreich told the Transport for London Board on 23 May that Transport for London had confirmed to him that Fatigue Audit 17 780 had been sent 3 times since 26 July 2017, when TfL's then-MD stated "An audit of FirstGroup's fatigue management processes had taken place, these were found to be satisfactory and did not give rise to any concerns." Can you explain a) at which point after 26 June 2017 did the Health and Safety department realise this audit report was not sent to external bodies and b) the sequence of events in a way which does not make what Transport for London provided in its 24 July Board Briefing Note on Human Error, Michael Liebreich's statements at the 23 May Board Meeting, and the explanation you provided in your response to Question 2018/1358 contradictory?

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

Transport for London's Health, Safety and Environment department realised the report had not been sent to external bodies once it checked after the issue was raised at the panel meeting on 22 January 2018, where it said it believed it had been sent. On checking, it found it had not been sent and, as noted in the 24 July board report and in my response to Mayor's Question 2018/1358, this was then corrected, with the report sent to the Office of Rail and Road, the Rail Accident Investigation Branch and the British Transport Police on the 12 February 2018.

## **Vulnerable Road Users**

**Question No: 2018/3430**

[Keith Prince](#)

Can you confirm that you are fully engaged with all boroughs and committed to ensuring that all Vulnerable Road Users are included in your Vision Zero initiative?

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

Realising Vision Zero will require coordinated action at all levels. Transport for London (TfL), the boroughs, the Metropolitan Police and many other partners will all need to work together to create a safer city.

The Vision Zero Summit on 13 November brought together agencies and local authorities from across London to discuss the challenges and opportunities of Vision Zero. The Deputy Mayor, myself and TfL will continue to foster partnership across London to realise the Vision Zero ambition through regular engagement.

Vision Zero is a central element in TfL's work with the boroughs. Engagement has included:

- Workshops on the development of the Vision Zero action plan
- Workshops on reflecting Vision Zero within borough Local Implementation Plans
- Senior level discussions between the Deputy Mayor for Transport, the TfL Commissioner and borough leaders and cabinet members
- Briefings and presentations to the Transport and Environmental Committee and the London Technical Advisors Group.

## **Powered Two-Wheeler riders (1)**

**Question No: 2018/3431**

[Keith Prince](#)

What work have you done on the benefits of opening bus lanes to Powered Two-Wheeler riders?

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

Two independent studies on the benefits of opening bus lanes on the Transport for London Road Network (TLRN) to powered two wheeler riders have been undertaken. These are available on the Transport for London (TfL) website at <http://content.tfl.gov.uk/motorcycles-in-bus-lanes-full-report.pdf> and <http://content.tfl.gov.uk/motorcycles-in-bus-lanes-independent-report.pdf>.

TfL monitors all collisions on London's roads, including in bus lanes and will keep the issue of motorcycle safety under close scrutiny. Further information will be shared in future if monitoring highlights concerns with the safety of motorcycles in TLRN bus lanes.

## **Powered Two-Wheeler riders (2)**

**Question No: 2018/3432**

[Keith Prince](#)

How many collisions have there been between Powered Two-Wheeler riders and pedestrians in the last year on London's roads?

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

There have been 683 personal injury collisions recorded where a pedestrian was injured by a powered two-wheeler in the Greater London area, for the 12 months to end February 2018, which is the latest information Transport for London has on its database.

These collisions resulted in 708 pedestrians being injured - 3 fatally, 159 seriously and 546 slightly. Please note that 2018 data is provisional and subject to change.

## **DWOs**

**Question No: 2018/3433**

[Keith Prince](#)

For each of the years Nov 15 to Oct 16, Nov 16 to Oct 17 and Nov 17 to Oct 18 what is the number of arrests by Dedicated Ward Officers (DWOs) and how many DWOs are budgeted for?

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

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

## **Traffic offences**

**Question No: 2018/3434**

[Keith Prince](#)

Since January 2016, please provide a monthly breakdown of traffic offences?

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

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

## **Traffic offences 2**

**Question No: 2018/3435**

[Keith Prince](#)

Since January 2016, please provide a monthly breakdown of traffic offences outcomes, e.g. FPN or an awareness course?

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

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

## **Traffic offences 3**

**Question No: 2018/3436**

[Keith Prince](#)

For the financial years 2015/16, 2016/17 and 2017/18, please provide the Met income from diversionary/driver improvement courses for traffic offences?

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

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

## KSIs

**Question No: 2018/3437**

Keith Prince

From January 2016, please provide a monthly breakdown of road KSI's?

### Written response from the Mayor

The table below shows the number of people killed or seriously injured (KSI) by month and year in Greater London from January 2016 to February 2018. This is the latest data from the police held in Transport for London's ACCSTATS collision database. All 2018 data is provisional and subject to change.

KSI casualties in Greater London – 01 January 2016 to 28 February 2018 (provisional)

Month	No. of KSI Casualties								
	2016 1 Fatal	2016 2 Serious*	2016 KSI*	2017 1 Fatal	2017 2 Serious	2017 KSI	2018 1 Fatal	2018 2 Serious	2018 KSI
January	7	310	317	14	277	291	14	286	300
February	14	305	319	15	241	256	8	257	265
March	14	284	298	6	344	350	-	-	-
April	9	286	295	9	296	305	-	-	-
May	10	308	318	7	328	335	-	-	-
June	9	310	319	11	359	370	-	-	-
July	3	296	299	11	355	366	-	-	-
August	7	278	285	6	261	267	-	-	-
September	6	343	349	11	322	333	-	-	-
October	11	340	351	18	348	366	-	-	-
November	13	393	406	13	342	355	-	-	-
December	13	249	262	10	277	287	-	-	-

\* The shaded areas show back estimated figures for the number of serious and KSI casualties during 2016, taking into account changes in the reporting of casualties by the police and the introduction of online collision self reporting. Back estimates contain a level of uncertainty and will be refined as more collision data collected using new reporting systems becomes available from the police. For more information see the 'Casualties in Greater London during 2017' factsheet at <http://content.tfl.gov.uk/casualties-in-greater-london-2017.pdf>



## **Anti-terror barriers**

**Question No: 2018/3438**

[Keith Prince](#)

Are you considering installing permanent barriers on bridges to prevent terror attacks rather than the current temporary looking ones which block part of the road?

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

Specialists at Transport for London (TfL) are currently working with boroughs, the Mayor's Office for Policing and Crime, and the security services, to explore the feasibility of installing permanent barriers on the bridges. This involves careful consideration of the requirements of all bridge users, as well as extensive consultation with the security services.

## **Tower Bridge flooding**

**Question No: 2018/3439**

[Keith Prince](#)

Are you planning to address the flooding issue on the road to the north of Tower Bridge that occurs when it rains?

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

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

## **Police public engagement strategy**

**Question No: 2018/3440**

[Steve O'Connell](#)

The DMPC told the Police and Crime Committee in a letter on 1 November 2017, that a community engagement strategy would be published in 2018. What progress has been made in finalising your public engagement strategy and when will it be published?

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

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

## **Police recruitment process**

**Question No: 2018/3441**

[Steve O'Connell](#)

What impact will the Metropolitan police's decision to remove the London residency criteria from its recruitment process have on a) the need for local officers to be known to, and part of, the communities they serve and b) on the diversity of the force?

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

The Metropolitan Police Service (MPS) will continue to place a premium on recruits who have a knowledge and understanding of London, but the current operational imperative is to grow numbers quickly to meet rising demand and this means temporarily lifting the residency criteria.

Local officers will continue to be known, and part of, the communities they serve through the commitment for two Dedicated Ward Officers (DWOs) and a Police Community Support Officer (PCSO) in every ward in London.

The London residency criteria has undoubtedly been beneficial in supporting the MPS to recruit a more diverse workforce. The MPS has implemented a broad range of actions to improve diversity and it is not easy to separate out the specific impact of the residency criteria.

The MPS remains committed to improving diversity and will continue to push a number of measures such as positive action, mentoring and outreach programmes. I will also continue to challenge the MPS on what they are doing to increase diversity.

The MPS will review the policy in 6 months' time and take a view as to whether the residency criteria can be re-imposed. The impact on diversity will form part of this review.

## **SDR**

**Question No: 2018/3443**

[Steve O'Connell](#)

What are you doing to address falling Sanction Detection Rates?

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

I agree that the sanction detection rate in London is too low, and I know that this is something that the Commissioner has also expressed concern about. I am fighting for the Met to have the resources they need to employ the officers and staff they need to reduce crime, bring offenders to justice and keep Londoners safe.

After crippling Government cuts to police funding, the Met currently has the lowest number of officers since 2003, equating to just 3.3 officers per 1,000 population – even before visitors are taken into account. And that is the lowest level in 20 years.

There is a national shortage of detectives, which is impacting on the resource available for investigation. Recruitment is happening in the Met to address this but is slow. The Met needs to be fully funded so that they have the officers available to prevent and solve crime.

I am doing all I can to compensate for the failure of Ministers. I am investing an extra £138 million in the Met to keep police numbers as high as possible, but as I have said repeatedly – and I am grateful in London Assembly members in supporting this – the Government has to step up.

## **SDR 2**

**Question No: 2018/3444**

[Steve O'Connell](#)

Given that crime is going up and sanction detection rates are falling, is it not time to speak to the Commissioner about abandoning the Crime Assessment Policy

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

As you are aware, the Met is faced with Government cuts to police funding them to make £1 billion of cuts between 2010 and 2021. These huge cuts are making it increasingly difficult for the Met to do their job and keep Londoners safe. The Crime Assessment Policy is about using officer time proportionately to cope with demand so that officers can be in the right place at the right time when the public need them.

The Commissioner is in charge of Operational Policing in London, and I fully support her in adopting these principles.

### **SDR 3**

#### **Question No: 2018/3445**

[Steve O'Connell](#)

We know that most criminals don't start off committing serious crime, they progress from minor offences, and that serious offenses use far more police resource to investigate. Does it not stand to reason that Crime Assessment Policy creates false economies as those committing minor offenses will get away with, feel emboldened and go on to commit more serious crimes?

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

The Met investigates crime chiefly based on 'solvability' set out in The Crime Assessment Policy. The guidance is intended to redirect resources from those cases where there is limited ability to identify or prosecute offenders, and where the offence is minor in nature, to focus on cases where there is a realistic prospect of conviction and where those cases cause the most harm to our community.

Although many serious criminals do start with minor offences many start at serious level with robbery, violence and burglary. And the crime assessment policy is aimed at balancing this criteria.

### **BWV**

#### **Question No: 2018/3446**

[Steve O'Connell](#)

It was recently reported that police Body Worn Cameras in the US have been exploding, can you assure us that the Met issued cameras have not done the same?

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

No such issues have been reported in the Met. The device that is said to have exploded was made by a different manufacturer to the one that supplies the Met.

### **File submission error rates**

#### **Question No: 2018/3447**

[Steve O'Connell](#)

From January 2016, please provide a monthly breakdown of the file submission error rates for police files given to CPS

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

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

## **Submissions**

**Question No: 2018/3448**

[Steve O'Connell](#)

From January 2016, please provide a monthly breakdown of number of charge submissions to the CPS where the CPS proceed to court and the number of NFA

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

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

## **MPS/MOPAC**

**Question No: 2018/3449**

[Steve O'Connell](#)

Please can you provide the minutes/meeting notes and outcomes of the last MPS/MOPAC away day?

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

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

## **Trained police dogs**

**Question No: 2018/3450**

[Steve O'Connell](#)

Please can you provide the number of trained police dogs by training type?

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

As of October 2018, there were 105 general purpose dogs and 96 search dogs.

The search dogs may be specialised in more than one discipline. The number of trained dogs in each discipline is:

- Firearms 53
- Proactive Drugs 49
- Currency 49
- Passive Drugs 2
- Forensic Evidence Recovery 13
- Explosives 41

## **Investment Fund**

**Question No: 2018/3451**

Susan Hall

How much of this (<https://www.london.gov.uk/press-releases/mayoral/mayor-announces-140-investment-to-boost-economy>) £140 million fund has been distributed?

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

Please see my response to Mayor's Question 2018/3400.

## **Investment fund (2)**

**Question No: 2018/3452**

Susan Hall

Can you send me a list of all projects, businesses and organisations that have received money from this fund? (<https://www.london.gov.uk/press-releases/mayoral/mayor-announces-140-investment-to-boost-economy>)

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

Please see my response to Mayor's Question 2018/3400.

## **Apprenticeships**

**Question No: 2018/3453**

Susan Hall

What are you doing to advance apprenticeships in London?

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

I am working with businesses and Londoners to promote the development and take-up of high-quality apprenticeships in the capital.

As part of this work, my forthcoming apprenticeship pilot programme will support London businesses to create 2,000 new apprenticeships, the Good Work Standard will promote apprenticeships to employers, and the London Growth Hub will provide support for small businesses to take on apprentices.

I will ensure apprenticeships are promoted as an attractive option to Londoners through the development of my all age careers offer, including through the London Enterprise Adviser Network, and I am proud London is part of the '5 Cities' initiative to increase participation of under-represented groups in apprenticeships in England.

## **Apprenticeships (2)**

**Question No: 2018/3454**

[Susan Hall](#)

How many apprenticeships has the GLA funded by year, broken down by the last 5 years?

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

The GLA has employed 96 apprentices since 2014. This includes 26 apprenticeship starts in 2018, 14 starts in 2017, 21 starts in 2016, 19 starts in 2015 and 16 starts in 2014.

Apprenticeships in England are funded by employers through the Education and Skills Funding Agency, but City Hall funded the Employer-Led Apprenticeship Creation Programme (ELACP), which supported businesses to take on and prepare 2,940 apprentices between March 2015 and March 2017.

I have also announced funding for a new £1.3m apprenticeship pilot programme, which will support employers to create 2,000 new apprenticeships over the next three years.

## **Marketing and Communications**

### **Question No: 2018/3455**

[Susan Hall](#)

How much have you spent on marketing and communications over the past 5 years broken down by year, including the total budget for the current financial year?

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

The GLA expenditure for Marketing and Communications since 2014 is as follows:

2014/15: £1,270,905

2015/16: £1,341,528

2016/17: £3,112,554

2017/18: £1,500,561

These figures reflect all activities attributed to Marketing and Communications across the GLA throughout multiple teams and functions.

As of 2017/18, the GLA Marketing budget was centralised and set at £1m, with ownership assigned to the External Relations Team within External Affairs. Additional spend above this £1m represents communication investment from the whole building and is not under the control of the Marketing function. This is due to how different teams ultimately code some of their activity (such as printing) under this wider umbrella in budgeting terms.

It is not overspend - this activity is still necessary and relevant to different team around the GLA, but it does not fit under the streamlined centralised Marketing Budget activity.

The increase in spend in 2016/17 directly relates to the 2016 Election and the delivery of materials including a voter information booklet, which is a statutory requirement for the election.

The Marketing budget for External Affairs this fiscal year (2018/19) is £1m. As with previous years, it is likely there will be additional spend across the business that is coded to Marketing and Communications as part of other programme budgets. This is spend that falls outside of the centralised marketing budget and Marketing team's control.



## **TFL nominee passes**

**Question No: 2018/3456**

[Susan Hall](#)

What is the cost of TFL nominee passes over the past 5 years, broken down by year, including the current year?

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

This benefit is a long-standing part of the terms and conditions of Transport for London (TfL) staff. There is no 'cost' to TfL because the number of journeys is a tiny proportion of the 11m Tube and bus journeys made per day, meaning no additional services need to be operated. All TfL employees and their nominees are expected to act as ambassadors for TfL, helping ensure the security of the system and helping assist our customers where necessary.

## **Museum of London**

**Question No: 2018/3457**

[Susan Hall](#)

Are the payments from the GLA to the Museum of London funded through the culture budget?

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

The payments to the Museum of London are made by the GLA. The Culture and Creative Industries Unit oversees these payments on behalf of the GLA, as part of its role managing the GLA's relationship with the Museum.

## **Culture budget**

**Question No: 2018/3458**

[Susan Hall](#)

This document -

(<https://www.london.gov.uk/moderngov/documents/s71634/Proposed%20Changes%20to%20the%20GLA%20Establishment%20-%20Culture%20and%20Creative%20Industries%20Unit.pdf>) - states that the Culture and Creative Industries budget (excluding capital spending) has increased from £11 million to £20 million during your Mayoralty. Can you provide me with a breakdown of total expenditure over the last 5 years, broken down by year, as to how exactly these figures were reached?

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

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

## **GLA Reserves**

**Question No: 2018/3459**

[Susan Hall](#)

How much has the GLA held in reserves over the last 5 years, broken down by year, including the current year?

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

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

## **Campaigns**

**Question No: 2018/3460**

[Susan Hall](#)

How much money have you spent on campaigns over the last 4 years, broken down by year? Can you also detail which campaigns they were and how much money was spent on each campaign?

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

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

## **Trips abroad**

**Question No: 2018/3461**

[Susan Hall](#)

Which trips abroad do you have planned, over which dates will they take place, how long will they last and for what purpose are you undertaking them?

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

I am currently planning to visit Dublin, Ireland in December 2018 as announced in my press notice on 26 October 2018: <https://www.london.gov.uk/press-releases/mayoral/mayor-heads-to-brussels-london-is-still-open>

I will make the case that, despite Brexit, London remains open to business, open to ideas, open to investment, open to trade and open to talent from Ireland.

## Short Term Assignments

**Question No: 2018/3463**

[Susan Hall](#)

How many staff are employed on short term assignments by the GLA group, broken down by year over the last 5 years?

### Written response from the Mayor

For the purpose of this response, short term assignment has been taken to mean fixed-term contract and the years are financial years (1 April to 31 March):

	2013/14	2014/15	2015/16	2016/17	2017/18
GLA	95	112	207	196	227
LFB	7	7	13	6	15
LLDC	10	15	11	9	15
MOPAC	*	*	9	13	10
OPDC	n/a	n/a	4	11	13
TfL	2,887	3,997	4,511	3,760	3,764

\*MOPAC do not hold this data prior to 2015/16

## Short term assignments (2)

**Question No: 2018/3464**

[Susan Hall](#)

How much money has it cost the GLA Group to employ staff on short term assignments over the last 5 years, broken down by year?

### Written response from the Mayor

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

## Union Street building

**Question No: 2018/3465**

[Susan Hall](#)

What is the extra cost to the GLA of hiring out additional space in the Union Street building, over the last 5 years, broken down by year?

### Written response from the Mayor

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

## **'Schools for Success' report**

**Question No: 2018/3466**

[Susan Hall](#)

What is the cost of the GLA-commissioned report, 'Schools for Success: Boys on Track', being prepared by LKMco?

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

The GLA's contract with LKMco to produce the 'Boys on Track: Improving support for Black Caribbean and Free School Meals Eligible White Boys in London' report totals £46,620. The report draws attention to two of London's largest underperforming groups and presents ways they can be supported to improve their educational attainment.

Their research includes a comprehensive literature review and the collection of primary research through interviews, focus groups and consultations with experts, practitioners and young people.

My Deputy Mayor for Education and Childcare, Joanne McCartney will chair an event in London's Living Room on 10 December 2018 based on this report. The event will provide an opportunity for LKMCo to present findings and for stakeholders to discuss next steps. The report will be published on [www.london.gov.uk](http://www.london.gov.uk).

## **Early Years Hubs (1)**

**Question No: 2018/3467**

[Susan Hall](#)

When are the opening dates for the three Mayoral Early Years Hubs in Newham, Barnet and Merton/Wandsworth?

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

I launched my three Early Years Hubs in January 2018. The hubs provide the opportunity for schools, childminders, private, voluntary and maintained nurseries to work together over a three-year period. They support quality early years practice and engage with families to improve access for the most disadvantaged children.

So far, the hubs have worked with over 150 early years settings and supported 300 early years practitioners. They have produced new promotional material to reach out to parents eligible for early education, developed a series of professional development training for early years practitioners including an accredited SENCO training, promoted early years as a career, and supported parents returning to work.

## **Early Years Hubs (2)**

**Question No: 2018/3468**

[Susan Hall](#)

What has been the cost to date of each of the three Mayoral Early Years Hubs in Newham, Barnet and Merton/Wandsworth?

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

The Greater London Authority has granted funding of £175,000 for each Early Years Hub over the three-year period from January 2018. To date each of the three Hubs has received £80,666, giving a total of £241,998.

The Hubs bring together early years providers from across the maintained, voluntary and private sectors, schools and further education colleges to increase take up of early education entitlements, improve quality of early years provision and promote early years as a career.

## **The Growth Hub**

**Question No: 2018/3469**

[Susan Hall](#)

In light of the London Assembly Economy Committee report, 'What works for microbusinesses', what discussions have you had with the LEAP and the Deputy Mayor for Business to broadening access to the platform and ensuring that less connected companies do not miss out on the support offered by the Growth Hub?

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

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

## **European Londoners project**

**Question No: 2018/3470**

[Susan Hall](#)

What proportion of the allocation for the European Londoners project will feature the promotion of the Mayor, including name checks?

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

None of the funding is spent on promoting me. As with other services and tools the Mayor provides for Londoners (for example: Rogue Landlord Checker, Homes for Londoners portal, London Growth Hub) the EU Londoners Hub will be branded as a Mayor of London service. This has been the case since 2000.

The funding for the EU Londoners Hub will all be spent on providing a service for the 1 million EU citizens in London, ensuring they are able to access expert legal guidance and services, which are translated into their languages, and available online and through community outreach programmes. I will do everything in my power to ensure that the right information and support reaches EU Londoners so that they can access their right to Settled Status.

It is right that I invest in information, signposting and outreach now to prevent many thousands of Londoners being left without status post-Brexit. Without the right information and support, vulnerable Londoners will face barriers to accessing Settled Status. I will do everything in my power to prevent EU Londoners becoming the next Windrush Generation.

## **Tube Crime**

**Question No: 2018/3471**

[Susan Hall](#)

For each of the years Nov 15 to Oct 16, Nov 16 to Oct 17 and Nov 17 to Oct 18, please can you provide a breakdown of major crime types for each London tube station?

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

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

## **Politicians reported for offensive comments**

**Question No: 2018/3472**

[Susan Hall](#)

For each of the years Nov 15 to Oct 16, Nov 16 to Oct 17 and Nov 17 to Oct 18, please provide the number of times each of the following has been reported to the police for saying or writing something offensive:

- Members of Parliament
- Councillors

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

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

## **Victims Commissioner**

**Question No: 2018/3473**

[Susan Hall](#)

Please can you provide a list of meetings and events and their locations that the Victims Commissioner has attended since entering post (Please don't include personal info about victims, just add 'met with victim' instead of a name)?

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

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

## **Protecting embassies**

**Question No: 2018/3474**

[Susan Hall](#)

For the financial years 2015/16, 2016/17, 2017/18 and the current year so far, what is the cost to the Met of protecting embassies and cost returned

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

The cost to the MPS was, and is, zero. The cost of Embassy Protection is covered by the Protective Security Grant provided by the Office of Security and Counter Terrorism. We do not comment on the details of how that grant is broken down for security reasons.

## Overseas police deployments

Question No: 2018/3475

[Susan Hall](#)

For the financial years 2015/16, 2016/17, 2017/18 and the current year so far, what is the total cost of overseas police deployments

### Written response from the Mayor

Due to security implications, this level of information cannot be released.

## Contracting out services

Question No: 2018/3476

[Susan Hall](#)

For the financial years 2015/16, 2016/17, 2017/18 and the current year so far, what is the how much the Met has spent on contracting out services

### Written response from the Mayor

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

## Hit and runs

Question No: 2018/3477

[Susan Hall](#)

For each of the years Nov 15 to Oct 16, Nov 16 to Oct 17 and Nov 17 to Oct 18 what is the number of hit and runs and number of resulting deaths, serious and minor injuries

### Written response from the Mayor

	Fatal	Serious	Minor
JAN 17 – OCT 17	12	10	5918
NOV 17 – OCT 18	21	25	6790

Please see above the requested data for the period specified and broken down by the severity of the victim's injury.

Please note that data before November '16 is not available due to it being stored on a separate system that does not report if collisions where Hit and run cases, any reporting before November 16 would require manual search



## **Bad driving**

**Question No: 2018/3478**

[Susan Hall](#)

For each of the years Nov 15 to Oct 16, Nov 16 to Oct 17 and Nov 17 to Oct 18 what is the number of people reporting bad driving online and how many complaints have been dealt with

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

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

## **Dash cam footage**

**Question No: 2018/3479**

[Susan Hall](#)

For each of the years Nov 15 to Oct 16, Nov 16 to Oct 17 and Nov 17 to Oct 18 how many pieces of dash cam footage has been submitted?

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

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

## **Mental health arrests**

**Question No: 2018/3480**

[Susan Hall](#)

For each of the years Nov 15 to Oct 16, Nov 16 to Oct 17 and Nov 17 to Oct 18 how many arrests were made and how many of these involved a mental health issue?

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

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

## **Serious sexual offences**

### **Question No: 2018/3481**

[Susan Hall](#)

For each of the years Nov 15 to Oct 16, Nov 16 to Oct 17 and Nov 17 to Oct 18 how many serious sexual offences were committed?

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

<b>Month Year</b>	<b>Serious Sexual Offence</b>	<b>Rape</b>
Nov 15 - Oct 16	2,686	6,139
Nov 16 -Oct 17	2,835	6,862
Nov 17 - Oct 18	2,735	7,171

Please see above the requested volumes for the period specified.

It should be noted that any increase in recorded sexual offending has been impacted by both the HMCFRS report into crime data integrity released in November 2014 and the launch of operation Yewtree.

The crime survey for England & Wales also reports no increase in the prevalence of sexual offences during the last 10 years. ONS recommend CSEW as the most robust measure of crime in England and Wales.

## **Managed sex offenders 1**

### **Question No: 2018/3482**

[Susan Hall](#)

From January 2016, please provide a monthly breakdown of the number of managed sex offenders (broken down by risk level), the number of visits (include attempted) the number of failed visits and the number of late visits?

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

Please find attached Appendix A that provides the number of managed sex offenders broken down by risk level, number of visits (actual and negative) and month for the last three years. Please note there are separate tabs for 2016, 2017 and 2018.

## Managed Sex Offenders 2

### Question No: 2018/3483

Susan Hall

From January 2016, please provide a monthly breakdown of the number of managed sex offenders who have breached conditions

### Written response from the Mayor

There are two different types of breach:

1. Breach of Notification Requirements – Where an offender fails to comply with the legal requirements outlined as part of their registration processes.
2. Breach of Sexual Harm Prevention Orders – Prohibitive measures that are applied by the court to help police manage the risks these offenders present. E.g. For an offender convicted of indecent images- they may have a prohibition that requires them not to delete internet history and to allow police to place monitoring software on their devices.

Please the below tables for the number of registered sexual offenders that have either breached requirements or a court order

Breached notification requirements				Breached a court order			
	2016	2017	2018		2016	2017	2018
JAN	3	13	5	JAN	2	13	5
FEB	11	6	1	FEB	2	6	1
MAR	7	17	10	MAR	6	17	10
APR	5	6	4	APR	10	6	4
MAY	8	9	8	MAY	6	9	8
JUNE	10	6	7	JUNE	11	6	7
JULY	7	11	11	JULY	1	11	11
AUG	14	5	6	AUG	5	5	3
SEPT	5	1	11	SEPT	11	1	4
OCT	13	7	11	OCT	3	7	4
NOV	10	6		NOV	3	6	
DEC	9	8		DEC	3	8	

## **RSOs 1**

**Question No: 2018/3484**

[Susan Hall](#)

For the financial years 2015/16, 2016/17 and 2017/18, please provide the number of Registered Sex Offenders?

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

Please see the below table for the number of Registered Sex Offenders for the last 3 financial years.

This information is collected and reported to the public through the MAPPA Annual Report.

Financial year	Number of Registered Sex Offenders
FY 15/16	7065
FY 16/17	5955
FY 17/18	6317

## **RSOs 2**

**Question No: 2018/3485**

[Susan Hall](#)

For the current number of registered sex offenders, please provide a breakdown of their status, e.g. in custody or out of the country.

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

Please see the below table for a breakdown of status for current registered sexual offenders.

<b>RSO Status</b>	<b>No.</b>
Living Abroad	278
Deported	1460
Compliant with Police	6185
Deceased	19
In Prison	2247
In Hospital (By Court Order)	147
Not Yet Registered*	49
Reactive Management**	225
Wanted or Missing	248

\*Offenders have 3 days to register their details with their local police station

\*\*Reactive Management- Where an offender is low risk and they have not come to police notice in three years. Offenders must still comply with notification requirements and register annually if none of their information has changed. Police will monitor their behaviour through intelligence only and will not be actively visiting them in the community. Any significant change in their circumstances that elevates their risk will place them back in active management for a further 3 year period as required.

## **Sex offences 2**

**Question No: 2018/3486**

[Susan Hall](#)

From January 2016, please provide a monthly breakdown of the number non-recent serious sexual offences reported

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

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

## **Sex offences 2**

**Question No: 2018/3487**

[Susan Hall](#)

From January 2016, please provide a monthly breakdown of the number recent serious sexual offences reported

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

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

## **Sex offences 3**

**Question No: 2018/3488**

[Susan Hall](#)

For each of the years Nov 15 to Oct 16, Nov 16 to Oct 17 and Nov 17 to Oct 18, please provide a breakdown of the numbers of serious sexual offences against children, the number of these committed by familial and the number committed by non-familial

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

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

## **Sex offences 4**

**Question No: 2018/3489**

[Susan Hall](#)

For each of the years Nov 15 to Oct 16, Nov 16 to Oct 17 and Nov 17 to Oct 18, please provide a breakdown of the numbers of serious sexual offences against adults, the number of these committed by familial and the number committed by non-familial

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

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

## Missing children 1

### Question No: 2018/3490

Susan Hall

From January 2016, please can you provide a monthly breakdown of the number of missing children reports, the number that were found and the number that had 'return to home interviews'?

### Written response from the Mayor

The monthly totals were obtained from the Merlin live system on 15th November and represent missing person investigations concerning those aged 0-17 years, across all MPS boroughs. The numbers in brackets represent cases that remain 'open' and still under investigation.

Independent return home interviews

IRHI provision is governed by DfE guidance (2014 Statutory guidance on children who run away of go missing from home or care) which states children who go missing should be offered an IRHI by an independent person (someone not involved in caring for the child) when they return, and the interview carried out within 72 hours of their return. The Metropolitan police do not commission or conduct independent return home interviews (IRHI) and do not hold comprehensive information on their delivery.

Monthly breakdown (Pan-MPS) of Missing Children			
	2016	2017	2018
Jan	2111 (2)	2171 (1)	2306 (3)
Feb	2016 (1)	2159 (1)	2039 (2)
Mar	2133 (0)	2606 (1)	2187 (5)
Apr	2330 (0)	2287 (0)	2285 (4)
May	2600 (0)	2557 (2)	2318 (4)
Jun	2562 (1)	2498 (5)	2430 (6)
Jul	2741 (1)	2473 (4)	2346 (11)
Aug	2301 (1)	2078 (1)	2164 (15)
Sept	2447 (0)	2284 (2)	2073 (20)
Oct	2404 (1)	2349 (0)	2317 (56)
Nov	2179 (1)	2309 (9)	n/a
Dec	2103 (1)	2063 (2)	n/a
<b>Total</b>	<b>27,927</b>	<b>27,834</b>	<b>22,465</b>
Ave per/M	2,327	2,319	2,246

## **Missing children 2**

**Question No: 2018/3491**

[Susan Hall](#)

From January 2016, please can you provide a monthly breakdown of the number of missing children who are known to not be in school?

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

The Metropolitan police cannot readily recover the information required to answer this question.

The MPS has recorded 78,226 reports of missing children since January 2016. To determine how many of these cases related to children who were not in alternative provision (e.g. home-schooled or excluded) and who were not attending school during the missing episode would require manual review of all 78,226 reports.

## **Missing children 3**

**Question No: 2018/3492**

[Susan Hall](#)

From January 2016, please can you provide a monthly breakdown of the number of missing children who are classed as being home schooled?

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

The Metropolitan police do not hold the information required to answer this question. To ascertain specific cases of missing which also indicated that the child was home-schooled would require free-text searching of many thousands of reports.



## Missing persons

Question No: 2018/3493

[Susan Hall](#)

From January 2016, please can you provide a monthly breakdown of the number of missing person reports?

### Written response from the Mayor

Please see below the requested volumes as broken down by month and year for the period specified.

Totals taken from Merlin live system on 15th Nov and totals represent missing person investigations as monthly totals across all MPS boroughs.

Monthly breakdown (Pan-MPS) of Missing since Jan 2016			
	2016	2017	2018
Jan	3762	3849	3920
Feb	3464	3755	3537
Mar	3706	4320	3683
Apr	4008	3973	3795
May	4512	4507	3950
Jun	4457	4321	4145
Jul	4611	4457	4147
Aug	4294	3981	3758
Sept	4286	4041	3518
Oct	4135	4206	3761
Nov	3781	3915	n/a
Dec	3925	3748	n/a
<b>Total</b>	<b>48,941</b>	<b>49,073</b>	<b>38,214</b>
Ave per/M	4,078	4,089	3,821

## Mate crime

Question No: 2018/3494

[Susan Hall](#)

From January 2016, please provide a monthly breakdown of 'mate crimes' (Mate crime is a form of crime in which a perpetrator befriends a vulnerable person with the intention of then exploiting the person financially, physically or sexually)

### Written response from the Mayor

Vulnerability takes many forms and the exploitation of such vulnerability by individuals with criminal intent can take many forms, from modern slavery (including County Lines type offending) through domestic abuse and the abuse and neglect of vulnerable adults.

There is no legal definition of "mate crime" and the MPS does not maintain records of crime allegations described in these terms.

## Domestic violence disclosure scheme

### Question No: 2018/3495

Susan Hall

From January 2016, please can you provide the monthly figures for the number of requests under the domestic violence disclosure scheme and the number of fulfilled requests, along with the average waiting time?

### Written response from the Mayor

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

## Vulnerable adults

### Question No: 2018/3496

Susan Hall

From January 2016, please provide a monthly breakdown of the number of violent offences and the number of those which involved a vulnerable adult?

### Written response from the Mayor

The table below provides a monthly breakdown of the number of violent offences and the number of those which involved a vulnerable adult from January 2016 to the end of October 2018.

<b>2016</b>	<b>Jan</b>	<b>Feb</b>	<b>Mar</b>	<b>Apr</b>	<b>May</b>	<b>Jun</b>	<b>Jul</b>	<b>Aug</b>	<b>Sept</b>	<b>Oct</b>	<b>N</b>
All Violent Crime	21,258	20,501	21,901	21,418	23,832	23,610	25,189	22,908	22,892	22,943	21
Vulnerable Victims	54	129	196	100	85	104	99	81	150	145	10
<b>2017</b>											
All Violent Crime	21,264	20,827	25,075	23,007	25,437	26,574	27,361	24,185	24,189	26,440	21
Vulnerable Victims	87	78	100	77	91	80	88	80	69	93	90
<b>2018</b>											
All Violent Crime	23,980	21,631	24,860	24,108	27,157	27,268	29,411	24,847	25,084	26,122	
Vulnerable Victims	80	60	69	61	73	83	83	72	85	71	

## **Freud communications**

**Question No: 2018/3497**

[Susan Hall](#)

How much money has the GLA given to Freud communications over the last 5 years, broken down by year, including the budget for the current financial year?

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

Payments made to Freud Communications are as follows:

2016/17: £126,000, a contribution of £37,500 from London & Partners is included in this figure

2017/18: £120,000

2018/19: £48,000

**Total: £294,000**

## **Safeguarding**

**Question No: 2018/3498**

[Susan Hall](#)

From January 2016, please provide a monthly breakdown of the safeguarding issues dealt with by the police?

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

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

## **Use of force**

**Question No: 2018/3499**

[Susan Hall](#)

Since the use of force form came into effect, please can you provide a monthly breakdown of how many instances of force have been used by the police

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

This information can be found on the Met's 'Use of Force' dashboard here:

<https://www.met.police.uk/sd/stats-and-data/met/use-of-force-dashboard/>

## Armed police officers

### Question No: 2018/3500

Susan Hall

How is the total number of armed police officers budgeted for and how vacancies are there at the moment?

### Written response from the Mayor

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

## Strip searches

### Question No: 2018/3501

Susan Hall

Since October 2016, please provide the monthly breakdown of how many strip searches were carried out by the Met

### Written response from the Mayor

The MPS conducts strip-searches after arrest in custody areas. These searches are authorised by a custody officer under s54 Police and Criminal Evidence Act to ascertain what a detainee has with him/her. The power is used primarily to safeguard the detainee and staff (e.g. by securing objects the detainee could use to self-harm or injure an officer).

In the years 2016 - 2018, the MPS conducted 72,541 strip-searches on detainees in custody (approx. 14% of all detainees).

Monthly data cannot be provided further back than April 2017. Data from that date is below:

Apr-17	May-17	Jun-17	Jul-17	Aug-17	Sep-17	Oct-17	Nov-17	Dec-17
2,200	2,389	2,068	2,229	2,314	2,047	2,313	2,174	1,941

Jan-18	Feb-18	Mar-18	Apr-18	May-18	Jun-18	Jul-18	Aug-18	Sep-18
2,161	1,955	2,075	2,187	2,255	2,032	2,129	2,180	2,014

In addition, the MPS conducts strip-searches outside a custody environment under 'Stop & Search' legislation. This data is published on our public-facing website here:

<https://www.met.police.uk/sd/stats-and-data/met/stop-and-search-dashboard/>

## **Cavalier Communications**

### **Question No: 2018/3502**

[Susan Hall](#)

How much money has the GLA given to Cavalier Communications over the last 5 years, broken down by year, including the current financial year?

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

Payments made to Cavalier Communications are as follows, there were no payments made prior to this point as the agency had not been established:

2017/18: £18,693

2018/19: £47,849

**Total: £66,541**

## **Outstanding suspects**

### **Question No: 2018/3503**

[Susan Hall](#)

For each of the years 2015, 2016, 2017 and the current, please the number of outstanding suspects (defined as suspects added to an investigation without a custody record or given the term 'suspect - interviewed)?

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

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

## **Drug related crime**

**Question No: 2018/3504**

[Susan Hall](#)

How many police officers and staff are budgeted for to work on drug related crime? please can you provide a breakdown by rank for police officers and grade for staff?

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

Drug related crime potentially encompasses a very wide range of unlawful behaviour from petty to serious organised crime.

All police officers receive training on drug related offences and are expected to tackle such criminality in their day to day duties.

It is not possible to breakdown the specific amount of time, and therefore budget, this entails.

## **Outstanding warrants**

**Question No: 2018/3505**

[Susan Hall](#)

From January 2016, please can you provide a monthly breakdown of the number of outstanding warrants?

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

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

## **Forced entries**

**Question No: 2018/3506**

[Susan Hall](#)

From January 2016, please can you provide a monthly breakdown of the number of forced entries by the Met?

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

The MPS have confirmed that the requested data is not retrievable.

## Injured Officers

Question No: 2018/3507

[Susan Hall](#)

From January 2016, please can you provide a monthly breakdown of the number of police officers injured when conducting their duties?

### Written response from the Mayor

The table below shows the number of police officers injured whilst conducting their duties. Note the volume recorded will include a wide spectrum of minor to more serious injuries.

Jan-16	441
Feb-16	404
Mar-16	366
Apr-16	385
May-16	469
Jun-16	400
Jul-16	456
Aug-16	501
Sep-16	470
Oct-16	500
Nov-16	468
Dec-16	422
<b>Total</b>	<b>5282</b>

Jan-17	441
Feb-17	448
Mar-17	452
Apr-17	376
May-17	441
Jun-17	451
Jul-17	372
Aug-17	340
Sep-17	346
Oct-17	395
Nov-17	349
Dec-17	335
<b>Total</b>	<b>4746</b>

Jan-18	352
Feb-18	324
Mar-18	301
Apr-18	320
May-18	361
Jun-18	326
Jul-18	334
Aug-18	330
Sep-18	341
<b>Total</b>	<b>2989</b>

## **Murder suspects**

### **Question No: 2018/3508**

[Susan Hall](#)

From January 2016, please provide a monthly breakdown of the people arrested for murder with an offensive weapon who have previously been caught carrying a knife?

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

The police custody IT system records the offence for which a person has been arrested but there is no searchable field to show whether that offence involved the use or threat of a knife. This would require a manual check of each custody record.

Whilst it would be possible to review crime reports for homicide between January 2016 and November 2018, once all the named suspects arrested were identified, each would then have to be individually checked on the Police National Computer (PNC) to see if they had ever been previously caught for point/blade or offensive weapon possession.

This would mean some 500 plus names would need to be manually searched on PNC to establish if they have previous point/blade or offensive weapon possession offending. It would not be viable or efficient use of police resources for the Met Police to undertake such an extensive amount of work to enable this question to be answered.

## **Knife crime**

### **Question No: 2018/3509**

[Susan Hall](#)

From January 2016, please provide a monthly breakdown of the people arrested for knife crime with injury offenses who have previously been caught carrying a knife?

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

The police custody IT system records the offence for which a person has been arrested but there is no searchable field to show whether that offence involved the use or threat of a knife. This would require a manual check of each custody record.

Whilst it would be possible to review crime reports for knife flagged offences, once all the named suspects were identified, each would then have to be individually checked on the Police National Computer (PNC) to see if they had ever been previously caught for point/blade or offensive weapon possession.

In 2016 alone, there were 3,904 knife flagged offences with arrested suspects. Each of those names would need to be manually searched on PNC to establish if they have previous point/blade or offensive weapon possession offending. It would not be viable for the Met Police to undertake such an extensive amount of work to enable this question to be answered.



## **Outstanding police officer rest days**

**Question No: 2018/3510**

[Susan Hall](#)

From January 2016, please provide a monthly breakdown of outstanding police officer rest days

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

The duties management system, known as CARM, can only produce a 'live balance'.

Retrospective data is only available on specific dates when a particular request has been made. This has occurred on four previous occasions this year.

Date	Outstanding rest days
11/04/2018	184,337
31/05/2018	188,965
11/07/2018	191,258
08/08/2018	184,426
14/11/2018	189,185

Note that the cancelling and re-rostering of rest days is one of the key ways police forces manage demand and the process is set down in police regulations.

As such there will always be an outstanding balance as rest days are cancelled and later re-rostered.

## **Kidnappings**

**Question No: 2018/3511**

[Susan Hall](#)

From January 2016, please provide a monthly breakdown of kidnappings

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

Please see attached Appendix A with the requested monthly breakdown of offences that could be categorised as kidnappings for the period specified.

Please read the notes tab for full home office classification breakdown.

This is correct as of the 14/11/2018 when the data was extracted.

## **Hostage taking**

**Question No: 2018/3512**

[Susan Hall](#)

From January 2016, please provide a monthly breakdown of hostage taking situations

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

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

## **Police custody**

**Question No: 2018/3513**

[Susan Hall](#)

Please provide the number of people held in police custody in each of the years September 15 to October 16; September 16 to October 17; and September 17 to October 18 broken down by the following amounts of time in custody:

- 0-12 hours
- 12-24 hours
- 24-48 hours
- 48+ hours

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

The existing MPS custody package does not record the total time a detainee spends in detention.

There is a facility on the system for custody officers to record the amount of detention time used, to ensure that their detention 'clock' restarts from the point it stopped (preventing detention beyond the total permissible period). However, this is only likely to be used where a detainee is expected to return on bail (and so excludes detainees NFA'd or Released Under Investigation).

Using this facility, the average period of detention per detainee, October 2017 to October 2018 was 15.5 hours. This figure needs to be treated with caution.

All persons in police custody must be dealt with expeditiously and released as soon as the need for detention no longer applies.

## **Police Custody 2**

### **Question No: 2018/3514**

[Susan Hall](#)

For each of September 15 to October 16, September 16 to October 17 and September 17 to October 18, what were the number of illegal detentions for the following time periods:

- 0-12 hours
- 12-24 hours
- 24-48 hours
- 48+ hours

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

The number of civil litigations settled where unlawful detention formed part of the claim for the date periods requested are as follows:

**01/10/2015 – 30/09/2016: Total = 124**

**01/10/2016 – 30/09/2017: Total = 90**

**01/10/2017 – 30/09/2018: Total = 120**

The MPS do not collate data broken down by individual time periods within custody therefore the requested data cannot be provided.

## **Charged and NFA**

### **Question No: 2018/3515**

[Susan Hall](#)

From January 2016, for each major crime type please provide a monthly breakdown of the number of arrests, the number of these charged and the number of NFA

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

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

## **Immigration offences detected**

**Question No: 2018/3516**

[Susan Hall](#)

From January 2016, please provide a monthly breakdown of the number of immigration offences detected and arrests made by the Met?

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

Please see attached Appendix A which include the requested data. This data is taken directly from MPS custody records and covers the period specified.

The offences counted relate to one or more of the following classifications:

- Immigration. assist illegal entry
- Immigration. breach landing conditions
- Immigration. illegal entry
- Immigration. other
- Immigration. overstaying

## **Police time**

**Question No: 2018/3517**

[Susan Hall](#)

From January 2016, please can you provide a monthly breakdown of the amount of police time and cost spent taking someone to a health service such as A&E?

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

Metropolitan Police Service (MPS) data systems do not record the amount of time police officers spend taking members of the public to hospitals.

## **Safer Neighbourhood Panels**

**Question No: 2018/3518**

[Susan Hall](#)

Since May 2016 please provide a list of Safer Neighbourhood Panels that have taken place and list of Safer Neighbourhood Panels that a MOPAC representative has attended?

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

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

## **MOPAC Boroughs**

**Question No: 2018/3519**

[Susan Hall](#)

Does MOPAC have staff/SPOCS that focus on the Boroughs, if so, what roles?

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

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

## **Unfilled vacancies police officers**

**Question No: 2018/3520**

[Susan Hall](#)

How many unfilled vacancies for warranted Met police officers there have been each year since 2008? Please can you provide a monthly breakdown?

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

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

## **Police underspend/overspend**

**Question No: 2018/3521**

[Susan Hall](#)

What has annual Met's staffing budget for warranted officers underspend/overspend been since the financial year April 2008 to March 2009?

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

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

## **National Police Allocation Formula**

**Question No: 2018/3522**

Susan Hall

Has the proportion compared to other forces of funding allocated to the Met by the National Police Allocation Formula changed since 2008?

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

There has not been any significant change in the proportion of funding allocated to the Met by the Police Funding Formula in recent years at roughly a quarter of national funding. Home Office data on police funding can be found here.

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/725767/police-funding-england-and-wales-2015-to-2019-hosb1318.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/725767/police-funding-england-and-wales-2015-to-2019-hosb1318.pdf)

However, following an independent review reporting to the Home Secretary, Sir Richard Mottram recommended that the MPS receive £374m per year through the National and International Capital City (NICC) Grant. In 2015 the then Home Secretary choose not to fully implement this recommendation and the MPS receives only £174m per year in NICC funding.

As a result of Government cuts the Metropolitan Police have been forced to make savings of £720m over recent years with a further £325m savings required by 2021.

## **Crimes committed against homeless**

**Question No: 2018/3523**

Susan Hall

For each of the years Nov 15 to Oct 16, Nov 16 to Oct 17 and Nov 17 to Oct 18, please can you provide the number of crimes committed against homeless people broken down by major crime type?

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

Please see attached Appendix A with the requested data by offences type for period specified. Please be sure to read the notes section of the spreadsheet to better understand how this information was obtained and the process behind it.

## **Homeless**

### **Question No: 2018/3524**

[Susan Hall](#)

For each of the years Nov 15 to Oct 16, Nov 16 to Oct 17 and Nov 17 to Oct 18, please can you provide the number of homeless found deceased on the streets?

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

The figure of the number deaths of rough sleepers and former rough sleepers is not currently routinely collected, though the Bureau of Investigative Journalism recently published their findings that 449 people died last year (Oct 17-Oct 18). In my Rough Sleeping Plan of Action, we call on councils to undertake a safeguarding adults review following the death of any rough sleeper. The Office of National Statistics have recently announced that they will produce their own experimental statistics by the end of 2018.

## **ULEZ Police Costs 1**

### **Question No: 2018/3526**

[Tony Arbour](#)

Please can you provide the expected yearly cost of ULEZ to the police from its launch up to and including 2025?

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

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

## **ULEZ Police Costs 2**

### **Question No: 2018/3527**

[Tony Arbour](#)

Please can you provide the expected yearly cost of the expanded ULEZ to the police from its launch up to and including 2025?

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

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

## **Smaller builders**

**Question No: 2018/3528**

[Tony Devenish](#)

In view of recent comments from the Federation of Master Builders (FMB), that growth among London's smaller construction firms is static, what more can the Mayor do to help this sector?

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

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

## **Housing Zones (1)**

**Question No: 2018/3529**

[Tony Devenish](#)

Please provide an update on the number of homes started and completed in each of the 30 housing zones, in each financial year since they were established.

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

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

## **Housing Zones (2)**

**Question No: 2018/3530**

[Tony Devenish](#)

How many homes do you expect to be started and completed in each of the 30 housing zones, in each year up until 2024?

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

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

## **Housing Zones (3)**

**Question No: 2018/3531**

[Tony Devenish](#)

Please advise on whether there is scope to increase the number of homes in each of the 30 housing zones, and if so by how much.

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

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



## **Land Holdings (1)**

**Question No: 2018/3532**

[Tony Devenish](#)

With the private sector increasingly seeing the value in their land banks and getting building, as for example shopping Centre owner Intu, are you concerned that, with over 5,700 acres, TfL and further GLA land holdings may fall in value?

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

There is huge demand for land in London to be brought forward for development, and I want to see as much private sector land released for housing as possible, alongside public sector land, including that held by the GLA, TfL and other GLA group members. The value of individual sites brought forward for development will generally be determined through competitive disposal, and over time the land value will fluctuate as a result of a range of macro-economic factors and local circumstances.

## **Land Holdings (2)**

**Question No: 2018/3533**

[Tony Devenish](#)

What research are you undertaking on the total asset value of your unbuilt-out land holdings?

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

The property assets of the GLA are revalued at the end of each financial year.

## **Mayor's Fund for London**

**Question No: 2018/3535**

[Tony Devenish](#)

The appointment of Kirsty McHugh , as Chief Executive of the Mayor's Fund for London appears to be the norm. A former Labour Party Borough councillor. Please list all your appointments since May 2016 clearly marking those who have served as an elected Labour councillors

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

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

## **NHS spending**

**Question No: 2018/3536**

[Tony Devenish](#)

With the UK Government increasing NHS expenditure substantially, (23% of Government spending at the beginning of the decade and is set to rise to 39%) what practical steps can the Mayor assist to enable NHS London to be more efficient learning from London Councils best practice?

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

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

## **Self-employed Londoners**

**Question No: 2018/3537**

[Tony Devenish](#)

What support is the Mayor providing to self-employed Londoners in navigating what can be seen as complex regulations by HMRC and will how will he support the Loan Charge Action Group in their campaign?

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

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

## **Electric Scooters**

**Question No: 2018/3538**

[Tony Devenish](#)

With electric scooters about to be rolled out in London will the Mayor use both his TFL and Health roles to ensure scooter fleet owners include private medical insurance as part of their offer to avoid a spike in NHS demand?

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

The only deployment of electric scooters that has taken place in London is on private land along a route in the Olympic Park. This is part of a trial operated by a third party, which has been agreed by the London Legacy Development Corporation.

Under current legislation, electric scooters are not legal for use on public roads and pavements. The Olympic Park pilot will be monitored closely to ensure that the scooters are safe, both for users and others in the area. This will provide Transport for London with evidence to inform future policy development, should the legal position change.

## **Arrests**

### **Question No: 2018/3539**

[Tony Devenish](#)

From May 2016, please provide a monthly breakdown of the number of arrests and the number these which were the person arrested was foreign nationals, please break this down to EU and non-EU nationals

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

Please see attached Appendix A which has the requested monthly breakdown of number of arrests by EU, non-EU and UK offenders for the period specified.

## **BWVs**

### **Question No: 2018/3540**

[Tony Devenish](#)

It was recently reported that police Body Worn Cameras in the US have been exploding, can you assure us that the Met issued cameras have not done the same?

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

No such issues have been reported in the Met. The device that is said to have exploded was made by a different manufacturer to the one that supplies the Met.

## **Beep Test**

### **Question No: 2018/3541**

[Tony Devenish](#)

In their last test Multi Stage Shuttle Run (MSSR), also known as a beep test, how many police officers got the following:

- Below 5.4
- Between 5.4 and 6.3
- Above 6.3

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

The Metropolitan Police Service (MPS) fitness assessment records only show the pass/fail ratio. They do not record individual levels achieved.

Police officers are required to achieve at least level 5.4 to pass.

The pass rate for 2018 to date (end of Oct) is 99.39%.

## **Rape and child abuse investigators**

**Question No: 2018/3542**

[Tony Devenish](#)

Specialist units are being brought into BCUs that investigate rape and child abuse cases. Please list how many will be transferring from a central role to a BCUs/Boroughs as a result of this for each BCU/Borough?

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

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

## **Citizen Virtual Patrol**

**Question No: 2018/3543**

[Tony Devenish](#)

The police in New Jersey (US) have introduced the Citizen Virtual Patrol; this enables people to log into video feeds from the city's CCTV camera network and inform police of anything suspicious. Is this being explored in London or would it be considered?

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

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

## **Serovital quality trained stop & search officers**

**Question No: 2018/3544**

[Tony Devenish](#)

How does serovital quality trained stop & search officers differ from conventionally trained stop and search police officers?

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

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

## **Facial recognition**

**Question No: 2018/3545**

[Tony Devenish](#)

What reassurance has the Mayor sought and or received from the Met re the use of facial recognition?

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

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

## **Met Home Working**

**Question No: 2018/3546**

[Tony Devenish](#)

Please provide any assessments the Met have undertaken regarding homeworking and the potential savings?

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

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

## **Public transport in London**

**Question No: 2018/3420**

[Keith Prince](#)

Are you satisfied with the current state of London's public transport?

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

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

## **Transport for London adverts (4)**

**Question No: 2018/3414**

[Gareth Bacon](#)

How much does a single advert in each zone of the Transport for London network cost?

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

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

## **European Londoners portal**

**Question No: 2018/3394**

[Andrew Boff](#)

What is and will be provided on the European Londoners portal that is not already provided by the Government?

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

I have made it clear that, despite Brexit, EU citizens living in London are Londoners and are welcome in our great city.

It is my duty as Mayor to do everything I can to ensure they are informed of their rights.

In February 2017, the London Assembly's Economy Committee recommended that 'The Mayor's office will need to play a major role in advising EU nationals on their options to stay in London'.

The EU Londoners Hub will do exactly that, making sure EU citizens and their families have the information they need about living in London after we leave the EU.

But for many of our more vulnerable EU residents, we know that information will not be enough. Many are unfamiliar and fearful of Government processes and will need the support of trusted local services. That is why the Hub goes much further than the Government's information pages. It provides a unique and comprehensive list of services available in each borough, including local legal advice, translation services, mental health support, and charities able to support particularly vulnerable people.

Our work also includes a micro-grant programme to deliver direct outreach to vulnerable communities including rough sleepers, disabled people and older people. We are happy that Government has followed suit and announced a national fund. However, the Government fund will only support EU nationals through the process from March onwards, whereas we are providing information and support, including access to legal advice, now.

Some of our communities are distrustful of the Government, especially after the Windrush scandal. I have long fought for the rights of EU citizens, making City Hall a natural place for Londoners to seek information.

I am pleased the Hub already has more than 16,000 email sign-ups. I will unashamedly continue to do everything in my power to ensure that the right information and support reaches EU Londoners.

## **LEAP**

**Question No: 2018/3534**

[Tony Devenish](#)

Would the Mayor consider appointing an AM to the LEAP board to avoid a repeat of the recent questionable use of taxpayers money?

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

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

## **Learning Disability**

**Question No: 2018/3284**

[Len Duvall](#)

How can the London Health Board respond to the Learning Disabilities Mortality Review, conducted by the University of Bristol's Norah Fry Centre, that found that young people with learning disabilities were particularly likely to die in hospital?

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

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

## **Access to GPs across London**

**Question No: 2018/3325**

[Onkar Sahota](#)

What are the implications for your Health Inequalities Strategy and social prescribing vision of the inequalities in the number of patients per GP across London?

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

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